North Carolina Department of Transportation

FYs 2024 through 2026 PROTECT Competitive Grant Program

Franklin 99 Bridge Resilience Improvement Project

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Attachment A

Franklin 99 Bridge Resilience Improvement Project Cost Estimate

North Carolina Department of Transportation
Preliminary Estimate

TIP No.	**BP5.R033, Concept 6A**	**Express Design**	County:	**Franklin**
Route	Replacement of Bridge 340099 over Crooked Creek			
From				
Typical Section	2-Lane Shoulder			
Number of Lanes	2-lanes			
Drainage Type	Shoulder			

CONSTR. COST
$14,000,000
TOTAL COST
$17,430,000

		Date
Prepared By:	HW Lochner	9/2/2025
Requested By:	Division 5	9/23/2026
Priced By:	Karen Lovering, PE	9/29/2026

Line Item	Des	Sec No.	Description	Quantity	Unit	Price	Amount	Funding Source
M			Mobilization	1	LS	$ 56,000.00	$ 56,000.00	NCDOT Detail Fund 390115B
M		801	Additional Mobilization	1	LS	$ 2,358,068.00	$ 2,358,068.00	PROTECT Grant
			Construction Surveying	1	LS	$ 65,000.00	$ 65,000.00	PROTECT Grant
G		200	Clearing and Grubbing	1.6	Acre	$ 100,000.00	$ 160,000.00	PROTECT Grant
G		200	Supplemental Clearing and Grubbing	1	Acre	$ 10,000.00	$ 10,000.00	PROTECT Grant
G			Reinforced Bridge Approach Fills (1 Br = 1 RBAF)	1	Each	$ 50,000.00	$ 50,000.00	PROTECT Grant
			Earthwork					
G		225	Unclassified Excavation	1,400	CY	$ 48.00	$ 67,200.00	PROTECT Grant
G		230	Borrow Excavation	17,600	CY	$ 28.00	$ 492,800.00	PROTECT Grant
G		250	Removal of Existing Pavement (Asphalt)	2,300	SY	$ 15.00	$ 34,500.00	PROTECT Grant
G			Breaking of Existing Pavement (Asphalt)	300	SY	$ 10.00	$ 3,000.00	PROTECT Grant
			Drainage					
D			Drainage New Location - 2-Lane Shoulder	0.30	Miles	$ 700,000.00	$ 210,000.00	PROTECT Grant
			Pavement (Asphalt or Concrete)					
P1		500	Fine Grading	3,000	SY	$ 8.00	$ 24,000.00	PROTECT Grant
P1		610	New Pavement	2,420	SY	$ 130.00	$ 314,600.00	PROTECT Grant
P1		610	Pavement Widening	580	SY	$ 138.00	$ 80,040.00	PROTECT Grant
P1		610	Pavement Resurfacing	1,180	SY	$ 20.00	$ 23,600.00	PROTECT Grant
P1		505	Subgrade Stabilization	3,000	SY	$ 20.00	$ 60,000.00	PROTECT Grant
			Guardrail					
GR		862	Steem Beam Guardrail	1,075	LF	$ 30.00	$ 32,250.00	PROTECT Grant
GR		862	Guardrail End Units (GREU TL-3)	4	EA	$ 3,600.00	$ 14,400.00	PROTECT Grant
GR		862	Guardrail Anchor Units (B-77)	4	EA	$ 3,000.00	$ 12,000.00	PROTECT Grant
GR			Removal of Existing Guardrail	425	LF	$ 2.00	$ 850.00	PROTECT Grant
L			**Erosion Control**	3.1	Acres	$ 95,000.00	$ 294,500.00	PROTECT Grant
			Signing					
S			-L- Line	0.3	Miles	$ 30,000.00	$ 9,000.00	PROTECT Grant
			Traffic Control					
			Phased Construction: Build new-location items include retaining wall and bridge; detour traffic short term for tie-ins	1	LS	$ 150,000.00	$ 150,000.00	PROTECT Grant
			Temporary off-site detour (NC 98, Tarborro Rd, US 401, Clifton Pond Rd)	1	LS	$ -	$ -	
PM		1205	Thermo and Pavement Marking (2-Lane Shoulder)	0.30	Miles	$ 125,000.00	$ 37,500.00	PROTECT Grant
			STRUCTURES					
B			Bridge over Crooked Creek (515' x 33'-3", 72" Curved Steel Girder)	17,124	SF	$ 350.00	$ 5,993,312.50	PROTECT Grant
B			Construction, Maintenance, & Removal of Temp Access	1	LS	$ 1,000,000.00	$ 1,000,000.00	PROTECT Grant
B			Removal of Existing Structure (192' x 24')	4,608	SF	$ 45.00	$ 207,360.00	PROTECT Grant
B		422	Bridge Approach Slabs (2 @ 30' x 12')	720	SF	$ 50.00	$ 36,000.00	PROTECT Grant
			Walls					
			Retaining Wall (200' x 9.2')	1,844	SF	$ 205.00	$ 378,020.00	PROTECT Grant
			Concrete Barrier with Moment Slab (200' x 9.2')	200	LF	$ 700.00	$ 140,000.00	PROTECT Grant
			Miscellaneous (10% Strs & Util)				$ 775,000.00	PROTECT Grant
			Miscellaneous (40% Roadway)				$ 859,070.88	PROTECT Grant

Lgth **0.298 Miles**

Contract Cost	.....	**$**	**12,029,000.00**
E. & C. 16%	.....	$	1,971,000.00	PROTECT Grant
Construction Cost	.....	**$**	**14,000,000.00**
Utility Relocation		$	280,000.00	NCDOT Detail Fund 390115B
Right of Way Costs		$	700,000.00	NCDOT Detail Fund 390115B
PE Costs		$	2,450,000.00	NCDOT Detail Fund 390115B
TOTAL COST		**$**	**17,430,000.00**	

Data sensitivity - Public

Attachment B

Clifton Ponds Dam Breach Review

June 2025

Dewberry

Dewberry Engineers Inc.
2951 Flowers Road South
Suite 102
Atlanta, GA 30341-5533

678.530.0022
678.530.0044 fax
www.dewberry.com

June 3, 2025

North Carolina Department of Transportation
Attn: Brian Radakovic, PE, CFM
1000 Birch Ridge Drive
Raleigh, NC 27610

RE: Clifton Pond Dam Breach Review

Dear Mr. Radakovic,

Dewberry has completed our review of the Clifton Pond Dam HEC-HMS and HEC-RAS dam breach models. We found no major concerns within the models. Flows applied to the HEC-RAS model appear to be conservative but are within the 90% confidence interval of corresponding regression equations used to validate flows. Similarly, the 1/3 PMP flows align closely with probable maximum precipitation peak flow estimates for a drainage area of this size in this region using USGS StreamStats.

The velocities and water surface elevations at the bridges seem reasonable, as do the storms used to assess them. However, when confirming the water surface elevations and velocities for Joe Denton Bridge as listed in the original report it was discovered that the depths observed in the model were consistently 0.97 ft higher than those listed in the report. Dewberry is reporting the headwater depths from the structure hydrograph and using the road deck elevation in the bridge editor (229.63 ft) to calculate the depth. The consistent difference between the numbers was our only real concern and likely points to some disparity in reporting the depth values, therefore we are recommending the original modelers either justify the depth values or revise the report if they are found to have been reported in error. This may be related to the model geometry reflecting the hydraulic high and low chord elevations versus the actual road overtopping elevations, but we were unable to independently verify this using available data.

The velocity values Dewberry is reporting from the model are also higher than those listed in the original summary report, however there is more opportunity for reporting slightly different numbers here due to the high spatial variability of velocity as reported by HEC-RAS (i.e. reporting velocity from slightly different locations may yield different numbers). Neither the velocity values pulled from the model by Dewberry nor the values in the report are unexpectedly high or indicate any issues with the modeling techniques. Table 1 below lists the velocity and depth values for the 50-year, 100-year, and 1/3 PMP breach and non-breach results, with color coded cells corresponding to ACER-11 Downstream Hazard Classifications which provide a useful insight into the potential danger posed to occupants of automobiles.

Other items of note are that the bridges in the model have not been represented as partially blocked. It is common practice to model downstream structures in dam breach models as 50% blocked to represent debris associated with a dam breach, which was not done here. However, this is a subjective call based on engineering judgement, and Joe Denton bridge is the closest structure to the dam at about 2 miles downstream. We would recommend the modelers review this and use their engineering judgment as to whether debris blockage would be appropriate.

As stated previously, there are no major issues found with the model that suggest that the results should not be considered valid. However, Dewberry does recommend the reporting difference in

the overtopping depths and velocities at Joe Denton bridge be either justified or revised in the report.

For your records, we have included our review checklist at as an attachment. Please don't hesitate to reach out with any questions about this review.

Table 1 Joe Denton Bridge Overtopping Depths and Velocities from Report and HEC-RAS Model

STORM EVENT	VELOCITY FROM REPORT	DEPTH OVER BRIDGE DECK LISTED IN REPORT	VELOCITY FROM MODEL	DEPTH OVER ROAD DECK OBSERVED IN MODEL	DEPTH DIFFERENCE
50-year	3.17	0.36	5.34	1.33	0.97
50-year breach	3.21	2.77	5.57	3.74	0.97
100-year	3.51	1.67	5.6	2.64	0.97
100-year breach	3.97	3.62	6.31	4.6	0.98
1/3 PMP	4	4.91	6.36	5.88	0.97
1/3 PMP breach	5.8	5.91	6.99	6.88	0.97
Low Danger Zone		**Judgement Zone**		**High Danger Zone**	

*Water surface elevations taken from HW elevations in structure hydrograph, elevation of road deck taken from bridge editor (229.63 ft)

Sincerely,

Sam Crampton, P.E., CFM

Vice President, Department Manager

Attachment A: CliftonPond_DamBreach_QC_Checklist_06022025.xlsx

Project Name	Clifton Pond Dam
QAQC Reviewer	David Taylor, Sam Crampton, P.E., CFM
QAQC Review Date	6/2/2025

Hydraulic Model QC Review Checklist	QC Comments	
	P/F/NA	Comment
General		
The horizontal datum for all modeling and supporting data is set	P	Projection is appropriate
The vertical datum for all supporting data is set to NAVD88	P	
Unit System is correctly set	P	
HEC-HMS		
Drainage Area aligns with topographic data	P	Drainage area was reviewed for reasonableness
Basin loss parameters appear correct	P	Same parameters applied across all basin models, curve numbers are reasonable
Basin transform parameters appear correct	P	Same parameters applied across all basin models, times of concentration are reasonable
Precipitation appears correctly applied	P	Flows for non-breach events are on the high side of regression estimates, but within the 90% confidence interval. NOAA Atlas 14 values used for 100yr and 50 yr, entered correctly. PMP is reduced to 1/3 in the simulation options using the precipitation ratio function. PMP was developed following HR 51/52, as required by 15A NCAC 02K .0205
Simulation time period extends to capture storm peak	P	Sample Compute plans ran with no errors and captures peak.

HEC-RAS		
Horizontal projection set per project requirements and spatial projection file is provided within the model folder	P	
The hydraulic model extends far enough to where habitable structures are not located in the non-hydrologic fair weather dam breach inundation zone and the with- and without-dam breach flood elevations for the hydrologic failure converging to a specified vertical tolerance of 1 foot	P	Corresponding with and without breach runs are within 1' vertical WSE tolerance at downstream model extent.
Model runs without error	P	Several errors are present in the runtime messages. Running the model as received is giving an HDF error, unsure of cause. Therefore we were unable to independently verify results and were relying on existing results in the model.
Geometry Data		
Correct horizontal projection is used for the geometry data	P	
The 2-D grid cover the area outline in the scope of work	P	Grid appears appropriate extent
2D grid cell size is appropriately selected per the scoped level of detail	P	Mesh is overall sized appropriately, with some areas of smaller cells where additional detail is needed.
Terrain and Manning's land use files are associated with the correct geometry files	P	Mannings reviewed and appear reasonable.
Breaklines are appropriately created per the detail level and are enforced	P	Breaklines are used appropriately but sparingly. There is opportunity for a little more refinement of the mesh, which would likely help with some WSE errors in some of the plan results. However, bridge is appropriately modeled for intended purpose and suitable for this level of analysis.
Storage Areas		
Elevation-area curves match NCDEQ inventory within 10%	P	No SA in the model, reservoir is represented in HMS, elevation storage functions representing reservoir matches for Clifton Pond Dam, Clifton Pond Dam #2 does not have a reservoir capacity listed in the NCDEQ inventory of dams but volume at peak seems reasonable based on a simple conic estimation and report mentions bathymetry data used to determine reservoir volume

Structures		
Structures appropriately modeled per the detail level	P	Dimensions of dam and structures was verified with terrain and aerial in lieu of survey and appeared reasonable.
- Roughness values correctly applied	P	
- High chord/low chord values are appropriate	P	
- Piers/abutments are properly coded	P	
- Bridge internal XS banks and roughness are appropriate	P	Internal XS roughness values on Pearces Rd bridge are lower outside the channel than inside. Values are likely on the low side but likely not particularly sensitive. May want to consider reviewing internal bridge XS manning's values.
All inline features (e.g., bridges, culverts, pipeline crossings, weirs, etc.) have a description and node name are properly assigned (i.e., roadway name, pipeline owner, or local name).	P	
Structures are modeled as 50% blocked	P	Typically for dam breach blockages are assumed for downstream structures. This is highly subjective but may want to be considered.
Structures overtopped by at least 2 feet are set to breach	P	Joe Denton Bridge appears to be significantly overtopped in several scenarios. It is fairly common but not critical to assume failure when overtopped significantly. May want to consider this.
Manning's N Values		
Manning's 'n' values for channel and overbank are assigned and look reasonable based on survey pictures and aerial imagery. The source is documented	P	
Flow File		
Sunny day breach - No hydrologic inflows are applied	P	Set up appears reasonable.
Initial pond elevations match blocked spillway elevations for sunny day	P	Set up appears reasonable.
Normal depth boundary conditions matches normal slope and is reasonable	P	Set up appears reasonable.
Hydrology Fail/Non-Fail flow applied based on appropriate PMP event from HMS model results	P	Set up appears reasonable.

Dam Parameters		
Dam spillway is modeled as blocked	P	Initial elevation in HMS is set to top of Dam
Dam height matches NCDEQ inventory	P	Clifton Pond Dam #2 does not have a height associated with it in the NC dam inventory, Clifton Park Dam has a height of 10 ft in NC Dam Inventory, is represented in the model as 9.3 ft. The dam breach report mentions heights in this model are based on recent field survey information. Heights were validated with terrain and appear reasonable.
- Average breach width is at least 3x height of dam	P	Appears consistent with general practices.
- Breach formation time is no greater than 0.5 hours	P	Appears consistent with general practices.
Breach is set to piping for Sunny Day and overtopping for Rainy Day , at set time	P	Appears consistent with general practices.
Plan		
Full Momentum Equations used for final run	P	
The simulation Time window is extended as needed to model extents	P	
Time of peak of the pool elevation during the non-failure scenario input as the Failure Time in the Rainy-Day breach scenario	P	Dam breach is triggered by elevation not time, but set to breach slightly before peak elevation observed in non-breach scenario (0.1 ft). This likely gives the worst case and appears reasonable.
The computational interval is properly selected or variable time steps option is selected to satisfy the Courant conditions	P	Courant condition controls time step
The hydrograph and mapping output interval is properly selected	P	
Unsteady computation options and tolerances are appropriate.	P	

HEC-RAS results		
Review for cell leakage to confirm if ridgelines are properly enforced	P	Major ridgelines are enforced properly, some areas may benefit from minor adjustments or added breaklines to add detail to the mesh but these are outside of the area of key interest
Hydraulic property curves at bridges/structures reviewed and show smooth transition between flow regimes	P	Minor instability in the Joe Denton bridge HTAB parameters
Are there excessive velocities? (i.e. check areas >10ft/sec)	P	Velocities appear reasonable.
Review areas of very low velocities, as it can indicate artificial backup	P	
WSE error is less than 0.2ft	P	Some of the plans (ex. 100 yr Cascade Breach) have significant WSE errors during the run, several plans computational logs report errors as high as 2.4 feet. Recommend adjusting the mesh and cell sizes in order to reduce these error. However these were outside of the areas of interest and are not expected to impact results around bridge.
Hydrographs at dam, bridges, and hydraulic structures are reasonable, free of oscillations or other anomalies.	P	Areas were spot checked for reasonableness
Volume accounting error is less than 2%	P	
Outflow volume results match inventory within 10%	P	
Other Items		
Please confirm and justify overtopping depths for Joe Denton bridge in table 6-9 in summary report.	Needs justification or revisions	Overtopping depths for Joe Denton bridge found within the Summary Report are consistently 0.97 ft lower than depths pulled from the model. The consistent and specific number suggests there may be some difference in how the numbers were reported by the modeler. Depth values for this review were calculated as the difference between the headwater water surface elevation as reported from the structure hydrograph and the bridge road deck elevation of 229.63 ft as taken from the bridge deck editor in the geometry file.

Attachment C

Bunn Rural Fire Association Letter

January 2026

BUNN RURAL FIRE ASSOCIATION, INC.
P.O. Box 74 • Bunn, North Carolina 27508

January 26, 2024

To Whom It May Concern:

This letter is in response to the input request document sent by Mr. Harrison Wenchell of Stewart Engineering on behalf of The North Carolina Department of Transportation (NCDOT). Per information in the email this document was attached to, the NCDOT is evaluating the permanent closing of Clifton Pond Rd (SR-1003) due to the deterioration and the site constraints of Bridge No. 99 over Crooked Creek. The document seeks information on the impact of closing Clifton Pond Road to Bunn Fire Department's response distance and those effected.

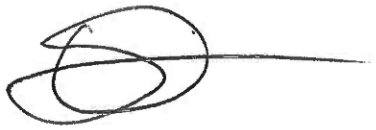
As you are probably aware Fire Departments are rated by the North Carolina Department of Insurance, Office of the State Fire Marshal which affects the taxpayer's insurance rates in their districts. A requirement of this rating is a Five Mile response district which plays a large influence on where the departments build their stations. Bunn Fire Department is no different than any other in that when we strategically selected the location of our Station #2 located at 2882 NC-98 or about four tenths of a mile from Clifton Pond Rd. This location was selected because it was the best location to provide response to the fastly growing Northwestern quadrant of our district. Another factor in the insurance rating depends on receiving mutual aid support from neighboring departments to ensure sufficient water flow and manpower is available. Youngsville Fire Department is our mutual aid Department that Clifton Pond Rd affects the most and closing it would hurt both of our support to each other. Bunn Fire Department has worked hard and invested a lot of taxpayer money in our stations, equipment, and apparatus to provide a Five rating currently. Along with those expenses we have also hired both full and part-time firefighters to man Station 2 during the weekdays when most of our volunteers are at work. In return for using the taxpayer money we strive to provide the best service and response time we can.

There are currently numerous subdivisions, churches, schools, daycares, businesses, and the Triangle North Executive Airport in the district that would be impacted by the closure of Clifton Pond Rd. From the current information provided by the county planning department the closure would impact approximately 1,500 structures and nearly 4,000 people. With the widening of US-401 recently completed we are expecting rapid growth of all of these along that corridor so these numbers will continue to grow. As discussed, response times are very important and only a matter of seconds could be the difference in saving a life and/or protecting their property. Clifton Pond Rd. is our primary route

when responding to a number of the aforementioned places therefore closing it would be detrimental to our response time to those we protect.

We understand that the existing structure is deteriorating and there must be something done with it, however we feel that closing this road permanently should never be a consideration and site constraints should never be more important than protecting a life. Using alternate routes will greatly impact our emergency response time and will also cost the taxpayers in the Northwest Quadrant of our district additional on their insurance premiums.

Thank You,
Bunn Fire Department



Matthew Strawbridge
Chief

Attachment D

Triangle North Executive Airport Technical Report



TECHNICAL
REPORT

Published 2022

Triangle North Executive Airport

Airport Master Plan 2019-2039

Prepared for:
Franklin County
440 Airport Road
Louisburg, NC 27549

Prepared by:
Marr Arnold PLANNING
with:
Baker Engineering, Inc
Short Elliott Hendrickson, Inc
Bolton & Menk Inc.

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Section 1: Inventory Of Existing Conditions

1.1 Introduction

The Triangle North Executive Airport Master Plan defines a concept for development at Triangle North Executive Airport (TNEA or the Airport) over the course of a 20-year planning period and is prepared in collaboration with federal and state agencies, local officials, and interested Airport users. A key goal of this study is to identify facility needs and evaluate development alternatives in order to provide guidance for future development of the Airport based on conditions existing in 2019. The plan will recommend improvements in accordance with specific Federal Aviation Administration (FAA) criteria while taking into consideration anticipated changes in aviation activity and trends at the local, regional, state, and national levels.

The primary objective of this Master Plan is to produce a comprehensive planning guide for the continued development of a safe, efficient, and environmentally-compatible aviation facility that meets the goals of Franklin County, airport users and tenants, and the surrounding area. Key areas of emphasis within this study focus on aeronautical forecasts including critical aircraft determination, the need for and justification of airside and landside development as well as access road improvements, and a staged plan for recommended enhancements. Proposed airport development must adhere to FAA standards that provide for safe aviation facilities while accommodating future demand. The staged plan typically looks at planning horizons of 0 to 5 years (short term), 6 to 10 years (mid-term), and 11 to 20 years (long term). The first phase generally addresses existing facility deficiencies or non-compliance to the FAA's design standards. The subsequent phases address the facilities and resources needed to accommodate predicted growth based on reasonable assumptions.

FAA Advisory Circular, 150/5070-6B, *Airport Master Plans*, provides both guidance and specific requirements for developing an airport Master Plan. **Exhibit 1.1** depicts the process used for this study following the guidance provided in the advisory circular. In addition to these planning elements, two additional tasks are included in the study. First, a public outreach program is intertwined into the study to encourage information sharing and collaboration among TNEA, users and tenants, public officials, and the general public. Secondly, a grant assurance compliance review ensures Franklin County is meeting its obligations as required upon acceptance of federal Airport Improvement Program (AIP) funds.

Exhibit 1.1: Master Planning Steps



The inventory process incorporates a broad spectrum of information including data on airside and landside facilities, surrounding land uses, weather conditions, area airspace, and historical activity levels. Data collected as part of the inventory effort establishes the foundation for the remainder of the Master Plan. The information summarized in this section was obtained through on-site visits, discussions with Airport staff, and a review of previous airport planning efforts, FAA records, and various local and regional planning documents. Inventory data is presented in the following subsections:

- Airport History
- Airport Location and Access
- Existing Airport Facilities
- Airport Activity
- Situational Analysis
- Environmental Inventory
- Summary

1.2 Airport History

Triangle North Executive Airport opened in October 1993 with federal aid. The development at the Airport has been constructed and funded under the auspices of Franklin County. Key dates in the Airport's ongoing development include the following:

- **1984** - Memorandum of Agreement (MOA) between the Federal Aviation Administration, North Carolina State Historic Preservation Office, Advisory Council on Historic Preservation, North Carolina Department of Transportation, and Franklin County signed
- **1985** - Initial Franklin County Airport Master Plan and Environmental Assessment
- **1992** - Franklin County Airport Master Plan Update
- **1993** - Franklin County Airport opened with a 5,000 foot runway, full parallel taxiway, large apron, ample auto parking, two 9-unit T-hangars, a maintenance hangar, fixed based operator facilities, fuel facilities, and a terminal building
- **1995** - Airport Layout Plan Update
- **1996** - Runway was extended to its existing length of 5,500 feet
- **1998** - ILS system installed providing precision approach capabilities
- **2007** - Additional hangars constructed to accommodate 18 additional aircraft
- **2008** - Franklin County Airport changed its name to Triangle North Executive Airport with the approval of the Franklin County Board of Commissioners
- **2012** - Terminal area land acquisition for additional hangars and aircraft apron parking
- **2016** - Industrial hangar and taxiway expansion

1.3 Airport Location and Access

Franklin County located on the northeast side of Raleigh with easy access to multiple interstates and major U.S. highways that connect the County with major east coast markets and the largest manufacturing corridor in the United States. The Airport serves the northeastern portion of the Raleigh-Durham metropolitan area and is considered part of the Raleigh-Durham-Chapel Hill Combined Statistical Area (CSA), commonly referred to as the Triangle Region. TNEA is located six miles south of the City of Louisburg, also the county seat; and 27 miles northeast of downtown Raleigh.



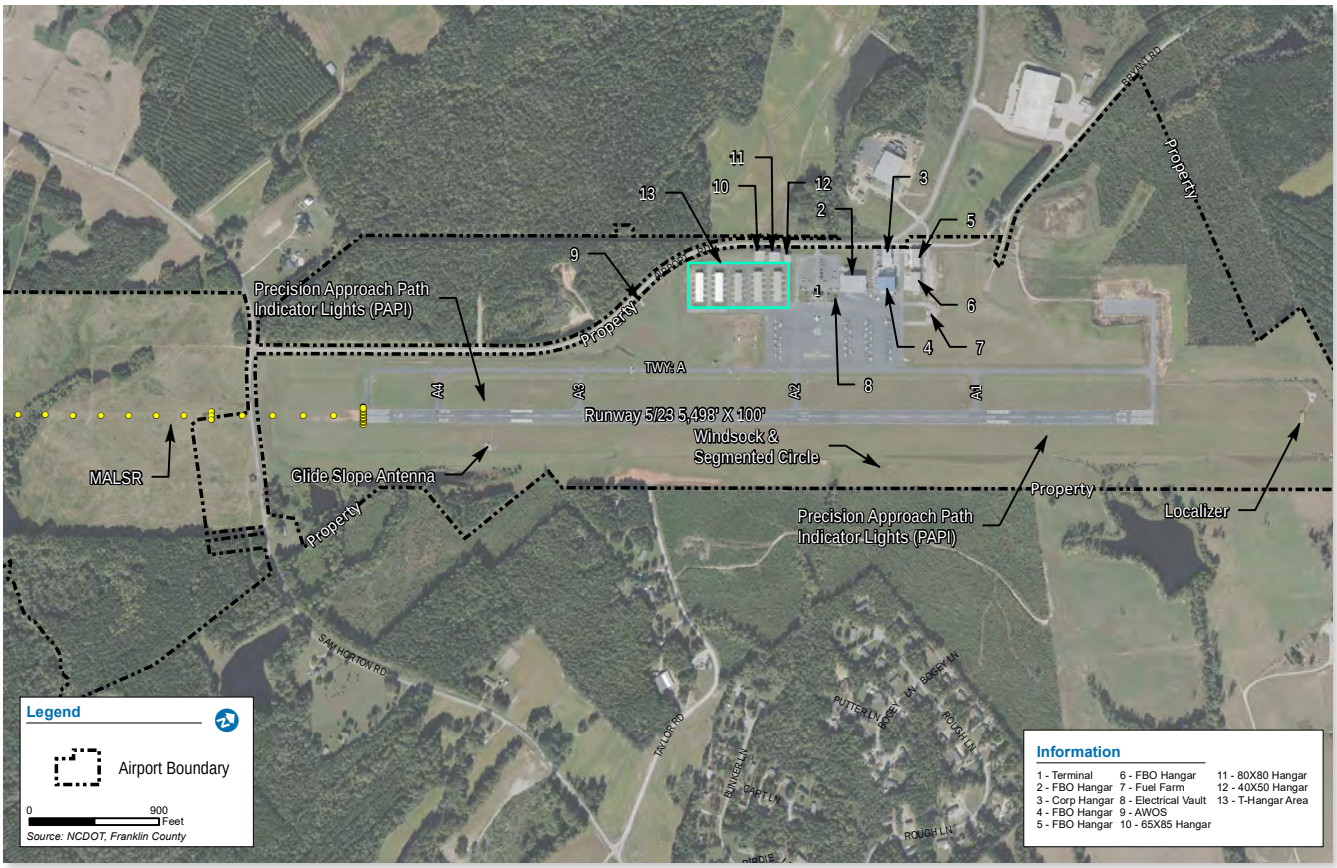
Source: Franklin County.

1.4 Existing Airport Facilities

An essential element of the master planning process at TNEA is to identify the location and characteristics of existing facilities and ultimately determine their ability to meet the future needs of the Airport and its users. To facilitate the inventory process, existing airport facilities at TNEA are categorized and examined in the following sections and highlighted in **Exhibit 1.2**:

- Airport Property
- Airside Facilities
- Landside Facilities
- Airspace and Approaches
- Climatic and Meteorological Conditions
- Land Use Compatibility
- Utilities
- Surface Access and Parking System
- Fencing and Security
- Pavement Condition

Exhibit 1.2: Existing Airport Layout



Source: NCDOT, Franklin County, and Bolton & Menk, Inc. 2019.

1.4.1 Airport Property

Existing facilities are located on approximately 380 acres currently owned by Franklin County. The Airport has an avigation easement for a portion of the runway protection zone (RPZ) on Runway 23. Current Airport property is identified on **Exhibit 1.3**.

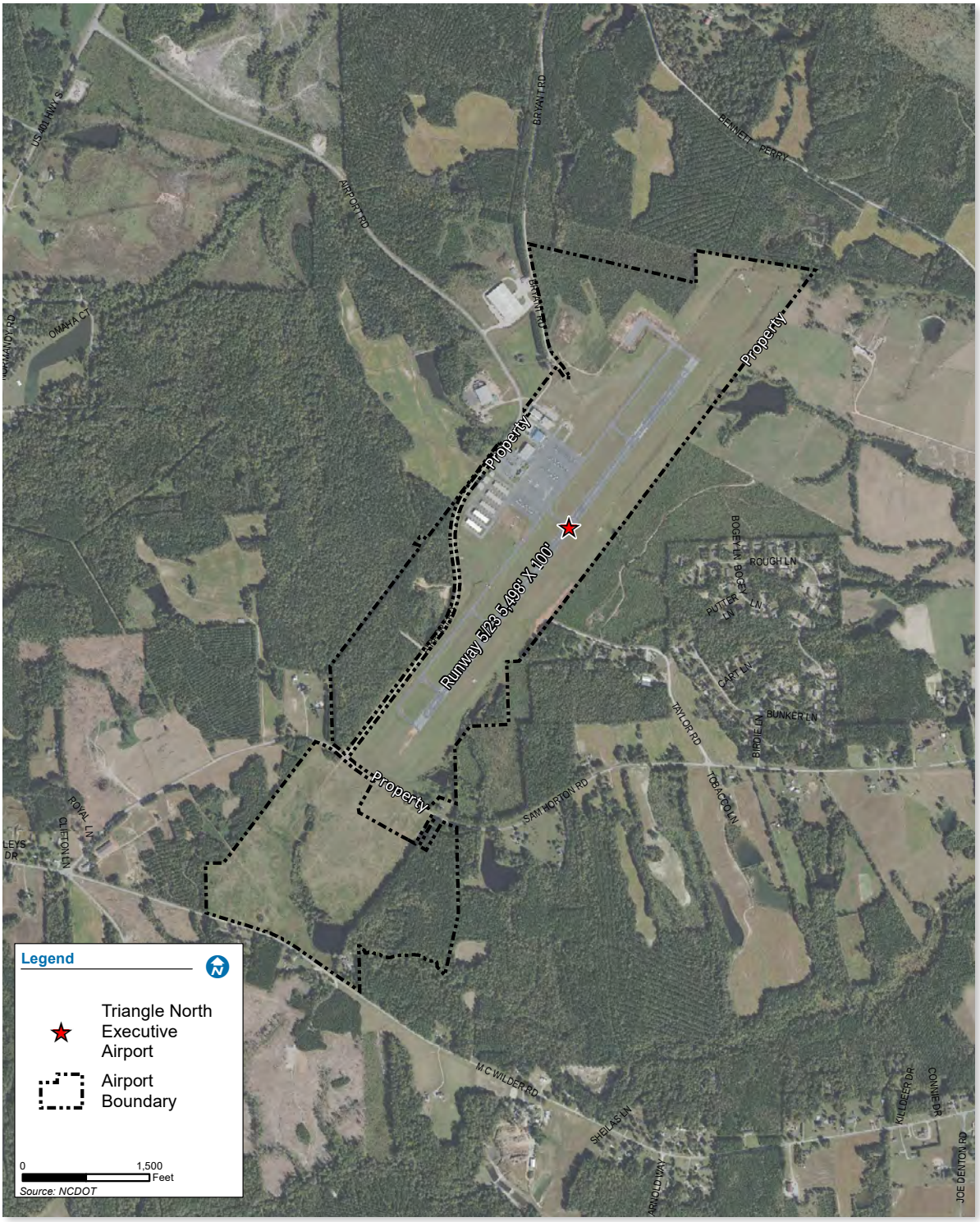
1.4.2 Airside Facilities

TNEA has a single runway configuration that has a taxiway system to provide aircraft with access to the terminal area and other facilities located at the airport.

Runway

The primary runway at TNEA has a designation of 5/23. The runway is 5,498 feet long and 100 feet wide. The runway is constructed of asphalt and is in satisfactory condition with a gross weight bearing capacity of 40,000 pounds single wheel and 60,000 pounds dual wheel. The runway is equipped with Medium Intensity Runway Lights (MIRL) and Precision Approach Path Indicators (PAPIs) on each runway end. Runway 5/23 is marked with precision approach markings that are in good condition. Runway 5 is served by an Instrument Approach Landing System (ILS) which is composed of a localizer, a glide slope, and a Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR). Runway 21 is equipped with Runway End Identifier Lights (REILs).

Exhibit 1.3: Airport Property Map



Source: NCDOT, Franklin County, and Bolton & Menk, Inc. 2019.

Taxiway

Taxiways provide access from the runway to the terminal area and other aviation facilities. Taxiway A consists of a 35 foot wide full parallel taxiway serving Runway 5/23. A portion of Taxiway A is colocated with the aircraft parking apron in the terminal area. All taxiway connectors and taxilanes providing access to hangar areas are also 35 feet wide. Taxiway A and its supporting connector taxiways are supported by Medium Intensity Taxiway Lights (MITLs).

Lighting, Signage and Navigational Aids

Visual aids are used to provide pilots with alignment, height, distance, and location information both in the air and on the ground. Visual aids typically include various types of airport lighting and markings. **Table 1.1** summarizes the visual aids at TNEA along with airfield lighting and signage information.

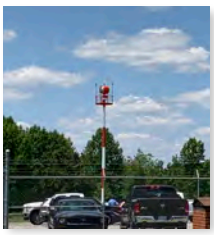
Table 1.1: Existing Airfield Lighting, Signage, and NAVAIDS

Visual Aid	Runway 5	Runway 23
Runway Edge Lights	MIRLs	MIRLs
Runway Markings and Condition	Precision Instrument; Good Condition	Precision Instrument; Good Condition
Runway End Identifier Lights (REILs)	——	Yes
Visual Approach Aid	PAPI-2 Box on Left	PAPI-2 Box on Left
Approach Lights	MALSR	——
Rotating Beacon	Yes (Green and White)	
Signage	Runway Hold, Location, and Guidance	
Windcone	Yes - Lighted	
Segmented Circle	Yes	
Weather Aids	AWOS-IIIP	

Source: Airport site visit (May 2019) and FAA.

Navigational aid (NAVAID) equipment identified in Table 1.1 and their respective functions include:

- MIRLs - Medium Intensity Runway Lights (MIRLs) provide visual guidance to pilots and outline the edges of the runway.
- REILs - Runway End Identifier Lights (REILs) are used to identify the ends of the runway.
- PAPIs - These are 2-box Precision Approach Path Indicator (PAPI) lights are located at the ends of the runway to provide visual guidance to pilots during their approach.
- Rotating Beacon - Rotating beacons operate from dusk to dawn and help a pilot identify an airport at night or during periods of inclement weather and flash white and



green at civilian land airports.



- MALSR - Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR) provide the basic means to transition from instrument flight to visual fight for landing and are installed in the airport runway approach zones along the extended runway centerline.

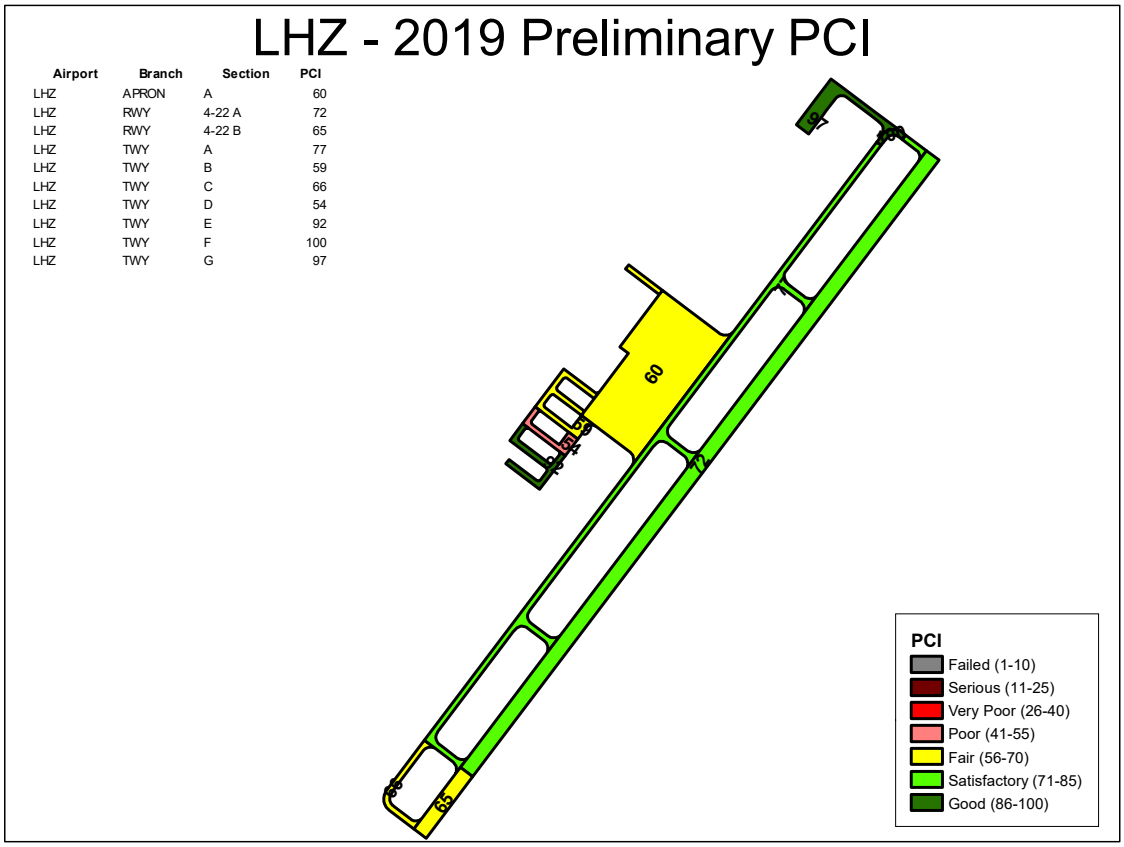


- AWOS-IIIP - An Automated Weather Observation (AWOS) that allows pilots to have the most accurate account of weather at an airport that is available including wind speed, wind gusts, wind direction, temperature and dew point, altimeter setting, density altitude, visibility, sky condition, cloud ceiling height, liquid precipitation accumulation, and precipitation type identification.

Pavement Condition

The North Carolina Department of Transportation's (NCDOT) Division of Aviation (DOA) maintains an Airport Pavement Management System (APMS) that provides DOA with a systematic approach to helping maintain the state's airport pavement network at an acceptable level of service. The APMS evaluates pavement conditions at a specific point in time and predicts future deterioration through the use of pavement condition indicators for each of the public use general aviation airports in North Carolina. The preliminary 2019 *Pavement Management Inspection Report for Triangle North Executive Airport* indicates that the overall airport pavement condition index (PCI) is satisfactory with a composite pavement index of 74. **Exhibit 1.4** depicts the PCI conditions for each of the specific areas of the airfield.

Exhibit 1.4: 2019 Preliminary Pavement Condition Index Map



Source: NCDOT DOA, 2018/2019 Pavement Management Inspection report for Triangle North Executive Airport (July 2019).

1.4.3 Landside Facilities

General Aviation Terminal Building

TNEA's 2,500 square foot terminal building was built when the airport opened in 1993. The building includes office space for airport management, public restrooms, vending machines, a pilots' lounge, and a flight planning area.



Fixed Based Operators

A fixed based operator (FBO) is a commercial business tenant located at an airport that provides one or more aviation-related services to the flying public. Typical services provided by an FBO include flight instruction, aircraft maintenance, charter services, aircraft fueling, and aircraft storage (hangars or tie-down parking). There are several businesses operating at TNEA that provide FBO services:

- Franklin County provides aircraft fueling and parking, concierge services, rental and crew cars, flight planning and weather services, pilot and passenger lounge, and after hours-fuel and emergency services.
- Total Flight Solutions provides flight instruction, charter services, aircraft rental and aircraft maintenance services.
- Triangle Avionics provides avionics certifications, repairs and upgrades.
- Aircraft Merchants provides aircraft sales and brokerage services.
- Plane Design, DAS Aviation Services, James Aeronautics, and Triangle Aircraft Maintenance provide aircraft maintenance.

Aprons and Tie-Downs

The apron area is located on the southeast side of the terminal building and has a total of 44 marked tie-down spaces for both transient and based aircraft.

Aircraft Hangars

Aircraft hangars provide indoor storage for aircraft, while tie-downs provide outdoor storage. There are two designated hangar areas at Triangle North Executive Airport - north and south (see Exhibit 1.2). **Table 1.2** provides a summary of aircraft hangar storage available at the Airport by location area.

Table 1.2: Hangar Storage Summary

Hangar Type	No. Of Units/Buildings (Square Footage)
Maintenance	2 Buildings (approximately 18,000 square feet)
Conventional	6 Buildings (approximately 40,000 square feet)
T-Hangar	5 Buildings/48 Units (approximately 47,000 square feet)

Source: Airport site visit (May 2019) and FAA.

Fuel Storage

Fuel is currently stored in above ground tanks at a fuel farm located north of the terminal area. The fuel farm has both AvGas and Jet A fuel tanks with capacities of 10,000 gallons. The Airport has two fuel trucks (one 1,200 gallon truck for AvGas and



one 3,000 gallon truck for Jet A) to transport fuel from the fuel farm to aircraft. Since 2014, TNEA annually sells an average of 43,000 gallons of Jet A fuel and 49,000 gallons of AvGas. Additional fuel sales information is provided in Section 1.5.2.

Electrical Vault

The electrical vault is currently located adjacent to the terminal building on the apron. This small building houses airfield lighting regulators.

1.4.4 Airspace and Approaches

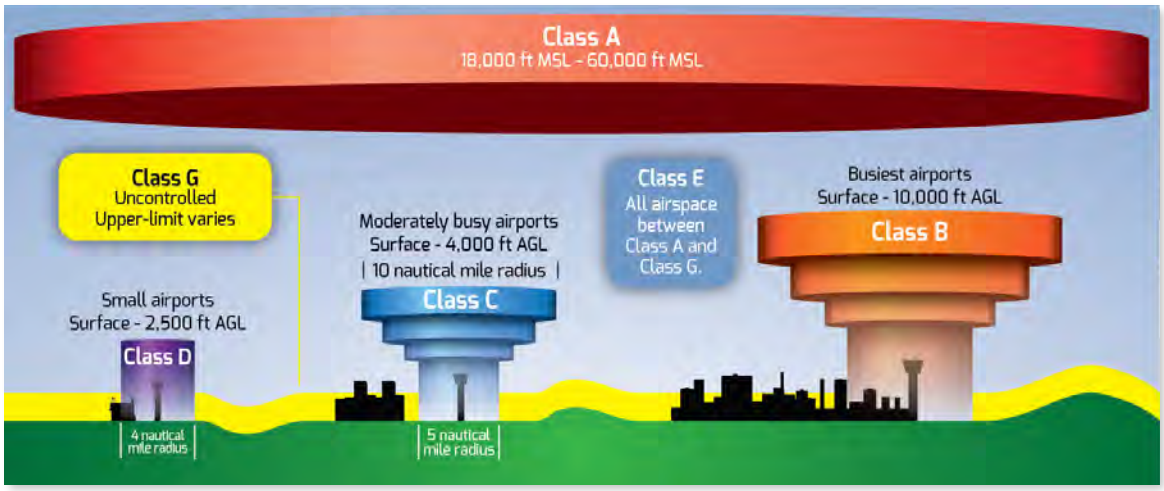
Airspace

The National Airspace System (NAS) is regulated by the FAA and consists of several classifications of airspace (**Exhibit 1.4**). Triangle North Executive Airport does not have an air traffic control tower and the immediate area surrounding the Airport is classified as Class E airspace. Class E airspace typically surrounds airports having instrument approaches and encompasses portions of the instrument approach paths. The flight requirements within Class E airspace result in increased aircraft separation requirements thereby promoting safety and minimizing potential incidents between IFR and Visual Flight Rules (VFR) aircraft in this airspace. The Airport is located less than 30 nautical miles southeast from RDU which falls within Class C airspace which is more restrictive airspace requiring two-way radio communication with air traffic control while operating in the Class C airspace. The current airspace characteristics of the region, as depicted on the Charlotte Sectional Aeronautical Chart, are presented in **Exhibit 1.5**.

Instrument Approaches

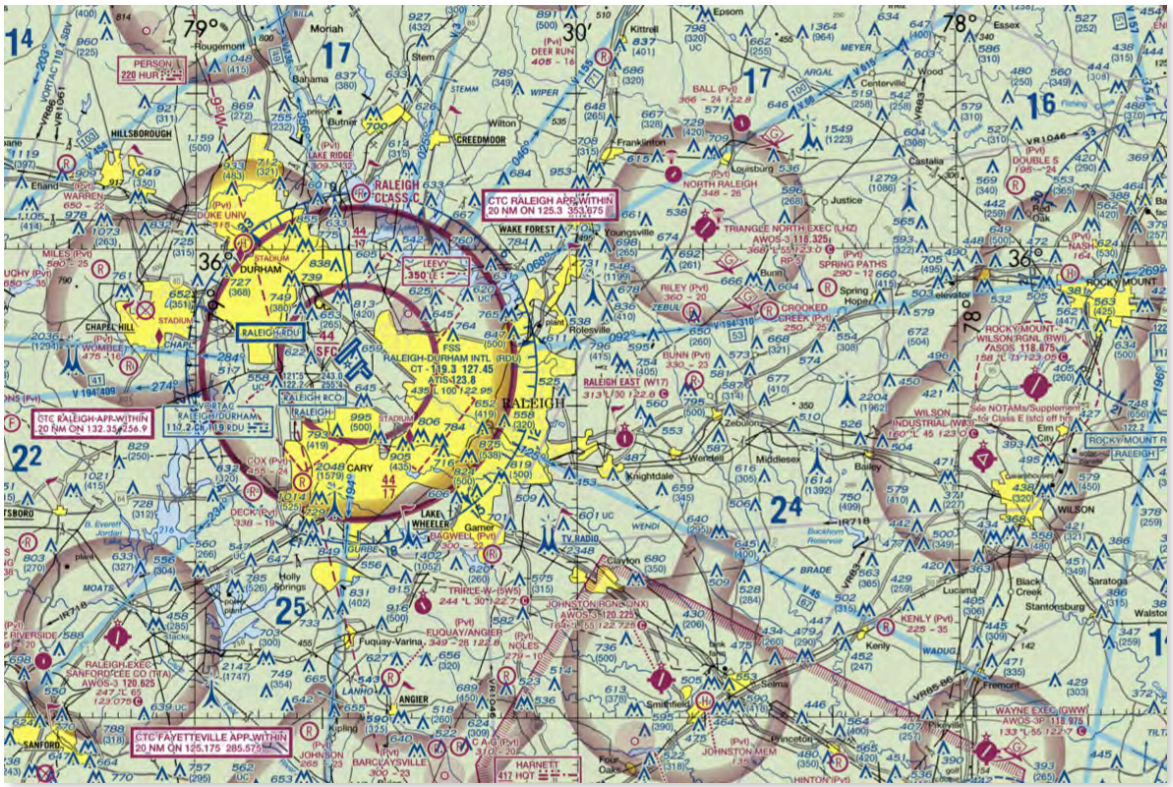
An instrument approach improves airport air access and operational efficiency, and helps improve safety during a wide variety of meteorological conditions. Historically, most flight procedures have been based on land-based navigational aids requiring considerable investment for equipment and maintenance. Land-based approach equipment includes: Instrument Landing Systems (ILS), Very High Frequency Omni-Directional Range (VORs), and Non-Directional Beacons (NDBs). Over the last decade, many of the approaches using land-based equipment have been replaced with satellite-based approaches that utilize Global Positioning Systems (GPS). GPS procedures accommodate precision-like approaches without requiring additional land-based equipment at the airport. Area Navigation (RNAV) GPS approaches offer improved accuracy and lower approach minimums without land-based equipment. Localizer Performance with Vertical Guidance (LPV) or Lateral Navigation (LNAV) are the most popular RNAV GPS approaches. LPV minimums offer improved accuracy with the Wide Area Augmentation System (WAAS) and provide both lateral and vertical guidance similar to an ILS.

Exhibit 1.4: National Airspace System



Source: FAA

Exhibit 1.5: Regional Airspace



Source: Charlotte Sectional Aeronautical Chart, Effective July 18, 2019.

The FAA recognizes three instrument approach types: Precision Approach (PA), Approach with Vertical Guidance (APV), and Non-Precision Approach (NPA). The definition of each these approach types is provided below and **Table 1.3** summarizes the existing instrument approach procedures available at TNEA.

- Precision Approaches (PA) are the most precise approach guidance via horizontal and vertical guidance with visibility minima of less than 3/4 statute and a Height Above Touchdown (HAT) less than 250 feet AGL. This type of approach requires ground based equipment such as an ILS.
- Approach with Vertical Guidance (APV) utilizes WAAS to augment GPS by providing the critical vertical component to aircraft for very precise approaches using only GPS. These approaches are not considered precision approaches by the FAA because they do not include horizontal guidance to the runway end or include ground based equipment such as the localizer and glide slope. This type of approach requires additional equipment in the aircraft.
- Non-Precision Approaches (NPA) only provide horizontal guidance to aircraft resulting in less precise approaches.

Table 1.3: Instrument Approach Summary

Approach Type	Runway End	Ceiling (feet/AGL) and Visibility Minimums (mile)*
Precision		
ILS or LOC	Runway 5	200′ AGL 1/2 mile
Approach with Vertical Guidance		
RNAV (GPS)	Runway 5	200′ AGL 1/2 mile
RNAV (GPS)	Runway 23	300′ AGL 1/2 mile
Non-Precision		
VOR-A	Circling	700′ AGL 1 mile

Source: FAA Digital Approach Plates, April 2019.
Note:*Lowest minimums are shown. Actual minimum are based on aircraft category type (A, B, C or D).

1.4.5 Climatic and Meteorological Conditions

Local weather conditions have a significant role in the planning and development of an airport. Temperature, wind direction, and wind speed are influential components in deciding runway length and optimum runway orientation. The mean daily maximum temperature during the hottest months of the year is used to ensure that the runway design for the critical aircraft includes the correct runway length. In Louisburg, the mean daily temperature of the hottest month (July) is 91°F.

Wind also has a considerable effect on aircraft performance during takeoffs and landings. For example, during takeoff a headwind will increase aircraft performance by shortening the takeoff run and increasing the angle of climb. Conversely, a takeoff with a tailwind will contribute to the aircraft running out of runway length or being unable to clear obstructions. During landing, a headwind will steepen the approach angle and shorten the landing roll. It is important that runways be aligned with the prevailing wind to account for a crosswind component that tends to push the aircraft across rather than down the runway. **Table 1.4** shows runway wind

coverage based on historical weather observations.

Table 1.4: Wind Coverage

All Weather Wind Coverage	
Crosswinds	**Runway 5/23**
10.5 knots	99.36%
13 knots	99.77%
16 knots	99.96%
Instrument Flight Rules	
10.5 knots	99.41%
13 knots	99.81%
16 knots	99.99%
Visual Flight Rules	
10.5 knots	99.56%
13 knots	99.84%
16 knots	99.97%

Source: National Climatic Data Center for Triangle North Executive Airport, NC (2009-2018) and Bolton & Menk, Inc., 2019.

1.4.6 Land Use Compatibility

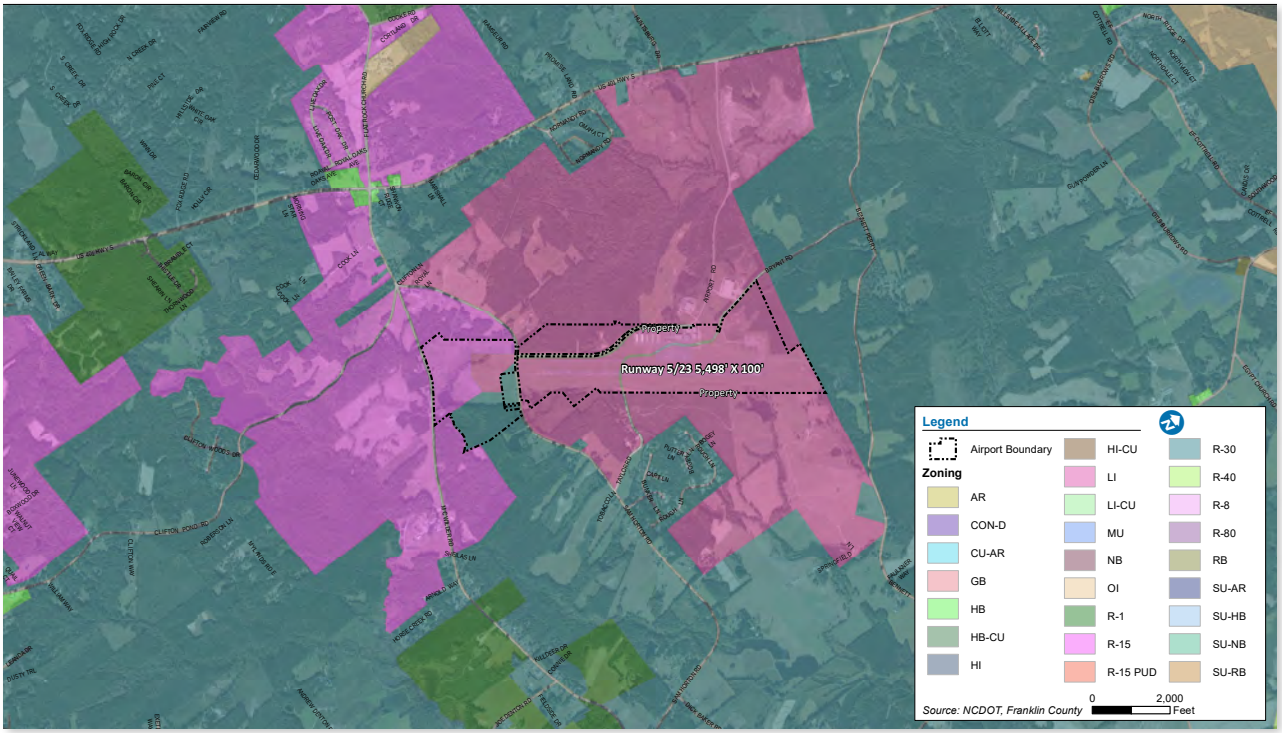
Effective compatible land use planning serves to protect the public health of both aircraft operators and the surrounding community from safety related concerns as a result of airport operations. Such planning also serves to preserve the quality of life of surrounding neighborhoods from the byproducts of airport/aircraft operations including such things as aircraft noise, dust and fumes. Effective land use planning via such mechanisms as zoning protects airspace, defines use of land and considers aircraft noise impacts. Currently, the FAA considers airport compatible land use planning to be a top priority for airport sponsors and should be addressed through local planning and the airport planning process.

Franklin County has zoning ordinances in place to address aviation activity and land use around TNEA as shown in **Exhibit 1.6**. Franklin County has also adopted an Airport Height Overlay District Zone (not shown in Exhibit 1.6). The purpose of this zone is to ensure future development is compatible with Triangle North Executive Airport. Analysis and recommendations regarding compatible land use at the Airport will be included later in this Master Plan.

1.4.7 Utilities

Wake Electric Membership Corp. provides electrical services to the Airport. Propane gas is available through Ormond. Sanitary sewer is provided by Northern Septic and water services are provided by the Franklin County Department of Public Utilities. Communication (telephone and internet services) are provided by Century Link. Charge Point provides electric vehicle (EV) charging in the auto parking lot adjacent to the terminal building.

Exhibit 1.6: Franklin County Land Use Zoning



Source: NCDOT, Franklin County, and Bolton & Menk, Inc., 2019.

1.4.8 Surface Access and Auto Parking

Direct access to the Airport is provided by Airport Road which is located less than 2 miles east of US Highway 401. Access between the Airport and US Highway 401 is provided via McWilder Road and Sam Horton Road. Currently, there is not a designated vehicle service road that goes along the perimeter of the Airport. There are approximately 170 designated auto parking spaces located in the terminal and hangar areas.

1.4.9 Fencing and Security

It is important to keep an airfield secure from pedestrians, vehicles, and wildlife. TNEA is surrounded by both light industrial and residential properties, and several roadways are in the vicinity of the Airport. Wildlife is often seen on and adjacent to Airport property. These types of encroachment, especially on the runway and taxiways are a serious safety concern to aircraft. TNEA has full perimeter fencing that consists of 6-foot chain link with several automatic access gates (two gates allowing vehicle access via cards and four gates for pedestrian access via a number pad).

1.5 Aviation Activity

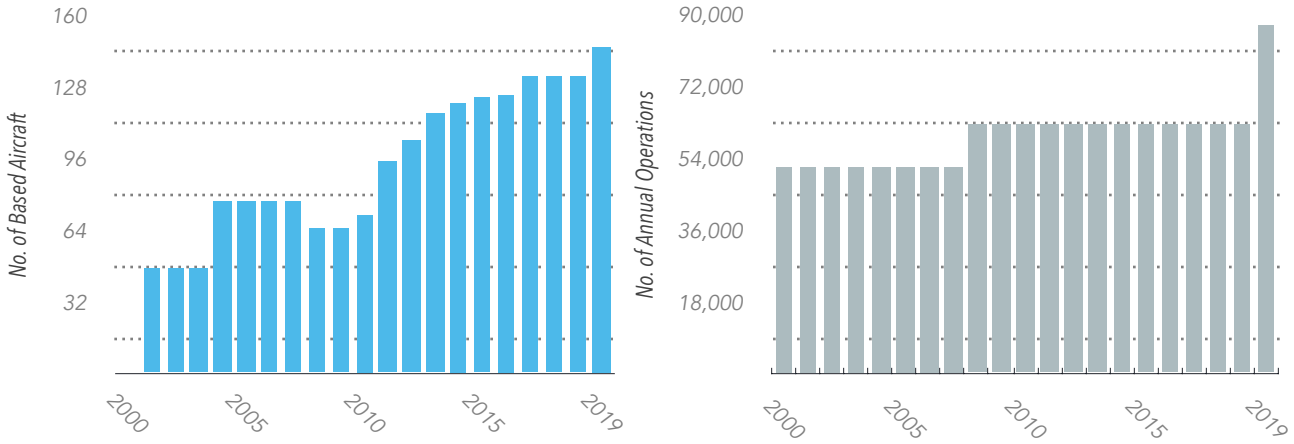
Historic data for the aviation activity components are summarized in the following sections. These components will be examined in greater detail in *Section 2: Aviation Activity Forecasts*.

1.5.1 Based Aircraft and Aircraft Operations

A based aircraft is defined as an aircraft that is permanently stored at an airport, typically in a hangar or tied down on an airport's apron area. The number and types of based aircraft at airports fluctuate as aircraft owners relocate and/or change the type of aircraft they own. In addition, on-airport flight schools and charter services that may be provided by FBOs frequently adjust their aircraft operating fleet to match the demand for their services. Historic aircraft counts for TNEA were compiled from several sources included: Airport records, National Based Aircraft Inventory (NBAI) Database, and the FAA's Terminal Area Forecasts (TAF).

Airport management reports based aircraft to the Franklin County Tax Office on January 1 of each year. The aircraft reported to the County represent aircraft that have lease agreements (hangars and/or tie downs) with the County and pay property taxes on their aircraft to Franklin County. Data provided in **Chart 1.1** presents data from 2000 to 2019. Based aircraft data (146 aircraft) for 2019 corresponds to NBAI data, Franklin County Tax Office records, and represents aircraft that have lease agreements for hangar storage or tie-down storage at TNEA. Data prior to 2019 is from the FAA TAF.

CHART 1.1: HISTORIC BASED AIRCRAFT AND ANNUAL OPERATIONS



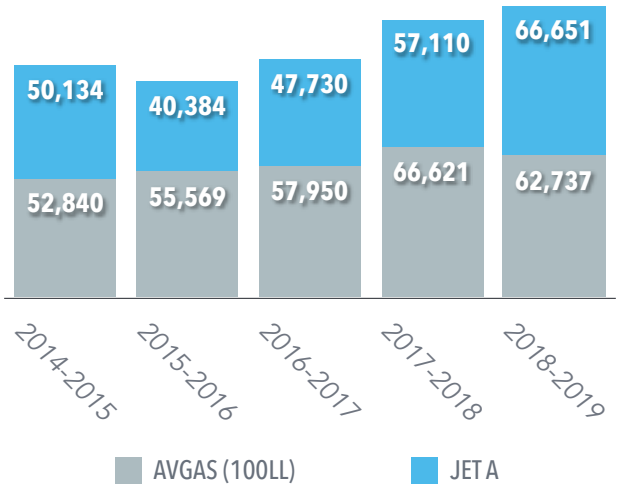
Source: TNEA records.

An aircraft operation represents either a landing or a departure conducted at an airport. Because TNEA does not have an air traffic control tower, aircraft operations at the Airport are estimated and based on available FAA TAF data. Through conversations with airport management and business tenants based at TNEA, airport operations for 2019 are estimated to be 87,200.

1.5.2 Fuel Sales

Between June 2014 and July 2019, TNEA sold more than 557,000 gallons of AvGas and Jet A fuel as shown in **Chart 1.2**. During this time period, gallons of fuel sold increased at an average annual rate of 5.87%. The ratio of gallons sold between AvGas and Jet A fuel has remained relatively steady over the last five years. However, in the last reporting year (2018-2019), Jet A gallons sold outpaced AvGas for the first time and accounted for 52% of total fuel sales.

CHART 1.2: 2014-2019 FUEL SALES (IN GALLONS)



1.6 Situational Analysis

Through discussions with Airport management, business tenants, private individual tenants, and key stakeholders, a review of the business environment and the Airport's competitive position relative to other competing airports can assist in guiding the 20-year airport development plan for this Master Plan. This analysis will be used to guide the development of other components in the master planning process and including activity forecasts, facility requirements, and the alternatives analysis.

1.6.1 Role in Airport System

One of the goals of the Master Plan is to ensure that TNEA has the necessary facilities to adequately accomplish the various roles that it may play in the local, state, and national transportation systems. At the local level, TNEA is a general aviation airport that is owned and operated by Franklin County.

Within the context of the national system, the FAA's National Plan of Integrated Airports System (NPIAS) includes 3,321 airports that are open to the public and eligible for federal funding. The FAA report, *General Aviation Airports: A National Asset (ASSET)*, considers TNEA to be a "Regional" general aviation airport. As one of 492 Regional airports in the NPIAS, the FAA has determined that these airports support regional economies by connecting communities to both regional and national markets.

North Carolina's system of airports consists of 72 public use airports which are eligible for federal and state funding. Similar to the FAA's system of airports, North Carolina classifies its airports into roles and has identified TNEA as a "Blue" airport in its state system[1]. Blue airports are identified as community airports with business aircraft capability. DOA's Airport Development Plan (ADP) includes objectives for each of the airport roles included in the state's airport system plan. Based on the information provided in the 2015 North Carolina Airport System Plan (NCASP), TNEA is deficient in eight of the 25 ADP categories. These deficiencies are presented in

[1] 2015 North Carolina Airport System Plan.

Table 1.5.

Table 1.5: NCASP Deficiencies for Triangle North Executive Airport

Category	NCASP Objective	TNEA Actual
Runway Protection Zone (RPZ) Ownership	100% Ownership	Partial Ownership
Runway Safety Area (RSA)	1,000'	Non-Compliant on RWY 5
Pavement Condition	PCI greater than 75	Runway - 78 PCI Taxiway - 84 PCI Apron - 69 PCI
Visual Navigational Aids (NAVAIDs)	Rotating Beacon, Lighted Wind Sock, PAPI-4, and REILs (if no ALS)	Rotating Beacon, Lighted Wind Sock, PAPI-2, REIL
Terminal Building	4,500 SF with FBO, Public Meeting Room, Restrooms, and 1 Auto Space Per Based Aircraft + 50% for Visitors/ Employees	2,500 SF Terminal Building, FBO, Flight Planning Area, Public Meeting Room, Restrooms, Auto Parking
Hangar Storage	75% of Based Aircraft	54 Hangar Spaces
Maintenance Equipment & Storage Building	Approved Tractor Building	Undesignated Storage Building
Fencing	8' Full Perimeter	6' Full Perimeter

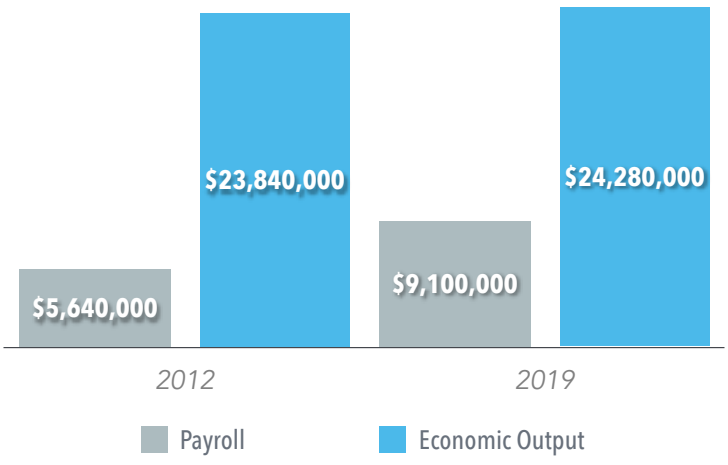
Source: 2015 North Carolina Airport System Plan.

This Master Plan will take into consideration the identified NCASP deficiencies during the facilities requirements and alternatives analysis once future activity demand has been identified in *Section 2: Aviation Activity Forecasts*.

1.6.2 Economic Impact and Business Environment

Triangle North Executive Airport is a key asset to Franklin County in terms of its impacts on the local economy and as a component of the overarching transportation network. Since 2012, DOA estimates that all economic indicators for TNEA contribute significantly to the economy (**Chart 1.3**). In 2018, it is estimated that the Airport supported 195 jobs and is responsible for more than $9 million in payroll and $24.2 million in economic output. It also contributed $1.2 million in state and local tax revenues.

CHART 1.3: TNEA ECONOMIC IMPACT SUMMARY



Source: NCDOT DOA.

The Airport is a vital asset for both Franklin County and the region. TNEA supports local pilots, local businesses, military interests, and regional aviation needs. Key users of the Airport as identified in the NCDOT DOA's

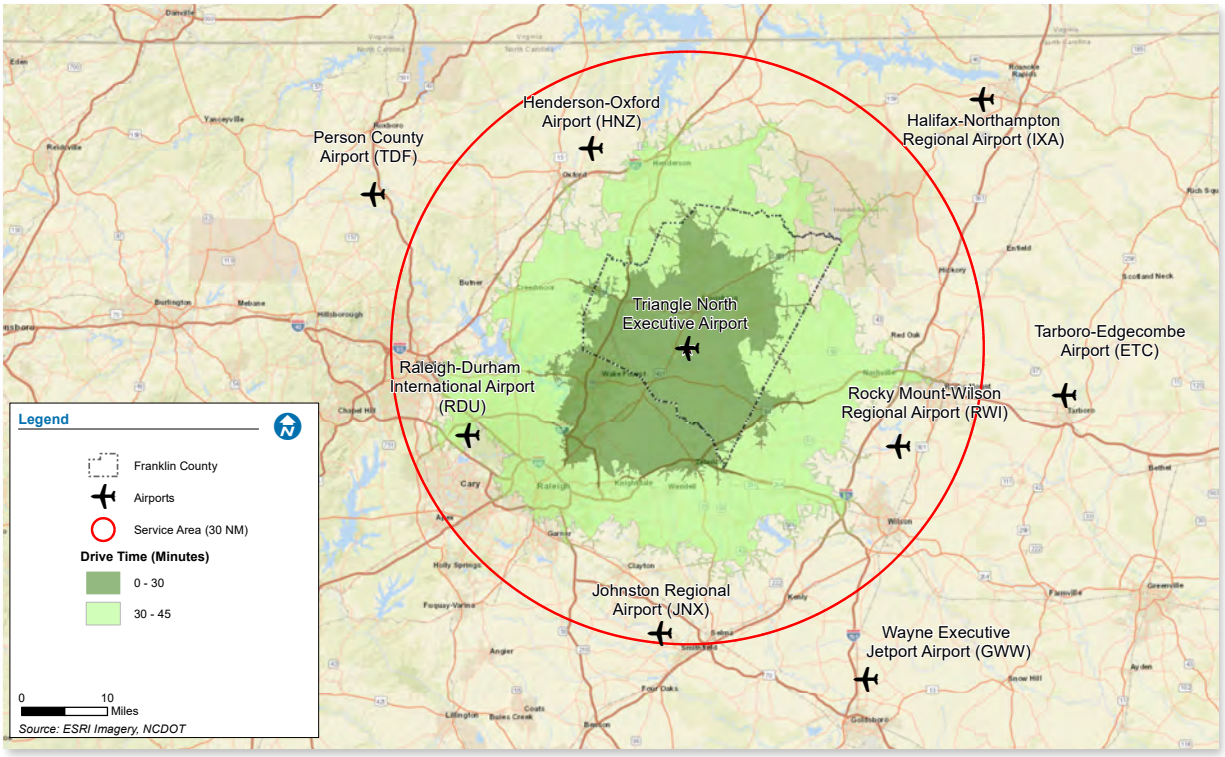
economic assessment report[2], as well as through discussions with Airport management include:

- Corporate/Business
- Flight Training
- Aircraft Maintenance
- Civil Air Patrol
- Recreational Flying
- Transient Activity
- Military Training

1.6.3 Competing Airports Analysis

TNEA's service area is based on a combination of both geographic and economic criteria, as well as, competing airports. **Exhibit 1.7** depicts the Airport's service area and **Table 1.6** provides a profile of the competing airports that fall within TNEA's service area. Utilizing guidance form the FAA and the NCASP, the service area is based on a 30 nautical mile radius centered on TNEA. The competing airports shown represent a variety of airports including both commercial service and general aviation. All are open to the public and are publicly owned facilities. RDU also accommodates general aviation and military activities. In 2016, RDU completed its Master Plan update and its approach to general aviation development recognized the importance of the corporate/ business market but also wanted to remain flexible for future development. As a result of their internal general aviation development plans, RDU has been discussing the potential for a redistribution of their general aviation based aircraft and operations to other airports in the region.

Exhibit 1.7: Triangle North Executive Airport Service Area



Source: NCDOT, Franklin County, and Bolton & Menk, Inc., 2019.

[2] 2019 North Carolina: The State of Aviation.

Table 1.6: Profile of Competing Airports

Airport	FAA ID	FAA Role	NCASP Role	Primary Runway Length and Width	Based Aircraft (2019)	Annual Operations (2019)	Nautical Miles (nm) from TNEA
Triangle North Executive Airport	LHZ	Regional	Blue	5,500' x 100'	147	87,200	—
Hendrson-Oxford Airport	HNZ	Local	Blue	5,500 x 100'	30	25,185	22 nm NW
Rocky Mount-Wilson Regional Airport	RWI	Regional	Red	7,100' x 150'	27	29,930	24 nm SE
Raleigh Durham International	RDU	Commercial Service	Yellow	10,000' x 150'	176	200,588	24 nm SW
Johnston Regional Airport	JNX	Regional	Red	5,500' x 100'	118	107,500	29 nm S
TOTAL					**497**	**414,200**	

Source: TNEA records, North Carolina 2019-2020 Airport Guide, Airport IQ FAA 5010, and Google Maps.

The three remaining competing airports are general aviation airports that are recognized by the FAA as having a regional importance with the exception of Henderson-Oxford Airport. The FAA identifies Henderson-Oxford Airport as a "Local" facility that supplements communities by providing access to primarily intrastate and some interstate markets. The NCASP considers Rocky Mount-Wilson Regional Airport and Johnston Regional Airport to be "Red" airports which are regional/business airports supported by strong socioeconomic growth. There are currently 15 Red airports identified in the current NCASP. TNEA and Henderson-Oxford airports are classified as "Blue" airports in the NCASP and are considered community airports with the capability to support business aircraft.

1.6.4 SWOT Analysis

In an effort to identify and better understand TNEA's operating environment, a Strengths/Weaknesses/Opportunities/Threats (SWOT) analysis was performed during the data collection effort. The information gathered during this effort will be used later in the master planning process to develop goals and objectives for achieving TNEA's mission.

The analysis asked the following questions:

- Who are we and what do we do?
- Who are TNEA's existing or potential competitors?

- Are there challenges created by an unfavorable trend or development that may lead to less activity and/or revenues?
- What needs to be improved to compete better or meet objectives?
- What does TNEA lack?
- What opportunities exist in the market/region that TNEA can benefit from?
- Is the perception of TNEA positive?

The results of the SWOT analysis will help to facilitate decision making at TNEA as well as provide both the Airport and Franklin County with a blueprint for prioritizing projects. A summary of the findings from this analysis is shown below in **Tables 1.7** and **1.8.**

Table 1.7: Strengths and Weaknesses Summary

Strengths	Weaknesses
Airport Environment & Staff • Community oriented and hometown atmosphere • Business diversity on airfield • Good leadership	**Facilities** • Maintenance of existing infrastructure • Ability to move infrastructure to allow for more growth • Lack of corporate hangars, lack of hangar space • Lack of ramp for corporate clients
Airport Facilities & Operations • Large number of based aircraft and multiple approach procedures • Runway length; maintenance on-site	**Fuel** • High Jet A price; fuel prices need to stay competitive • Deficient fuel farm; fuel farm placement and lack of self-service
Location/Access • Proximity to Raleigh; US 401 highway access; location next to industrial park • Opportunity to capture part of marketplace w/ growing general aviation activity	**Services & Amenities** • Fire and emergency services • Better high speed fiber • No restaurant or observation area; FBO needs updated; need space for larger meetings
Community Growth • Region is growing and more is anticipated • Future development in the surrounding area • Airport reputation	**Airport Activity** • Need to track activity • Unclear procedure for upgrades outside of existing hangars • Lack of turbine based aircraft
Land Availability • Enough space and real estate to expand • Large open space without obstacles near landing areas • Ability to expand due to land and access to industrial park	**Environmental/Land Use** • Near Cascine Plantation/National Register Site • Growth and development near airport could envelop and impede airport growth • Poor drainage on north side of airport outside corporate hangars
Community Support • Supportive County Commission • Full support of county government • County and local support	**Airport Identify & Management** • No airport commission; need permanent airport manager • Marketing of airport and services; more advertising; need a business plan
	Community • Need more community events • Ability to host big events/fly-ins, etc.
	Funding & Taxes • Funding • High tax rates

Source: Marr Arnold Planning, 2019.

Table 1.8: Threats and Opportunities Summary

Threats	Opportunities
Funding • Funding shifts and/or lack of funding • Funding to move infrastructure to allow for more growth	**Local/Regional Growth** • Location to Raleigh/Durham and proximity to RDU • Growth in both the county and region; utilities in the area
Changes in Aviation Industry • Demographic changes - declining pilot population and age of fleet • AvGas availability in future	**Access** • US 401 widening to 4-lane will make it easier for customers to get to the airport
Community • Needs sense of identity (i.e. Triangle North Executive Airport not Franklin County, Louisburg, or North Triangle) • Rising taxes	**Airport Environment & Adjacent Industrial Park** • Committed leadership and desire to see airport succeed • Aviation industry manufacturing in business park • Synergy with business park
Airport Constraints • Class B airspace • Aging and limited infrastructure; • Length of runway and apron size	**Changes at RDU** • RDU pushing out GA and becoming less GA friendly
Environmental/Land Use • Noise ordinance • Residential encroachment • Road construction	**Funding & Support** • Funded runway project • State & DOA support for expansion • Incentives; subsidizing new hangar spaces for businesses
Competition • Other local executive airport nearby; competitors in region (TTA and JNX) • Expansions at TTA, Wayne County	**On-Airport Development** • Facilities for regional air taxi • Changes in technology as related to transportation
	Services & Events • Avionics repair station • Bulk annual fuel sales • Good place for airshows and fly-ins
	Community • More use of airport by non-aviation community • Potential to partner with schools for aviation • Develop relationship with technical schools

Source: Marr Arnold Planning, 2019.

1.7 Environmental Inventory

This section provides general background information regarding the environmental resources within the study area. This environmental overview includes applicable resource categories outlined in FAA Advisory Circular 150/5070-6B, *Airport Master Plans*, FAA Order 1050.1F *Desk Reference*, and FAA SOP 5.1 *CatEx Determination*.

1.7.1 Air Quality

According to North Carolina Department of Environmental Quality (NCDEQ), Franklin County is currently designated as being "in attainment" for all criteria pollutants under the National Ambient Air Quality Standards (NAAQS). An attainment area is one in which air pollution levels do not exceed the NAAQS. NCDEQ maps indicate attainment status by county for each of the four NAAQS pollutants (ozone, particulates, carbon monoxide, and sulfur dioxide). According to NCDEQ, the Raleigh-Durham-Chapel Hill Area which includes Franklin County was designated an ozone attainment/maintenance area in 1997. There is currently no monitor for ozone located in the County, however there was from 1997 to 2015.

1.7.2 Threatened and Endangered Species

The U.S. Fish and Wildlife Service uses North Carolina Natural Heritage Program data to maintain the threatened and endangered species list. This list provides federally-protected species by county for North Carolina. **Table 1.9** shows the species that could be present in Franklin County and therefore have potential for impact. Areas that have the highest potential to contain the species identified in Table 1.9 are projects that disturb water or unmaintained land. If a future project is determined to potentially impact one of these species, coordination with the U.S. Fish and Wildlife Service will be required.

Table 1.9: Endangered, Threatened, and at Risk, Species

Common Name	Scientific Name	Federal Status
Carolina madam	Noturus furious	At risk
Neuse River waterdog	Necturus lewisi	At risk
Atlantic pigtoe	Fusconaia masoni	At risk
Dwarf wedge mussel	Alasmidonta heterodon	Endangered
Green floater	Lasmigona subviridis	At risk
Tar River spiny mussel	Parvaspina steinstansana	Endangered
Yellow lance	Elliptio lanceolata	Threatened
Michaux's sumac	Rhus michauxii	Endangered

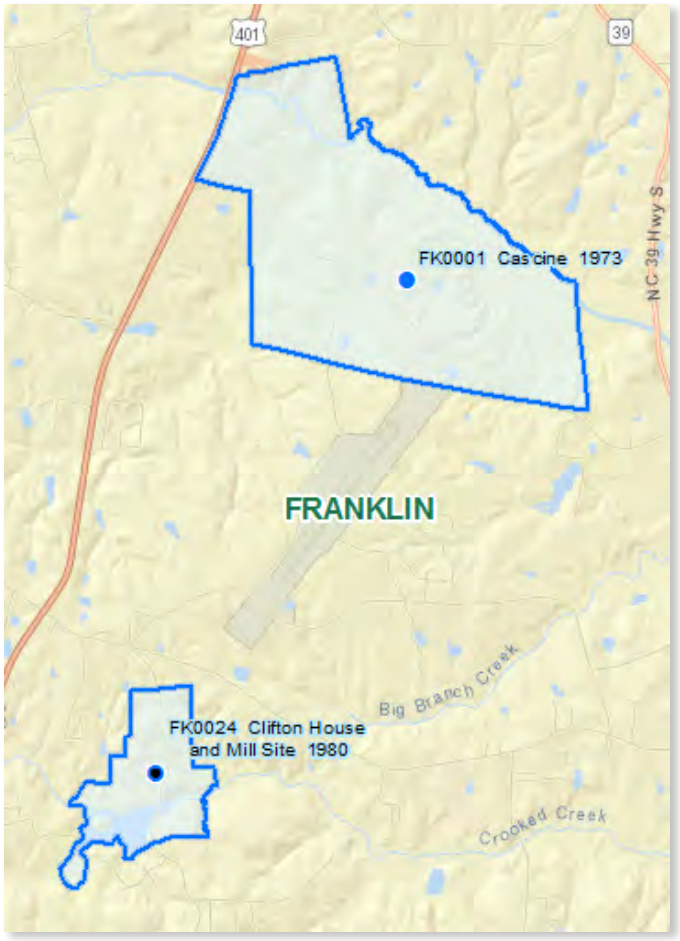
Source: U.S Fish & Wildlife Service, Environmental Conservation Online System, Species by County Report. Species that are known or believed to occur in this county as of July 2019.

1.7.3 North Carolina Historic Preservation Resources

State historic sites are regulated by the North Carolina State Historic Preservation Office (NCSHPO). The National Historic Preservation Act of 1966 requires that sites listed or eligible for listing in the Nation Register of Historic Places be considered during the planning of federally funded projects. *North Carolina General Statute 121-12* requires review of state projects that may affect historic properties, but this does not apply to any site that is not listed in the National Register regardless of eligibility.

NCSHPO's GIS database identifies two sites within close proximity to TNEA (see **Exhibit 1.8**). Located adjacent to TNEA, Cascine is an eighteenth century plantation that was entered into the U.S. Department of the Interior National Park Service's National Registry of Historic Places in 1973. Located less than a mile south of TNEA, is the Clifton House & Mill Site is a complex that is representative of the rural nineteenth century Franklin County that was entered into the National Registry of Historic Places in 1980. More detailed information on these sites will be discussed in a subsequent chapter of the Master Plan that documents environmental analysis based on preferred development alternatives.

Exhibit 1.8: Historic Sites within the TNEA Environment



Source: North Carolina State Preservation Office's HPOWEB GIS Service, 2019.

1.7.4 Hazardous Materials and Solid Waste

The FAA guidelines recommend avoidance of hazardous waste and contaminated sites when possible. The NCDEQ Waste Management Division maintains data that can be utilized to identify if there are any hazardous materials sites in and around TNEA. A high-level analysis of sites that were reviewed from the NCDEQ Waste Management Division is shown in **Table 1.10**. If future development has the potential to impact any identified hazardous site, appropriate mitigation will be required.

Table 1.10: Identified Hazardous Material Sites

Site Type	Located On or Adjacent to Airport Property	Located within One Mile of Airport Property	Located within Three Miles of Airport Property
Brownfields	No	No	No
Dry-Cleaning Solvent	No	No	No
Debris	No	No	No
Federal Remediation Branch	No	No	No
Hazardous Waste	No	No	No
Inactive Hazardous Waste	No	No	No
Manufactured Gas Plant	No	No	No
Pre-Regulatory Landfill	No	No	No
Regional Underground Storage Tank	No	No	Yes (4 sites)

Source: North Carolina Department of Environmental Quality Waste Management Division, 2019.

1.7.5 Environmental Justice

Socioeconomic Conditions and Demographics

The Environmental Protection Agency's (EPA) Environmental Justice Screening and Mapping tool was used to determine the study area and surrounding area demographics and socioeconomic conditions. The study area has a 31% minority population which puts it in the 50th percentile for the state and 40% are considered low income. These conditions apply to an area that is centered on TNEA and expands out 3 nautical miles in all directions. The study area is not considered to be a minority population.

Community Resources

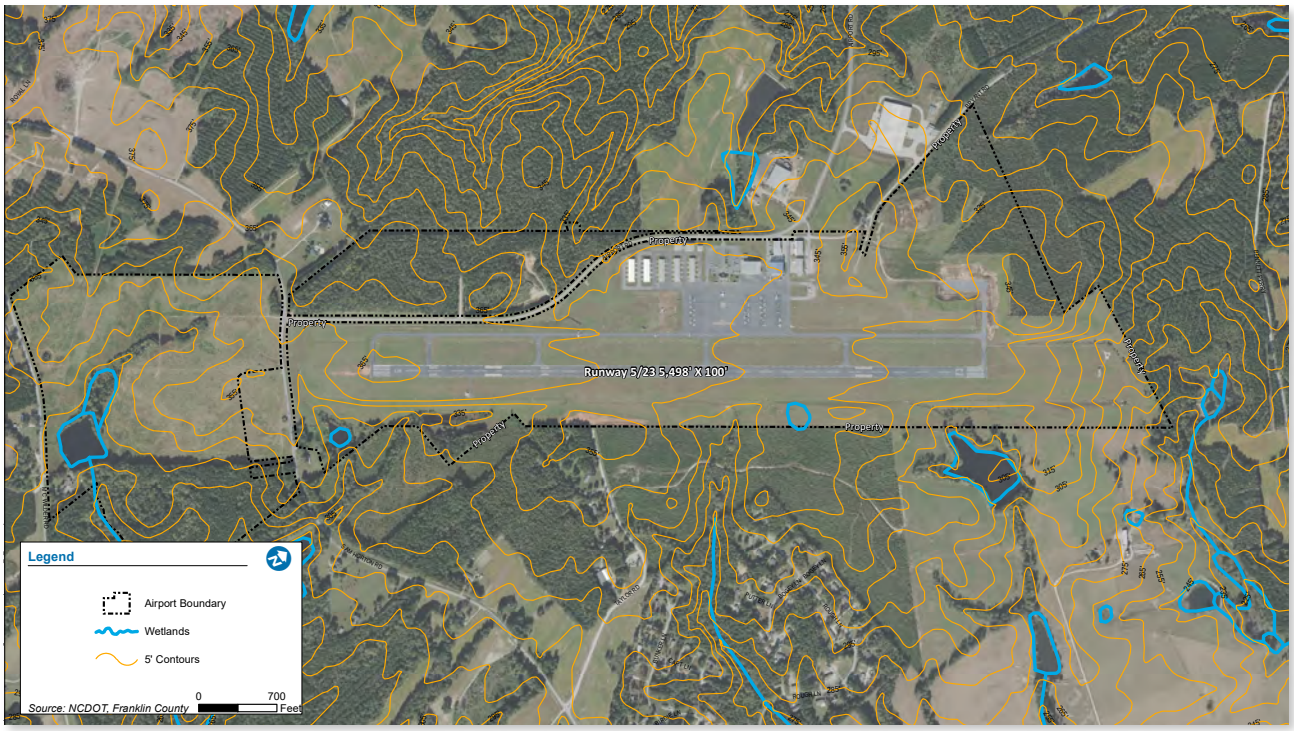
Due to the location of the Airport being outside of the more populated areas, there are few community resources around the study area. There are five churches within three miles of the study area. There is one

elementary school located 2.8 miles west of the Airport. There are no parks or hospitals within the study area. There is also no public or subsidized housing near the study area.

1.7.6 Water Resources

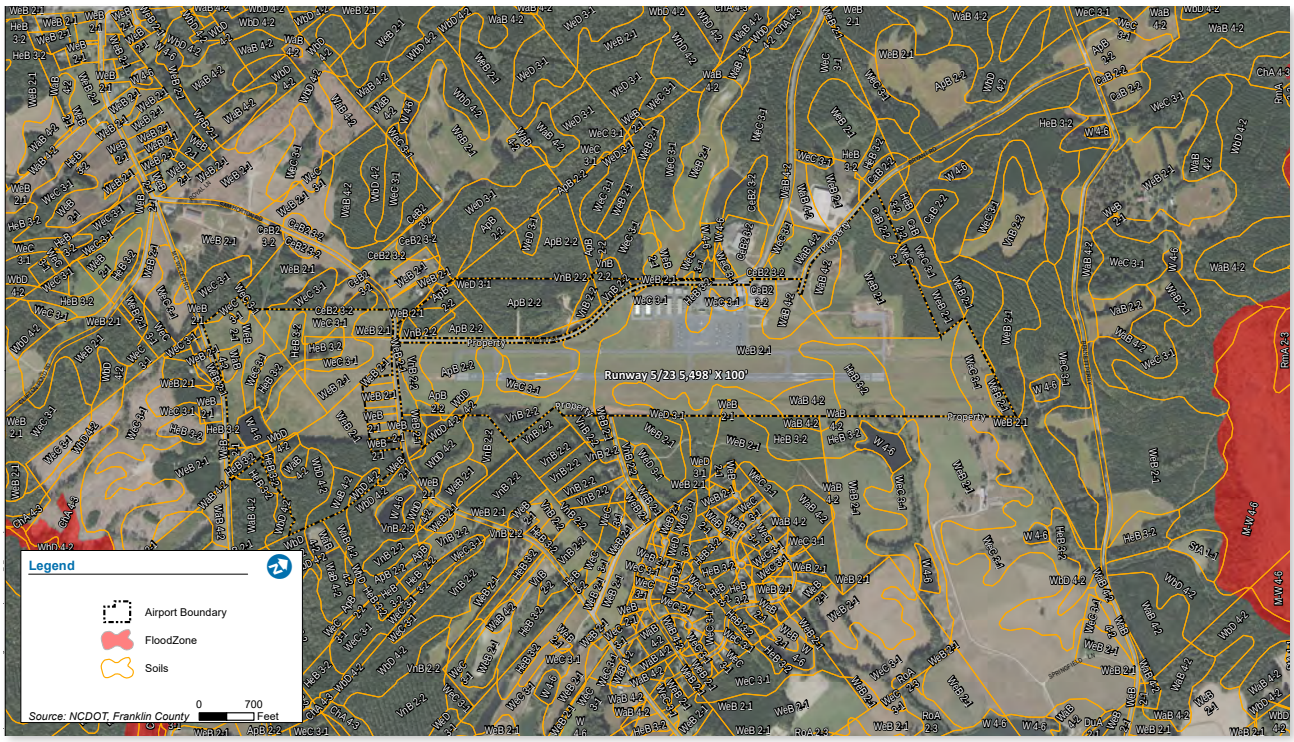
Exhibits 1.9 and **1.10** show the water resources within and surrounding TNEA. If future project development has a potential impact to a water resource that surrounds the Airport, coordination with the U.S. Army Corps of Engineers would be required to ensure impacts are minimized or eliminated if possible, or are mitigated if impacts are unavoidable.

Exhibit 1.9: TNEA Wetlands



Source: NCDOT, Franklin County, and Bolton & Menk, Inc., 2019.

Exhibit 1.10: TNEA Floodplain



Source: NCDOT, Franklin County, and Bolton & Menk, Inc., 2019

Section 2: Aviation Activity Forecasts

2.1 Introduction

Activity forecasts help justify future airside and landside facility development. To assist in this effort, based aircraft and general aviation operations will be projected in this chapter and the critical aircraft will be identified. The projections of aviation demand for Triangle North Executive Airport (TNEA or the Airport) are documented in the following sections:

- Historic and Current Activity
- Present and Future Airport Role
- Trends Impacting Future Airport Growth
- Projections of Aviation Demand
- Critical Aircraft
- Comparison to TAF and Summary

Aviation forecasts are based on numerous factors including socioeconomic data, local, regional, and national aviation trends, historic growth trends, and Federal Aviation Administration (FAA) aviation forecasts. Historical airport data were collected from several sources including airport records, the National Based Aircraft Inventory Program (NBAI) and the FAA's Terminal Area Forecast (TAF).

It is important to point out that activity forecasts are generally based on available information and perceived assumptions captured and discussed at a particular point in time. Because of these factors, aviation activity forecasts need to be monitored to ensure validity as time and other influences dictate.

Projections of aviation activity for TNEA were prepared for the near-term (5 year), mid-term (10 year), and long-term (20 year) timeframes. These projections are unconstrained and assume TNEA will be able to develop the various facilities necessary to accommodate based aircraft and future operations.

2.2 Historic and Current Activity

Historic based aircraft and operations data for the Airport can provide the baseline from which future activity at TNEA can be projected. While historic trends are not always reflective of future periods, when combined with other trends, they can provide insight into future growth.

A based aircraft is generally defined as an aircraft that is permanently stored at an airport. According to Airport management records, in July 2019, there were 146 aircraft located at the Airport. The owners of these aircraft have lease agreements with Franklin County and pay appropriate property tax to the County on their aircraft. These include 124 single engine aircraft, 15 multi-engine aircraft, one jet, and six helicopters. In addition to these based aircraft, there are five gliders based at the Airport. Gliders are not considered part of the Airport's based aircraft fleet and their operations are not included for the purpose of this study.

According to the FAA's National Based Aircraft Inventory (NBAI) Program, there are currently 130 validated aircraft based at TNEA. The reason for the discrepancy between Airport records and FAA counts is that there are 16 aircraft that are currently reported to be based at another airport as well. The FAA NBAI registry was last updated by the Airport in July 2019 and is based on N-numbers of aircraft that are based at the Airport and have current lease agreements. Several of these aircraft are currently based at TNEA while they are being sold by Aircraft Merchants, an aircraft sales and brokerage tenant. Other aircraft have moved to TNEA in the last year and it appears the FAA files have not been updated. The FAA's most recent counts included in the TAF (published January 2019) report 133 based aircraft at TNEA.

An aircraft operation represents either a takeoff or landing conducted by an aircraft. A takeoff and a landing, would count as two operations. The operations at TNEA are estimates since an air traffic control tower is not located at the Airport. Based on conversations with the airport manager, flight school, and other tenants, annual operations in 2019 are estimated to be 87,200. The annual operations reported in the TAF (62,800) have remained unchanged since 2008. Often at non-towered airports there is not a reliable source of operational data and when verifying the TAF data, it remains unchanged from previous years.

Historic based aircraft and general aviation operations for TNEA are presented in **Table 2.1**. Based aircraft have grown steadily over the last 10 years from 65 in 2009 to 146 in 2019. This represents an average annual growth rate of 8.4%.

For the purpose of this Master Plan, operations were estimated for 2019 based on counts and discussion from various Airport tenants and users. Training operations by the flight school, Total Flight Solutions, account for 66% of the total operations at TNEA in 2019. This is a combination of fixed wing and helicopter training activity. These operations are included in the Local General Aviation category as are skydiving and other training-related flights. Civil Air Patrol operations are included in the Local Military category.

Table 2-1: Estimated Historic Operations and Based Aircraft at TNEA

Year	Itinerant			Local			Total Ops	Total Based Aircraft[1]
	General Aviation	Military	Total	General Aviation	Military	Total		
2009	18,000	2,500	20,500	42,300	0	42,300	62,800	65
2010	18,000	2,500	20,500	42,300	0	42,300	62,800	71
2011	18,000	2,500	20,500	42,300	0	42,300	62,800	95
2012	18,000	2,500	20,500	42,300	0	42,300	62,800	104
2013	18,000	2,500	20,500	42,300	0	42,300	62,800	117
2014	18,000	2,500	20,500	42,300	0	42,300	62,800	121
2015	18,000	2,500	20,500	42,300	0	42,300	62,800	124
2016	18,000	2,500	20,500	42,300	0	42,300	62,800	125
2017	18,000	2,500	20,500	42,300	0	42,300	62,800	133
2018	18,000	2,500	20,500	42,300	0	42,300	62,800	126
2019	20,200	500	20,700	64,500	2,000	66,500	87,200	146[1]
AAGR 2009-19	1.2%	-14.9%	0.1%	4.3%	NA	4.6%	3.3%	8.4%

Sources: 2009-2018 operations: FAA Terminal Area Forecasts, 2019 operations: Airport estimate; 2009-2017 based aircraft: FAA Terminal Area Forecasts, 2018 & 2019 based aircraft: Franklin County tax report records.

Notes: [1]Differs from the FAA's National Based Aircraft Inventory due to several aircraft being reported as based at more than one airport. Franklin County has leases with 146 aircraft; AAGR-Average Annual Compound Growth Rate

2.3 Present and Future Airport Role

Triangle North Executive Airport is the only public-use airport in Franklin County and is owned and operated by the County. The Airport is one of several general aviation airports that serve the Raleigh-Durham-Chapel Hill or Research Triangle Region and plays a large role in supporting the economic vitality of the region and the welfare of the state. The Airport's present and future role will help support and justify the projections of future demand. The various roles of TNEA supporting aviation are described below.

2.3.1 Corporate Activity



TNEA's location in the Raleigh metro area makes it a convenient base and destination for corporate users. There are several local businesses that have aircraft based at TNEA that utilize for business proposes. CaptiveAire Systems, based in Raleigh, is the leading manufacturer of kitchen ventilation systems and employees about 1,000 people all over the country. CaptiveAire is located about 20 miles from TNEA and has operated a corporate aircraft at the Airport for 20 years. The company currently has a Cessna Citation CJ4 jet that is flown two to four times per week to destinations all over the country including to CaptiveAire's manufacturing plants in Oklahoma, Pennsylvania, Florida, Iowa, and California. Other local businesses that have based aircraft at TNEA include Etix (Lake LA-4-200 EP Buccaneer, Piper Malibu Meridian, Cirrus SR20), Medical Treatment Systems (Socata TBM 700), and Fayard Enterprises (Beech C90, CASA 212-400).

Visiting aircraft using TNEA frequently include jet aircraft and air taxi operators to both conduct business in the area. FlightAware and airport records indicate that many corporate users utilize the Airport. Transient business users that utilize the Airport include the following in the last year:

- BB&T (Data Center in Zebulon)
- SunTrust Bank
- Siemens (plant in Wendell)
- Cargill
- Whitaker Oil
- Hart Construction
- Environmental Air Systems
- Heart of America Group
- Ohio Associated Enterprises
- S.L. Nusbaum Realty Co.
- Advanced Technology Services (ATS)
- Retail Planning Corporation
- Control Cam
- ABC 11 News helicopters
- NBC WRAL News helicopters
- Clemson University
- Ole Miss
- Auburn University

BB&T, which is currently moving its headquarters from Winston-Salem to Charlotte has a fleet of Citation Latitude jets and frequently utilize TNEA to access its data center in nearby Zebulon. BB&T has mentioned that TNEA's existing runway length can limit the aircraft loads. The company however, due to internal privacy policies, is unable to provide a letter stating such at this time.



NetJets (Challenger 300), Wheels Up (Super King Air), Chantilly Air (Lear 60, Challenger 300), Elite Jets (Phenom 300), Nicholas Air (Embraer Legacy 500), Grandview Aviation (Phenom 300), Venture Jets (Learjet 31), Million Air (Beechjet 400), and Epps Aviation (Citation III) are a few of the private business jet charter and aircraft management companies that frequently use the Airport to pick up and drop off charter passengers. Their use of TNEA has been growing steadily over the last decade.

2.3.2 Flight Training & Charter Service



The Airport is home to one Part 141 flight school, Total Flight Solutions. TNEA is a practical choice to introduce student pilots to both Instrument Flight Rules (IFR) and Visual Flight Rules (VFR) operations. According to the flight school, there are more than 55,000 annual training operations at TNEA by its fixed wing aircraft and helicopters. Total Flight Solutions employs 25 instructors and owns five Cessna 172s, one Cessna 150, one Piper Cherokee, three Robinson R22 helicopters, and one Hughes 300C helicopter. The flight school which began operating at the Airport in 2011, has grown significantly from two aircraft and two helicopters to seven aircraft and four helicopters in 2019 and is continuing to grow. Total Flight Solutions partners with Trans States Airlines' Rotors to Wings program to provide military helicopter pilots with up to $30,000 to get the fixed wing training hours that they need to fly commercially. In addition, Total Flight Solutions is the only place in North Carolina that offers gyrocopter training.

Total Flight Solutions recently received its Part 135 certification and will being providing on-demand charter service with King Air and a Bell helicopter and it currently pursuing a Part 121 certification. It also offers air tours of the Raleigh region.

2.3.3 Aircraft Maintenance, Avionics, and Sales

There are several tenants at the Airport that offer aircraft maintenance. Plane Design provides full-service airframe and engine repairs on general aviation aircraft. Total Flight Solutions provides maintenance service including major repairs, inspections, overhauls, and other services for both helicopter and fixed wing aircraft. It is the only Robinson R-22, R-44 and Rotax Certified Service Center in eastern North Carolina. Other smaller maintenance providers include DAS Aviation Services, James Aeronautics, and Triangle Aircraft Maintenance. Triangle Avionics recently began offering avionics repairs, upgrades, and certifications at TNEA. Aircraft Merchants offers aircraft sales and brokerage and is based at TNEA. Aircraft Merchants sells 30-50 single engine and multi-engine aircraft a year. Aircraft Merchants' growth plans are constrained due to the size of their existing hangar and ramp space. These tenants service customers on the airfield and bring in customers from all over the region.

2.3.4 Civil Air Patrol (CAP) and Other Military



TNEA is home to the Franklin County Composite Squadron of the Civil Air Patrol (NC-145), which is an auxiliary unit of the United States Air Force. NC-145's mission is to promote youth in aviation and aerospace and serve the community. They offer cadet programs, glider programs, and aerospace education as well as provide emergency services such as hurricane relief and search and rescue. The Civil Air Patrol unit at TNEA has three Cessna 172s, one Cessna 182, and a glider. There are currently 100 members in NC-145, up from just 20 members five years ago. Each year membership has been growing and TNEA has been a supportive partner to the unit.

In addition to the CAP operations, other military training occurs at TNEA, including freefall training and Army Blackhawk and Lakota helicopter training operations.

2.3.5 Skydiving and Recreation



The Airport is home to Triangle Skydiving Center, which operates one of the only skydiving operations in the Raleigh region. Triangle Skydiving Center owns one Cessna 208B Caravan and, during busy periods, will bring in a Cessna 206 or Cessna 182 to further support operations. The skydiving season at TNEA is year round and it is estimated that 1,500 annual skydiving operations occur at the Airport. Triangle Skydiving hopes to expand and grow in the next several years, but would need additional hangar space to accommodate the growth.

In addition to the above-mentioned aviation activities, TNEA provides access to visitors attending various recreational events and activities in the area. Many visitors fly in to attend sporting events, concerts, college visits, sightseeing, and other events. TNEA also supports the recreational pilots in the Triangle region. The majority of its based single engine aircraft are utilized for recreational use.

2.3.6 Future Role

As noted above, the success and growth of TNEA can be attributed to the diversity of tenants and users. This diversity will allow the Airport to more easily weather economic recessions and will propel future growth. The role of TNEA may shift somewhat over the 20-year forecast period. The County and community recognize that the Airport is a regional economic engine and has the potential to attract jobs and corporate activity. The Franklin County Board of Commissioners is supportive of future airport growth and there are efforts underway to grow the adjacent industrial park. In addition, US 401 is currently being widened. When complete, the Airport will have improved 4-lane highway access south towards Raleigh, providing easier and quicker access to much of the Raleigh area.

The recent impressive commercial service airline growth at RDU (up 10% alone in 2018 over 2017) has RDU scrambling to keep up with demand and plans are underway for the construction of a new runway. Delta, Frontier, Spirit, and Southwest have all announced additional flights from RDU in Spring 2019. Changes are also occurring in general aviation operations as RDU determines how to best accommodate the growing commercial service demand and balance the needs of general aviation users. This growth at RDU is reflective of the economic climate of the Triangle Region overall.

All general aviation airports in the Triangle Region are feeling the impact of both the economic growth of the region and RDU's growth. The growth at RDU will likely push other visiting general aviation and corporate aircraft to look for less-congested options for their trips to the Triangle Region as well. Although TNEA hangar availability is currently limited, there is high likelihood for accommodating additional corporate based aircraft and visitor activity.

Flight training, maintenance, Civil Air Patrol, and recreational-related activities will continue to be important at TNEA over the planning horizon as well. It is anticipated that the activity by corporate aircraft in the future will approach the threshold to consider changes to the identified critical aircraft at the Airport, as discussed later in this section. Future airport improvements and development should be based on accommodating the demand associated with these future airport activity levels. Recommended facilities and strategies to address future activity are considered later in this Master Plan.

2.4 Trends Impacting Future Airport Growth

There are several factors that may influence aviation activity which are independent of airport activity. It is worthwhile to review outside influences to determine how they may impact future growth. These factors include:

- State, Regional, and Local Socioeconomic Growth
- National Aviation Trends
- State Aviation Trends
- Competing Regional Airports

The purpose of this section is to provide an overview of what trends might impact demand and the associated needs of TNEA. The Airport's diverse tenant and business users make it poised for future growth in activity as new opportunities arise.

2.4.1 State, Regional, and Local Socioeconomic Growth

Demographic and socioeconomic characteristics are often collected and examined to derive an understanding of the dynamics of the business environment as well as historic and projected growth within the geographic area served by TNEA. Franklin County is located in the Raleigh-Cary Metropolitan Statistical Area (MSA), the larger Raleigh-Durham-Cary Consolidated Statistical Area (CSA), and the 10-county Research Triangle Region. Most of the County is conveniently located within a 40 minute drive to downtown Raleigh and RDU and within a 45 minute drive to the Research Triangle Park (RTP).

Airport Service Area

The Airport's primary service area includes Franklin County, where the Airport is located, as well as northeastern Wake County. The 45-minute drive time also spills into Granville, Vance, Warren, and Nash counties. The 30-minute and 45-minute drive time as well as a 30 nautical mile radius are depicted previously in Exhibit 1-7.

State Business Environment

North Carolina has one of the best business climates in the U.S. and topped Forbes' Best States for Business ranking for the second straight year in 2018. North Carolina's labor, energy, and tax costs are all well below the national average and rank as the second lowest in the U.S. overall, per Moody's Analytics. The 3% corporate tax rate is the lowest in the country. In addition to low costs, the state boasts a highly educated labor supply fueled by graduates from 53 colleges and universities, including nearby prestigious schools like Duke University, the University of North Carolina, and North Carolina State University. The outlook is strong as well. Job growth and gross state product growth are expected to rank among the strongest in the country over the next five years.

Regional and Local Business Environment

Franklin County's overall economy is diversified with a balance of industrial, commercial, and service-oriented companies. The following facts are currently driving the county's success:

- **Income:** According to the US Census Bureau, median household income is growing rapidly, up 9.2% between 2016 and 2017.
- **Industries**: Life sciences and technology clusters and three world-class research universities are within an hour's drive and fuel a vibrant economy for commercial, retail, and startup businesses of all kinds.
- **Major Employers**: The top major manufacturing companies in the county include:
  - Novozymes, North America
  - K-Flex USA
  - Eaton Corporation
  - Palziv North America
  - Captive-Aire Systems
  - Trulite Glass & Aluminum Solutions
  - Majestic Kitchens and Bath
  - Amcor Rigid Plastics
  - Southern Lithoplate
  - Sirchie Acquisition Co.
- **Work Force and Education:** Over 800,000 people live within a 30-mile radius of Louisburg, the county seat of Franklin County. Franklin County offers lifelong learning opportunities through its public schools, Vance-Granville Community College, Louisburg College, and close proximity to many other colleges and universities. Several cluster-focused training opportunities support the growth of the county's strongest and emerging clusters including biotechnology, pharmaceuticals, and life science industries.

Historic Socioeconomic Growth

Table 2.2 shows historic population, employment, and per capita income information for Franklin County, the Raleigh-Cary MSA, North Carolina, and the U.S. This information is typically used as one tool to assist in forecasting aviation demand. As shown, population and employment in Franklin County and the MSA has grown since 1990, exceeding the growth experienced by the state and nation overall. Per capita income in Franklin County grew at an average annual rate of 1.3% since1990, slightly lower than the growth experienced by the MSA, state, and U.S. overall. More recently since 2000, County population continues to outpace the state and U.S., while employment and per capita income growth have slowed. The per capita income levels in Franklin County are below the region, state, and the U.S., pointing to the rural nature of the county.

Table 2.2: Historic Growth in Population, Employment, and Per Capita Income

	Franklin County	Raleigh-Cary MSA	North Carolina	United States
Population				
1990	36,414	544,021	6,628,637	248,709,873
2000	47,260	797,006	8,046,668	281,421,906
2010	60,826	1,136,999	9,535,688	308,758,105
2017	66,643	1,313,034	10,273,419	325,719,178
AAGR 1990-2017	2.3%	3.3%	1.6%	1.0%
AAGR 2000-2017	2.0%	3.0%	1.4%	0.9%
AAGR 2010-2017	1.3%	2.1%	1.1%	0.8%
Employment				
1990	10,880	361,542	3,902,389	118,793,000
2000	17,421	539,381	4,891,999	136,891,000
2010	18,651	667,380	5,182,456	139,064,000
2016	19,192	818,816	5,822,624	151,436,000
AAGR 1990-2016	2.2%	3.1%	1.5%	0.9%
AAGR 2000-2016	0.6%	2.5%	1.0%	0.6%
AAGR 2010-2016	0.5%	3.5%	2.0%	1.4%
Per Capita Income (in 2009 dollars)				
1990	$21,191	$30,978	$25,756	$29,082
2000	$29,344	$41,060	$32,928	$36,833
2010	$27,193	$41,933	$34,757	$39,622
2016	$29,649	$45,531	$38,130	$44,637
AAGR 1990-2016	1.3%	1.4%	1.5%	1.6%
AAGR 2000-2016	0.1%	0.6%	0.9%	1.1%
AAGR 2010-2016	1.5%	1.4%	1.6%	2.0%

Sources: U.S. Census Bureau, U.S. Department of Commerce, Woods & Poole Economics, Inc, North Carolina Office of State Budget and Management.
Note: AAGR = Average Annual Growth Rate

Projected Socioeconomic Growth

Future projections of the population, employment, and income are presented in **Table 2.3**. Data was compiled from a variety of sources. As shown, according the North Carolina Office of State Budget and Management (OSBM), population in Franklin County is projected to grow at approximately 1.4% per year on average between 2018 and 2038. This is below the growth projected for the overall region but exceeds state and national projections of growth. Employment growth for the county is anticipated to be approximately 1.5% per year through 2039 according to Woods & Poole, Inc. Per capita income for Franklin County and the MSA is projected to grow at approximately 0.69% per year on average through 2039. This is below what is projected for the state

and nation overall.

Table 2.3: Projections of Population, Employment, and per Capita Income

Indicator	Area	Source	Time Frame	AAGR
Population				
	Franklin County	North Carolina OSBM	2018-2038	1.39%
	Raleigh-Cary MSA	North Carolina OSBM	2018-2038	1.80%
	North Carolina	North Carolina OSBM	2018-2038	1.05%
	U.S.	U.S. Census Bureau	2015-2040	0.67%
Employment				
	Franklin County	Woods & Poole Economics, Inc.	2017-2039	1.49%
	Raleigh-Cary MSA	Woods & Poole Economics, Inc.	2017-2039	1.87%
	Raleigh Durham Region	North Carolina Commerce, Labor and Economic Analysis	2014-2024	1.55%
	North Carolina	North Carolina Commerce, Labor and Economic Analysis	2016-2026	0.89%
	U.S.	U.S. Bureau of Labor Statistics	2016-2026	0.71%
Per Capita Income (in 2009 dollars)				
	Franklin County	Woods & Poole Economics, Inc.	2017-2039	0.69%
	Raleigh-Cary MSA	Woods & Poole Economics, Inc.	2017-2039	0.69%
	North Carolina	Woods & Poole Economics, Inc.	2017-2039	0.98%
	U.S.	Woods & Poole Economics, Inc.	2017-2039	1.01%

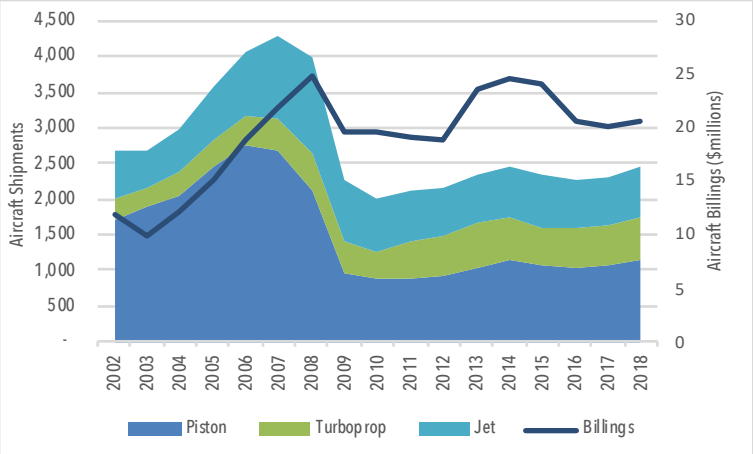
Source: U.S. Census Bureau, U.S. Department of Commerce, Woods & Poole Economics, Inc, North Carolina Office of State Budget and Management, North Carolina Commerce..
AAGR = Average Annual Growth Rate.

2.4.2 National General Aviation Trends

At the national level, fluctuating trends regarding general aviation usage and economic upturns/downturns have impacted general aviation demand. Slow economic recovery and economic uncertainties impacted general aviation demand over last decade and future U.S. projections of aircraft and operational activity are conservative. Some of the national trends that may impact aviation demand at TNEA are shown and discussed in this section. **Exhibit 2.2** presents recent and projected trends in general aviation aircraft orders, active aircraft fleet, and operations.

There are opportunities and threats for general aviation growth at TNEA. National trends have impacted the Airport in the past and have the potential to impact future growth. National trends have been taken into consideration during the development of demand projections presented later in this chapter. Some of the recent trends that have the potential to impact aviation demand across the country are presented in **Table 2-4**.

Exhibit 2-2: General Aviation Trends

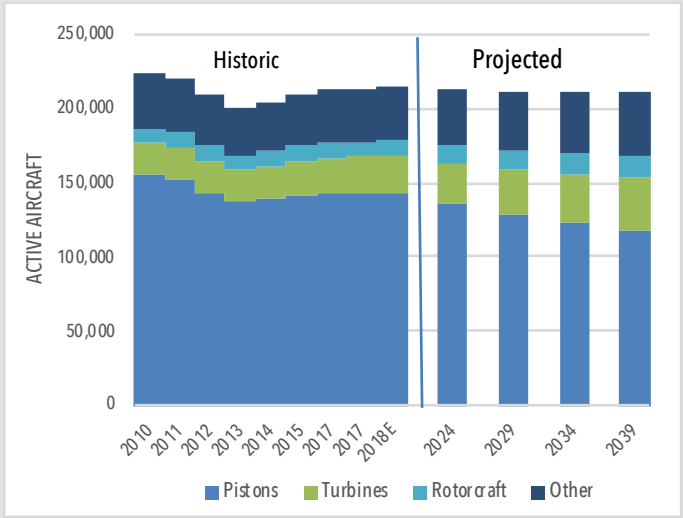


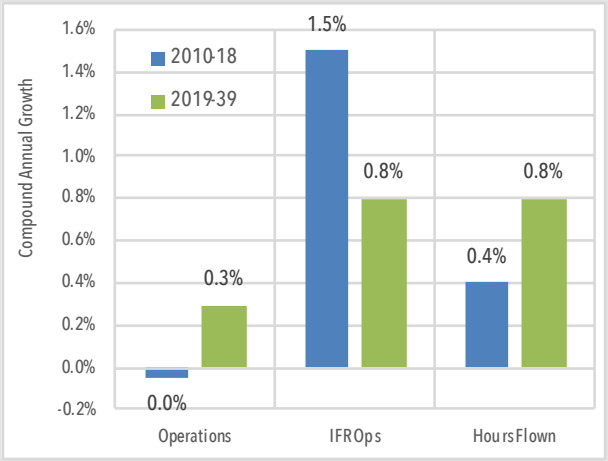
*Slow Recovery of General Aviation Aircraft Shipments and Billings**

- Number of units produced fell beginning in 2007 due to economic downturn and escalating fuel prices and have not recovered.
- Between 2010 and 2018, production and billings have fluctuated slightly and have demonstrated an upward trend over the last 2 years.
- In 2018, piston shipments were up 6% from 2016, turboprops were up 2%, and jet shipments were up 3%. Billings were unchanged due to the majority of growth in lower priced piston aircraft.

*Limited National Growth in Active Fleet Over the Next 20 Years***

- 2010-2018: -0.6% average annual (AAGR^) decline in total aircraft, driven by -1.0% AAGR in single engine and multi-engine pistons.
- Projected growth in jets and turboprops offsets piston declines.
- Experimental and light sport aircraft[1] are growing in popularity and becoming an increasingly larger part of the GA fleet.
- 2019-2039 AAGRs:
  - Total aircraft: 0.0%
  - Single engine: -1.0%
  - Multi-engine: -0.4%
  - Turboprop: 1.3%
  - Jet: 2.2%
  - Rotorcraft: 1.7%
  - Experimental: 0.9%
  - Sport: 3.5%





*Slightly Higher Growth Projected for General Aviation Activity***

- General aviation operations at towered airports to grow 0.3% per year, despite recent declines.
- General aviation instrument flight rules (IFR) operations to increase 0.8% per year.
- Hours flown by general aviation aircraft projected to increase 0.8% per year.
- 2019-2039 projected growth in turbine (2.4% AAGR), rotorcraft (1.9% AAGR), and experimental aircraft (1.6% AAGR) hours flown is expected to offset a decline in fixed wing piston hours flown (-1.1% AAGR).

Sources: *GAMA Quarterly Shipments and Billings; **FAA Aerospace Forecasts, Fiscal Years 2019-203.9
Note: [1]Light sport aircraft are defined as 1-2 person simple-to-operate, easy to fly aircraft that have a max weight of 1320lbs.

Table 2.4: National Trends Influencing Aviation Growth

Opportunities For General Aviation Growth	Threats To General Aviation Growth
Increased Delivery of Several Aircraft Types 2019-2029 (FAA): Delivery of some types of GA aircraft is expected to increase: · Turbo Jet: 2.2% Average Annual Growth Rate (AAGR) · Rotorcraft: 1.8% AAGR · Turboprop: 1.7% AAGR Because of lower entry and operating costs, industry growth is also projected for light sport and experimental aircraft. · Light Sport: 3.6% AAGR · Experimental Aircraft: 0.8% AAGR	**Decline in Single-Engine Piston Fleet (FAA):** The single engine piston fleet makes up the largest percentage of GA fleet. FAA projects contraction of this portion of the fleet at a rate of -1.0% over the next 20 years. · 2010: 139,520 · 2018: 129,890 · 2039 Projected: 105,200 According to GAMA, new piston airplane sales dropped dramatically following the economic recession and have not recovered.
Increase in Business Flying: Business use of general aviation aircraft as a tool to increase efficiency and productivity remains strong. The Tax Cuts and Jobs Act of 2017 provided tax savings on new and used aircraft for corporate use and oil prices remain low. Business aviation: · Provides time efficiencies for companies · Tend to purchase more fuel · Is more consistent activity and higher revenue generators for airports	**Decline in Annual GA Operations at Towered Airports (FAA):** GA operations at all towered airports in the U.S. remained flat between 2010 and 2018. A small increase (0.3% AAGR) is expected over the next 20 years. · 2010: 26.6 million · 2018: 26.5 million · 2039 Projected: 28.5 million
Uptick in On-Demand Charter Activity: NetJets, FlexJet, and other companies have experienced more aircraft share sales and an increase in flight hours due to the current economic climate. Companies are investing more often in a variety of products including fractional ownership, jet cards, and club membership programs. These items allow businesses of all sizes to utilize business aviation without purchasing an aircraft. Part 135 activity grew 4.5% in the first half of 2018 according to the AIN *Charter Market Report 2018*.	**Decline in Active Private Pilots (FAA)** The number of active private pilots in the U.S. has declined 2.6% on average since 2010 due to new medical requirements for certification and the cost to fly. The number of pilots is expected to remain flat over the next 20 years. The pilot shortage will impact business aviation operations as pilot salaries will rise due to high demand from commercial airlines, who are hiring more pilots than ever. Flight training around the country is again picking up as new pilots begin careers with the airlines and charter companies.
Reduction in Cities with Scheduled Airline Service and Increased Reliance on General Aviation Travel: As airlines have reduced or eliminated scheduled service to smaller markets, there is an opportunity for charter and air taxi flights on general aviation aircraft to backfill this void.	**Phase Out of 100LL Fuel to Non-Leaded Fuel:** AvGas production was down 30% in 2016 compared to 10 years earlier. The FAA and oil companies are looking for options for an alternate to 100LL fuel, but the timing of the transition to a non-leaded aviation fuel is uncertain and may result in further reduction in the piston GA fleet.
Declining Used Aircraft Cost: Used aircraft values, especially for jet aircraft, are at an all-time low, down 16% in 2017 from a year earlier and have remained relatively unchanged over the last two years, according to *Aviation Bluebook Marketline*. This has allowed more individuals and companies to venture into ownership for the first time. However, this has also slowed demand for new aircraft.	**Increase in Cost of New GA Aircraft:** The cost to purchase a new single-engine piston plane has increased significantly. · Piper Seneca: $650,000 (2005) v. $1 million (2018) · Cirrus SR22 GTS: $335,000 (2005) v. $760,000 (2018) · Cessna 172 Skyhawk: $230,000 (2005) v. $379,000 (2018)

2.4.3 North Carolina Based Aircraft Trends

Over the last several years North Carolina's public use airports have been experiencing continued growth in their based aircraft and aviation activity in terms of operations. According to the FAA's TAF (published January 2019), total based aircraft at North Carolina's public use airports were approximately 3,755 in 2007. Over a ten-year period, total based aircraft in the state dropped to 3,538 in 2017, a decline of 5.8%. While this may seem significant, much of this decline can be attributed to the FAA's rule on "Re-Registration and Renewal of Aircraft Registration" which corrected many registrations of unairworthy aircraft that had accumulated over the years. The FAA projects that "active general aviation aircraft" in North Carolina will increase at an average annual growth rate of 0.37% from 2017 to 2039.

2.4.4 Competing General Aviation Airports

Another influential factor in determining future growth in airport operations is the proximity of competing airports. As noted in Table 1.6, the neighboring airports within 30 nautical miles vary in size and activity. The airports are graphically depicted previously in Exhibit 1.7. When comparing based aircraft among general aviation airports, TNEA has the most aircraft in the region.

Several airports in the region have longer runways and can more easily accommodate larger business jets including RDU and Rocky Mount-Wilson Regional. With RDU focusing more on accommodating commercial service airlines, there appears to be the need airfield facilities to accommodate larger business jets that are either based in or operating in the growing region.

When total based aircraft among all of airports in the area are considered, there are presently 497 based general aviation aircraft in the area. TNEA accommodates 29% of the regional based aircraft and 21% of the region's operations.

2.5 TNEA Forecasts

The general aviation facilities at an airport should accurately reflect the level and type of aviation activity. To assist in the Master Plan for TNEA, forecasts of general aviation activity have been developed for the near term (5 year), mid-term (10 year), and the long term (20 year) planning period. The general aviation activity categories forecasted include based aircraft, based aircraft fleet mix, total operations, local/itinerant split, operational fleet mix, and peak hour operations. Data collected at the Airport, FAA records of aircraft operations, historical aviation trends, and information collected through discussions with the Airport, airport users, and local businesses have contributed to the forecast of future general aviation activity for TNEA.

2.5.1 Based Aircraft Forecast

Forecasting based aircraft requires the assumption that airport facilities will keep pace with and meet the demand for aviation use and those facilities will not limit the number of based aircraft to be accommodated in the future (i.e. unconstrained). Based on Airport estimates and the FAA's National Based Aircraft Inventory, a total of 146 aircraft are based at TNEA as of July 2019.

For this study, several based aircraft projection methodologies were tested, including the use of socioeconomic indicators, trends, and market share. The methodologies that produced viable projections included the following:

- ***Methodology 1 –Linear Trendline –*** A linear trendline projection was developed to reflect the growth in based aircraft in the last 10 years. This projection allows aircraft to reach 291 based aircraft at the end of the representing an AAGR of 3.5%.
- ***Methodology 2 – County Employment Growth –*** Woods & Poole Economics, Inc. projected Franklin County employment will grow at an average annual growth rate (AAGR) of 1.49% between 2017 and 2039. Employment tends to be one of the socioeconomic indicators closely correlated with aviation growth. This annual rate of growth has been applied to 2019 estimated based aircraft to project based aircraft at TNEA.
- ***Methodology 3 – FAA National Growth by Segment –*** This scenario projected based aircraft by equipment type using growth rates developed as part of the FAA's *Aerospace Forecasts Fiscal Years 2019-2039*. While single engine aircraft grow slowly in this projection scenario, the growth rates for turboprops, rotorcraft, and jets grew at the rates presented in Table 2-4 above. This projection reflects the conservative growth projected (0.45% AAGR) for general aviation active aircraft nationwide by the FAA.
- ***Methodology 4 – NCASP Growth Rate –*** The North Carolina Airports System Plan (NCASP), published by NCDOT DOA in 2015, projected based aircraft to grow at 2.0% average annual growth. This was based on historic airport growth, based jets, and the FAA's projected active aircraft. The NCASP approach remains valid as the same trends of continued growth and presence of jets have occurred at the airport since the NCASP was completed. Therefore, this growth rate was applied to the 2019 TNEA estimated based aircraft and allows aircraft to reach 217 based aircraft in 20 years.

The average annual growth rate for the four methodologies described above range from 0.5% to 3.5%. The projections are presented in **Table 2.6** and graphically depicted in **Chart 2.1**.

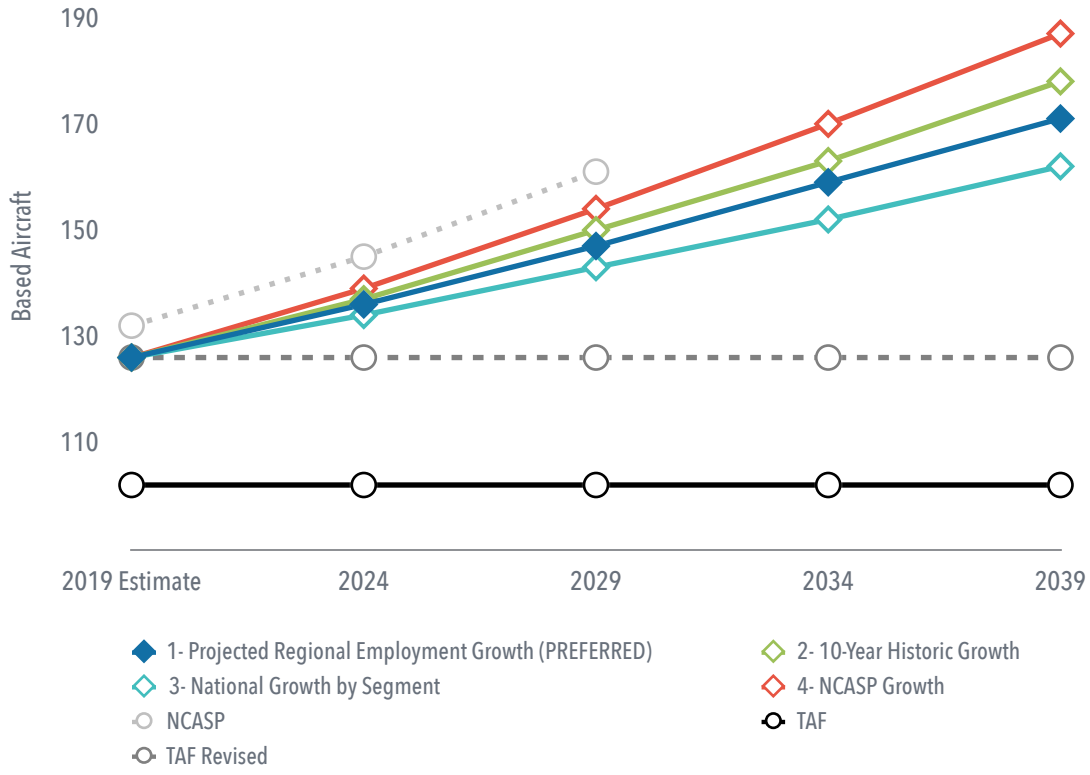
While all four methods provide an acceptable range of values, the employment growth methodology (Methodology 2) was chosen as the preferred projection of based aircraft at TNEA and results in a 20-year AAGR of 1.49%. Based on the recent economic climate in the service area, especially historic and projected growth in the Triangle Region and the robust growth plans for the Airport, the preferred methodology is considered reasonable.

Table 2.6: Based Aircraft Forecasts

	Year	Method 1 - Linear Trendline	Method 2 - Employment Growth (Preferred)	Method 3 - National Growth By Segment	Method 4 - NCASP Growth Rate
Historic	2019	146	146	146	146
Projected	2024	183	157	149	161
	2029	219	169	153	178
	2039	291	196	160	217
AAGR 2019-2039		3.50%	1.49%	0.45%	2.00%

Source: Marr Arnold Planning, 2019.
Note: Projected based aircraft have been rounded. AAGR = Average Annual Growth Rate.

CHART 2.1: BASED AIRCRAFT PROJECTION METHODOLOGIES



Source: Marr Arnold Planning, NCASP, and FAA TAF, 2019.

Chart 2-1 also compares these methodologies to the NCASP forecast published in 2015 and the FAA's Terminal Area Forecast (TAF) projections published in January 2019. The NCASP projected based aircraft to grow at 2.0% average annual growth, which was based on historic based aircraft growth and the FAA's projected active aircraft. The base year for the NCASP was 2011. The FAA TAF projects based aircraft to remain unchanged over the next 20 years. Chart 2-1 presents two TAF projections: one based on the actual number of based aircraft reported in the TAF (133) and the other based on revising the TAF to reflect 2019 based aircraft recorded by Airport management (i.e., if the TAF were updated to show the current based aircraft as the starting point for the growth). Both TAF projections are consistent and show no growth. The preferred based aircraft projection for TNEA is more aggressive than the TAF projections, which does not take the region's socioeconomic growth or recent operational growth into consideration, but more conservative than the NCASP projection.

2.5.2 Based Aircraft Fleet Mix Forecast

The distribution of aircraft by number and type of engines is necessary in estimating the requirements for hangar and apron space. Consideration was given to the existing conditions and national trends, both historic and predicted, in the development of this forecast. The recommended forecast recognized that, nationally, the turboprop, business jet, light sport, and experimental fleets are growing at a faster rate than the single-engine piston aircraft fleet.

The number of based aircraft is projected to increase by 50 aircraft from a total of 146 in 2019 to 196 by 2039. Four (4) additional jet aircraft are projected to be based at TNEA by 2039 (see **Table 2-7**). Single engine and multi-engine aircraft are also expected to grow, albeit at a lower rate than jets and helicopters. Flight training and single-engine aircraft usage will continue to be a strong and integral part of the aircraft mix. It is anticipated that the constrained growth at RDU will drive some general aviation users out of the airport and may deter future general aviation users looking to base aircraft there. This could force aircraft owners to look elsewhere in the region to base their aircraft and TNEA is a logical choice due to proximity, highway access, and facilities.

The exact number and type of aircraft actually based at TNEA in any of the planning periods may vary from what is shown. However, the total and mix of aircraft shown are a reasonable representation and may be adopted for planning purposes.

Table 2.7: Based Aircraft by Fleet Mix

	Year	Single-Engine	Multi-Engine	Jet	Helicopter	Total
Historic	2019	124	15	1	6	146
Projected	2024	131	17	2	7	157
	2029	139	19	3	8	169
	2039	155	24	5	11	196
Percent of Total						
Historic	2019	84.9%	10.3%	0.7	4.1%	100%
Projected	2024	83.4%	10.8%	1.3%	4.5%	100%
	2029	82.2%	11.2%	1.8%	4.7%	100%
	2039	79.5%	12.3%	2.6%	5.6%	100%

Source: Marr Arnold Planning, 2019.

2.5.3 Operational Demand Forecast

The projections of operational demand at an airport are critical to determining the need for airside improvements. Total annual operations consist of several types of activities including air carrier, regional/commuter, air taxi, military, and general aviation. Four methodologies were tested to project general aviation operations to ensure a reasonable forecast. The base year estimate of 2019 operations is 87,200 annual operations. Projections of general aviation operations were calculated for the next 20 years using these four methodologies:

- ***Methodology 1 – Operations Per Based Aircraft –*** This method examines operations per based aircraft (OPBA) ratio for the Airport and projects operations based on this ratio. TNEA has a high OPBA due to the level of flight training occurring at the Airport, which will continue throughout the forecast period. TNEA's 2019 operations per based aircraft ratio (597) was applied to the recommended forecast of based aircraft (employment growth) noted in Table 2-6. This yields an average annual growth rate of 1.49%.
- ***Methodology 2 –County Population Growth –*** The North Carolina Office of State Budget and Management (NC OSBM) projects the population in Franklin County to grow at an average annual rate of 1.83% between 2018 and 2038. This rate of growth is applied to TNEA's 2019 operations estimate to develop projections.
- ***Methodology 3 – NCASP Growth Rate –*** The NCASP, published in 2015, projected growth in TNEA operations utilizing the OPBA methodology. This growth rate is directly tied to the NCASP preferred based aircraft growth rate and reflects FAA's anticipated fleet growth rates. Based on their methodology, general aviation operations are expected to grow at 2.0% per year on average over the forecast period.
- ***Methodology 4 – National Growth in Operations at Towered Airports –*** This method applies the projected growth in the national general aviation operations from the FAA *Aerospace Forecasts Fiscal Years 2019-2039* to TNEA operations to determine a projection of total airport operations. This rate of growth is very conservative (0.30% AAGR) and does not reflect the strong aviation and socioeconomic growth of service area.

Table 2.8 presents the forecast of general aviation operations for the 20-year planning period. Of the four projections developed, the OPBA growth rate (Methodology 1) is the preferred forecast of general aviation operations for planning purposes at TNEA. Operations are projected to grow at an average annual rate 1.49% and reach 117,200 annually by 2039.

Table 2.8: General Aviation Operations Forecasts

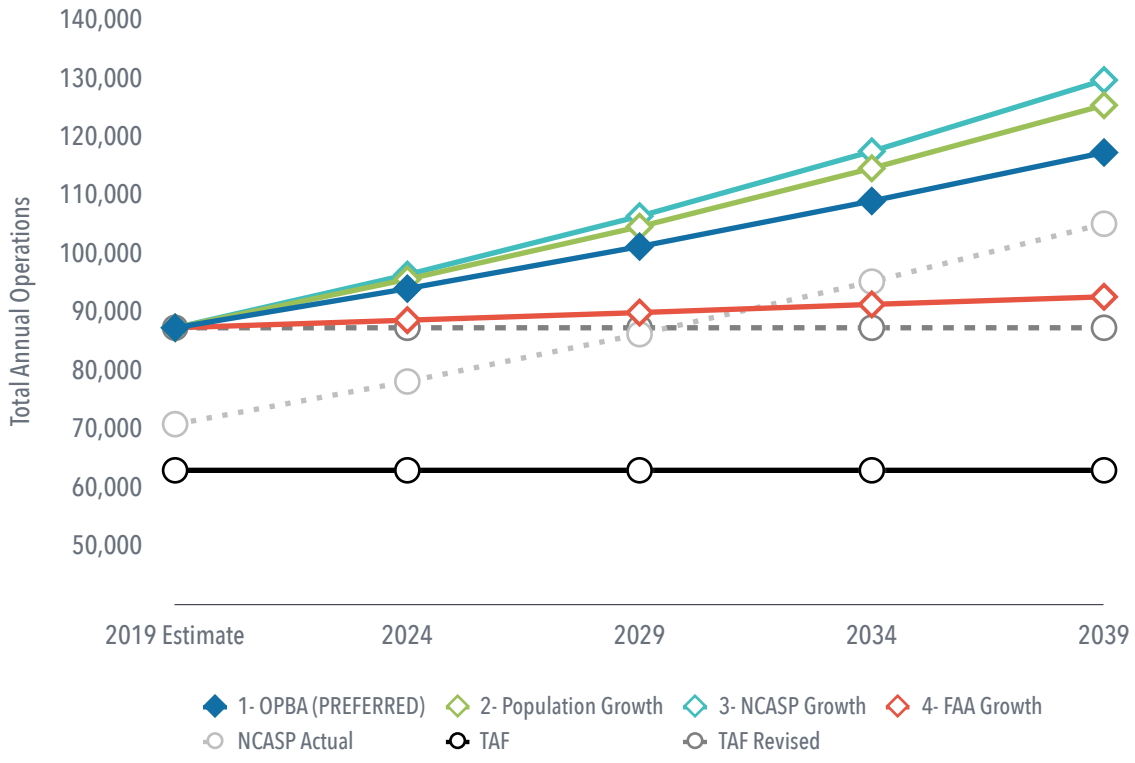
	Year	Method 1 - OPBA (Preferred)	Method 2 - Population Growth	Method 3 - NCASP Growth	Method 4 - FAA Growth
Historic	2019	87,200	87,200	87,200	87,200
Projected	2024	93,900	95,500	96,300	88,500
	2029	101,100	104,500	106,300	89,800
	2039	117,200	125,300	129,600	92,500
AAGR 2019-2039		1.49%	1.83%	2.00%	0.30%

Source: Marr Arnold Planning, 2019.

TNEA has a diversified user base of corporate activity, flight training, military, and recreational flying. Based on accommodating the general aviation needs of the region, this growth rate chosen as the preferred methodology. It is considered reasonable yet conservative, albeit higher than national projections.

Chart 2.2 graphically depicts the four projection methodologies as well as the NCASP and the FAA's TAF projections. The FAA projects operations at TNEA to remain unchanged over the forecast period.

CHART 2.2: COMPARISON OF GENERAL AVIATION OPERATIONS PROJECTIONS



Source: Marr Arnold Planning, NCASP, and FAA TAF, 2019.

2.5.4 Local and Itinerant Operations Forecast

Aircraft operations are divided into two types: local and itinerant. Local operations are classified as arrivals and departures of aircraft that operate in the local traffic pattern or within sight of the airport. Local operators are known to be departing for or arriving from flights in local practice areas within a 20-mile radius of the airport, or they have simulated approaches or low passes at the airport. Itinerant operations are defined as all other operations other than local. At TNEA, itinerant operations are categorized as military or general aviation; air taxi operations, often referred to as air charter operations, are those operations conducted by turbine aircraft with greater than six seats operating under FAR Part 135 or Part 91/91K flight rules and are included in general aviation itinerant operations.

The current ratio of local to itinerant general aviation is 76% local and 24% itinerant. The high level of local operations is largely attributed to Total Flight Solutions' flight training activity. It is important to note that nearly half of the training operations are takeoffs and landings by helicopter aircraft. These operations have minimal impact on the capacity of the airfield. This ratio is expected to shift slightly throughout the study period with a larger percent of operations being attributed to itinerant by the end of the forecast period as shown in **Table 2-9**. This growth correlates with the growth in both projected business travel (itinerant) and continued growth by flight training (local).

Table 2.9: General Aviation Operations Forecasts by Type

	Year	Itinerant			Local			Total Operations
		General Aviation	Military	Total Itinerant	General Aviation	Military	Total Local	
Historic	2019	20,200	500	20,700	64,500	2,000	66,500	87,200
Projected	2024	25,610	500	26,110	67,790	2,000	67,790	93,900
	2029	29,352	500	29,852	71,248	2,000	71,248	101,100
	2039	37,215	500	37,715	79,485	2,000	79,485	117,200

Source: Marr Arnold Planning, 2019.

2.5.6 Peak Hour Operations Forecast

Another primary consideration for facility planning at airports relates to peak hour, also referred to as design level activity. This operational characteristic is important to understand because some facilities should be sized to accommodate the peaks in activity, for example, the aircraft apron or terminal areas.

Forecasts were developed for peak month, peak day, and peak hour. The number of general aviation operations occurring during the peak month and hour were estimated based on discussions with the Airport. Peak season, which takes place from between May and September, is when there is an increase in flight training and recreational activity due to more favorable weather conditions. Typically, the busiest month averages between 9 and 13 percent of annual operations. For this analysis, the following assumptions were made:

- Half of all annual operations occur during a 5-month period, which equates to the peak month accounting for 10 percent of annual operations.
- There are 30 days in a month.

- The peak day is 15% higher than an average day.
- The peak hour is 15% of the peak day operations.

The results of this analysis are shown in **Table 2.10**.

Table 2.10: Peak Period Forecasts

	Year	Annual Operations	Peak Month	Peak Day	Peak Hour
Historic	2019	119,000	11,900	456	68
Projected	2024	128,500	12,850	493	74
	2029	138,800	13,880	532	80
	2039	161,900	16,190	621	93

Source: Marr Arnold Planning, 2019.

2.6 Critical Aircraft

Knowledge of the types of aircraft currently using, and those that are expected to use TNEA provides insight concerning the Runway Design Code (RDC). FAA Advisory Circular 150/5300-13A, Change 1, *Airport Design*, provides guidance for this determination. The RDC is based on the "Design Aircraft" that is determined to be the most critical aircraft, or group of aircraft, using or projected to use a runway on a regular basis. A number of FAA guidance documents define regular basis as 500 or more annual operations (a landing and a takeoff are considered as separate operations). It is important to note that the 500 annual operations substantial use threshold is not a cap or limit on aircraft operations, but rather a planning metric for consideration of the potential need to upgrade airport facilities. The design aircraft can be only one aircraft or a composite of more than one aircraft representing the highest Aircraft Approach Category (AAC) and Airplane Design Group (ADG).

The selected AAC and ADG are combined to form the Runway Design Code (RDC) of a particular runway. The RDC provides the information needed to determine the dimensional criteria standards that apply to that runway. The first component, depicted by a letter, is the AAC and relates to the aircraft approach speed. The second component, depicted by a roman numeral, is the ADG and relates to the aircraft wingspan, and tail height. The AAC and ADG are presented in **Table 2.11** and **2.12**.

The FAA maintains the Traffic Flow Management System Counts (TFMSC) database, which provides traffic counts by airport and includes data for flights that fly under instrument flight rules (IFR) and are captured by the FAA's enroute computers. It is important to note that most visual flight rules (VFR) and some non-enroute IFR traffic are not included in this data. Data is captured by TFMSC when a pilot files a flight plan and/or when flights are detected in the National Airspace System, usually via radar. Due to factors such as incomplete flight plans and limited radar coverage, TFMSC data does not account for all aircraft activity at an airport. For example, the skydiving operations at TNEA are not captured in this data. However, this information allows us to estimate and extrapolate aircraft activity for planning purposes.

Table 2.11: Aircraft Approach Category (AAC)

AAC	Approach Speed
A	Approach speed less than 91 knots
B	Approach speed 91 knots or more but less than 121 knots
C	Approach speed 121 knots or more but less than 141 knots
D	Approach speed 141 knots or more but less than 166 knots
E	Approach speed 166 knots or more

Source: FAA AC 150/5300-13A, Airport Design, Change 1, February 2014.

Table 2.12: Airplane Design Group (ADG)

ADG	Tail Height	Wing Span
I	Less than 20 Feet	Less than 49 Feet
II	Greater than 20, but less than 30 Feet	Greater than 49, but less than 79 Feet
III	Greater than 30, but less than 45 Feet	Greater than 79, but less than 118 Feet
IV	Greater than 45, but less than 60 Feet	Greater than 118, but less than 171 Feet
V	Greater than 60, but less than 66 Feet	Greater than 171, but less than 214 Feet
VI	Greater than 66, but less than 80 Feet	Greater than 214, but less than 262 Feet

Source: FAA AC 150/5300-13A, Airport Design, Change 1, February 2014.

Table 2.13 summarizes the IFR operations at TNEA by aircraft AAC and ADG over the last three years as recorded in the FAA's TFMSC database. According to the data, in 2018 there were 94 unique aircraft that operated at TNEA. There was a total of 1,672 IFR operations reported at TNEA in 2018. As shown, B and C category aircraft have been growing over the last several years. More design group II aircraft have also been recorded in 2018 as well, up 51% since 2016.

According to the TFMSC data, there are 478 annual operations by B category aircraft and 402 operations by design category II aircraft in 2018. In addition, the skydiving tenant, Triangle Skydiving Center operates a Cessna 208B Caravan, which is categorized as a B-II aircraft. Triangle Skydiving Center recorded nearly 1,500 annual operations in the last 12 months. These are VFR operations and are not captured in the FAA's TFMSC database. Based on IFR data and skydiving operations, the existing critical aircraft and RDC for Runway 5/23 is a B-II.

It is anticipated that due to the socioeconomic and business growth in the region and, pressure from RDU plan to relocate general aviation aircraft to other airfields in the region, more jets will base at TNEA. Subsequently, the Airport can anticipate more operations by larger aircraft including larger B-II corporate jets and C-II aircraft. Operations by C category aircraft should be monitored over the next several years. If there is a substantial increase in C category aircraft, the critical aircraft designation should be revisited and the airfield should be protected to accommodate C-II aircraft over the 20-year period.

Table 2.13: Summary of Aircraft Operations at TNEA by ARC

ACC + ADG		2016	2017	2018
A-I		1,084	1,174	1,047
A-II		50	80	68
B-I		88	186	170
B-II		206	237	308
C-I		10	8	12
C-II		8	6	26
D-II		2	-	-
D-III		4	-	-
Other/Unknown		42	45	41
Total Operations		**1,494**	**1,736**	**1,672**
Subtotals by AAC	A	1,134	1,254	1,115
	B	294	423	478
	C	18	14	38
	D	6	-	0
Subtotals by ADG	I	1,182	1,368	1,229
	II	266	323	402
	III	4	-	-

Source: FAA TFMSC database, FAA AC 150/5300-13A Appendix 1.
Note: Monthly data was reconciled so that departures were equal to landings.

Table 2-14 presents TNEA's IFR operations the by ARC and aircraft type from 2018 as reported by FAA's TFMSC database.

Table 2.14: 2018 Summary of Aircraft Operations by Aircraft Reference Code

A-I		A-II	
PA32 - Piper Cherokee Six	122	C212 - CASA Aviocar	56
C182 - Cessna Skylane 182	100	PC12 - Pilatus PC-12	6
SR22 - Cirrus SR 22	96	PAY2 - Piper Cheyenne 2	4
P28A - Piper Cherokee	86	SC7 - Short Skyvan SC7	2
C172 - Cessna Skyhawk 172/Cutlass	85	Total A-II	68
M20P - Mooney M-20C Ranger	83		
P46T - Piper Malibu Merdian	80		
TBM7 - Socata TBM-7	54		
BE36 - Beech Bonanza 36	40		
Other A-I	423		
Total A-I	1,047		
B-I		**B-II**	
AEST - Piper Aero Star	88	C25C - Cessna Citation CJ4	226
BE58 - Beech 58	38	C550 - Cessna Citation II/Bravo	12
C421 - Cessna Golden Eagle 421	12	C208 - Cessna 208 Caravan	12
E50P - Embraer Phenom 100	8	BE20 - Beech 200 Super King	12
C340 - Cessna 340	8	BE9L - Beech King Air 90	8
Other B-I	24	C25B - Cessna Citation CJ3	8
Total B-I	170	Other B-II	38
		Total B-II	308
C-I		**C-II**	
LJ31 - Bombardier Learjet 31/A/B	4	C68A - Cessna Citation Latitude	14
LJ60 - Bombardier Learjet 60	2	CL35 - Bombardier Challenger 300	6
LJ45 - Bombardier Learjet 45	2	CL30 - Bombardier (Canadair) Challenger 300	2
H25A - BAe HS 125-1/2/3/400/600	2	C680 - Cessna Citation Sovereign	2
LJ35 - Bombardier Learjet 35/36	2	ASTR - IAI Astra 1125	2
Total C-I	12	Total C-II	26
TOTALS			
Total Unknown	42		
Total All Records	**1,672**		

Source: FAA TFMSC database, Start Aviation, FAA AC 150/5300-13A Appendix 1

2.7 Summary of Aviation Forecasts

These forecasts indicate all aspects of aviation demand at the Airport will continue to grow during the planning period. TNEA will continue to support its diverse tenants and users while embracing the region's growing aviation needs. Ongoing development of facilities will enable the Airport to continue to accommodate the growth in aviation demand and contribute to the economic vitality of the region. Additionally, the B-II family of aircraft has been determined to be the existing critical aircraft while protecting for C-II family into the future which will further drive the facility requirements needed over the 20-year planning period.

These forecasts were based on the most recent data available at a particular point in time and adequately describe future conditions concerning TNEA. As discussed previously, aviation activity and forecasts need to be monitored to ensure validity as time and other influences dictate. Facility requirements and plans will be presented in future chapters of this Master Plan.

Table 2-15 compares the recommended forecasts to the FAA's Terminal Area Forecast. The 2019 TAF based aircraft and total operations numbers shown in the table differ from the data published in January 2019. The most recent actual data shown in the TAF is for fiscal year (FY) 2018. TNEA has 13 additional based aircraft than shown in the TAF. The operations estimates for 2019 are also higher than reported by FAA TAF. The total operations counts in the TAF have not been updated since 2008. This Master Plan provides a new estimate of operations based on discussions with airport management and tenants regarding airport activity. The TAF projections shown in Table 2-15, apply the 20-year growth rates published in the TAF to the actual based aircraft and estimated operations for 2019.

Table 2.15: Recommended Forecasts Compared to TAF Forecasts

Forecast Element	Year	Recommended Forecast	TAF Forecast[1]	% Difference
Based Aircraft				
Base Year	2019	146	146	0.0%
Base Year + 5 Years	2024	157	146	7.1%
Base Year + 10 Years	2029	169	146	13.7%
Base Year + 15 Years	2034	182	146	19.9%
Base Year + 20 Years	2039	196	146	25.6%
AAGR 2019-2039		1.49%	0.00%	
Total Operations				
Base Year	2019	87,200	87,200	0.0%
Base Year + 5 Years	2024	93,000	87,200	7.1%
Base Year + 10 Years	2029	101,100	87,200	13.7%
Base Year + 15 Years	2034	108,900	87,200	19.9%
Base Year + 20 Years	2039	117,300	87,200	25.7%
AAGR 2019-2039		1.49%	0.00%	

Source: Marr Arnold Planning and FAA Terminal Area Forecasts, 2019.
Note: [1]Since the most recent TAF data available is for FY2017, 2019 based aircraft and operations have been adjusted to reflect actual estimates for TNEA and published TAF growth rates (0%) have been applied through the forecast period.

The TAF projects based aircraft and operations to remain unchanged through 2039. The recommended Master Plan forecasts for based aircraft and operations are more aggressive than the FAA's TAF projections for the

Airport. As shown in the table, operations are within 10% of the TAF projections within the 5-year planning period and are within 15% of the TAF 10-year planning period projection. The Master Plan's projections are considered to be reasonable based the following:

- Improved highway access to the Triangle Region with the widening of US 401 to a four-lane divided highway
- Regional socioeconomic growth
- Changes in the general aviation operating environment at RDU
- Increased corporate use of TNEA
- Constrained airside facilities, hindering growth

Section 3: Facility Requirements

3.1 Introduction

A goal of the Triangle North Executive Airport Master Plan is to identify facility needs and evaluate development alternatives in order to provide guidance for the future development of Triangle North Executive Airport (TNEA or the Airport) based on conditions existing in 2019. The plan recommends improvements in accordance with specific Federal Aviation Administration (FAA) criteria, taking into consideration anticipated changes in aviation activity and trends at the local, regional, state, and national levels.

The primary objective of this Airport Master Plan for TNEA is to produce a comprehensive planning guide for the continued development of a safe, efficient, and environmentally-compatible aviation facility that meets the goals of Franklin County, airport users and tenants, and the surrounding market area. The study focuses on aeronautical forecasts, the need for and justification of development, and a staged plan for recommended enhancements. Proposed airport development must adhere to FAA standards that provide for safe aviation facilities while accommodating future demand. The staged plan looks at planning horizons of 0 to 5 years (short-term), 6 to 10 years (mid-term), and 11 to 20 years (long-term). The first phase of the plan generally addresses existing facility deficiencies or non-compliance to the FAA's airport design standards. The subsequent phases address the facilities and resources needed to accommodate predicted growth based on reasonable assumptions.

The inventory process incorporated a broad spectrum of information including data on airside and landside facilities, surrounding land uses, weather conditions, area airspace, and historical activity levels. Data collected as part of the inventory effort establishes the foundation for the remainder of the Master Plan. The information, which is summarized in this section, was obtained through on-site visits, discussions with county and Airport staff, review of previous airport planning documents, review of FAA records, and review of various local and regional planning documents.

3.2 Airfield Capacity Analysis

An airfield capacity analysis is used to assess the capability of the airport to accommodate projected levels of aircraft operations. The determination of capacity for TNEA uses the Airport Cooperative Research Program (ACRP) Report 79, *Prototype Airfield Capacity Spreadsheet Model* (Prototype ACSM) which is derived from the FAA Airfield Capacity Model (ACM) methodology described in FAA Advisory Circular (AC) 150/5060-5, *Airport Capacity and Delay.* This methodology uses a series of tables and equations to calculate an airfield's hourly and annual capacity and applies variable separation, spacing, and clearance standards included in FAA JO 7110.65, *Air Traffic Control,* and FAA EM-78-8A, *Parameters of Future ATC Systems Relating to Airport Capacity/Delay.*

The Prototype ACSM utilizes a two-step process. The first step is to determine the hourly capacity of an airport's runway system, which is the maximum number of aircraft operations that can occur in one hour under specific operating conditions assuming a continuous demand for service. The second step of the model utilizes the hourly capacity developed in the first step to estimate an airport's annual service volume (ASV). Used by the FAA as an indicator of relative operating capacity, ASV is a reasonable estimate of an airport's annual capacity that

accounts for differences in conditions (i.e. runway use, aircraft fleet mix, weather conditions, level of touch and go operations, etc.) that would be encountered over a year's time. ASV assumes an acceptable level of aircraft delay as described in FAA AC 150/5060-5.

This section discusses the various components and assumptions needed to run capacity calculations and the results derived.

3.2.1 Airfield Capacity

Aircraft mix for the capacity analysis is defined in terms of four aircraft classes. Categories A and B consist of small and medium-sized propeller and some jet aircraft, all weighting 12,500 pounds or less. These aircraft are associated primarily with general aviation activity but do include some air taxi, air cargo, and commuter aircraft. Category C consists of aircraft weighing between 12,500 pounds and 300,000 pounds, which include most business jets and some turboprop aircraft. Category D aircraft consist of large aircraft weighing more than 300,000 pounds. As shown in **Table 3.1**, the majority of aircraft operations at TNEA are by Category A Small-S that weigh less than 12,500 pounds. The remaining 10% of aircraft operations are by Category B Small-S and Category C Small+ aircraft.

Table 3.1: Aircraft Fleet Mix Classifications

FAA Category	Aircraft Classification	Maximum Gross Takeoff Weight (MTOW)	TNEA Operational Allocation
A	Small - S	Less than 12,500 lbs (single engine)	90%
B	Small - T	Less than 12,500 lbs (twin engine)	5%
C	Small +	Corporate airplanes between 12,500 lbs and 41,000 lbs	5%
C	Large - TP	Turboprop between 12,500 lbs and 255,000 lbs	0%
C	Large - Jet	Jet between 41,000 lbs and 300,000 lbs	0%
C	Large - 757	Boeing 757 series	0%
D	Heavy	More than 300,000 lbs	0%

Source: FAA TFMSC database; FAA AC 150/5060-5, Airport Capacity and Delay; and ACRP Report 79, Prototype Airfield Capacity Spreadsheet Model.

Touch and Go Activity

According to Airport and flight school records, approximately 50% of operations were touch and go's in 2019 and typically associated with student flying.

Peak Period Operations

Peak period operational projections were developed in Section 2. The peak period of activity at TNEA occurs between May and September when flight training and recreational activities are at their highest due to favorable weather conditions. As discussed in Section 2, it was assumed that half of all annual operations occur during this 5-month period, which equates to the peak month accounting for 10% of annual operations. For the airfield capacity analysis, average daily operations and average peak hour operations during the peak month were developed.

Prototype ACSM Airfield Capacity Analysis

As discussed above, capacity and demand in the Prototype ACSM are formulated in terms of hourly capacity of the runway system (Visual Flight Rules - VFR and Instrument Flight Rules - IFR) and Annual Service Volume (ASV).

3.2.2 Hourly Capacity

Table 3.2 presents the various inputs that were utilized when developing the hourly runway capacity in the model. Default values were used for several variables. Calculations of hourly capacity begin with an evaluation of the runway use configuration at the Airport.

Table 3.2: Hourly Capacity Calculation Inputs

Variable	TNEA Input
Percentage VMC/IMC Occurance	93%/7%
Runway Scenario Selection	Single Runway
Percentage of Touch and Go's	50%
Operating Fleet Mix	Small-S - 90% Small T - 5% Small + - 5%
Runway Exit Availability	Excellent - 4 or more
Full Parallel Taxiway	Yes
Control Tower	No

Source: ACRP Report 79, Marr Arnold Planning Analysis.
VMC = Visual Meteorological Conditions
IMC = Instrument Meteorological Conditions

According to this methodology, the Airport's VMC and IMC hourly capacity is potentially as high as 80 operations per hour.

3.2.3 Annual Service Volume

After determining the hourly VMC and IMC capacity, a weighted hourly capacity of the entire Airport can be calculated. The weighted hourly capacity takes into consideration the aircraft mix index and meteorological conditions. The weighted hourly capacity of TNEA was calculated to be approximately 77.9 operations per hour. This weighted hourly capacity can then be used in calculating the ASV for the Airport.

With the existing runway configuration, and in consideration of existing utilization patterns, the Airport has been determined to have a weighted hourly capacity (Cw) of 77.9, a daily ratio (D) of 290.0, and an hourly ratio (H) of 9.0, and thus an ASV of approximately 203,300 according to the Prototype ACSM. **Table 3.3** presents the Airport's ASV calculations over the 20-year planning period.

Table 3.3: Annual Service Volume (ASV)

Metric	2019	2024	2029	2039
Annual Operations	87,200	93,000	101,100	117,300
Annual Service Volume	203,300	203,300	203,300	203,300
Capacity Level	43%	46%	50%	58%

Source: ACRP Report 79, Marr Arnold Planning Analysis.

3.2.4 Summary

FAA Order 5090.5, *Formulation of the National Plan of Integrated Airport Systems (NPIAS) and Airports Capital Improvement Plan (ACIP)*, indicates that improvements for airfield capacity purposes should begin to be considered once operations reach 60 to 75% of the annual service volume. This is an approximate level to begin

the detailed planning of capacity improvements. At the 80% level, the planned improvements should be under design or construction. As shown in Table 3.3, there is not a capacity issue at TNEA and no airfield capacity improvements are needed during the 20-year planning period.

3.3 Airfield and Support Facility Requirements

This section considers the ability of TNEA's airfield and support facilities to accommodate existing and forecasted activity. In addition to meeting the activity levels, the following sections will determine the Airport's ability to meet operator needs and design standards and reviews the need for potential improvement related to support facilities such as airport maintenance and fuel storage.

3.3.1 Airfield Design Standards

The types of aircraft expected to operate at TNEA in the future determine the FAA specified design standards for the Airport. The design aircraft is not based on a single specific aircraft, but on a composite family of aircraft that together comprise the current and future fleet. As noted in Section 2.6, the B-II family aircraft was determined to be the most demanding family of aircraft operating at the Airport based on 2018 data, with the Cessna Citation CJ4 and Cessna 208B Caravan as the representative aircraft. As previously discussed, while the Runway Design Code (RDC) has been identified as B-II, it was recommended that TNEA continue to monitor activity by larger C Category aircraft due to the anticipated economic and business growth of the region and Raleigh-Durham International's (RDU) development plans which could result in the displacement of general aviation activity and more corporate jets basing at TNEA.

The monitoring of operational activity over the next couple of years will also allow the Airport to determine if regional influences such as economic growth and changes in RDU's general aviation activity are impacting TNEA. TNEA's aviation activity forecasts were based on 2018 data and reflect the most accurate data available at the time they were prepared. Depending on activity levels in the coming years and moving forward, it will be prudent to consider protecting areas around the Airfield to accommodate these faster aircraft as well as consider them in the development of airfield alternatives.

Runway Length

Runway length requirements for the Airport were evaluated in accordance with FAA AC 150/5325-4B, *Runway Length Requirements for Airport Design (*AC 150/5325-4B) and AC 150/5000-17, *Critical Aircraft & Regular Use Determination (*AC 150/5000-17*)*. Aircraft require the most runway length during their takeoff roll. There are several factors that affect runway length requirements including aircraft performance, aircraft load factor, route length (range), airport elevation (altitude), runway gradient, and temperature.

FAA Runway Length Determination Guidance

Table 3.4 lists the recommended runway lengths for TNEA utilizing the guidance from AC 150/5325-4B. The analysis is based the following factors for Runway 5/23:

- Airplane weight category
- Airport elevation above Mean Sea Level (MSL) - 375 feet MSL
- Mean daily maximum temperature of the hottest month - 91 degrees Fahrenheit
- Runway gradient - 39.3 feet

The AC allows for two types of adjustments to dry runway calculations:

1. An effective runway gradient adjustment which increases at a rate of 10 feet for each foot of elevation difference between the high and low points of the runway centerline; and

2. A wet surface adjustment that increases the length of the runway by 15% or up to 5,500 feet for the 60% useful load factor and up to 7,000 feet for the 90% useful load factor.

Table 3.4: FAA Recommended Runway Lengths (Airplanes Less Than 60,000 Lbs.)

Fleet Mix	Dry Runway Length	Runway Length W/ Gradient Adjustment (+393')	Runway Length W/ Wet Surface Adjustment (+15%)*	Recommended Runway Length
75% of Fleet @ 60% Useful Load	4,800	5,200	5,500	5,500
75% of Fleet @ 90% Useful Load	6,900	7,300	7,000	7,300
100% of Fleet @ 60% Useful Load	5,600	6,000	5,500	6,000
100% of Fleet @ 90% Useful Load	8,500	8,900	7,000	8,900

Source: FAA AC 150/5325-4B, Runway Length Requirements for Airport Design.
*Maximum length of 5,500' for 60% useful load and 7,000' for 90% useful load per FAA AC 150/5325-4B
Note: Runway lengths are rounded to the nearest 100 feet

In addition to using FAA Traffic Flow Management System Counts (TFMSC) data, operational activity data was analyzed for operations occurring at TNEA using FlightAware.com. This data source is similar to FAA's TFMSC but captures additional detail not provided by the FAA's database such as the origin city that aircraft are arriving from, destination cities where aircraft are departing to, flight times, and identifying aircraft information (owner, N-number, etc.). Comparing both TFMSC operations and FlightAware data, they produce similar data with slightly more operations captured by FlightAware (see **Table 3.5**). **Table 3.6** and **Table 3.7** show representative aircraft within the two weight categories. With only a small amount of operations occurring by aircraft in the 100% of Fleet weight category, it is recommended that 75% of the Fleet be used for the runway length determination for the 20-year planning period. However, it is appropriate to protect for the remaining 25% of the fleet for the ultimate runway length determination which would be 6,000 feet.

Table 3.5: Comparison Large Aircraft Operations Grouped by AC 150/5325-4B Category

Aircraft Make and Model	ARC	Flightaware.com Operations		TFMSC Operations		
		2018	2019 (Jan-Jul)	2017	2018	2019 (Jan-Jul)
75% of the Fleet		**295**	**110**	**209**	**312**	**120**
C501 - Cessna Citation I/SP	B-I	2	0	0	2	2
C510 - Cessna Citation Mustang	B-I	10	2	0	10	0
C525 - Cessna Citation CJ1	B-I	2	2	8	2	2
PRM1 - Raytheon Premier I	B-I	0	2	2	0	2
C25A - Cessna Citation CJ2	B-II	4	0	139	4	0

Aircraft Make and Model	ARC	Flightaware.com Operations		TFMSC Operations		
		2018	2019 (Jan-Jul)	2017	2018	2019 (Jan-Jul)
C25B - Cessna Citation CJ3	B-II	6	0	0	8	0
C25C - Cessna Citation CJ4	B-II	224	88	2	226	88
C550 - Cessna Citation Bravo	B-II	9	0	12	12	0
C560 - Cessna Encore	B-II	2	4	22	6	6
C56X - Cessna Citation Excel	B-II	2	2	4	2	4
C650 - Cessna Citation VII	B-II	4	0	0	4	4
BE40 - Beechjet 400	C-I	2	4	8	2	4
H25A - Hawker 400	C-I	2	0	0	2	0
LJ31 - Learjet 31/31A/31A ER	C-I	4	0	2	4	0
LJ35 - Learjet 35/36	C-I	2	0	0	2	0
LJ45 - Learjet 45	C-I	2	0	4	2	0
C680 - Cessna Citation Sovereign	C-II	2	2	0	2	4
C68A - Cessna Citation Latitude	C-II	10	4	2	14	4
CL30 - Bombardier (Canadair) Challenger 300	C-II	0	0	4	2	0
CL35 - Bombardier Challenger 300	C-II	6	0	0	6	0
100% of the Fleet		**2**	**4**	**2**	**2**	**8**
LJ55 - Learjet 55/55B/55C	C-I	0	0	2	0	0
LJ60 - Learjet 60	C-I	2	0	0	2	2
CL60 - Bombardier 600 Challenger	C-II	0	4	0	0	6
Greater than 60,000 lbs.		**0**	**4**	**0**	**0**	**6**
GLEX - Bombardier Global Express	C-III	0	2	0	0	4
GLF4 - Gulfstream IV/G400	D-II	0	2	0	0	2
Total Large Aircraft Operations		**297**	**118**	**211**	**314**	**134**

Source: FAA TFMSC and FlightAware.com.

Table 3.6: Airplanes That Make Up 75% of the Fleet

Manufacturer	Model	Manufacturer	Model
Aerospatiale	Sn-601 Corvette	Dassault	Falcon 10
Bae	125-700	Dassault	Falcon 20
Beech Jet	**400A**	Dassault	Falcon 50/50 EX
Beech Jet	Premier I	Dassault	Falcon 900/900B
Beech Jet	2000 Starship	Israel Aircraft Industries (IAI)	Jet Commander 1121
Bombardier	Challenger 300	IAI	Westwind 1123/1124
Cessna	**500 Citation/501Citation Sp**	Learjet	20 Series
Cessna	Citation I/II/III	**Learjet**	**31/31A/31A ER**
Cessna	**525A Citation II (CJ-2)**	**Learjet**	**35/35A/36/36A**
Cessna	**550 Citation Bravo**	**Learjet**	**40/45**
Cessna	**550 Citation II**	Mitsubishi	Mu-300 Diamond
Cessna	551 Citation II/Special	**Raytheon**	**390 Premier**
Cessna	552 Citation	**Raytheon Hawker**	**400/400 XP**
Cessna	**560 Citation Encore**	Raytheon Hawker	600
Cessna	**560/560 XL Citation Excel**	Sabreliner	40/60
Cessna	560 Citation V Ultra	Sabreliner	75A
Cessna	**650 Citation VII**	Sabreliner	80
Cessna	**680 Citation Sovereign**	Sabreliner	T-39

Source: FAA AC 150/5325-4B, Runway Length Requirements for Airport Design (Table 3-1).
Note: Text in **bold** indicates aircraft have operated at TNEA between 2017-2019 based on FAA's TFMSC and FlightAware.com.

Table 3.7: Remaining 25% of Airplanes That Make Up 100% of Fleet

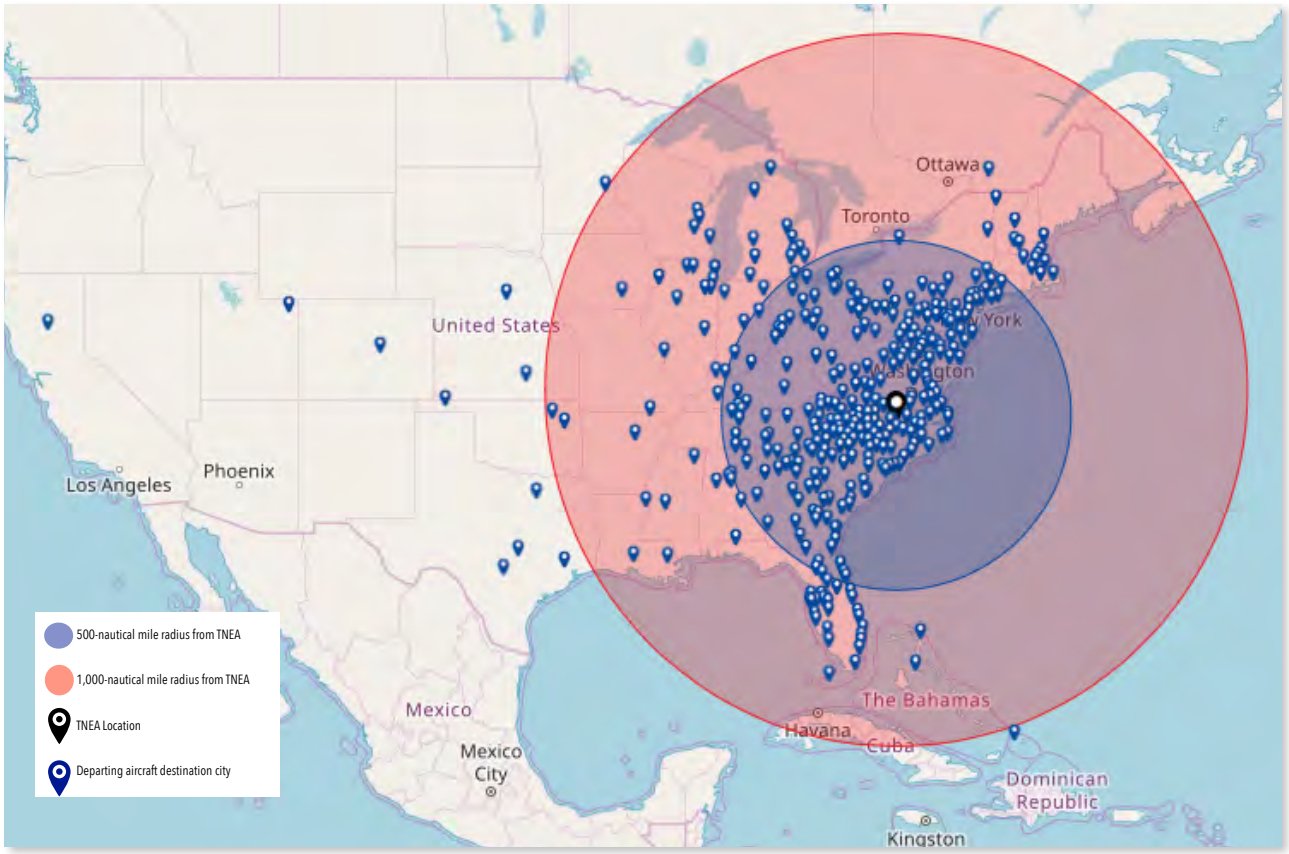
Manufacturer	Model	Manufacturer	Model
Bae	Corporate 800/1000	Israel Aircraft Industries (IAI)	Astra 1125
Bombardier	**600 Challenger**	IAI	Galaxy 1126
Bombardier	601/601-3A/3ER Challenger	Learjet	45 XR
Bombardier	604 Challenger	Learjet	55/55B/55C
Bombardier	BD-100 Continental	**Learjet**	**60**
Cessna	S550 Citation S/II	Raytheon/Hawker	Horizon

Manufacturer	Model	Manufacturer	Model
Cessna	650 Citation III/IV	Raytheon/Hawker	800/800 XP
Cessna	750 Citation X	Raytheon/Hawker	1000
Dassault	Falcon 900C/900EX	Sabreliner	65/75
Dassault	Falcon 2000/2000EX		

Source: FAA AC 150/5325-4B, Runway Length Requirements for Airport Design (Table 3-2).
Note: Text in bold indicates aircraft have operated at TNEA between 2017-2019 based on FAA's TFMSC and FlightAware.com.

Exhibit 3.1 presents TNEA's departing aircraft destinations in 2018 from FlightAware.com. The blue ring represents a 500-nautical mile radius and the red ring represents a 1,000-nautical mile radius, with both rings centered on TNEA.

Exhibit 3.1: Destinations of Departing Aircraft at TNEA



Source: FlightAware.com and mapline.com.

In order to utilize the 90% useful load designation, the FAA requires regular use (500 operations) by the aircraft in either the 75% of Fleet or 100% of Fleet with trips greater than 500 miles or substantiated and documented information from a user(s) or a potential user(s) stating their restricted use of or inability to use the Airport due to the existing limited runway length. Currently, there are not enough heavy aircraft in these categories that are using TNEA with flights over 500 miles to justify the use of the 90% useful load calculation.

Recommended Runway Length for Runway 5/23

Using FAA's guidance, the recommended length for Runway 5/23 is 5,500 feet. This length will accommodate the 75% of the Fleet at 60% useful load. As stated previously, it is also recommended that the Airport continue to track operations by larger and faster aircraft which make up the remaining 25% of the fleet (as shown in Table 1.7). Due to outside influences including RDU's redevelopment of their general aviation facilities, regional economic growth, and the widening of US Highway 401, it is recommended that the Airport protect for an ultimate runway length of up to 6,200 feet to accommodate 100% of the fleet by the end of the 20-year planning period utilizing the FAA's runway length calculations (6,000 feet) or using specific aircraft performance manuals which could require a length of up to 6,200 feet.

Runway 5/23 Design Criteria

Existing dimensions and the corresponding existing FAA design criteria applicable for an RDC B-II to Runway 5/23 are presented in **Table 3.8**. It is anticipated that by the end of the planning period, the volume of larger, faster aircraft operating at the Airport will increase, therefore, RDC C-II design standards are also included in Table 3.8 for future evaluation.

Table 3.8: Runway 5/23 Design Standard (RDC B-II) Matrix

Item	Existing	FAA B-II Design	Standard	Future C-II Design
Runway Design				
Runway Width	100 ft	100 ft	Yes	100 ft
Shoulder Width	10 ft	10 ft	Yes	10 ft
Blast Pad Width	None	120 ft	N/A	120 ft
Blast Pad Length	None	150 ft	N/A	150 ft
Runway Protection				
Runway Safety Area (RSA)				
Length Beyond Departure End	600 ft	600 ft	Yes	1,000 ft
Width	300 ft	300 ft	Yes	500 ft
Runway Object Free Area (ROFA)				
Length Beyond Departure End	600 ft	600 ft	Yes	1,000 ft
Width	800 ft	800 ft	Yes	800 ft
Runway Obstacle Free Zone (ROFZ)				
Width	400 ft	400 ft	Yes	400 ft
Precision Obstacle Free Zone (POFZ)				
Length	200 ft	200 ft	Yes	200 ft
Width	800 ft	800 ft	Yes	800 ft
Approach Runway Protection Zone (RPZ)				
Length	2,500 ft	2,500 ft	Yes*	2,500 ft
Inner Width	1,000 ft	1,000 ft	Yes	1,000 ft
Outer Width	1,750 ft	1,750 ft	Yes	1,750 ft
Departure Runway Protection Zone (RPZ)				
Length	1,000 ft	1,000 ft	Yes	1,700 ft
Inner Width	500 ft	500 ft	Yes	500 ft
Outer Width	700 ft	700 ft	Yes	1,010 ft

Runway Separation				
Runway Centerline to:				
Holding Position	250 ft	250 ft	Yes	250 ft
Parallel Taxiway/Taxilane Centerline	325 ft	300 ft	Yes	400 ft
Aircraft Parking Area	400 ft	400 ft	Yes	500 ft

Source: FAA AC 150/5300-13A, Airport Design.
Note: *Sam Horton Road crosses through Runway 5 end's RPZ.

Runway 5/23 Parallel Taxiway Design Criteria

Similar to runway design standards, the separation of taxiways and other facilities is highly dependent on the standards of the critical aircraft. Unlike runways, taxiway design is influenced by the landing gear configuration of the critical aircraft. The design characteristics dictate the amount of pavement width needed and the amount of pavement fillet required on the inside of a taxi turn. Pilots maneuver an airplane by maintaining the cockpit over the taxiway centerline and during taxiing, the inner wheel will drift inward during a taxiway turn. The amount of additional pavement needed to accommodate the drift is called the fillet.

Using critical aircraft data and data presented in the runway length analysis, taxiway design standards of ADG II are shown in **Table 3.9**. This design is important to meet the design standards of the critical aircraft and fleet of aircraft currently operating at the airport. **Table 3.10** shows the Taxiway Design Group (TDG) 3 standards based on the critical aircraft.

Table 3.9: Taxiway Design Standards Based on Airplane Design Group (ADG II) Matrix

Item	Existing Dimension	ADG II	Standard Met?
Taxiway Safety Area (TSA)	79 ft	79 ft	Yes
Taxiway Object Free Area	131 ft	131 ft	Yes
Taxilane Object Free Area	115 ft	115 ft	Yes
Taxiway Centerline to Parallel Taxiway/Taxilane Centerline	105 ft	105 ft	Yes
Taxiway Centerline to Fixed or Movable Object	65.5 ft	65.5 ft	Yes
Taxilane Centerline to Parallel Taxiway/Taxilane Centerline	97 ft	97 ft	Yes

Source: FAA AC 150/5300-13A, Airport Design.

Table 3.10: Taxiway Design Standard Based on Taxiway Design Group (TDG 2) Matrix

Item	Existing Dimension	TDG 2	Standard Met?
Taxiway Width	35 ft	35 ft	Yes
Taxiway Edge Safety Margin	7.5 ft	7.5 ft	Yes
Taxiway Shoulder Width	15 ft	15 ft	Yes

Source: FAA AC 150/5300-13A, Airport Design.

Pavement Strength

Airport pavement strength is dictated by the future critical aircraft. The latest FAA Master Report 5010 published in 2019, indicates that the pavement strength is rated at 40,000 pounds single-wheel and 60,000 pounds dual wheel. The maximum gross weight of the critical aircraft is 17,200 pounds. Future pavement improvements should be planned to match the existing pavement strength of 60,000 pounds, but at least 60,000 pounds at a minimum to continue to serve large business aircraft that use the Airport.

Runway Safety Areas (RSA)

Runway Safety Areas (RSA) are designed to accommodate the weight of an aircraft during an overshoot, undershoot, or veering from the defined pavement area. The size of this area is increased as the aircraft design standard increases or the instrument approach visibility minimums decrease. These areas must be free of non-required objects, cleared, graded, drained, and capable of supporting the weigh of passing aircraft preventing damage. Dimensionally these areas are measured from the runway centerline and runway end. It is an FAA priority to have RSAs meet standard.

As shown in previously in Table 3.8, TNEA currently meets the B-II design standards, however, in order to plan and protect for C-II standards, it is recommended that the Airport plan to meet the more restrictive standards.

Runway Protection Zones (RPZs)

Runway Protection Zones (RPZ) are identified areas off the runway end that are in place to enhance the protection of people and property on the ground. This protection is best achieved through ownership of the property. The size of the RPZ is a function of the critical aircraft and the visibility minimums at the airport. When practical, the RPZ area should be clear of all above ground objects and be free of incompatible activities.

The Runway 5 RPZ currently extends over Sam Horton Road. This should be mitigated by moving Sam Horton Road to remove penetration and incompatible activity. As TNEA moves forward with tracking and documenting activity by larger aircraft to justify a runway length of 6,000 feet in the future, this Master Plan will consider the impacts of the RPZ associated with a 500-foot extension to MC Wilder Road as well as the impacts to Sam Horton Road.

3.3.2 Landside Facility Requirements

Landside facilities are those facilities which support the airside facilities mentioned previously but are not part of areas where aircraft operate. These facilities include vehicle access roads, auto parking, terminal buildings, aircraft storage, and other support facilities. Following an analysis of these facilities, deficiencies can be determined based on existing and future aviation needs at TNEA.

Ground Access & Auto Parking

The ground access system includes local roadway access to TNEA provided via US Highway 401 (Louisburg Road) or Sam Horton Road to Airport Road. Auto parking is provided in the terminal and hangar areas. Based on the projected growth of the Airport throughout the 20-year planning period, continued improvements to access and auto parking will be required to meet demand. Improved and new parking areas will require access roads and points. An interior service road is recommended to allow airport staff to easily and efficiently access various areas of the airfield while remaining outside of the operating area.

Terminal Building

The existing terminal was built in 1993. The terminal serves the needs of general aviation pilots, has amenities for passengers, and provides office space for both airport management. The facility is in fair condition at almost 30 years old. There are several areas of the existing terminal that are dated and inadequate including the restrooms, conference room, pilot room and waiting area. As the Airport continues to grow, it will need to be expanded to meet user needs. This Master Plan will consider the need for an expansion to the existing facility or a construction to include additional office and conference room space as well as pilot and visitor amenities.

Aircraft Storage

Over the next 20 years, the number of based aircraft is forecast to increase from 146 to 196, indicating that there will be a need for additional aircraft storage. It is assumed that future storage space will reflect the characteristics of current storage patterns, with the majority of the based aircraft fleet being stored in hangars. Utilizing input from tenants at the airfield and the increasing trend of general aviation aircraft owners desiring to have covered storage, it was determined that 80% of based aircraft would have covered storage. The remaining based aircraft would be stored at the Airport using aircraft tie-downs on the apron. Aircraft tie-downs are provided for aircraft that do not require or desire to pay the cost for covered storage in a hangar, as well as for transient aircraft that are visiting TNEA. Space calculations for hangar storage and tie-downs utilized typical spacing requirements for various aircraft types (single engine, multi-engine, jet, rotorcraft, etc.) and applied them to the Airport's fleet mix projections.

Given the anticipated need for additional aircraft storage (hangar and tie-down) over the planning period, a deficient number of existing hangars and tie-downs, it is important that the Airport plan for and reserve space for such facilities. **Table 3.11** summarizes the hangar and tie down storage that will be needed over the next 20 years to accommodate additional aircraft. Due to the amount of helicopter training that occurs at TNEA, this Master Plan will also identify a designated helicopter parking area on the apron as well as the need for providing additional spaces to park helicopters.

Table 3.11: Aircraft Storage Requirement Summary

Item	Existing/Base Year (2019)	Base Year +10 Years	Base Year +20 Years
Hangar Spaces			
Existing Hangar Spaces	78 hangar spaces (48 t-hangar spaces and 8 box hangars)	N/A	N/A
Total New Hangar Spaces Needed	**39 hangar spaces**	**19 hangar spaces**	**22 hangar spaces**
Tie-Down Spaces			
Existing Paved Based Aircraft & Transient Tie-Downs	44 spaces	N/A	N/A
Existing Grass/Unmarked Based Aircraft Tie-Downs*	19 spaces	N/A	N/A
Total Based Aircraft Paved Tie-Downs Needed	**2 add'l space**	**5 add'l spaces**	**5 add'l spaces**
Total Transient Paved Tie-Downs Needed	**19 spaces**	**10 add'l spaces**	**9 add'l spaces**

Source: ACRP Report 113, Guidebook on General Aviation Facility Planning, and Marr Arnold Planning Analysis.
Note: *Grass/unmarked tie-downs are recommended to be replaced with paved tie-downs to accommodate based aircraft and transient aircraft parking in 2019.

Support Facilities

These facilities have specific requirements and are important to the safe and efficient operation of the Airport.

Maintenance Equipment Storage

TNEA's existing maintenance equipment building is a 1,400 square foot hangar building south of the auto parking lot behind the t-hangars. The buildings location isn't easily accessible and it is undersized to accommodate the necessary equipment. This Master Plan will identify a new location for a maintenance equipment building that will accommodate the Airport's needs.

Fuel Storage Facility

As discussed in Section 1, the existing fuel farm at TNEA is located north of the terminal area. Its current location just north of the ramp isn't desirable as it restricts development and and future growth, nor does it allow for the availability of having a self-service fueling station. With increasing activity at the Airport, the demand by users for self-service fuel, this Master Plan will identify a new location for a fuel storage facility that does not hinder development, can be expanded to accommodate additional fuel storage tanks, allows for self-service fueling, and has the necessary access for fuel delivery trucks.

Fencing & Security

Since 2001, the importance of fencing and security has increased. The Transportation Security Administration (TSA) and Aircraft Owners and Pilots Association (AOPA) both have published recommendations for security practices at general aviation airports. As discussed in Section 1.4.9, the Airport has full perimeter fencing and multiple automatic access gates allowing access by vehicles and pedestrian access.

Guidance for fencing varies by agency: NCDOT through the NCASP recommends a minimum of 8-foot high fencing, TSA guidelines recommends a 10-foot high chainlink fence, and the FAA recommends up to a 12-foot high wildlife fence as a result of a Wildlife Hazard Assessment. Generally speaking, the higher the fence, the less likely animals and people are likely to access the airside components of the airfield.

TNEA's perimeter fencing is currently 6-foot high chain link fencing and does not meet the various guidance recommended by state and federal agencies. Full wildlife perimeter fencing is recommended at the Airport with a height of 10 feet topped with two strands of barbed wire as determined by the 2018 Wildlife Hazard Assessment. Other security improvements are recommended to comply with any future FAA or TSA requirements for general aviation airports.

3.4 North Carolina State Aviation System Plan Recommendations

The North Carolina State Aviation System Plan (NCASP) was published in 2015 and established various facility and service objectives for airports in the State to try to achieve in order to meet statewide goals. The NCASP's objectives are predicated on airports being able to justify projects based on activity demand. The NCASP found that TNEA is deficient in several areas. As a result, the identified recommendations in this Master Plan will allow for the Airport to meet all of the NCASP's objectives that include the following:

- Fully own and control the Runway Protection Zone (RPZ) for Runway 5.
- Plan for extending Runway Safety Area (RSA) for Runway 5 to meet C-II standards.
- Improve pavement condition.
- Upgrade and expand the terminal building.
- Provide additional aircraft hangars.
- Provide a designated maintenance equipment and storage building.
- Provide 8-foot full perimeter fencing.

3.5 Summary of Facility Requirements

This section provides a basis of understanding for the facility improvements that are needed at TNEA to accommodate future demand in an efficient and safe manner. The following major improvements have been identified for consideration in the alternatives analysis:

- Consider and protect for an ultimate runway length of 6,200 feet should activity be faster and more demanding aircraft increase to meet FAA's regular use (500 annual operations) criteria.
- Plan to bring Runway 5 to compliance with RPZ and RSA standards.
- Maintain and protect the FAA safety and design standards.
- Plan for a terminal expansion.
- Plan for additional hangar and apron (tiedown) storage.
- Identify new locations for fuel storage and maintenance facilities.

It is important to note that the recommendations in this Master Plan are provided to understand what is needed to meet project demand and where best to place them on the airfield. The facilities needed will only be built if there is actual demand, if the project is financially feasible, and if the environmental impacts are not significant. Further, these recommendations will be evaluated in the alternatives analysis and environmental considerations sections of this Master Plan.

Section 4: Alternatives Analysis

There are several key areas at the Triangle North Executive Airport where improvements may be needed to meet existing design standards and to accommodate the existing and projected aviation demand. Goals of the following development alternatives include:

- Comply with current FAA design standards given in Advisory Circular (AC) 150/5300-13A, *Airport Design*.
- Be compatible with other existing and proposed uses on and off the airport.
- Minimize negative environmental impacts.
- Be cost effective.

4.1 Alternative Analysis - Runway 5/23

Runway 5/23 is 5,500 feet long by 100 feet wide with a gross weight bearing capacity of 40,000 pounds single-wheel gear and 60,000 pounds dual wheel gear. The existing runway length is adequate to accommodate the critical design aircraft fleet currently using the runway. However, based on the analysis completed in *Section 3: Facility Requirements*, it is important to evaluate the needs of the other large aircraft included in the fleet weight category.

The existing runway length is adequate for 75% of the fleet at a 60% useful load. However, a runway extension to 6,200 feet would be needed when aircraft in the 100% of fleet at a 60% useful load reach 500 annual operations based on specific aircraft performance manuals. Currently, there are two aircraft documented at TNEA within this category which had eight operations in the first half of 2019, more than the previous two years. With the changing outside influences such as the shift in the general aviation facilities at RDU, the regional economic growth and widening of US Highway 401, the change in the aircraft type at TNEA may occur within the next 20 years.

Previous discussions at the Airport, including the 2014 Airport Layout Plan, documented a runway extension to 6,500 feet. The forecasted operations numbers at the airport do not justify a runway extension of 1,000 feet within the 20-year planning period. It is important to protect the Airport from incompatible development while not restricting continued development in the community as well. Therefore, based on the aviation forecasts and runway length requirements of specific aircraft performance manuals for aircraft that make up 100% of the fleet, a future runway extension to 6,200 feet will evaluated at the Airport.

The Runway 5/23 alternatives analysis examines the ability of the existing airport site to accommodate the additional runway length up to 6,200 feet. It is recognized that at the current time there is not enough activity to justify a runway extension, however, as noted above, it is important to protect the Airport for the future, beyond the 20-year planning period.

4.1.1 Considerations for Alternatives Development

There are several considerations and assumptions to developing alternatives for Runway 5/23, as discussed in the sections that follow. All alternatives were designed to be comparable in the future conditions in order to provide equal evaluation between the alternatives for this analysis.

- **Extensions to Runway 23** –Cascine is a historic 18th century plantation entered into the U.S. Department of the Interior National Park Service's National Registry of Historic Places in 1973. The plantation is located north of the Runway 23 end. There is a 500-foot buffer from the southern plantation property line towards the airport (see **Exhibit 4.1**). No construction can occur within this area. The existing Runway 23 Runway Protection Zone is within the buffer area in addition to the localizer for the approach to Runway 5. However, no additional structures or pavement are allowed within the buffer area.
- **Construction Cost Estimates** – For an equal comparison between alternatives, construction cost estimates assume Precision Approach Path Indicator (PAPIs) for both runway ends. Runway End Identifier Lights (REILs)[3] for Runway 23 and a Medium-Intensity Approach Lighting System (MALSR) for Runway 5. The runway will include High Intensity Runway Lights (HIRLs) due to the precision approach to Runway 5. Cost estimates ***do not*** include costs for land or property acquisitions.
- **Environmental Impacts** – Environmentally-sensitive areas should be minimized if other alternatives are feasible and practicable. Any impact to the 500-foot buffer between the Airport and Cascine should be avoided.
- **Land and Property Acquisition** - The FAA recommends airports own all the land within the RPZs and Building Restriction Lines (BRLs) to ensure these areas are kept clear of incompatible land uses. The land acquisition includes acquiring all land within the BRL and RPZ that is not currently owned in fee by the Airport. The cost estimates for land or property acquisitions are not included in this analysis, only the estimated acreage to be purchased.
- **Runway Design Standards** - Runway design standards are based on the Runway Design Code (RDC) of a runway. Since the future primary runway is planned to accommodate B-II aircraft and the ultimate runway configuration is planned to accommodate C-II aircraft, the associated safety areas are depicted for each alternative. It is assumed the approach minimums are ½ mile visibility for Runway 5 and one mile for Runway 23.
- **Roads and Runway Protection Zones (RPZs)** - Per FAA Memorandum issued September 27, 2012, *Interim Guidance on Land Uses Within a Runway Protection Zone*, the FAA recommends if any part of an airport project changes the size or location of an RPZ, an airport should take all measures possible to remove and prevent any incompatible land uses from the RPZ. Roads, places of public assembly, buildings, structures, and fuel storage facilities are some examples of incompatible land uses to be evaluated when located within an RPZ. Prior to the memorandum being issued, this requirement was not enforced and therefore, existing RPZs may have incompatible land uses within the boundaries. However, this is not acceptable when a runway threshold or the size of the RPZ changes.
- **Part 77 Obstruction Analysis** – Prior to any airport development, a Part 77 evaluation must be conducted to verify that there will be no hazardous effect to air navigation due to construction.

[3] REILs are synchronized flashing lights that identify the beginning of the useable runway.

- **Meet North Carolina State Aviation System Plan Recommendations** – TNEA is classified as a "Blue" airport in the state system plan. Blue airports are identified as 'community airports with business aircraft capability.' System plan objectives for Blue airports not currently met at TNEA include ownership of the RPZs and an RSA which was based on C-II design standards. The Airport meets the objectives for the B-II critical aircraft identified in this Master Plan.

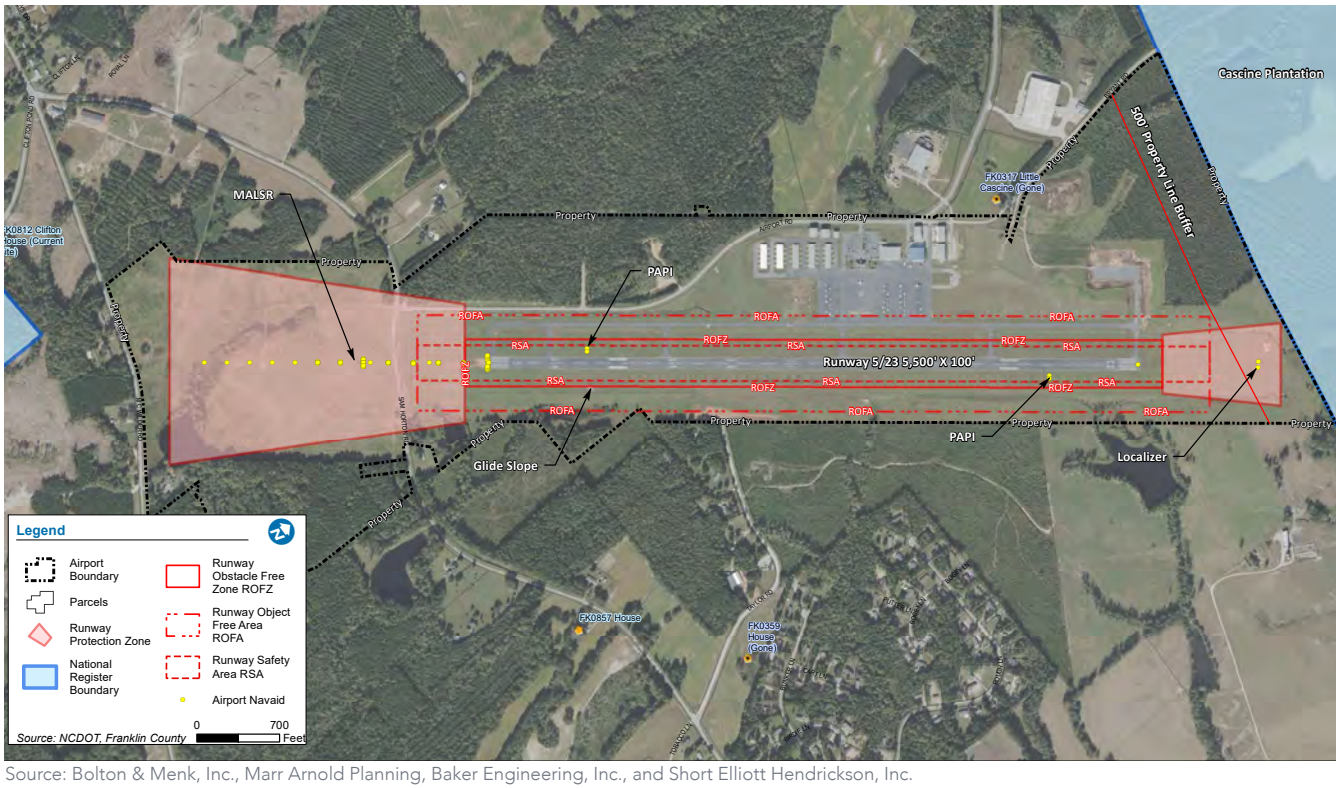
4.1.2 Summary of Runway 5/23 Extension Alternatives

Runway 5/23 alternatives analysis examined the ability of the existing Airport site to accommodate a runway extension. Two alternatives were developed for this analysis based on the FAA recommended runway lengths as determined by AC 150/5325-4B, *Runway Length Requirements for Airport Design* (see *Chapter 3)*. Aspects of each of the runway length alternatives are summarized and compared in **Table 4.1** at the end of this section.

Alternative 1A - Existing Condition

Alternative 1A shows the existing condition of Runway 5/23 at 5,500 feet long and 100 feet wide with no ultimate improvements (**Exhibit 4.1**). The purpose of this alternative is to compare the existing length and surrounding environment of Runway 5/23 with a proposed runway length alternative. A runway length of 5,500 feet meets the needs of the existing critical design aircraft. The figure depicts the existing RPZs based on the precision approach to Runway 5 and the non-precision approach to Runway 23. Franklin County owns the land needed for the 35-foot Building Restriction Line (BRL) and the existing RPZs. Additional land acquisition for these areas is not required. No changes to design standards are needed for the existing runway.

Exhibit 4.1: Alternative 1A - Existing Condition

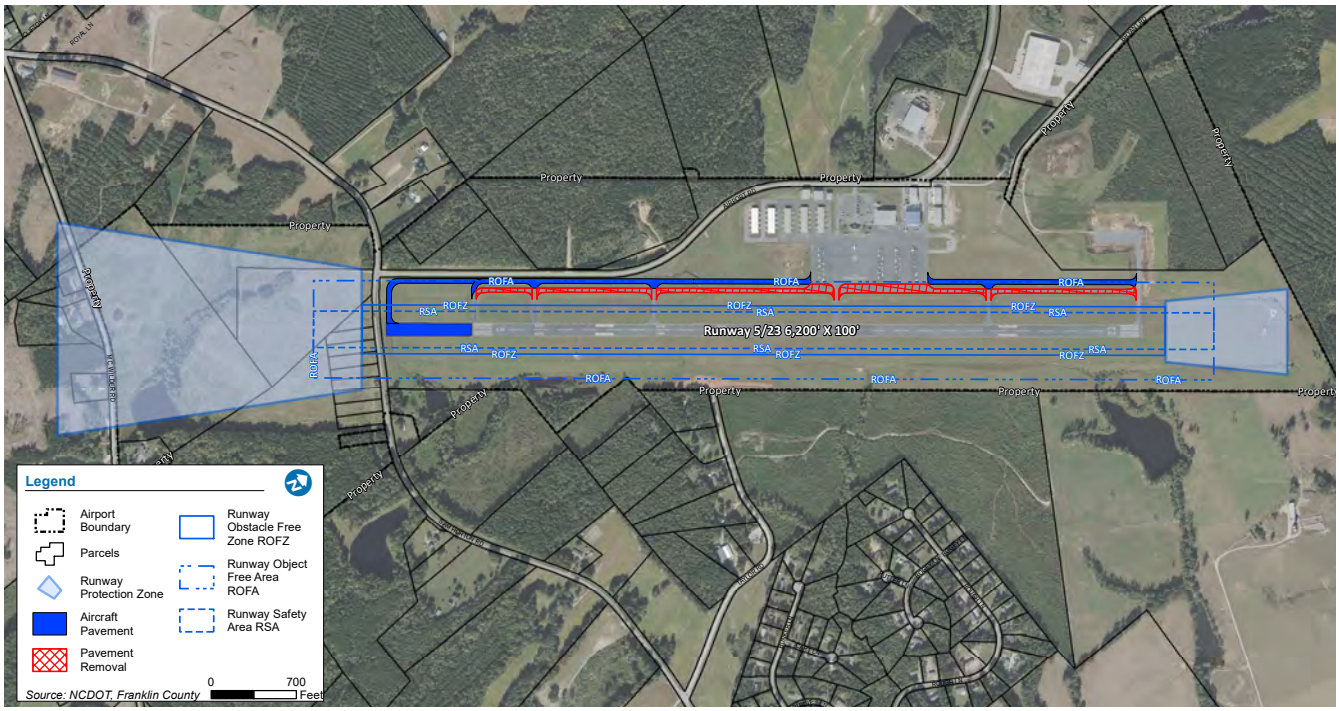


Source: Bolton & Menk, Inc., Marr Arnold Planning, Baker Engineering, Inc., and Short Elliott Hendrickson, Inc.

Alternative 1B - 6,200 foot runway (RDC C-II)

Based on the results of the aviation forecasts and facility recommendations, a 700-foot runway extension to 6,200 feet would accommodate 100% of the fleet which could be realized at TNEA by the end of the 20-year planning period. The runway would be designed to C-II standards to provide adequate safety areas for the future aircraft (**Exhibit 4.2**).

Exhibit 4.2: Alternative 1B - 6,200 foot runway (RDC C-II)



Source: Bolton & Menk, Inc., Marr Arnold Planning, Baker Engineering, Inc., and Short Elliott Hendrickson, Inc.

The change in critical design aircraft from B-II to C-II requires an increase in safety areas and runway to taxiway centerline separation. The length of the safety zones beyond the runway end extend from 600 feet to 1,000 feet. The size of the Runway Protection Zone does not change for the precision approach to the Runway 5 end but it does increase in size on the Runway 23 end. C-II aircraft have a faster approach speed than B-II aircraft which is the reason for the longer safety areas and larger RPZ.

The extension of the pavement to the Runway 5 end extends the safety areas across Sam Horton Road. The safety areas must remain clear of obstructions and graded in the event an aircraft must exit the runway surface. Sam Horton Road provides access to residential property in a 3.2 mile loop which intersects MC Wilder Road near US Highway 401 and reconnects with MC Wilder Road 1.2 miles west of County Road 39. A 0.4 mile section of Sam Horton Road south of the Runway 5 end would need to be closed to extend the runway to 6,200 feet. Access could be provided on the east side of the runway to reconnect Sam Horton Road to MC Wilder Road.

As stated earlier in this section, FAA policy does not allow transportation facilities, such as roads, within the RPZ. The south portion of the extended Runway 5 RPZ would also cross over 0.2 miles of MC Wilder Road. MC Wilder Road would need to be rerouted around the future RPZ.

Another requirement to meet C-II standards is the runway centerline to taxiway centerline separation should be 400 feet. Currently, the separation is 325 feet. The taxiway would shift an additional 75 feet from the runway centerline. This shift conflicts with a 0.4 mile stretch of Airport Road. The Taxiway Object Free Area, which gives aircraft the separation necessary to taxi while keeping their wingspan clear of objects, would conflict with Airport Road. The County has been preparing for the relocation of Airport Road not only to increase the separation distance from the runway but to allow for additional airport development and hangar expansion further south on airport property. The proposed relocation of Airport Road is depicted in the exhibit below.

The impacts associated with a runway extension to 6,200 feet include residential acquisition and tree removal. There will not be any impacts to water resources or the surrounding historic sites as recognized by the North Carolina State Historic Preservation Office. The impacts are listed in **Table 4.1**.

Table 4.1: Runway 5/23 Alternative Impact Summary

	Alternative 1A: Existing Runway	Alternative 1B: 6,200 Feet
Estimated Construction Cost[1]	None	$13.3M
Land Acquisition (fee or easement)	None	19.7 acres
Residential Acquisition	None	3 homes; 22 parcels
Roads in Runway 5 RPZ	Sam Horton Road	Sam Horton Road & MC Wilder Road
Obstruction Removal	None	32.2 acres
Aircraft Types Accommodated[2]	Critical Aircraft	Critical Aircraft & 100% of fleet

Source: Bolton & Menk, Inc. and Short Elliott Hendrickson, Inc. analysis.
[1] Costs are in 2019 dollars and include the extension to the Runway 5 end, relocating the taxiway and lighting systems, and relocating Sam Horton road and MC Wilder Road..
[2] FAA AC 150/5325-4B, Runway Length Requirements for Airport Design, Tables 3-1 and 3-2.

4.1.3 Runway 5/23 - Selected Alternative

Alternative 1A is the recommended alternative as it meets the existing and future critical aircraft over the 20-year planning period. However, it is recommended the County continue to protect the airport for a 6,200-foot runway in the event additional jet and corporate traffic requiring a longer runway use TNEA instead of RDU within the planning period.

4.2 Alternative Analysis 2 - Building Area Development

There is a shortage of hangars and a need for additional hangar lots and T-hangars to house aircraft at TNEA. There is also a need to remodel and expand the existing terminal building and the businesses currently operating at the airport. Finally, the mix of users at the airport has restricted development as well. There are sky diving operations, helicopter operations, training operations, corporate use and recreational operations all occurring at TNEA. The site constraints of the historic property line buffer and the orientation of Airport Road have restricted the development needed to meet the demands and mix of users at the airport. Various options were examined to accommodate the growth of the existing businesses and other pilots and tenants at the airport. The airport must also be able to accommodate growth in transient use. The development depicted in

the building area accommodates the hangar need for the 20-year planning period (49 based aircraft in the 20-year planning period).

Franklin County's Comprehensive Development Plan, *Franklin Next*, is a comprehensive plan documenting future development and conservation areas within the County. *Franklin Next* proposes an Airport Business Park on the west side of Airport Road with the entrance of the business park starting across from the terminal building. This plan is a forward-thinking outlook to the potential type of development the airport could attract to the County. As stated in *Franklin Next*, an office park can be industrial looking and an unattractive place to spend each work day. Developments like the proposed Airport Business Park compliment current and future airport activities. *Franklin Next* recognizes the Airport Master Plan and other planning documents used to improve and accommodate the growth within the County. Joint planning efforts will continue to make each plan successful.

This area is also attractive for development due to the improved highway access to TNEA through the widening of US 401 to a four-lane divided highway. The improved connection between the Raleigh-Durham metropolitan area and Franklin County will increase potential business development in the area.

No property acquisition is required for the building area development proposed at TNEA. Several considerations were taken into account with each building area alternative:

- **Building Restriction Line (BRL)** – A BRL is a line that identifies suitable and unsuitable locations for buildings on an airport, with a goal of preventing buildings from obstructing the Part 77 Imaginary surfaces. At TNEA, a 35-foot BRL is shown based on the most conservative users of the airport. This line represents the closest a 35-foot tall structure can be built to the runway.
- **Airport Property** – Each of the building area alternatives are depicted on airport property.
- **Property Buffer** – Cascine is a historic 18th century plantation entered into the U.S. Department of Interior National Park Service's National Registry of Historic Places in 1973. The plantation is located north of the Runway 23 end. There is a 500-foot buffer from the southern plantation property line towards the airport. No construction can occur within this area.
- **Direct Access** – Any direct access from the existing apron to the runway has been eliminated in each of the alternatives per FAA AC 150/5300-13A.
- **Airport Road** – All building area alternatives assume Airport Road is shifted further west along airport property to allow for the extension of the existing apron and hangar development to the south. Without the relocation of Airport Road, the future expansion to the south cannot occur. The relocation of Airport Road is part of the North Carolina Department of Transportation Strategic Transportation Investments (STI) funding package for TNEA.
- **Taxiway Shift** – Each building area alternative takes into consideration the shift of the parallel taxiway further west to accommodate RDC C-II design standards on the runway. The existing runway to taxiway centerline separation does not allow for C-II operations with a precision approach. Therefore, the taxiway shift will be accounted for in all alternatives. Any apron development will meet the safety design standards to adhere to the shifted taxiway that will meet C-II standards.

- **Exhibits** – North is to the right on all exhibits presented below. Therefore, when directions along the runway and building area are discussed, keep in mind north is on the right-hand side.

2.2.1 Layout Options for the Building Area

Once Airport Road is shifted further to the west, there will be adequate property to expand the building area to meet the needs of the airport users over the next 20 years. There is tree removal and earth work to be completed on both the north and south ends of the building area before implementation could occur which would require environmental review. In addition, the existing portion of Airport Road which was shifted west would need to be removed. The development of the preferred alternative would be phased to accommodate the environmental work needed prior to development in addition to developing the areas with the most demand first whether that is corporate hangars, T-hangars, additional apron space or building expansions.

The following best practices for planning a building area expansion were taken into consideration when determining the preferred alternative.

- Keep the small, mostly recreational general aviation activities together, on-airport businesses or FBOs together, and the corporate aircraft together. This helps pilots using the airport to understand the type of operations they will encounter and keeps similar speed aircraft within the same areas.
- Maximize the space available to determine the entire potential of the airport site. This should be considered even if the development shown is beyond the forecasts for the 20-year planning period.
- Consider the future development plans around airport property.

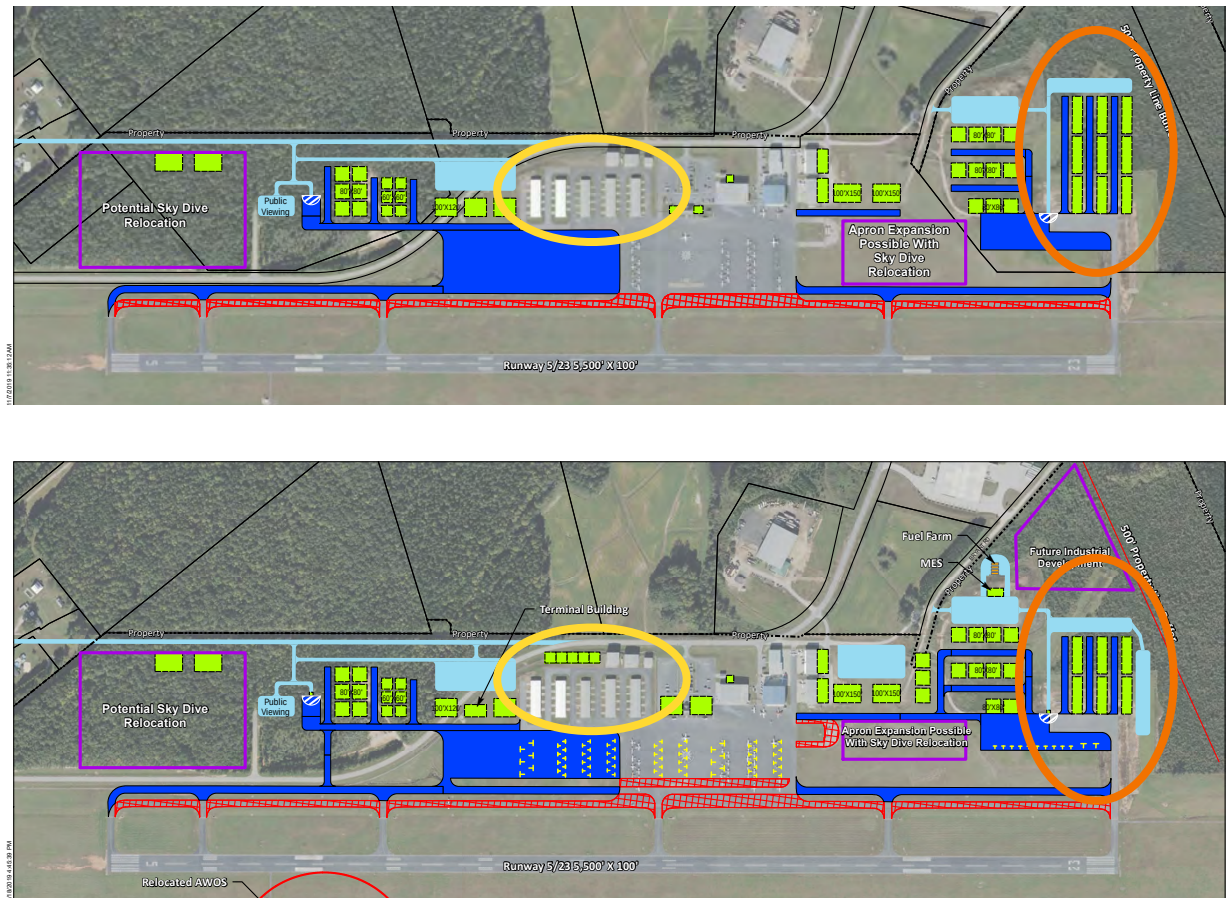
4.2.2 Summary of Building Area Development Alternatives

Option 2A – Corporate vs T-hangar Locations

The first decision involved which end of the building area would be used for T-hangar expansion and which end would be used for corporate/box hangar expansion. As mentioned above, keeping the general aviation activities together and the corporate aircraft together helps pilot navigate the building area and keeps similar aircraft types operating in the same areas. This type of layout also helps with airport safety, deliveries to the airport, and the fuel locations.

In 2016, an apron was added west of the Runway 23 end for future hangar development. This area was taken into consideration when evaluating future hangar layouts. **Exhibit 4.3** depicts T-hangar development on the north end of the building area. The green boxes represent future hangars. The yellow circled hangars are the existing T-hangars and the orange circled hangars are the future T-hangars on the north end of the building area.

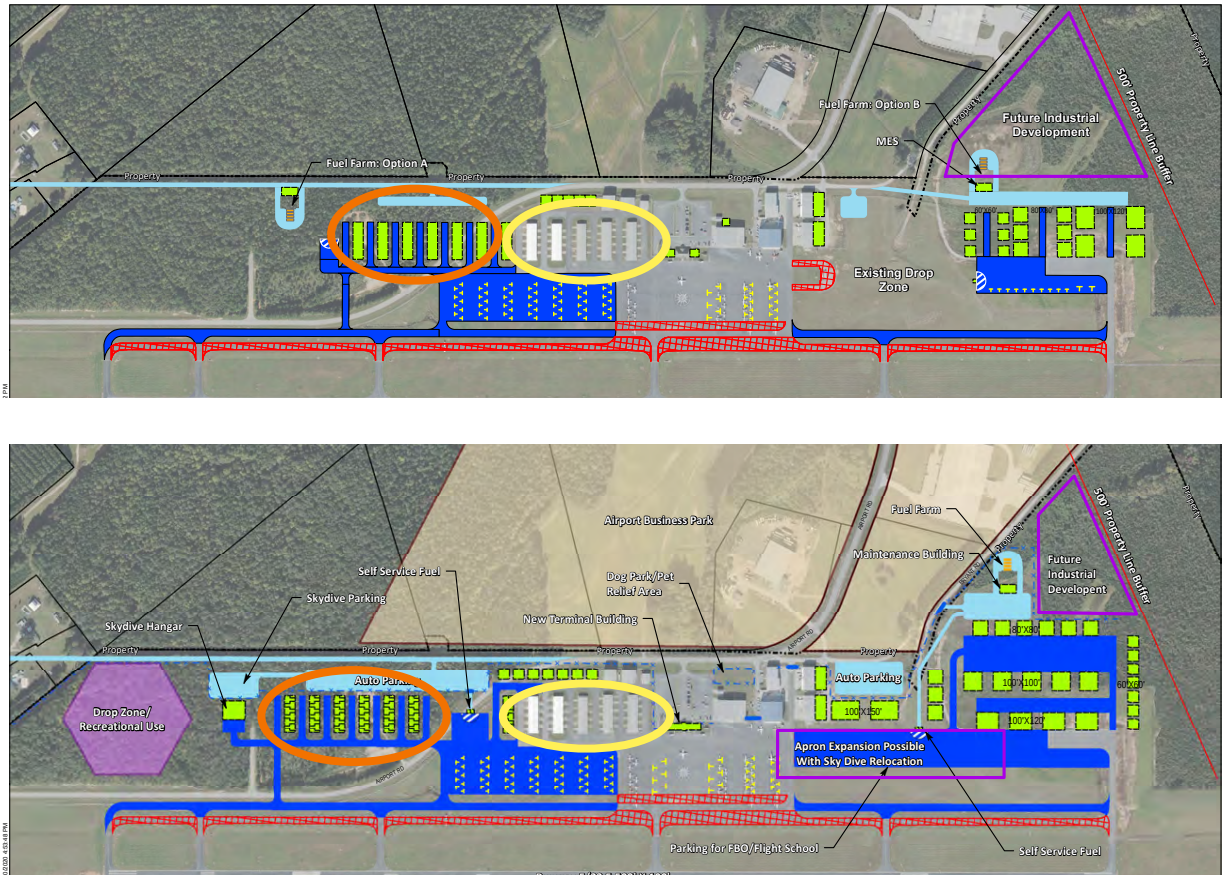
Exhibit 4.3: Option 2A - Corporate vs T-hangar Locations on the North End



Source: Bolton & Menk, Inc., Marr Arnold Planning, Baker Engineering, Inc., and Short Elliott Hendrickson, Inc.

Exhibit 4.4 depicts T-hangar development on the south end of the building area. The green boxes represent future hangars. The yellow circled hangars are the existing T-hangars and the orange circled hangars are the future T-hangars on the south end of the building area.

Exhibit 4.4: Corporate vs T-hangar Locations on the South End



Source: Bolton & Menk, Inc., Marr Arnold Planning, Baker Engineering, Inc., and Short Elliott Hendrickson, Inc.

Option 2A Decision

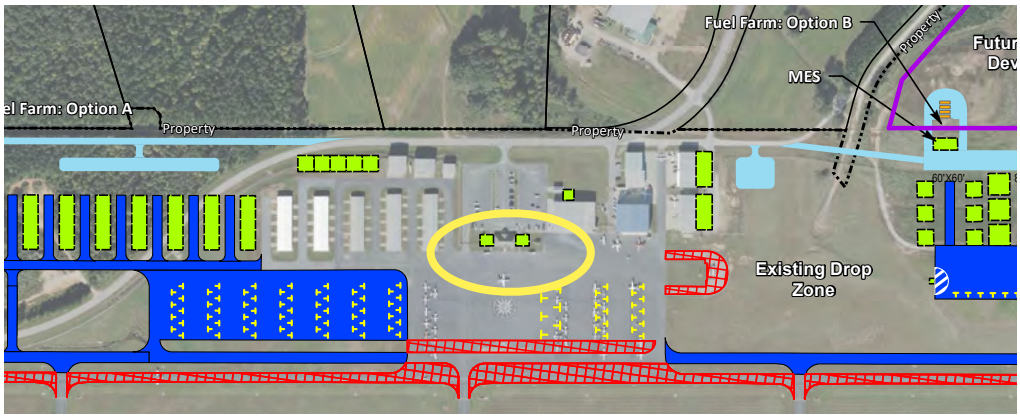
The location of the T-hangar and corporate hangar development were discussed with the advisory group. The consensus was to construct the future T-hangars south of the existing apron. This keeps all future T-hangar development near the existing T-hangars. Shifting Airport Road to the west will allow for the future T-hangar development. The majority of the corporate/box hangar expansion will be north of the existing apron.

Option 2B – Terminal Building Location

The next decision to help layout the preferred building area alternative is the location of the terminal building. The County would like to update and expand the existing terminal building. This would allow for additional conference room space, offices, and a larger gathering area for pilots. The options explored in the alternative analysis were to expand the terminal building in the existing location or build a terminal building in a new location.

Exhibit 4.5 depicts the existing terminal building circled in yellow with two green boxes on each end representing the terminal building expansion.

Exhibit 4.5: Terminal Building Location in Existing Location



Source: Bolton & Menk, Inc., Marr Arnold Planning, Baker Engineering, Inc., and Short Elliott Hendrickson, Inc.

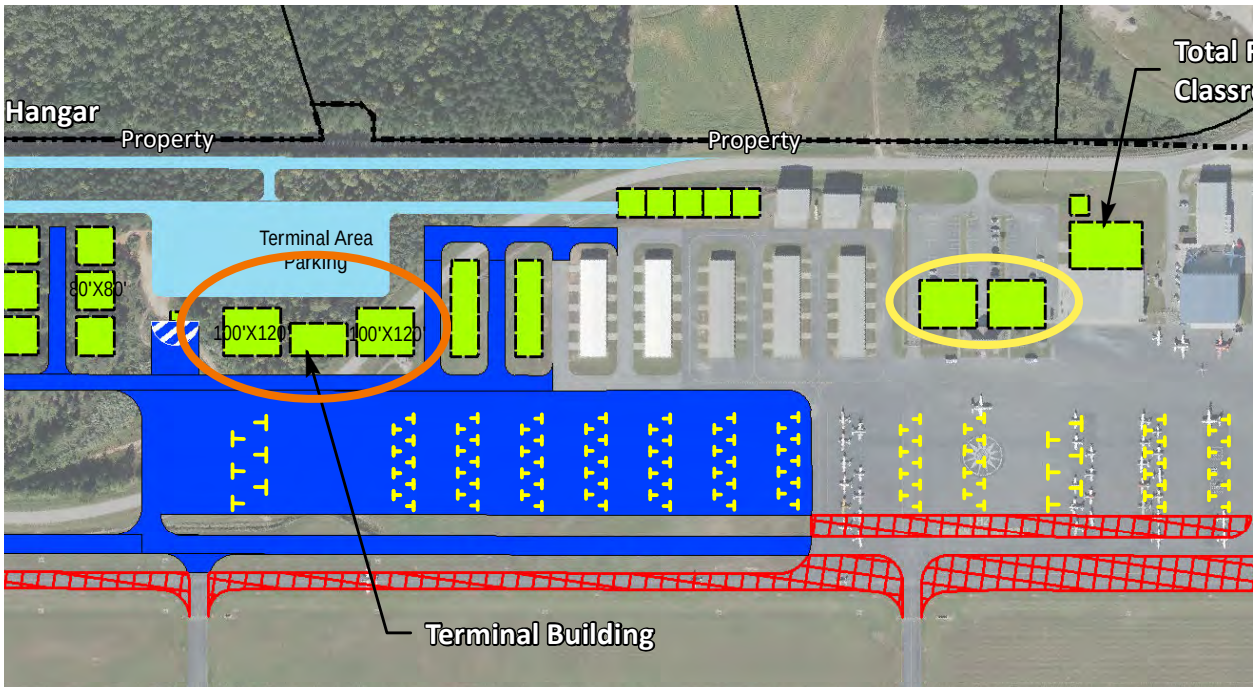
Exhibit 4.6 depicts the location of the existing terminal building circled in yellow and the new terminal building location circled in orange. The two large green boxes over the existing terminal building location represent the area being replaced with Fixed Base Operator hangars or hangars for future aviation businesses located on the apron.

Moving the terminal building from the existing location allows for additional businesses to locate in the center of the airport within the main apron area. The additional business development would be in the same area as the existing businesses on the airfield. However, moving the terminal building further south takes the conference room, restroom facilities, and gathering area away from the business area of the airfield. Deliveries made to the airport or guests visiting the airport would be further away from the day to day operations. In addition, Franklin County has developed a Comprehensive Development Plan, *Franklin Next*, which proposed an Airport Business Park on the west side of Airport Road with the entrance of the business park starting across from the existing terminal building. Moving the terminal building would not support the development plans of the surrounding community.

Option 2B Decision

The location of the terminal building was discussed with the advisory group. The consensus was to expand or rebuild the terminal building in the existing location to stay consistent with the plans being developed by Franklin County and keep the terminal building in the center of the activity at the Airport.

Exhibit 4.6: Relocated Terminal Building Location



Source: Bolton & Menk, Inc., Marr Arnold Planning, Baker Engineering, Inc., and Short Elliott Hendrickson, Inc.

Option 2C - Drop Zone Location

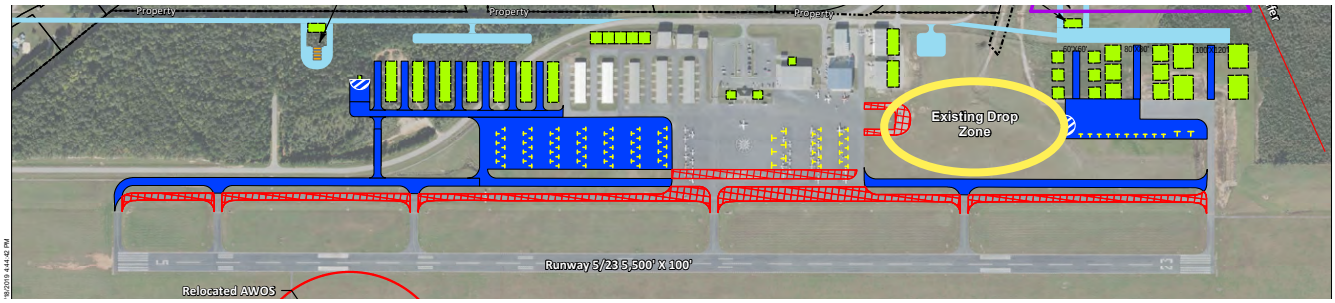
Another aspect of developing the preferred building area alternative is the location of the skydiving drop zone. The existing drop zone is located north of the existing apron. This area is open space and has been used as a drop zone since 2008. The majority of operations conducted by the sky diving company leave from the Runway 23 end making their drop zone location ideal for their operations. There are some concerns with mixing the additional corporate development with drop zone operations. Therefore, two alternatives were analyzed for the future drop zone location.

Exhibit 4.7 depicts the existing drop zone location circled in yellow. **Exhibit 4.8** depicts the existing drop zone location in yellow and a future drop zone location in orange.

Option C Decision

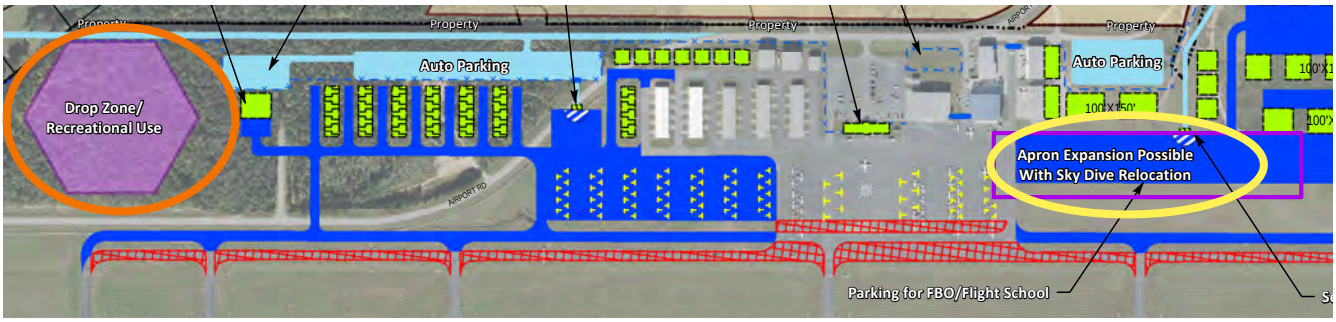
The location of the future skydiving drop zone was discussed with the advisory group. There are mixed reviews for the location of the future drop zone area. The existing location saves on aircraft fuel and travel time due to most aircraft operations starting on the Runway 23 end. In addition, if the drop zone is relocated, a hangar or building would also need to be constructed to allow for customer services near the drop zone. Locating the future drop zone on the south end of the airport would allow separation of skydiving operations and corporate traffic. In addition, the drop zone area would be larger and have more room for expansion as operations continue to grow.

Exhibit 4.7: Existing Skydiving Drop Zone Location



Source: Bolton & Menk, Inc., Marr Arnold Planning, Baker Engineering, Inc., and Short Elliott Hendrickson, Inc.

Exhibit 4.8: Relocated Skydiving Drop Zone Location



Source: Bolton & Menk, Inc., Marr Arnold Planning, Baker Engineering, Inc., and Short Elliott Hendrickson, Inc

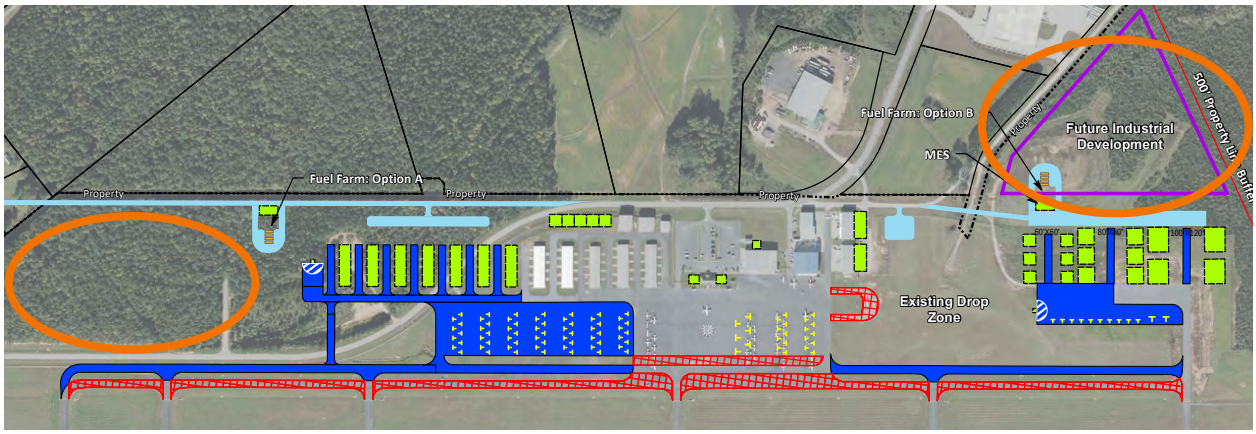
Due to the mixed reactions to the location of the drop zone, the 10- to 15-year plan at the airport is to keep the drop zone in the existing location. Should additional apron space or tiedown spaces be needed beyond the 15-year plan, this study will reserve the planned area near the Runway 5 end for a future drop zone.

Option 2D - Future Industrial Development

The final decision to be made is based on space for future industrial development. The Franklin County Comprehensive Development Plan, *Franklin Next*, which is planning for an Airport Business Park on the west side of Airport Road, documents the future industrial potential within this area of the County. Recognizing the potential for additional industrial development on airport property is important for the County. Once the aviation demand for hangar space, apron space and movement areas are met, additional airport property could be leased to aviation businesses or industrial businesses for fair market value. The revenue from this type of land use would be added to the airport fund for future projects and operating expenses. This provides the County an opportunity to gain additional revenue for use on airport projects and meet the needs of the surrounding community.

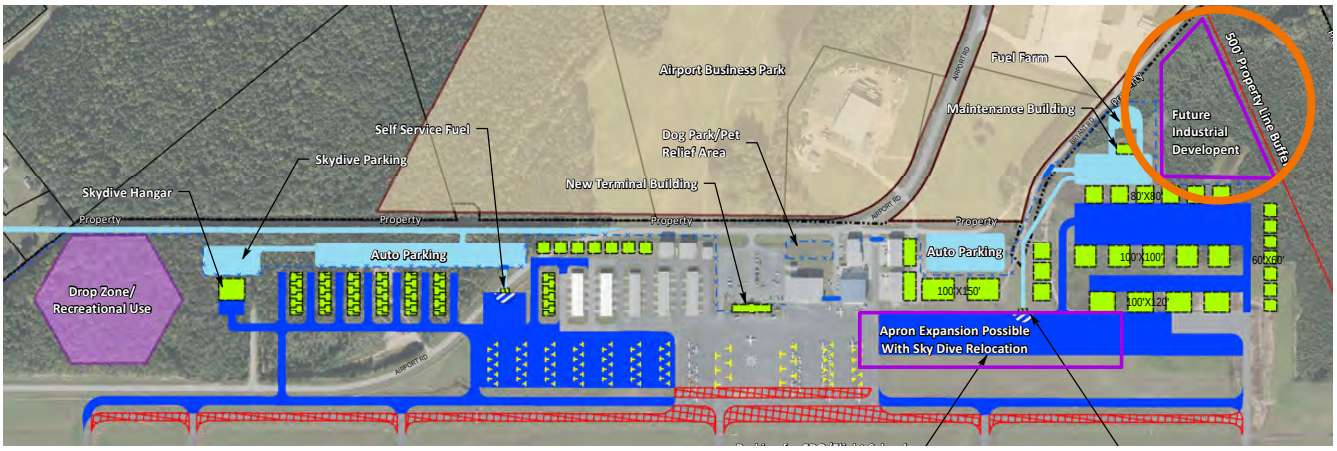
Exhibits 4.9 and **4.10** depict areas of potential future industrial development. Exhibit 4.9 shows two areas in orange where future industrial development could occur. Developing the area south of the existing apron would limit any additional hangar expansion potential in the building area and would not allow for an alternate location for the drop zone operations. Exhibit 4.10 shows another option in the north, circled in orange, for future industrial development.

Exhibit 4.9: Future Industrial Development in North and South Areas



Source: Bolton & Menk, Inc., Marr Arnold Planning, Baker Engineering, Inc., and Short Elliott Hendrickson, Inc.

Exhibit 4.10: Future Industrial Development in North Area



Source: Bolton & Menk, Inc., Marr Arnold Planning, Baker Engineering, Inc., and Short Elliott Hendrickson, Inc.

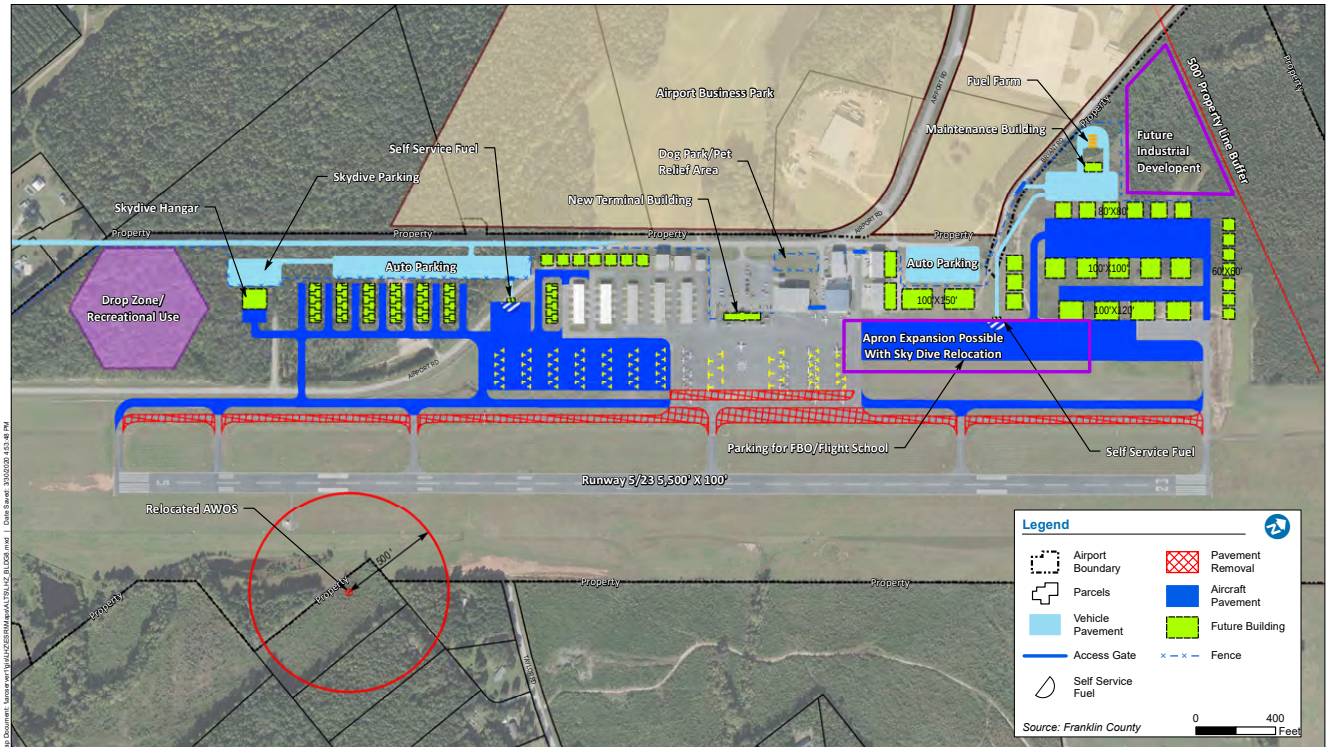
Option 2D Decision

Based on the projected aviation demands on the existing airport facility, the building area can accommodate the needs within the 20-year planning period and beyond. There is an area in the northwest corner of the airport where the airport property will not be necessary for aviation development. The advisory group would like to use this area for future industrial development. The selected building area alternative will depict this proposed development.

4.2.3 Building Area Development - Selected Alternative

The various options discussed in the previous section were combined to develop the preferred alternative for the building area. Additional parking was added to ensure easy access to all portions of the building area. The fuel farm will be relocated along with a maintenance building to the northwest corner of the building area. In addition, two self-service fuel pumps were added for general aviation pilots. One is located on the south end of the building area between future T-hangars and one is located in the north building area for corporate aircraft users. An aircraft wash area will be constructed adjacent to the south end fuel farm. The apron will be expanded to accommodate the additional based and transient aircraft projected in the *Section 2: Aviation Activity Forecasts*. The preferred alternative is depicted **Exhibit 4.11**. The Airport Layout Plan (ALP) includes the details of the selected building area alternative.

Exhibit 4.11: Preferred Building Area Development



Source: Bolton & Menk, Inc., Marr Arnold Planning, Baker Engineering, Inc., and Short Elliott Hendrickson, Inc.

4.3 Summary of Alternative Analysis Recommendations

Below is a summary of the chosen and recommended airport improvements as a result of the alternatives analyses:

- Show a runway extension to 6,200 feet on the Runway 5 end.
- Develop a building area which develops future T-hangars to the south of the existing apron and corporate hangars to the north of the existing apron.

- Keep the terminal building in the existing location and either expand the existing facility or build a new building.
- The existing drop zone will remain in the same location through the 10 to 15-year planning period. In the event additional apron space is needed or if the current location impedes safe airport operations, a new drop zone and building facilities will developed on the south end of the building area.
- Space for future industrial development will be available in the northwest corner of the building area.

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Section 5: Environmental Considerations

The National Environmental Policy Act of 1969 (NEPA) requires that environmental impacts of proposed airport development be considered throughout the planning period. Three categories of environmental actions relevant to airport development are outlined in 40 Code of Federal Regulations (CFR) Parts 1500 – 1508. Every project proposed for an airport is categorized into one of these three actions:

- Categorical Exclusions – Projects categorically excluded are those actions that have been found under normal circumstances to have no potential for significant environmental impact.
- Actions Normally Requiring an Environmental Assessment (EA) – Projects normally requiring an EA are actions that have been found by experience to sometimes have significant environmental impacts.
- Actions Normally Requiring an Environmental Impact Statement (EIS) – The purpose of an EA is to determine whether or not a project will have significant impacts. Based on the results reported in an EA, the FAA then prepares either a finding of no significant impact (FONSI) or an EIS. An EIS further investigates a project's potential environmental impacts.

The major product of the Master Plan process is the Airport Layout Plan (ALP), which shows an airport's existing and planned development. Federal Aviation Regulations (FAR) require an airport operator undertake an environmental analysis for the planned development for FAA review and approval if it plans to apply for federal grants to fund development depicted on the ALP. Due to the limited shelf-life of environmental studies, a formal EA or Categorical Exclusion documentation is typically developed at such time to ensure the environmental work is current within the timeframe during which the actual project would be undertaken.

The following areas of possible environmental impact must be addressed in detail for the improvements recommended in *Section 2: Alternatives Analysis*.

5.1 Air Quality

According to the North Carolina Department of Environmental Quality (NCDEQ), Franklin County is currently designated as being "in attainment" for all criteria pollutants under the National Ambient Air Quality Standards (NAAQS). An attainment area is one on which air pollution levels do not exceed the NAAQS. NCDEQ maps indicate attainment status by county for each of the four NAAQS pollutants (ozone, particulates, carbon monoxide, and sulfur dioxide). According to NCDEQ, the Raleigh-Durham-Chapel Hill Area which includes Franklin County was designated an ozone attainment/maintenance area in 1997. There is currently no monitor for ozone located in the County, however there was between 1997 and 2015.

The potentially significant impact of future recommended development on the attainment and maintenance of air quality standards must be disclosed. Because the future recommended development outlined in *Section 4: Alternatives Analysis* conforms to the air quality standards, no air quality analysis will be required (FAA Order 5050.4B).

5.2 Threatened and Endangered Species

The Fish and Wildlife Coordination Act requires that agencies consult with the State wildlife agencies and the Department of Interior (FWS) concerning the conservation of wildlife resources. The Fish and Wildlife Conservation Act also encourages conservation of non-game fish and wildlife and their habitats.

An "Endangered Species" is defined as any member of the animal or plan kingdom determined to be in danger of extinction throughout all or a significant portion of its range. A "Threatened Species" is defined as any member of the plant or animal kingdom likely to become endangered in the foreseeable future.

The list of species present in Franklin County have the highest potential to be found near water and unmaintained land. See Table 1.9 in *Section 1.7, Environmental Inventory* for the list of threatened, endangered, and at risk species in Franklin County. The preferred alternatives do not impact areas of water, but the relocation of Airport Road is proposed to be constructed through unmaintained land. Coordination with the U.S. Fish and Wildlife Service is recommended.

5.3 North Carolina Historic Preservation Resources

The National Historic Preservation Act (NHPA) of 1966, as amended, establishes the Advisory Council on Historic Preservation (ACHP) and the National Register of Historic Places (NRHP). Section 106 of the NHPA requires consideration of the effects of undertaking on properties that are eligible for inclusion in the NRHP. Compliance with Section 106 requires consultation with the North Carolina State Historic Preservation Office (NCSHPO) if there is a potential adverse effect to historic properties on or eligible for listing on the National Register of Historic Places. North Carolina General Statute 121-12 requires review of state projects that may affect historic properties, but this does not apply to any site not listed in the National Register regardless of eligibility.

There are two sites within close proximity to TNEA as discussed in *Section 1.7.3, North Carolina Historic Preservation Resources*. The Cascine plantation is located north of the Airport. There is a 500-foot property line buffer between the plantation and TNEA. The Clifton House and Mill Site is located south of the Airport. These historical sites were taken into consideration when developing the preferred alternatives for the Airport.

The State of North Carolina may require an archeological survey be undertaken prior to major construction on an undisturbed site, and the NCSHPO should be contacted as a function of the environmental review in order to determine the existence of any impacts to the sites of historical/cultural significance.

5.4 Affected Areas Under the Protection of USDOT Act, Section 4(f)

Section 4(f) of the Department of Transportation (DOT) Act provides protection for publicly owned land in parks, recreation areas, or wildlife and waterfowl refuges of national, state, or local significance or lands from an historic site of national, state, or local significance.

There are no Section 4(f) sites within the study area. No impacts to any Section 4(f) properties can be expected as part of the proposed development.

5.5 Hazardous Waste and Solid Waste

The FAA guidelines recommend avoidance of hazardous waste and contaminated sites when possible. The NCDEQ Waste Management Division identified four hazardous material sites as listed in Table 1.10 of *Section 1.7.4, Hazardous Materials and Solid Waste*. None of the selected alternatives impact any of the regional underground storage tanks incidents within three miles of the airport. No impacts to hazardous waste are anticipated.

Airport improvements, which consist of development such as runways, taxiways, and arrival/departure buildings, do not normally have a direct significant effect on solid waste collection or disposal. The future recommended development does not include uses that will significantly increase the solid waste generated at the site.

5.6 Environmental Justice

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, and the accompanying Presidential Memorandum, and Order DOT 5610.2, Environmental Justice, require the FAA to provide for meaningful public involvement by minority and low-income populations and analysis, including demographic analysis, that identifies and addresses potential impacts on these populations that may be disproportionately high and adverse.

The proposed runway extension and relocation of Airport Road may require relocation of residences. However, based on the analysis from the Environmental Protection Agency's Environmental Justice Screening and Mapping Tool, the study area is not considered to be a minority population. This information would need to be verified and reviewed through the environmental review process.

5.6.1 Community Resources

Due to the location of the Airport being outside of the populated areas, there are few community resources around the study area. There are five churches within three miles of the study area. There is one elementary school located 2.8 miles west of the airport. There are no parks or hospitals within the study area. There is also no public or subsidized housing near the study area. It is not anticipated that community resources will be impacted with the development of the preferred alternatives.

5.7 Water Resources

5.7.1 Wetlands

Wetlands as defined in Executive Order 11990, "Protection of Wetlands", as "those areas that are inundated by surface or ground water with frequency sufficient to support, and under normal circumstances does or would support, a prevalence of vegetation or aquatic life that requires saturated or seasonally saturated soil conditions for growth and reproduction. Wetlands generally include swamps, marshes, bogs, and similar areas such as sloughs, potholes, wet meadows, river overflows, and natural ponds." It is anticipated that the wetlands on the airport are under the jurisdiction of the U.S. Army Corps of Engineers (USACE) implementing Section 404 of the Clean Water Act.

Based on a National Wetland Inventory search, there is the potential to impact wetlands south of the Airport with the runway extension project. The future Runway Protection Zone and MALSR lighting system has the potential to impact this wetland area. Prior to any work completed on site, it is recommended a field delineation occurs. While it is not anticipated any proposed work will impact the wetlands, a delineation needs to occur to ensure protection of the wetlands. Any impacts to the wetlands onsite will be regulated and mitigated for by the USACE.

5.7.2 Floodplains

Floodplains are defined by Executive Order 11988, "Floodplain Management", as "the lowland and relatively flat areas adjoining coastal waters…including at a minimum, that area subject to a one percent or greater change of flooding in any given year…", that is, an area which would be inundated by a 100-year floodplain, mitigating measures must be investigated in order to avoid significant changes to the drainage system.

The preferred alternative is not anticipated to impact any floodplain areas around the airport.

5.8 Construction Impacts

Construction activities can create environmental impacts at the construction site and in the surrounding area. These impacts are generally temporary in nature and subside once construction is completed. Through prudent engineering and construction practices, construction impacts associated with future recommended development can be minimized.

The environmental categories that can be affected by construction often include construction noise, dust and noise from heavy equipment traffic, disposal of construction debris, and air and water pollution.

5.9 Summary of Environmental Considerations

The environmental considerations for the selected alternatives are acquisition of residential property for the runway extension and relocation of Airport Road, Sam Horton Road, and MC Wilder. Additional impacts include tree removal. While developing the preferred alternatives, the historical properties to the north and south were avoided. An environmental analysis through either a categorical exclusion or environmental assessment will be necessary prior to construction.

Section 6: Implementation Plan & Financial Analysis

The Triangle North Executive Airport (TNEA) Master Plan was initiated prior to the COVID-19 pandemic and as of the writing of this section (December 2020), the full impact of the health crisis and the economic impact caused by the pandemic are still largely unknown. General aviation activity and aircraft orders have slowed and will likely remain slow into 2021 as the COVID vaccination is rolled out. While corporate travel, flight training, and skydiving operations are starting to operate as "normal," large gathering events like airshows remain cancelled. The biggest question for the aviation community, and the rest of the world, is how long the virus-induced economic recession will last. The pandemic impacted operations at Triangle North Executive Airport in 2020 and will likely impact activity in 2021 as well.

The preferred development alternative for TNEA developed in Section 4 presented the maintenance and improvement projects desired to meet airport and user needs over the next 20 years. Understanding the costs of these projects and availability of funding is essential to determine the feasibility of the plan. This section will discuss the various sources of potential funding, provide a brief description of the planned projects, and summarize the Capital Improvement Plan (CIP) for all of the planned development within the 20-year planning period.

Typically future planned projects correspond to specific forecast years. For the purposes of this analysis, these forecasted planning horizons should be considered "planning activity levels" (PAL) to accommodate for the unknowns that the Airport and the aviation industry face as a result of the pandemic.

6.1 Funding Sources

In North Carolina, airport development projects are usually funded by several sources, including the FAA Airport Improvement Program (AIP), State Airport Aid and State Block Grant Program, North Carolina Maintenance Contracts, Airport Pavement Management System, local (airport and/or County) funding, and private investment.

6.1.1 FAA Airport Improvement Program (AIP)

The FAA AIP was created by the Airport and Airways Act of 1982 to assist in the development of a nationwide system of public-use airports. The AIP replaced the previous programs, including the Airport Development Aid Program (ADAP) and the earlier Federal Aid to Airports Program (FAAP). Amendments to the AIP since 1982 have consistently increased funding levels, participation rates, and eligibility.

The AIP has limits on projects eligible for funding through this program. Generally, grant eligible items include airfield and aeronautical related facilities, such as runways, taxiways, aprons, lighting, and visual aids, as well as land acquisition, planning and environmental tasks needed to accomplish the airport improvement projects. Most revenue producing items like hangars, fuel farms, and Fixed Base Operator facilities are not eligible for AIP funds. Additionally, equipment eligibility is limited to safety equipment like Aircraft Rescue and Firefighting (ARFF) trucks and snow removal equipment (SRE). Mowers, earth moving equipment, and airport operations

vehicles are not eligible for federal funding. The FAA utilizes a priority system to rank development items. Generally, the smaller the airport and farther the item is from the runway, the lower priority it receives (e.g. runways have priority over taxiways, which have a greater priority over aprons, which have priority over roads etc.). However, development or equipment required by rule or law have a high priority.

Currently, federal participation in the AIP is 90% of the eligible cost of airport projects, leaving the airport sponsor responsible for the other 10%. All funding from both State and Federal agencies must be for planning, design, construction, or pavement maintenance projects, and cannot be used to supplement the operating expenses of the airport.

There are two types of AIP funds that an airport can receive: entitlement and discretionary funding.

Entitlement Funds

Local general aviation NPIAS[4] airports receive an entitlement of $150,000 per year from the FAA. The County can accrue up to four years of entitlement funds ($600,000) to put towards a larger airport development project such as a runway or taxiway reconstruction.

If entitlement funds are not used within four years, they are turned back to the FAA and added to the FAA discretionary funding account (see the following section). Discretionary funding is distributed on a national bases which means entitlement dollars turned back from a North Carolina airport can be used on an airport project in any other state in the country.

Discretionary Funds

Approximately half of the AIP appropriations each year can be dispersed by the FAA at their discretion, rather than the fixed entitlement grants. Discretionary funds are used when an airport project costs more than an airport sponsor can accrue in entitlement funds. Discretionary funds can be given to any NPIAS airport within the country. The list of projects competing for discretionary dollars are prioritized by the FAA. Funding priority is given first to airport projects based on safety, security, and pavement preservation. Other high priority projects include runway safety areas, runway surface treatments, and projects which improve overall system capacity (e.g. new runways at hub airports). Airports such as TNEA, best compete for discretionary funding for safety, security, and pavement preservation projects.

If an airport desires to receive discretionary funds for a development item, the airport's CIP should include at least two years of entitlement funds dedicated to the project.

State Block Grant Program

North Carolina is one of ten states which participates in the FAA's State Block Grant Program. This means the NCDOT Division of Aviation assumes the responsibility of administering AIP funds to NPIAS airports classified as non-primary commercial service, reliever, and general aviation. Federal funding for primary airports in the NPIAS continues to be allocated and administered by the FAA.

[4] National Plan of Integrated Airport Systems.

6.1.2 North Carolina State Airport Funding

The North Carolina Airports Program Guidance Handbook provides a guide for airport sponsors regarding funding types available through State programs. Similar to federal funding, only NPIAS airports are eligible for state funding. There are four State funding categories for airport projects: Safety/Regulatory/Operations Projects, Capital Improvement Projects, Statewide Programs, and Pavement Maintenance.

Safety/Regulatory/Operations Projects

Safety/Regulatory/Operations Project funds are for projects needed or required to meet the State Aviation System Plan objectives for each specific airport's classification. These projects are funded through the NCDOT Highway Fund. These projects include land acquisition to meet approach requirements, pavement expansions to meet System Plan objectives, navigation and airfield lighting and signage, and pavement overlays. The Division of Aviation prioritizes the projects within this classification based on the criteria in the Priority Rating System developed by the State.

Capital Improvement Project Funding/State Transportation Investments

A new funding process for NCDOT was signed into law in June 2013 and went into effect in July 2015. The program, referred to as Strategic Transportation Investments (STI), provides a new funding formula for NCDOT capital expenditures. This funding is for all modes of transportation including highway, rail, airports, public transportation, bike/pedestrian, and ferry. The purpose of this program is to fund capital improvement projects at airports which increase capacity or alleviate congestion. These projects must be above and beyond the State System Plan objectives.

STI project submittals are given a score of 0 –100 to determine funding priorities. If a project does not score high enough to receive funding during the fiscal year, it can be submitted again for future consideration.

Statewide Programs Funding

The funding for the Statewide Programs is through the NCDOT Highway Fund like the Safety/Regulatory/Operations funding. Statewide Programs provide funding for a specific type of airport project such as Wildlife Hazard Management Program, AWOS Program, and the Airport Safety Preservation Program. The State provides 100% funding for these projects and therefore no local match is needed. The Division of Aviation has the authority to create additional programs as system needs arise.

Pavement Maintenance Funding

The North Carolina Department of Transportation Division of Aviation maintains multiple contracts involving airfield maintenance. The contracts are for on-call professional pavement maintenance services such as full depth asphalt patching, crack sealing, concrete and asphalt pavement repair, marking removal, and seeding and mulching. The NCDOT would prefer the airport sponsors maintain their federal dollars for capital improvement projects on the airfield. Therefore, the CIP for TNEA includes a full airfield pavement rehabilitation project in 2022 and 2032, but no other pavement maintenance projects. These will be completed as needed with state funding.

6.1.3 Local Funding Sources

Local airport owners and sponsors, such as counties, cities, and/or airport authorities, are frequently responsible for costs associated with airport development projects that remain after federal and state shares have been

applied. Ideally, general aviation airports generate sufficient revenue to cover their operating expenses and build a cash reserve for capital projects; however this is not always possible[5]. As a result, sponsors often rely on their general fund to cover operating expenses and cover the local match for federal and state grants. *Section 6.4 Financial Analysis*, provides information on TNEA's historical operating revenues and expenses as well as projections for the future.

6.1.4 Other Funding Sources

Private sector investment is a growing source of funding for airport development projects. These funding opportunities allow airports to take advantage of include private development sources and/or public/private partnerships (P3s). Specific facilities at an airport, such as aircraft storage hangars and fuel storage/distribution facilities can be constructed with private finances or through P3s. These facilities are typically constructed on lands leased from the airport and a private developer retains the right to operate and profit from the facility that is constructed.

As a result of funding limitations at all levels, many general aviation airports and their sponsors have looked outside of the box for non-traditional funding sources to mitigate airport development funding shortfalls. There are a variety of non-traditional sources at all levels of government that can be used to leverage local funds in support of airport development projects. Examples include:

- U.S. Department of Commerce Economic Development Administration (EDA) - The EDA provides a variety of funding opportunities that are tied to economic support and development of communities and regions, as well as, providing disaster relief funds.

- N.C. Departments of Commerce & Transportation Joint Economic Development Program - This program requires that projects contribute to economic growth and development by attracting new and expanding companies that will increase employment opportunities for North Carolina citizens[6].

Strong community relationships and ties with the local municipalities that surround the airport are vital to successfully taking advantage of the financial opportunities that may exist.

6.2 Environmental Approval

All projects receiving FAA or NCDOT funding must be justified through an environmental review process. The level of environmental documentation required depends on the project type and the potential impacts to the environment. The airport projects which qualify for federal funding will follow FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions* to ensure there are no adverse impacts to the environment.

The majority of projects listed on the 20-year CIP for Franklin County are new pavement or expansion projects. A typical environmental review for these projects is an Environmental Assessment. An EA costs between $200,000

[5] ACRP Aligning Community Expectations with Airport Roles

[6] www.edpnc.com

and $300,000 and may take one to two years to complete. The costs for all environmental work are included within the project costs as noted under the Special Consideration sections of the project descriptions.

6.3 Capital Improvement Plan

A Capital Improvement Program (CIP) is developed for each airport in the State of North Carolina that qualifies for state and/or federal funding. Airports typically develop a CIP to show their development plans and the anticipated funding sources for the next 20 years of airport projects. The CIP is updated every year to help state officials plan for upcoming construction projects. A quality CIP must be realistic and reflect the maximum practical amount of funds available from the FAA AIP, NCDOT Division of Aviation grants, Statewide Programs Funding, local funding, etc. The CIP should also reflect eligibility and priorities of the federal and state programs. The result is a CIP with a higher probability for accomplishment.

Future development at TNEA, as included in this Master Plan study, covers a 20-year period (2021-2040). Estimated development costs based on the Airport Layout Plan are included in the CIP. The projects are based on the recommended facility requirements as discussed in *Section 3.5, Summary of Facility Requirements* and the selected alternatives in *Section 4.3, Summary of Alternative Analysis Recommendations*. The demand for certain facilities, especially in the latter time frame, and the economic feasibility of their development are the prime factors influencing the timing of a future project. Estimated costs are expressed in 2020 dollars with no adjustments for inflation and include design, construction, and construction administration. All projects programmed beyond 2021 will need to account for inflation for the year they are accomplished.

It is important the CIP be as realistic as possible for the first five years. The projects included on the CIP are also shown visually on **Figure 6.1**, **Figure 6.2**, and **Figure 6.3** at the end of this section. It is important to note that all projects to the south of the existing t-hangars are dependent on Airport Road being relocated. The road relocation is funded by NC DOT Highway Division and is slated to be complete by 2024. The timing on several projects included in the CIP will need to slide if there are any delays due to the relocation of the road.

Table 6.1 presents a summary of the proposed capital improvement projects by funding source eligibility over the planning horizon period broken down into three planning activity levels (PALs). Instead of a firm 5-year, 10-year, and 20-year summary, projects should be completed when the forecasted operational levels presented in Section 2 of the Master Plan are attained. It is recognized that short term projections may be impacted by the COVID-19 pandemic and therefore projects included in the CIP projects may shift slightly to coincide with the shift. When combined, the CIP for TNEA represents $67.1 million in development projects.

Table 6.1: Capital Improvement Plan Summary by Planning Activity Level (PAL) and Funding Type

Project	Estimated Costs (2020 Dollars)	FAA Entitlement Funding	FAA Discretionary/ Apportionment Funding	State Funding	STI Candidate Project	Local Funding
Planning Activity Level 1 (5-Year)						
Airfield Pavement Rehabilitation	$5,000,000	$0	$4,500,000	$0		$500,000
North Apron Expansion Phase I & Access Road/Fuel Truck Access	$1,800,000	$0	$0	$1,620,000		$180,000

Project	Estimated Costs (2020 Dollars)	FAA Entitlement Funding	FAA Discretionary/ Apportionment Funding	State Funding	STI Candidate Project	Local Funding
Airport Road, Sam Horton Road, & AWOS Relocation	$12,000,000	$0	$5,400,000	$5,400,000	Yes	$1,200,000
MALSR Rehabilitation	$450,000	$405,000	$0	$0		$45,000
New Terminal Building	$4,500,000	$0	$4,050,000	$0		$450,000
Existing Parking Lot Maintenance & Parking Lot Expansion	$750,000	$675,000	$0	$0		$75,000
Taxilane Expansion	$400,000	$360,000	$0	$0		$40,000
6-Unit T-Hangar	$1,200,000	$1,080,000	$0	$0		$120,000
Planning Activity Level 2 (10-Year)						
South Apron Expansion	$4,600,000	$0	$4,140,000	$0		$460,000
New 100LL Self-Serve Fuel (South End of Airfield)	$700,000	$630,000	$0	$0		$70,000
North Half of South Automobile Parking Lot	$800,000	$720,000	$0	$0		$80,000
North Apron Expansion Phase II	$1,000,000	$900,000	$0	$0		$100,000
Two New Taxilanes on South End of Airfield	$550,000	$495,000	$0	$0		$55,000
Two 6-Unit T-Hangars	$2,400,000	$2,160,000	$0	$0		$240,000
Fuel Farm Relocation, Automobile Parking & Maintenance Building	$2,750,000	$0	$2,475,000	$0		$275,000
North Apron Expansion Phase III	$1,500,000	$1,350,000	$0	$0		$150,000
Planning Activity Level 3 (20-Year)						
Jet A & 100LL Self-Service Fuel (North End of Airfield)	$1,300,000	$1,170,000	$0	$0		$130,000
Four New Taxilanes on South End of Airfield	$1,100,000	$990,000	$0	$0		$110,000
Airfield Pavement Rehabilitation	$5,000,000	$0	$4,500,000	$0		$500,000
Four 6-Unit T-Hangars	$4,800,000	$4,320,000	$0	$0		$480,000
Taxilane Access for South Hangar Area	$1,000,000	$900,000	$0	$0		$100,000
South Half of South Parking Lot	$800,000	$720,000	$0	$0		$80,000
North Apron Expansion Phase IV & Taxilane Expansion	$4,500,000	$0	$4,050,000	$0		$450,000
New North Automobile Parking Lot	$1,300,000	$1,170,000	$0	$0		$130,000
New Security Fencing Around the Building Area	$500,000	$450,000	$0	$0		$50,000

Project	Estimated Costs (2020 Dollars)	FAA Entitlement Funding	FAA Discretionary/ Apportionment Funding	State Funding	STI Candidate Project	Local Funding
Parallel Taxiway Relocation at 400 ft. Centerline Separation	$6,000,000	$0	$5,400,000	$0		$600,000
Existing Taxiway Pavement Removal	$400,000	$360,000	$0	$0		$40,000
Capital Improvement Program Totals	**$67,100,000**	**$18,855,000**	**$34,515,000**	**$7,020,000**		**$6,710,000**

Source: Bolton & Menk, Inc. and Short Elliott Hendrickson, Inc.

6.3.1 Planning Activity Level 1 (5-Year CIP)

The five-year CIP is the short-term plan discussing the capital improvements planned at TNEA for the next five years (2021 – 2025). The following projects are shown on **Figure 6.1**. The five year CIP for the Airport is focused on maintaining the existing pavement, constructing additional access and pavement for corporate hangars on the north end of the airfield, and construction of a new T-hangar on the south end of the building area.

2021 No Projects - Save FAA Entitlement Funds

There are no projects planned for 2021. The County will save their $150,000 annual FAA non-primary entitlement funds for future projects.

2022 Airfield Pavement Rehabilitation

Pavement rehabilitation is recommended approximately every 15 - 20 years, or as needed based on the pavement condition. According to the PCI report, the pavement is in need of a larger maintenance project. The apron and taxilanes will continue to be maintained throughout the next 20 years as extensions and additions are constructed around the building area. A new parallel taxiway will be constructed around 2038 to maintain the required centerline separation from the runway. A larger runway project will occur again when the runway is extended.

- **Interrelated Projects:** None
- **Special Considerations:** A written environmental record will need to be on file with the FAA prior to the maintenance project receiving funding. This project will require federal discretionary funding due to the cost of the project. The environmental record costs are included in the project cost.
- **Estimated Cost:** $5 million
  $4.5 million (90%) Federal funding (discretionary dollars); $500,000 (10%) Local funding

2023 North Apron Expansion (Phase I) & Access Road/Fuel Truck Access

There is a desire to expand the north apron for corporate hangar development. This would include construction of a vehicle access road for passengers, pilots, and the fuel truck.

- **Related Projects:** Transient storage hangar construction (privately funded)
- **Special Considerations:** An environmental assessment will be needed prior to development of the north corporate building area. The environmental assessment will identify any mitigation or permits necessary.

The environmental assessment costs are included in the project cost. this project includes the cost to remove the tree obstructions to the Part 77 surface on the Runway 23 end.

- **Estimated Cost:** $1.8 million
  $1.62 million (90%) State funding; $180,000 (10%) Local funding

2024 Airport Road, Sam Horton Road, & AWOS Relocation

The relocation of Airport Road further west and the relocation of Sam Horton Road outside of the existing and future Runway Protection Zone. In addition, the AWOS is going to be relocated to the east side of the runway to avoid interference with the existing building area and Airport Road.

- **Related Projects:** Hangar area expansion and relocation of the parallel taxiway
- **Special Considerations:** An environmental assessment will be needed prior to the road relocation projects. The environmental assessment will identify any mitigation or permits necessary. The environmental assessment costs are included in the project cost. This project includes costs to remove the tree obstructions to the Part 77 surface on the Runway 5 end.
- **Estimated Cost:** $12 million
  $5.4 million (45%) Federal funding (discretionary dollars), $5.4 million (45%) State funding, and $1.2 million (10%) Local funding

2024 MALSR Rehabilitation

Rehabilitation of the existing MALSR system to reduce maintenance expenses.

- **Related Projects:** None
- **Special Considerations:** A written environmental record will need to be on file with the FAA prior to the maintenance project receiving funding. The environmental record costs are included in the project cost.
- **Estimated Cost:** $450,000
  $405,000 (90%) Federal funding; $45,000 (10%) Local funding

2024 Terminal Building Construction

The existing terminal building needs to be replaced. This project proposes constructing a new terminal building with expanded meeting space and office areas in the same location as the existing terminal building.

- **Interrelated Projects:** Existing parking lot maintenance and expansion
- **Special Considerations:** A Categorical Exclusion will be completed to identify any mitigation or permits necessary. The cost for the Categorical Exclusion is included in the project cost.
- **Estimated Cost:** $4.5 million
  $4.05 million (90%) Federal funding (discretionary dollars); $450,000 (10%) Local funding

2024 Existing Parking Lot Maintenance & Expansion

The existing parking lot pavement is in need of maintenance. This project is not part of the airside maintained through the NCDOT pavement program and therefore is included with the CIP. The replacement of the existing terminal building is an ideal time to also rehabilitate the parking lot.

- **Interrelated Projects:** Terminal building construction

- **Special Considerations:** The Categorical Exclusion from the terminal building will include this project as well.
- **Estimated Cost:** $750,000
  $675,000 (90%) Federal funding, $75,000 (10%) Local funding

2025 New Taxilane Construction (south of existing T-hangars)

Construction of a new taxilane allows for additional T-hangar expansion south of the existing T-hangars.

- **Related Projects:** Construction of a new 6-unit T-hangar
- **Special Considerations:** An environmental assessment will be required prior to the expansion of the T-hangar area. The environmental assessment will identify any mitigation or permits necessary. The costs for the environmental assessment are included in the project cost. This project is dependent on the completion of the relocation of Airport Road.
- **Estimated Cost:** $400,000
  $360,000 (90%) Federal funding; $40,000 (10%) Local funding

2025 T-Hangar Site Preparation and Construction

Construction of a 6-unit T-hangar to meet existing demand.

- **Interrelated Projects:** Construction of new taxilane
- **Special Considerations:** The environmental assessment completed for the new taxilane construction will include this project and will identify the mitigation and permits necessary for this project. This project is dependent on the completion of the relocation of Airport Road.
- **Estimated Cost:** $1.2 million
  $1.08 million (90%) Federal funding; $120,000 (10%) Local funding

6.3.2 Planning Activity Level 2 (10-Year CIP)

The 10-year CIP is the mid-term plan discussing the capital improvements at TNEA. The 10-year CIP projects are shown on **Figure 6.2**. The focus of these five years at the airport includes expanding the apron areas, parking areas, and tiedowns for the building area. In addition, the new pavement for the relocated drop zone area will be developed.

2026 South Apron Expansion

Expansion of the existing apron area to the south to allow for additional tiedown spaces.

- **Interrelated Projects:** None
- **Special Considerations:** An environmental assessment will be completed for the south portion of the building area. The environmental assessment will identify any mitigation or permits necessary for the future projects. An environmental assessment is valid for three years. After that time, the environmental assessment may need to be revalidated if the projects are not completed within three years. The environmental assessment costs are included in the project cost. This project is dependent on the completion of the relocation of Airport Road.

- **Estimated Cost:** $4.6 million
  $4.14 million (90%) Federal funding (discretionary dollars); $460,000 (10%) Local funding

2027 Self-Service Fuel Farm - 100LL (south end of the airfield)

Construction of an additional 100LL self-service fuel farm will give pilots access to fuel without waiting for a fuel truck or maneuvering to different areas of the airfield to receive fuel.

- **Interrelated Projects:** None
- **Special Considerations:** An environmental assessment will be completed for the south portion of the building area. The environmental assessment will identify any mitigation or permits necessary for the future projects. This project is dependent on the completion of the relocation of Airport Road.
- **Estimated Cost:** $700,000
  $630,000 (90%) Federal funding; $70,000 (10%) Local funding

2027 Parking Lot Construction (north half of new south parking lot)

An important safety consideration at an airport is to keep aircraft traffic and vehicle traffic separate. This also keep dirt, rocks, and other objects that can damage propellers off the aircraft movement areas. Adding parking lots to the south end of the building area will allow passengers to park close to their hangars and keep vehicles away from aircraft traffic.

- **Interrelated Projects:** Construction of private hangars and T-hangars
- **Special Considerations:** An environmental assessment will be completed for the south portion of the building area. The environmental assessment will identify any mitigation or permits necessary for the future projects. This project is dependent on the completion of the relocation of Airport Road.
- **Estimated Cost:** $800,000
  $720,000 (90%) Federal funding; $80,000 (10%) Local funding

2028 North Apron Expansion (Phase II)

Phase II of the north apron expansion project will continue to construct the apron to the north of the existing apron.

- **Related Projects:** Corporate hangar construction
- **Special Considerations:** An environmental assessment may be required for development of the north corporate building area. The environmental assessment will identify any mitigation or permits necessary. The cost of the environmental assessment is included in the project cost.
- **Estimated Cost:** $1 million
  $900,000 (90%) Federal funding; $100,000 (10%) Local funding

2029 Construction of Two New Taxilanes (south of existing T-hangars)

Construction of new taxilanes allows for additional T-hangar expansion south of the existing T-hangars.

- **Related Projects:** Construction of two new 6-unit T-hangars
- **Special Considerations:** An environmental assessment will be required prior to the expansion of the T-hangar area. The environmental assessment will identify any mitigation or permits necessary. The costs for

the environmental assessment are included in the project cost. This project is dependent on the completion of the relocation of Airport Road.

- **Estimated Cost:** $550,000
  $495,000 (90%) Federal funding; $55,000 (10%) Local funding

2029 T-Hangar Site Preparation and Construction

Construction of two new 6-unit T-hangars to meet existing and future demand.

- **Interrelated Projects:** None
- **Special Considerations:** The environmental assessment completed for the new taxilane construction will include this project and will identify the mitigation and permits necessary for this project. This project is dependent on the completion of the relocation of Airport Road.
- **Estimated Cost:** $2.4 million
  $2.16 million (90%) Federal funding; $240,000 (10%) Local funding

2029 Relocate Fuel Farm, Construct Automobile Parking Lot and Maintenance Building

Relocate the main fuel farm further north on the west side of the airfield. The relocation area will include additional automobile parking and a maintenance building for snow removal equipment and other airfield equipment.

- **Interrelated Projects:** None
- **Special Considerations:** The environmental assessment developed in 2028 for the north apron expansion should also include this project. The environmental assessment will identify any mitigation or permits necessary prior to construction.
- **Estimated Cost:** $2.75 million
  $2.475 million (90%) Federal funding; $275,000 (10%) Local funding

2030 North Apron Expansion (Phase III)

Phase III of the north apron expansion project will connect the two apron areas in the north building area.

- **Related Projects:** Corporate hangar construction (privately-funded).
- **Special Considerations:** The environmental assessment developed in 2028 for the north apron expansion should also include this project. The environmental assessment will identify any mitigation or permits necessary prior to construction.
- **Estimated Cost:** $1.5 million
  $1.35 million (90%) Federal funding; $150,000 (10%) Local funding

6.3.3 Planning Activity Level 3 (20-Year CIP)

The 20-year CIP is the long-term plan discussing the capital improvements planned at TNEA (2031 – 2040). The 20-year CIP projects are shown on **Figure 6.3**. The focus of the last ten years of projects will be completion of the building area expansion and shifting the parallel taxiway to meet design standards.

2031 Self-Service Fuel Farm - 100LL & Jet A (north end of the airfield)

Construction of an additional 100LL & Jet A self-service fuel farm will give pilots access to fuel without waiting for a fuel truck or maneuvering to different areas of the airfield to receive fuel.

- **Interrelated Projects:** None
- **Special Considerations:** A new environmental assessment will be completed for the final projects planned for the north building area. The environmental assessment will identify any mitigation or permits necessary for the future projects. The cost for the environmental assessment is included in the project cost.
- **Estimated Cost:** $1.3 million
  $1.17 million (90%) Federal funding; $130,000 (10%) Local funding

2032 Construction of Four New Taxilanes (south of existing T-hangars)

Construction of new taxilanes to the south of the existing T-hangars will allow for additional T-hangar expansion.

- **Related Projects:** Construction of four new 6-unit T-hangars
- **Special Considerations:** A new environmental assessment will be completed for the final projects planned for the south building area. The environmental assessment will identify any mitigation or permits necessary for the future projects. The cost for the environmental assessment is included in the project cost. This project is dependent on the completion of the relocation of Airport Road.
- **Estimated Cost:** $1.1 million
  $990,000 (90%) Federal funding; $110,000 (10%) Local funding

2032 Airfield Pavement Rehabilitation

Pavement rehabilitation is recommended approximately every 15 - 20 years, or as needed based on the pavement condition. According to the PCI report, the pavement is in need of a larger maintenance project. The apron and taxilanes will continue to be maintained throughout the next 20 years as extensions and additions are constructed around the building area. A new parallel taxiway will be constructed around 2038 to maintain the required centerline separation from the runway. A larger runway project will occur again when the runway is extended.

- **Interrelated Projects:** None
- **Special Considerations:** A written environmental record will need to be on file with the FAA prior to the maintenance project receiving funding. This project will require federal discretionary funding due to the cost of the project. The environmental record costs are included in the project cost.
- **Estimated Cost:** $5 million
  $4.5 million (90%) Federal funding (discretionary dollars); $500,000 (10%) Local funding

2033 T-Hangar Site Preparation and Construction

Construction of four 6-unit T-hangars to meet projected demand.

- **Interrelated Projects:** None
- **Special Considerations:** An environmental assessment was completed for the taxilane and T-hangar construction and identified the mitigation and permits necessary for this project. This project is dependent on the completion of the relocation of Airport Road.

- **Estimated Cost:** $4.8 million
  $4.32 million (90%) Federal funding; $480,000 (10%) Local funding

2034 Construct Taxilane for South Hangar Access

Construction of a taxilane to access the most southern hangars on the airfield.

- **Interrelated Projects:** None
- **Special Considerations:** An environmental assessment was completed for the taixlane and T-hangar construction and identified the mitigation and permits necessary for this project. This project is dependent on the completion of the relocation of Airport Road.
- **Estimated Cost:** $1 million
  $900,000 (90%) Federal funding, $100,000 (10%) Local funding

2035 North Apron Expansion (Phase IV) & Taxilane Expansion

Phase IV of the north apron expansion project will extend the hangars and north building are to the west.

- **Related Projects:** Corporate/private hangar construction (privately-funded)
- **Special Considerations:** The environmental assessment developed in 2031 will be verified. The environmental assessment will identify any mitigation or permits necessary prior to construction.
- **Estimated Cost:** $4.5 million
  $4.05 million (90%) Federal funding (discretionary dollars); $450,000 (10%) Local funding

2036 New North Parking Lot Construction

The north parking lot will allow passengers, customers, and pilots park close to their hangars and keep vehicles away from aircraft traffic.

- **Interrelated Projects:** None
- **Special Considerations:** The environmental assessment developed in 2031 will be verified. The environmental assessment will identify any mitigation or permits necessary prior to construction.
- **Estimated Cost:** $1.3 million
  $1.17 million (90%) Federal funding; $130,000 (10%) Local funding

2037 Reroute Building Area Fence

The existing perimeter fence will need to be relocated and moved to accommodate the additional hangars and vehicle parking lots within the building area. This project consists of removing some existing perimeter fence and adding new areas of fence.

- **Interrelated Projects:** None
- **Special Considerations:** A Categorical Exclusion will be completed for this to identify any mitigation or permits necessary. The cost for the Categorical Exclusion is included in the project cost.
- **Estimated Cost:** $500,000
  $450,000 (90%) Federal funding; $50,000 (10%) Local funding

2038 Shift/Construct New Parallel Taxiway

This project includes shifting the existing parallel taxiway to include a 400-foot centerline separation from the runway to meet the FAA design standards.

- **Related Projects:** Removal of the existing parallel taxiway pavement
- **Special Considerations:** An environmental assessment will be needed for this project. The environmental assessment will identify any mitigation or permits necessary prior to construction. The cost for the environmental assessment is included in the project cost. This project is dependent on the completion of the relocation of Airport Road.
- **Estimated Cost:** $6 million
  $5,400,000 (90%) Federal funding; $600,000 (10%) Local funding

2038 Remove Existing Parallel Taxiway Pavement

Once the parallel taxiway is constructed in the new location, the existing taxiway pavement can be removed.

- **Related Projects:** Construction of a new parallel taxiway west of the existing location
- **Special Considerations:** An environmental assessment will be completed for the construction project. This project will be included in that environmental assessment.
- **Estimated Cost:** $400,000
  $360,000 (90%) Federal funding; $40,000 (10%) Local funding

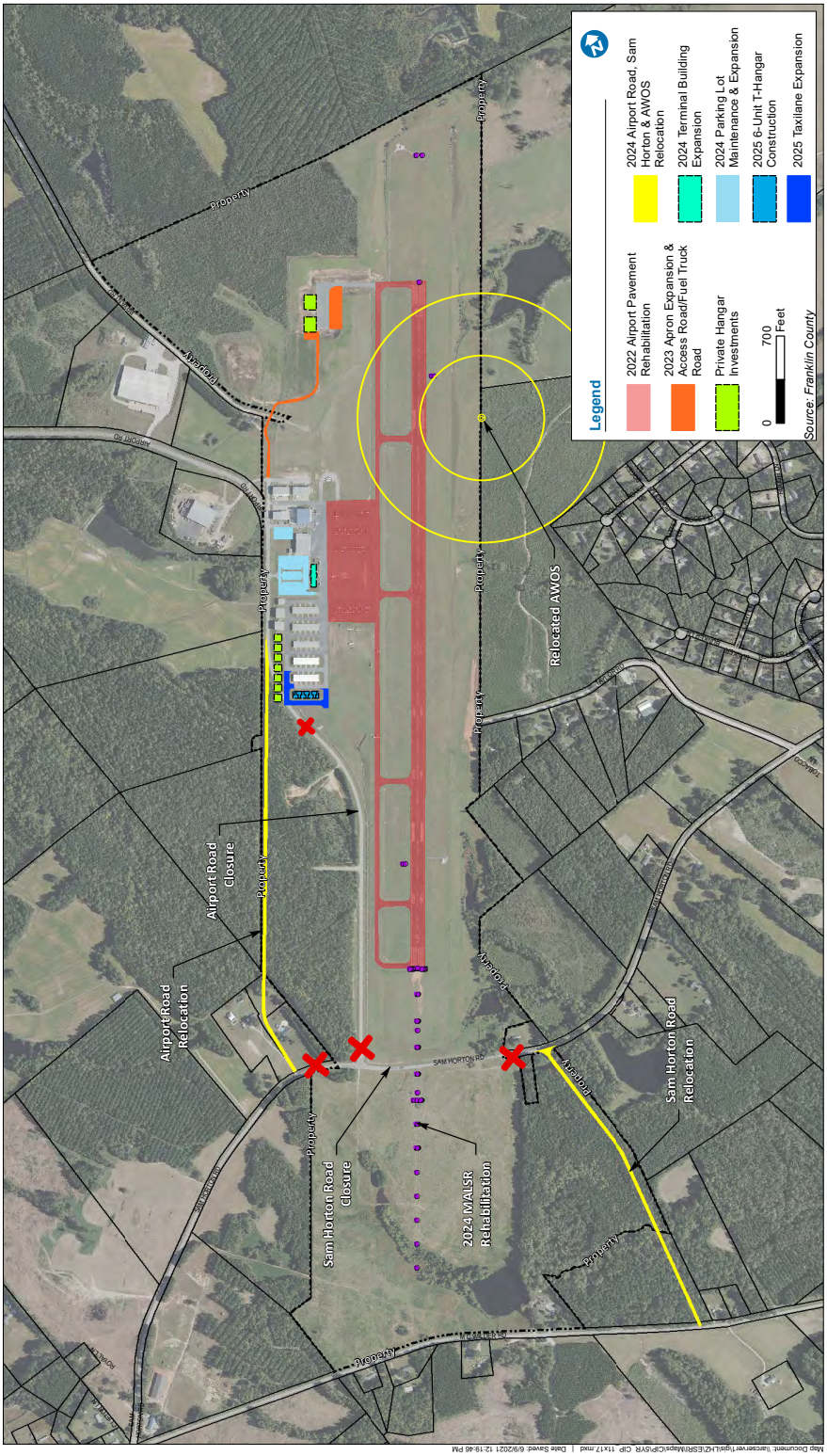
2039 No Projects - Save FAA Entitlement Funds

There are no projects planned for 2039. The County will save their $150,000 annual FAA non-primary entitlement funds for future projects.

2040 No Projects - Save FAA Entitlement Funds

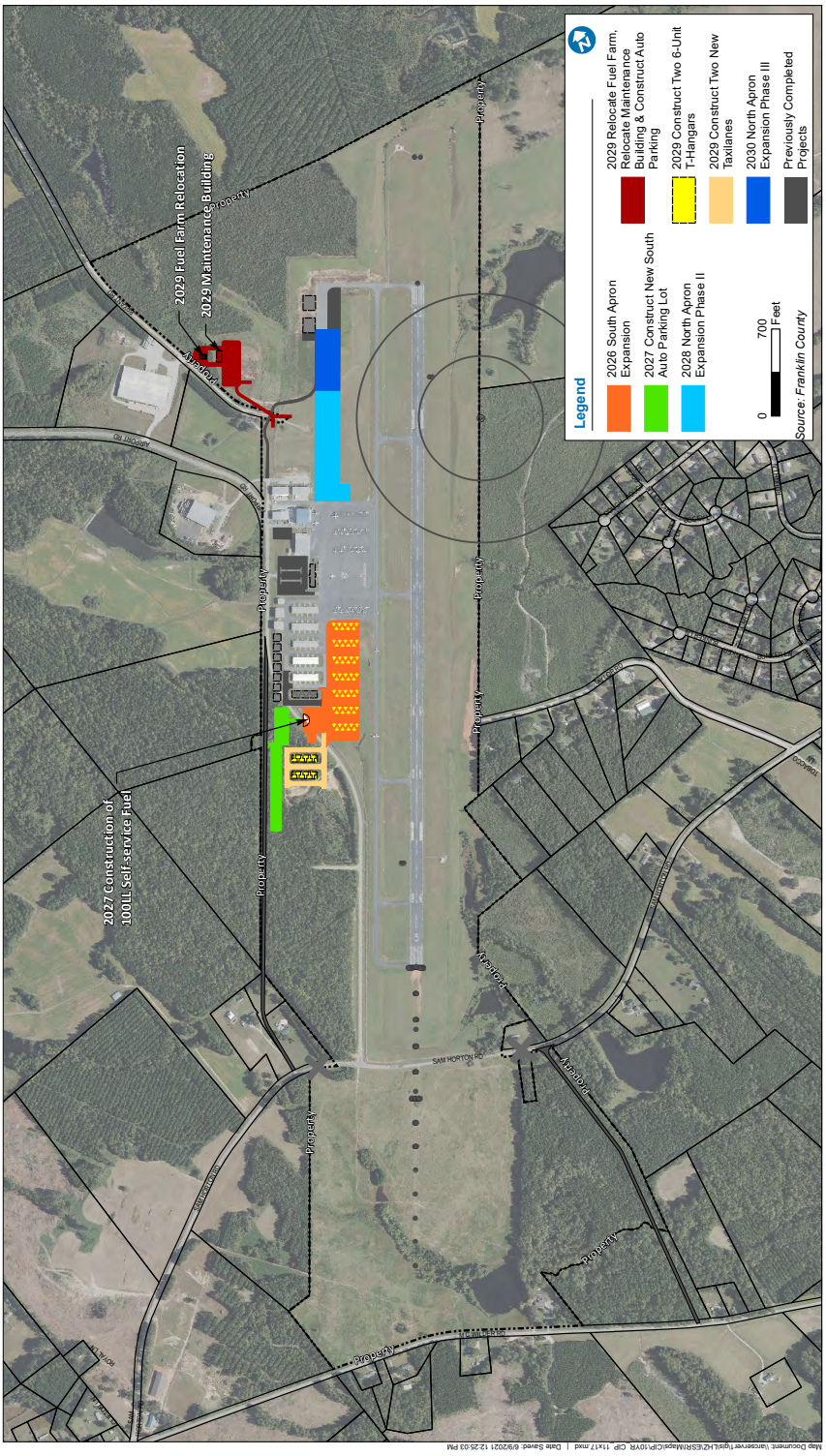
There are no projects planned for 2040. The County will save their $150,000 annual FAA non-primary entitlement funds for future projects.

Figure 6.1 Triangle North Executive Airport 5-Year CIP Summary



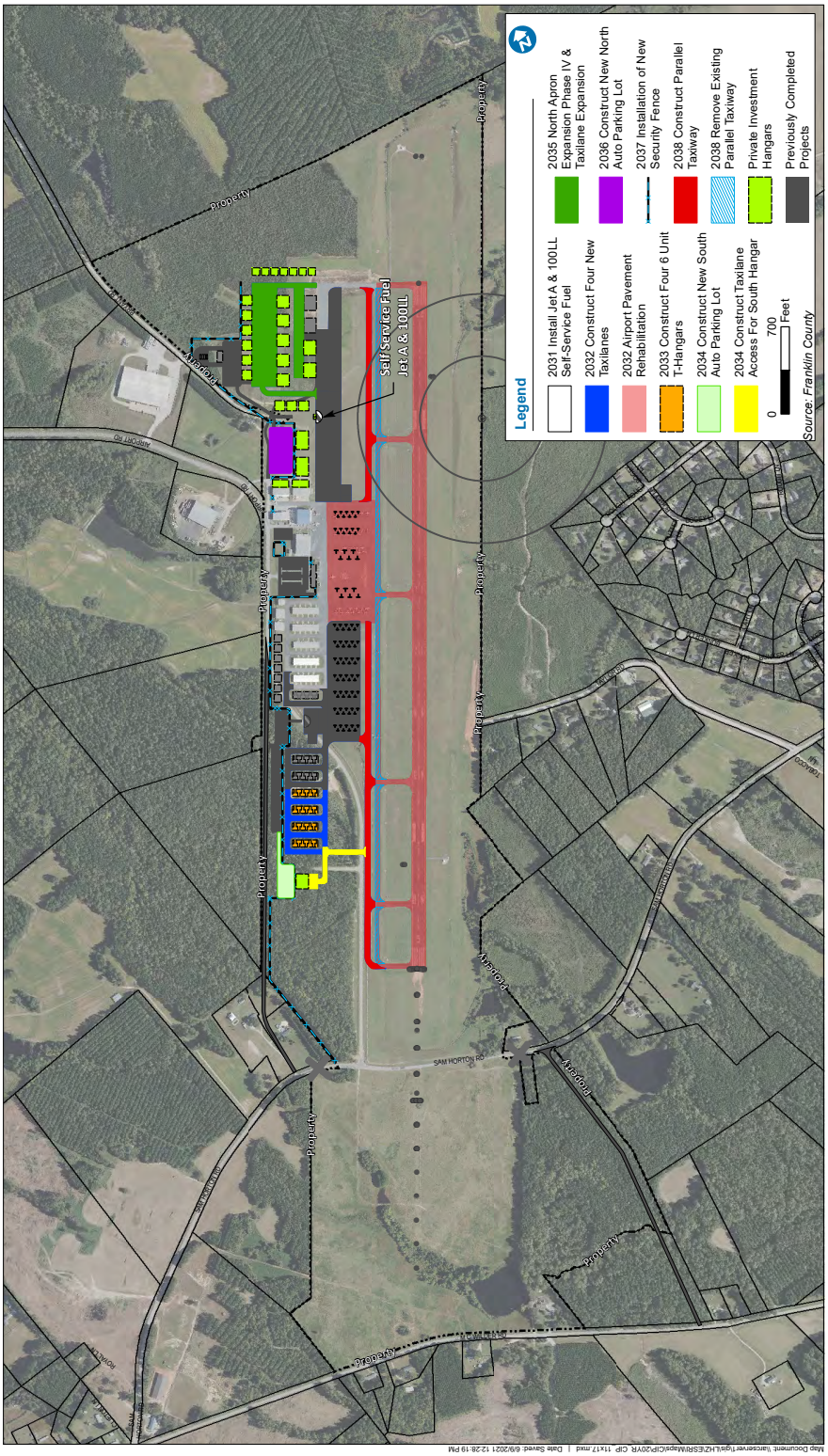
Source: Marr Arnold Planning, Bolton & Menk, Inc., and Short Elliott Hendrickson, Inc.

Figure 6.2 Triangle North Executive Airport 10-Year CIP Summary



Source: Marr Arnold Planning, Bolton & Menk, Inc., and Short Elliott Hendrickson, Inc.

Figure 6.3 Triangle North Executive Airport 20-Year CIP Summary



Source: Marr Arnold Planning, Bolton & Menk, Inc., and Short Elliott Hendrickson, Inc.

6.4 Financial Analysis

The relationship between TNEA's operating revenues and operating expenditures is one representation of the overall financial condition of the Airport. The comparison of operating revenues and expenditures can identify, from a cash flow perspective, whether the revenues generated at the Airport are sufficient to cover the facility's operating costs. The revenue and expense comparison provides an important, but narrow, view of the financial and economic implications of the Airport. This financial data must also be examined and evaluated in the context of other economic benefits and tax revenues that are accrued as a result of TNEA's operations. This overview does not examine revenue and expenses associated with airport improvement grants. This analysis solely looks at the general financial condition associated with day-to-day operations at Triangle North Executive Airport.

In general, where operating revenues are greater than operating expenditures, an airport can be considered profitable, and excess revenues are often used to establish airport reserve funds and/or help fund airport capital development. Where operating revenues are less than operating expenses, an airport experiences a net operating loss and requires some form of subsidy to meet operating requirements. In many cases, the operating loss of a general aviation airport can be maintained at a reasonable level if the public sponsor is willing to subsidize airport operations because of the economic benefit that the facility brings to the area, such as the tax revenues generated by the airport and airport-related businesses, as well as the social and quality of life benefits that the airport supports. TNEA is operated by Franklin County. The Airport operates as part of the County's General Fund. Monies used for capital improvements come from the County's Airport Projects Fund. Currently, TNEA is not self-supporting and receives a subsidy that varies each budget year.

6.4.1 Airport Operating Revenues and Expenses

An important consideration in examining the feasibility of the recommended development plan included in the Airport Master Plan is the sponsor's ability to fund the local share of project costs. Airport revenues are typically generated through leases and user fees charged by the airport for the facilities and services provided. These fees are typically established by an airport based on market conditions and vary from airport to airport. Further, these fees or revenues are maintained by the airport solely for use on airport-related activities and follow the policies of the Federal Aviation Administration (FAA) under Order 5190.6B (FAA Airport Compliance Manual) Chapter 15, Permitted and Prohibited Uses of Airport Revenue. Airport operating revenues are collected at TNEA from the following two primary sources:

- Airport Fuel Sales – Total fuel receipts accounted for 63% of airport-generated revenue in FY2020 and 65% of revenues in FY2019.

- Airport Hangar Rental – Hangar and ground leases accounted for 34% of the total airport revenue in FY2020 and 30% of all revenues in FY2019.

At most airports, landside facility development and levels of aviation activity are usually the primary factors affecting airport operating revenues. As additional development occurs at TNEA and as the number of based aircraft and itinerant aircraft operations increases, it is likely that Airport's operating revenues will increase in a corresponding fashion. Projections of future airport operating revenues will be outlined in the next section.

Airport operating expenses are comprised of the day-to-day costs incurred by the airport sponsor in the operation of TNEA. Included in operating expenses are salaries, benefits, supplies, services, and capital outlay that include equipment and projects. Salaries and benefits have stayed relatively constant throughout the period. Other expenditures such as capital outlays for projects are unpredictable and were not examined because they vary on an annual basis and are typically funded primarily through federal and state grants.

Table 6.2 presents a summary of operating revenues and expenses for fiscal years 2016 through 2020. Franklin County's fiscal year is July 1 to June 30.

Table 6.2: Historic Airport Operating Revenues and Expenses-1

Account Description	FY2016	FY2017	FY2018	FY2019	FY2020
Operating Revenues					
Airport Hangar Rental	$237,268	$238,084	$230,644	$271,729	$266,439
Airpot Fuel Sales	$471,747	$473,339	$573,267	$584,842	$493,023
Airport Misc. Sales	$9,963	$14,417	$19,946	$33,761	$19,896
Total Operating Revenues	***$718,978***	***$725,841***	***$823,857***	***$890,333***	***$779,358***
Operating Expenditures					
Part-Time Salaries	$12,516	$12,321	$12,600	$12,287	$12,989
Regular Salaries	$128,879	$135,375	$147,925	$133,725	$146,990
Professional Services	$1,934	$2,888	$19,181	$16,240	$8,337
FICA Tax	$10,390	$10,872	$11,875	$10,855	$11,799
Hospitalization Insurance	$26,610	$26,610	$26,610	$26,610	$40,000
Retirement	$8,999	$10,795	$12,079	$10,665	$14,496
401K Contributions	$5,103	$5,359	$5,858	$2,868	$4,876
Telephone & Postage	$4,592	$3,671	$3,247	$3,032	$3,727
Utilities	$39,480	$38,317	$41,796	$41,159	$38,099
Travel & Training	$1,536	$35	$563	$1,031	$981
Building and Grounds	$10,074	$11,011	$41,460	$48,424	$63,558
Equip Maintenance	$8,068	$6,694	$12,672	$3,685	$10,311
Vehicle Maintenance	$3,426	$3,643	$1,605	$2,017	$1,331
Equipment Rental	$12,600	$12,600	$12,600	$12,600	$12,600

Account Description	FY2016	FY2017	FY2018	FY2019	FY2020
Advertising	$347	$199	$1,045	$1,394	$262
Vehicle Supplies	$2,951	$5,053	$3,643	$4,340	$3,468
Office Supplies	$1,057	$1,361	$1,632	$1,359	$726
Department Materials	$936	$1,127	$3,437	$1,177	$896
Uniforms	$500	$0	$0	$589	$517
Fuel Purchases	$314,868	$308,875	$406,859	$455,225	$370,964
Contract Services	$1,606	$260	$15,674	$310	$1,951
Dues & Subscriptions	$3,046	$1,316	$613	$1,188	$896
Insurance and Bonds	$40,000	$48,000	$40,000	$40,000	$51,200
Transfer to	$16,670	$46,670	$16,670	$226,765	$73,670
Credit Card			$6,340	$10,844	$9,176
Capital Outlay	$9,199	$783	$1,427	$1,910	$100,057
Total Operating Expenditures	***$665,387***	***$693,834***	***$847,412***	***$1,070,300***	***$983,875***
Net Operating Income (Loss)	**$53,592**	**$32,007**	**-$23,554**	**-$179,967**	**-$204,517**

Source: Triangle North Executive Airport.

For the purposes of this financial analysis, the ability of TNEA to generate revenues and cover operating costs is a top concern. From a historical perspective, operating revenues have not covered operating expenditures over the last several years. Further, it is this historical information, which will form the baseline of projecting financial information conducted in subsequent sections.

Indirect Revenue

It is important to note that, in addition to direct operating revenues generated at the Airport from leases and fuel fees, TNEA also generates indirect revenues. Indirect revenues include revenue generated by taxes on real property improvements and business personal property, including aircraft. The airport has numerous tenants and aviation-related businesses that accounted for 230 jobs within the local community in 2019. These airport activities produced $1.3 million in state and local tax revenues and the total economic impact realized in the area generated by the activity at TNEA equates to more than $26.7 million[7].

6.4.2 Projected Airport Operating Revenues and Expenses

The continued growth of Triangle North Executive Airports, in terms of activity, tenants, new leases and facility development, will impact the airport's operating revenues and expenses over the planning period. Actual future financial outcomes will be determined by a variety of factors, many of which are impossible to identify at the

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current time. However, the projections developed in this evaluation depict future airport operating revenues and expenses based on recent financial results, budgeted revenues and expenses for 2021, and activity and tenant growth trends identified in previous sections..

Projections of future airport operating revenues and expenses at TNEA for the period 2021 through 2031 are presented in **Table 6.3**. The following information for operating revenues was established through close consideration of historical trends, as well as proposed airport development initiatives and how they might impact those future revenues. In most cases, revenue and expenditure projections are based on a five-year average Consumer Product Index (CPI) growth rate (1.6%) from the Bureau of Labor and Statistics for a comparable sized community in the southern region of the United States.

Table 6.3: Projected Airport Operating Revenues and Expenses (2021-2031)

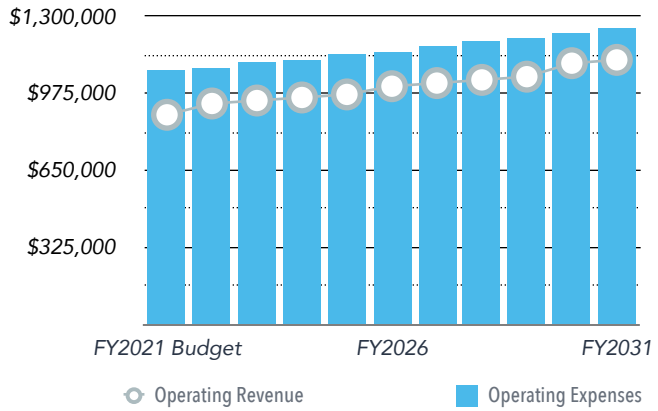
Account Description	FY2020	FY2021 BUDGETED	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Operating Revenues												
Airport Hangar Rental	$266,439	$275,000	$312,968	$315,668	$318,438	$321,138	$345,438	$348,173	$350,908	$353,608	$399,544	$402,244
Airpot Fuel Sales	$493,023	$590,000	$599,440	$609,031	$618,776	$628,676	$638,735	$648,955	$659,338	$669,887	$680,605	$691,495
Airport Misc. Sales	$19,896	$20,000	$20,320	$20,645	$20,975	$21,311	$21,652	$21,998	$22,350	$22,708	$23,071	$23,441
Total Operating Revenues	***$779,358***	***$885,000***	***$932,728***	***$945,344***	***$958,189***	***$971,125***	***$1,005,825***	***$1,019,126***	***$1,032,596***	***$1,046,203***	***$1,103,221***	***$1,117,180***
Operating Expenditures												
Part-Time Salaries	$12,989	$14,000	$14,224	$14,452	$14,683	$14,918	$15,156	$15,399	$15,645	$15,896	$16,150	$16,408
Regular Salaries	$146,990	$211,532	$214,917	$218,355	$221,849	$225,398	$229,005	$232,669	$236,392	$240,174	$244,017	$247,921
Professional Services	$8,337	$10,000	$10,160	$10,323	$10,488	$10,656	$10,826	$10,999	$11,175	$11,354	$11,536	$11,720
FICA Tax	$11,799	$17,253	$17,529	$17,810	$18,094	$18,384	$18,678	$18,977	$19,281	$19,589	$19,903	$20,221
Hospitalization Insurance	$40,000	$44,000	$44,704	$45,419	$46,146	$46,884	$47,634	$48,397	$49,171	$49,958	$50,757	$51,569
Retirement	$14,496	$21,640	$21,986	$22,338	$22,695	$23,059	$23,427	$23,802	$24,183	$24,570	$24,963	$25,363
401K Contributions	$4,876	$8,461	$8,596	$8,734	$8,874	$9,016	$9,160	$9,306	$9,455	$9,607	$9,760	$9,917
Telephone & Postage	$3,727	$4,000	$4,064	$4,129	$4,195	$4,262	$4,330	$4,400	$4,470	$4,542	$4,614	$4,688
Utilities	$38,099	$48,000	$48,768	$49,548	$50,341	$51,147	$51,965	$52,796	$53,641	$54,499	$55,371	$56,257
Travel & Training	$981	$2,000	$2,032	$2,065	$2,098	$2,131	$2,165	$2,200	$2,235	$2,271	$2,307	$2,344
Building and Grounds	$63,558	$80,000	$81,280	$82,580	$83,902	$85,244	$86,608	$87,994	$89,402	$90,832	$92,285	$93,762
Equip Maintenance	$10,311	$12,000	$12,192	$12,387	$12,585	$12,787	$12,991	$13,199	$13,410	$13,625	$13,843	$14,064
Vehicle Maintenance	$1,331	$4,500	$4,572	$4,645	$4,719	$4,795	$4,872	$4,950	$5,029	$5,109	$5,191	$5,274

Account Description	FY2020	FY2021 BUDGETED	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Equipment Rental	$12,600	$14,000	$14,224	$14,452	$14,683	$14,918	$15,156	$15,399	$15,645	$15,896	$16,150	$16,408
Advertising	$262	$4,000	$4,064	$4,129	$4,195	$4,262	$4,330	$4,400	$4,470	$4,542	$4,614	$4,688
Vehicle Supplies	$3,468	$7,000	$7,112	$7,226	$7,341	$7,459	$7,578	$7,699	$7,823	$7,948	$8,075	$8,204
Office Supplies	$726	$2,000	$2,032	$2,065	$2,098	$2,131	$2,165	$2,200	$2,235	$2,271	$2,307	$2,344
Department Materials	$896	$1,000	$1,016	$1,032	$1,049	$1,066	$1,083	$1,100	$1,118	$1,135	$1,154	$1,172
Uniforms	$517	$700	$711	$723	$734	$746	$758	$770	$782	$795	$807	$820
Fuel Purchases	$370,964	$450,000	$457,200	$464,515	$471,947	$479,499	$487,171	$494,965	$502,885	$510,931	$519,106	$527,411
Contract Services	$1,951	$5,000	$5,080	$5,161	$5,244	$5,328	$5,413	$5,500	$5,588	$5,677	$5,768	$5,860
Dues & Subscriptions	$896	$3,000	$3,048	$3,097	$3,146	$3,197	$3,248	$3,300	$3,353	$3,406	$3,461	$3,516
Insurance and Bonds	$51,200	$49,200	$49,987	$50,787	$51,600	$52,425	$53,264	$54,116	$54,982	$55,862	$56,756	$57,664
Transfer to Airport Fund	$73,670	$16,670	$16,937	$17,208	$17,483	$17,763	$18,047	$18,336	$18,629	$18,927	$19,230	$19,538
Credit Card Fees	$9,176	$10,500	$10,668	$10,839	$11,012	$11,188	$11,367	$11,549	$11,734	$11,922	$12,112	$12,306
Capital Outlay	$100,057	$27,000	$27,432	$27,871	$28,317	$28,770	$29,230	$29,698	$30,173	$30,656	$31,146	$31,645
Total Operating Expenditures	***$983,875***	***$1,067,456***	***$1,084,535***	***$1,101,888***	***$1,119,518***	***$1,137,430***	***$1,155,629***	***$1,174,119***	***$1,192,905***	***$1,211,992***	***$1,231,384***	***$1,251,086***
Net Operating Income (Loss)	**-$204,517**	**-$182,456**	**-$151,807**	**-$156,544**	**-$161,329**	**-$166,305**	**-$149,804**	**-$154,993**	**-$160,309**	**-$165,788**	**-$128,163**	**-$133,906**

Source: Marr Arnold Planning.

The projected operating revenues presented in Table 1.3 are based on historical year-end financial results from FY2020 and budgeted revenues for FY2021. Additionally, forecasted increases in fuel consumption, as well as, considerations regarding new hangars being constructed have been included in these projections. Based on projected activity and assumptions regarding fuel consumption and hangar construction at the Airport, operating revenues are projected to increase from $780,000 in 2020 to $1.11 million by 2031, representing a 3.3% average annual growth rate. **Chart 6.1** shows that is anticipated TNEA will experience net operating loss thru 2031 ranging from $128,100 to $166,300.

Chart 6.1 Net Income/Loss Projections FY2021-2031



Source: Marr Arnold Planning.

Coupled with the unknowns of the economic situation in the next several years, a conservative approach was taken to projecting hangar rental

revenues. Projections included in this analysis only include the additional revenues of 18 t-hangars that are proposed to be constructed between 2021 and 2031. Because TNEA does not have a schedule of rates, a conservative approach was taken to projecting additional revenue based on current rental rates for t-hangars. As shown in Exhibits 1.1 and 1.2, hangar development north of the terminal building is anticipated to be box or conventional hangars of various sizes for FBO and corporate uses. It is anticipated that these hangars will result in land leases and the construction of hangars will be funded and constructed by private parties. It would be advantageous of the Airport to maintain fair and competitive rates, as well as, consider developing a hangar rate schedule to maintain competitive rates that adjust over time to account for inflation and fair market value. In January 2021, NCDOT DOA will be publishing the findings from its first *Aviation Hangar Study*. The Airport should be able to use the findings from this study to assist in the development of their own hangar rate schedule.

6.4.3 Financial Plan Summary

The primary goal is for Triangle North Executive Airport to continue developing into a facility that will best serve the transportation needs of the region while simultaneously developing into a self-sustaining economic generator for Franklin County. This Airport Master Plan Update can best be described as being the road map to helping the airport achieve these goals. But it should be recognized that planning is a continuous process that does not end with the completion of the Airport Master Plan in that the fundamental basic issues that have driven this Airport Master Plan will remain valid for many years. Therefore, the ability to continuously monitor the existing activity and projections of airport activity will be key in maintaining the applicability and relevance of this study.

In order to realize those goals through the successful implementation of airport development projects, sound and measured decisions must be made. Two of the most important factors in influencing the decision to move forward with a specific improvement are airport activity and funding timing. Both factors must be considered in the implementation of this Airport Master Plan. While airport activity levels provide the "why" in the establishment of airport improvements, the timing of funding provides the "how." Through the course of this Airport Master Plan effort, the "why" has been discussed in detail in previous sections. This section has addressed the "how" by detailing the practical financial realities required to implement this overall airport development program. However, it cannot be understated that although every effort has been made to conservatively estimate when facility development may be needed, aviation demand will ultimately dictate when facility improvements need to be accelerated or delayed.

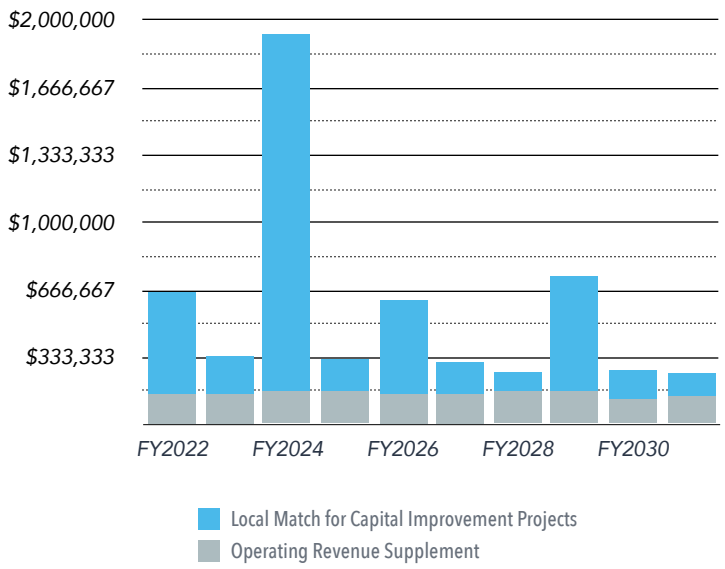
For TNEA, the Financial Plan Summary presented in **Table 6.4** includes projection totals for operating revenues, operating expenses, capital expenditures, capital outlay, capital project funding, and cash flow that result from the projections presented in Table 6.3.

A practical approach for scheduling capital expenditures to match the availability of capital financing has been presented above. Based on the assumptions identified, implementation of the Master Plan CIP is financially possible, subject to the availability of AIP discretionary grant awards. The reasonableness of funding the capital program can be characterized by the level of identified funding indicated in each phase of the program.

Throughout the entire planning period, 100% of the funding sources have been identified. **Chart 6.2** summarizes the monies that are needed to supplement operating revenues and the local share of capital improvement expenditures.

Key assumptions supporting the financial plan relate to both the ability of Airport Road and Sam Horton Road being relocated in 2024 and, the availability and timeliness of the funding sources that have been indicated including the Airport's ability to secure additional monies for their portion of capital projects. Continuation of the FAA AIP Entitlement Program at authorized funding levels is essential along with funding to relocate Airport Road and Sam Horton Road to allow for the development of land for aeronautical purposes. Receiving AIP discretionary grants of $13.9 million during the short-term, $6.6 million during the mid-term, and $13.9 million during the long-term, as indicated previously in Table 6.1, are critical to the financial feasibility of implementing these projects. Without this level of discretionary funding, these projects are not feasible and would have to be delayed or cancelled unless another source of funds could be acquired. It is worth noting that the *2024 Airport Road, Sam Horton Rod & AWOS Relocation* project has been identified as a candidate project for STI funding. If approved for STI funding, the project would be funded 100% without local monies being required and reduce the required FAA discretionary funding amount by $5.4 million during the short-term period.

Chart 6.2 Estimated Local Funds needed FY2022-2031



Source: Marr Arnold Planning.

Table 6.4: Financial Plan Summary

Account Description	FY2020	FY2021 BUDGETED	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Revenues												
Operating Revenues												
Airport Hangar Rental	$266,439	$275,000	$312,968	$315,668	$318,438	$321,138	$345,438	$348,173	$350,908	$353,608	$399,544	$402,244
Airpot Fuel Sales	$493,023	$590,000	$599,440	$609,031	$618,776	$628,676	$638,735	$648,955	$659,338	$669,887	$680,605	$691,495
Airport Misc. Sales	$19,896	$20,000	$20,320	$20,645	$20,975	$21,311	$21,652	$21,998	$22,350	$22,708	$23,071	$23,441
Total Operating Revenues	**$779,358**	**$885,000**	**$932,728**	**$945,344**	**$958,189**	**$971,125**	**$1,005,825**	**$1,019,126**	**$1,032,596**	**$1,046,203**	**$1,103,221**	**$1,117,180**
Restricted Intergovernmental Revenues												
FAA Funding	$513,000	$0	$4,500,000	$0	$10,530,000	$1,440,000	$4,140,000	$1,350,000	$900,000	$5,130,000	$1,350,000	$1,170,000
State Funding	$0	$0	$0	$1,620,000	$5,400,000	$0	$0	$0	$0	$0	$0	$0
Total Restricted Intergovernmental Revenues	**$513,000**	**$0**	**$4,500,000**	**$1,620,000**	**$15,930,000**	**$1,440,000**	**$4,140,000**	**$1,350,000**	**$900,000**	**$5,130,000**	**$1,350,000**	**$1,170,000**
Expenditures												
Operating Expenditures												

Account Description	FY2020	FY2021 BUDGETED	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Part-Time Salaries	$12,989	$14,000	$14,224	$14,452	$14,683	$14,918	$15,156	$15,399	$15,645	$15,896	$16,150	$16,408
Regular Salaries	$146,990	$211,532	$214,917	$218,355	$221,849	$225,398	$229,005	$232,669	$236,392	$240,174	$244,017	$247,921
Professional Services	$8,337	$10,000	$10,160	$10,323	$10,488	$10,656	$10,826	$10,999	$11,175	$11,354	$11,536	$11,720
FICA Tax	$11,799	$17,253	$17,529	$17,810	$18,094	$18,384	$18,678	$18,977	$19,281	$19,589	$19,903	$20,221
Hospitalization Insurance	$40,000	$44,000	$44,704	$45,419	$46,146	$46,884	$47,634	$48,397	$49,171	$49,958	$50,757	$51,569
Retirement	$14,496	$21,640	$21,986	$22,338	$22,695	$23,059	$23,427	$23,802	$24,183	$24,570	$24,963	$25,363
401K Contributions	$4,876	$8,461	$8,596	$8,734	$8,874	$9,016	$9,160	$9,306	$9,455	$9,607	$9,760	$9,917
Telephone & Postage	$3,727	$4,000	$4,064	$4,129	$4,195	$4,262	$4,330	$4,400	$4,470	$4,542	$4,614	$4,688
Utilities	$38,099	$48,000	$48,768	$49,548	$50,341	$51,147	$51,965	$52,796	$53,641	$54,499	$55,371	$56,257
Travel & Training	$981	$2,000	$2,032	$2,065	$2,098	$2,131	$2,165	$2,200	$2,235	$2,271	$2,307	$2,344
Building and Grounds	$63,558	$80,000	$81,280	$82,580	$83,902	$85,244	$86,608	$87,994	$89,402	$90,832	$92,285	$93,762
Equip Maintenance	$10,311	$12,000	$12,192	$12,387	$12,585	$12,787	$12,991	$13,199	$13,410	$13,625	$13,843	$14,064
Vehicle Maintenance	$1,331	$4,500	$4,572	$4,645	$4,719	$4,795	$4,872	$4,950	$5,029	$5,109	$5,191	$5,274
Equipment Rental	$12,600	$14,000	$14,224	$14,452	$14,683	$14,918	$15,156	$15,399	$15,645	$15,896	$16,150	$16,408
Advertising	$262	$4,000	$4,064	$4,129	$4,195	$4,262	$4,330	$4,400	$4,470	$4,542	$4,614	$4,688
Vehicle Supplies	$3,468	$7,000	$7,112	$7,226	$7,341	$7,459	$7,578	$7,699	$7,823	$7,948	$8,075	$8,204
Office Supplies	$726	$2,000	$2,032	$2,065	$2,098	$2,131	$2,165	$2,200	$2,235	$2,271	$2,307	$2,344
Department Materials	$896	$1,000	$1,016	$1,032	$1,049	$1,066	$1,083	$1,100	$1,118	$1,135	$1,154	$1,172
Uniforms	$517	$700	$711	$723	$734	$746	$758	$770	$782	$795	$807	$820
Fuel Purchases	$370,964	$450,000	$457,200	$464,515	$471,947	$479,499	$487,171	$494,965	$502,885	$510,931	$519,106	$527,411
Contract Services	$1,951	$5,000	$5,080	$5,161	$5,244	$5,328	$5,413	$5,500	$5,588	$5,677	$5,768	$5,860
Dues & Subscriptions	$896	$3,000	$3,048	$3,097	$3,146	$3,197	$3,248	$3,300	$3,353	$3,406	$3,461	$3,516
Insurance and Bonds	$51,200	$49,200	$49,987	$50,787	$51,600	$52,425	$53,264	$54,116	$54,982	$55,862	$56,756	$57,664
Transfer to Airport Fund	$73,670	$16,670	$16,937	$17,208	$17,483	$17,763	$18,047	$18,336	$18,629	$18,927	$19,230	$19,538
Credit Card Fees	$9,176	$10,500	$10,668	$10,839	$11,012	$11,188	$11,367	$11,549	$11,734	$11,922	$12,112	$12,306
Capital Outlay	$100,057	$27,000	$27,432	$27,871	$28,317	$28,770	$29,230	$29,698	$30,173	$30,656	$31,146	$31,645
Total Operating Expenditures	$983,875	$1,067,456	$1,084,535	$1,101,888	$1,119,518	$1,137,430	$1,155,629	$1,174,119	$1,192,905	$1,211,992	$1,231,384	$1,251,086
Capital Outlay Expenditures												

Account Description	FY2020	FY2021 BUDGETED	FY2022	FY2023	FY2024	FY2025	FY2026	FY2027	FY2028	FY2029	FY2030	FY2031
Capital Project	$570,000											
Airfield Pavement Rehabilitation			$5,000,000									
North Apron Expansion (Phase I) & Access Road/ Fuel Truck Access				$1,800,000								
Airport Road, Sam Horton Road & AWOS Relocation					$12,000,000							
MALSR Rehabilitation					$450,000							
Terminal Building Construction					$4,500,000							
Existing Parking Lot Maintenance & Expansion					$750,000							
New Taxilane Construction						$400,000						
T-Hangar Site Preparation/ Construction						$1,200,000						
South Apron Expansion							$4,600,000					
Self-Service Fuel Farm - 100LL								$700,000				
Parking Lot Construction								$800,000				
North Apron Expansion (Phase II)									$1,000,000			
Construction of Two New Taxilanes										$550,000		
T-Hangar Site Preparation/ Construction										$2,400,000		
Relocate Fuel Farm, Construct Automobile Parking Lot & Maintenance Bldg										$2,750,000		
North Apron Expansion (Phase III)											$1,500,000	
Self-Service Fuel Farm - 100LL & Jet A												$1,300,000
Total Capital Outlay Expenditures	**$570,000**	**$0**	**$5,000,000**	**$1,800,000**	**$17,700,000**	**$1,600,000**	**$4,600,000**	**$1,500,000**	**$1,000,000**	**$5,700,000**	**$1,500,000**	**$1,300,000**
Other Financing Sources												
Transfer from General Fund	$57,000	$0	$500,000	$180,000	$1,770,000	$160,000	$460,000	$150,000	$100,000	$570,000	$150,000	$130,000
Total Other Financing Sources	**$57,000**	**$0**	**$500,000**	**$180,000**	**$1,770,000**	**$160,000**	**$460,000**	**$150,000**	**$100,000**	**$570,000**	**$150,000**	**$130,000**
Net County Cost to Supplement Operating Loss	**$204,517**	**$182,456**	**$151,807**	**$156,544**	**$161,329**	**$166,305**	**$149,804**	**$154,993**	**$160,309**	**$165,788**	**$128,163**	**$133,906**

Source: Marr Arnold Planning.

Appendix A: Obstacle Action Plan

An Obstacle Action Plan (OAP) is developed for all unmitigated obstacles to maintain clear Approach and Departure surfaces at TNEA. The OAP summarizes and details unmitigated obstacles and identifies how and when the surfaces will be cleared and maintained. The OAP identifies obstacles as defined in: Table 3-2 of AC 150/5300-13A, *Airport Design (9/28/2012); FAA Oder 8260.3D, United States Standard for Terminal Instrument Procedures (TERPS);* and 14 CFR Part 77 Imaginary Surfaces.

There are tree obstructions to the Part 77 approach surface and transitional surface on the existing Runway 5 end. There are also tree obstructions to the Part 77 primary surface and transitional surface on the Runway 23 end. Tree removal will also be necessary prior to the extension to the Runway 5 end.

Developing a plan to prioritize obstruction removal will be important for the airport sponsor. To maintain the existing approach procedures and published visibility minimums, clearing the Part 77 primary surface and approach surface will be the highest priority.

All existing APDS approach surfaces are clear which is ideal to ensure the approach procedures are maintained at the airport. The Departure Surface (APDS Row 7) should be cleared of obstructions located on airport property. The Departure Surface obstructions off airport property are the lowest priority to clear at TNEA.

The future obstructions identified will need to be removed prior to a runway extension. The FAA will pay to remove an obstruction once. After that point, it is up to the airport sponsor to maintain a clear approach. Therefore, if it is determined to trim a tree obstruction instead of removing the obstruction, the airport sponsor would be responsible to trim the tree in the future should it grow back into the existing surface.

The Airports Geographic Information System (AGIS) survey completed for the Airport has each obstruction individually identified. However, due to the number of obstructions, the Airport Layout Plan and this OAP include groups of obstructions based on the surface they are obstructing as shown in **Tables A.1 thru A.3**. All identified obstacles are trees. There are no homes or buildings within the imaginary surfaces to be cleared.

The airport sponsor should set aside funds each year to remove and maintain the most critical obstructions first. The tables referenced below are documented on the ALP. The obstruction location can also be identified on the ALP. The information includes the area of the obstruction, the surface being obstructed, the top elevation of the objects, the amount of obstruction, and if the obstruction is located on or off airport property.

Table A.1: Existing Runway 5 - Schedule of Obstructions

Key	Surface Obstruction	Description	Top Elevation	Penetration	Allowable Surface Elevation	Disposition/ Triggering Event	On/Off Ultimate Airport Property
R05-1	Departure	Tree Groupings	390.3' - 438.1'	13.3' - 57.9'	367.9' - 392.9'	To Be Removed - Low Priority	On/Off
R05-2	Departure	Tree Groupings	413.0' - 438.0'	0.6' - 25.4'	392.9' - 417.9'	To Be Removed - Low Priority	On/Off
R05-3	Departure	Tree Groupings	421.4' - 440.5'	0.9' - 56.6'	417.9' - 442.9'	To Be Removed - Low Priority	On/Off
R05-1	Part 77	Tree Groupings	386.7' - 451.2'	3.1' - 64.1'	367.9' - 387.9'	To Be Removed With Next Federal Grant	On/Off
R05-2	Part 77	Tree Groupings	397.7' - 437.9'	0.3' - 16.3'	387.9' - 407.9'	To Be Removed With Next Federal Grant	On/Off
R05-3	Part 77	Tree Groupings	415.3' - 432.3'	2.3' - 11.9'	407.9' - 427.9'	To Be Removed With Next Federal Grant	On/Off
R05-4	Part 77	Tree Groupings	434.6' - 448.9'	2.21' - 5.4'	427.9' - 447.9'	To Be Removed With Next Federal Grant	Off

Source: Short Elliott Hendrickson, Inc.

Table A.2: Future Runway 5 - Schedule of Obstructions

Key	Surface Obstruction	Description	Top Elevation	Penetration	Allowable Surface Elevation	Disposition/ Triggering Event	On/Off Ultimate Airport Property
R05-1	Departure	Tree Groupings	374.2' - 412.6'	1.2' - 43.4'	367.9' - 392.9'	To Be Removed Prior to Runway Extension - Low Priority	On/Off
R05-2	Departure	Tree Groupings	394.5' - 432.3'	1.2' - 19.3'	392.9' - 417.9'	To Be Removed Prior to Runway Extension - Low Priority	On/Off
R05-3	Departure	Tree Groupings	434.6' - 435.6'	0.2' - 1.2'	417.9' - 442.9'	To Be Removed Prior to Runway Extension - Low Priority	On/Off
R05-1	Part 77	Tree Groupings	371.0' - 433.1'	1.7' - 54.7'	367.9' - 387.9'	To Be Removed Prior to Runway Extension - High Priority	On/Off
R05-2	Part 77	Tree Groupings	386.0' - 437.9'	0.1' - 16.7'	387.9' - 407.9'	To Be Removed Prior to Runway Extension - High Priority	On/Off
R05-3	Part 77	Tree Groupings	416.4' - 435.6'	0.2' - 18.3'	407.9' - 427.9'	To Be Removed Prior to Runway Extension - High Priority	On/Off
R05-4	Part 77	Tree Groupings	424.6' - 448.9'	0.7' - 19.4'	427.9' - 447.9'	To Be Removed Prior to Runway Extension - High Priority	Off
Not Broken Up	APDS Row 5	Tree Groupings	390.2' - 415.3'	0.1' - 8.8'	367.9' - 407.9'	To Be Removed Prior to Runway Extension - Highest Priority	On/Off

Source: Short Elliott Hendrickson, Inc.

Table A.3: Existing & Future Runway 23 - Schedule of Obstructions-1

Key	Surface Obstruction	Description	Top Elevation	Penetration	Allowable Surface Elevation	Disposition/ Triggering Event	On/Off Ultimate Airport Property
R23-1	Departure	Tree Groupings	335.9' - 408.9'	1.2' - 63.7'	328.8' - 353.8'	To Be Removed - Low Priority	On/Off
R23-2	Departure	Tree Groupings	335.8' - 378.7'	0.5' - 22.4'	353.8' - 378.8'	To Be Removed - Low Priority	On/Off
R23-3	Departure	Tree Groupings	397.0' - 400.1'	0.7' - 6.3'	378.8' - 403.8'	To Be Removed - Low Priority	On/Off
R23-1	Part 77	Tree Groupings	329.9' - 408.9'	1.1' - 68.1'	328.8' - 358.2'	To Be Removed With Next Federal Grant	Off
R23-2	Part 77	Tree Groupings	361.2' - 378.7'	2.8' - 3.6'	358.2' - 387.6'	To Be Removed With Next Federal Grant	Off

Source: Short Elliott Hendrickson, Inc.

Appendix B: Recycling Plan

Enhancing airport recycling, reuse, and waste reduction programs is a core objective for the FAA when it involves airport planning. All airports preparing a Master Plan, using federal funding, must ensure the plan addresses issues related to solid waste recycling at the airport. While the size of airport varies across the Country, all communities can benefit from evaluating hazardous and solid waste generation at public facilities.

B.1 Hazardous and Solid Waste Generation Activities

Currently, hazardous and solid waste can be generated as part of the following airport facilities and activities:

- Aircraft Storage: As previously discussed in the inventory chapter, the aircraft buildings consists of two maintenance buildings (approximately 18,000 square feet), six conventional hangars (approximately 40,000 square feet), and five T-hangar buildings (48 units approximately 47,000 square feet). There are 44 marked tie-down spaces available on the apron for short-term and long-term aircraft parking.

- FBOs: There are four FBO companies on the airfield. One of the companies provides avionics certifications and repairs and the others offers aircraft maintenance.

- Public terminal building and other office/meeting spaces: The existing terminal building is approximately 2,500 square feet and provides office space for aircraft management and a pilots' lounge. The terminal building also offers restroom facilities, vending machines, conference room, and a flight planning area.

- Fueling Facilities: As presented in the inventory chapter, the fuel is stored above ground at a fuel farm located north of the terminal area. The fuel farm has two 10,000-gallon fuel tanks. One is Aviation Gas (AvGas) and one is for Jet A fuel. The Airport has two fuel trucks (one 1,200-gallon truck for AvGas and one 3,000-gallon truck for Jet A fuel) to transport fuel from the fuel farm to aircraft.

Hazardous and solid waste generated at the terminal are managed by the County. Solid waste is collected at a central dumpster near the terminal building. The County has a contract with GFL Environmental Inc. to haul waste and recyclables from the Airport. There are recycle bins located in the terminal building near the vending machines.

All corporate and private hangar tenants are responsible for their own handling/disposing of oil per their lease and operating agreements. It is understood they contract with other companies to dispose of these substances.

Waste generation can generally be placed into four categories:

1. ***Incidental recyclable material*** that may be generated on a routine basis would include paper and cardboard, cans, glass, and recyclable plastic containers.

2. ***Day to day operations*** at the facility can also generate the following kinds of waste: municipal solid waste (MSW), organic materials (food and yard waste) and problem materials (such as electronics, fluorescent and HID lamps, household hazardous waste (HHW) cleaners, and rechargeable batteries).

3. Any ***construction or remodeling projects*** conducted at TNEA could generate construction and demolition debris as well as problem materials (electronics, latex paints, textiles/carpets, and appliances).

4. Waste generated in association with ***equipment, vehicle, or airplane maintenance*** can include antifreeze, tires, vehicle batteries, oil filters, and used oil.

Many of the problem materials listed above are not allowed in land disposals by North Carolina Statute Chapter 130A Article 9. This includes collected recyclable materials, yard waste, major appliances, fluorescent lamps, electronics, HHW, used motor oil and motor oil filters, tires, lead acid, nickel-cadmium, and vehicle batteries. It is the waste generator's responsibility to manage these materials in accordance with state and federal regulations.

B.2 County Solid Waste Management Plan

Franklin County owns and manages all solid waste and recycling operations within the County. There is a paid employee on each site every day to provide recycling and disposal services to the residents of the County. There are private solid waste haulers for house to house pick up services within the unincorporated areas of Franklin County. They haul to the transfer stations within the County.

The Franklin County Solid Waste Task Force has ten members appointed by the Franklin County Board of Commissioner. Most of these positions are volunteers dedicated to recycling, promoting litter prevention in the County, and educating residents and businesses about recycling and waste management within the County.

There are twelve convenience centers in the County for residential use. All twelve convenience centers have recycling for used motor oil and used oil filters. The convenience centers also collect antifreeze, tires, batteries, and additional hazardous materials for recycling. Businesses, industries, and institutions take waste directly to the solid waste transfer station or recycling station.

Franklin County is committed to improving the process of educating people about the solid waste disposal programs within the state. The County provides educational and instructional workshops for community members. There is also a recycling representative in each of the twelve schools which provide promotional items for students and gives presentations for education on these processes. Franklin County also provides information to all industries for waste management and recycling issues.

B.3 Sustainability Plan Recommendations

No specific sustainability plan has been developed for the Airport. There can be many benefits of airport sustainability planning, including reduced energy consumption, reduced noise impacts, reduced hazardous and solid waste generation, reduced greenhouse gas emissions, improved water quality, improved community relations, and cost savings. The following discussion focuses on the sustainability recommendations regarding hazardous and solid waste generation.

Under the current facility operations, waste generated in private hangars is looked at as separate from the waste generated in the public-accessed facilities and, as a result, the County has little control over the private hangar waste. Under the recommendations outlined below, that control does not change; however, the proposed programs are meant to educate and promote proper waste management methods for all airport users. Given the small amount of waste generated at the facility, the hazardous and solid waste sustainability efforts will probably not represent a cost savings to the County. It is most cost effective to utilize the convenience of Franklin County programs or private businesses to manage recyclable materials. As a result, the hazardous and solid waste sustainability efforts will not generate additional revenue based on recyclable commodities.

B.3.1 Waste Reduction

Any efforts to reduce waste generation at a facility not only reduces the volume of waste requiring land disposal, but it also reduces the overall volume of waste generated to begin with. Waste reduction is generally recognized by packaging reduction, office paper reduction, composting, and material re-use.

Three areas have been identified to establish and meet potential waste reduction goals for the Airport:

1. Promote the use of multiple use beverage containers for water, coffee, etc.

2. Upgrade notifications to airport users from paper to electronic media including website notifications.

3. Utilize the County programs to identify potential re-use or proper disposal of site materials and equipment. Options should be explored to reduce solid waste generation through logistical changes, purchasing policies, or recycling efforts for any unique waste materials generated routinely or as part of special construction projects.

Once implemented, the programs should be evaluated annually and discussed with the County to determine if the waste reduction efforts are adequate, if there have been any regulatory changes, and whether any modifications are necessary.

B.3.2 Waste Education

Waste education can be the most important way to encourage proper management of hazardous and solid waste. The Franklin Solid Waste Task Force operates a waste education and reduction program available to residents and businesses to help with waste education and reduction. People who are aware of the impacts that waste can have on the environment are more likely to seek out and use waste abatement programs.

Two areas have been identified to establish and meet potential waste education goals for the Airport:

1. Obtain and display, for airport users, published brochures from the Franklin County Solid Waste Task Force to promote proper waste management activities. Efforts should be made in the proper management of maintenance waste including antifreeze, tires, vehicle batteries, oil filters, and used oil.

2. Establish site-specific airport waste abatement goals and prepare signage or notifications for Airport users to assist the facility in meeting the goals.

Once implemented, the programs should be evaluated annually and discussed with the Franklin County Solid Waste Task Force to determine if the waste reduction efforts are adequate, if there have been any regulatory changes, and whether any modifications are necessary.

B.3.3 Waste Recycling

Recycling in the form of source separation has become the backbone for waste management programs. However, knowledge and convenience remain the driving force behind successful recycling programs. Knowledge in the form of waste education recommendations is presented in the previous section. Convenience and availability are addressed here.

1. Provide easy access, recycling bins on-site for basic recyclable material (newspaper, cardboard, cans, glass, and plastic) in order to promote recycling in areas with the highest waste generation (like the terminal building) and the fueling areas.

2. Provide centralized indoor storage area for the storage of problem materials, particularly those banned from land disposal including fluorescent lamps, electronics, appliances, used motor oil and motor oil filters, tires, and lead acid, nickel-cadmium, and vehicle batteries.

3. Assign duties to airport personnel to monitor recycling bins and the program material storage area and make arrangements, as necessary, to transport materials to appropriate recycling and/or drop-off locations. Records should be kept on the volume of materials transported for recycling and compared to the volume of waste material generated in order to document the amount of waste that has been diverted from land disposal on an annual basis.

Once implemented, the programs should be evaluated annually and discussed with the Franklin County Solid Waste Task Force to determine if the waste reduction efforts are adequate, if there have been any regulatory changes, and whether any modifications are necessary.

Appendix C: Strategic Business Planning Elements

Franklin County (County) recognizes the value of the airport importance of running the airport like a business. There are inter-relationships between the Triangle North Executive Airport (TNEA or the Airport) Master Plan and strategic business planning. The Master Planning effort provided an opportunity to look at several strategic business planning elements during its development. This exercise helped focus the 20-year future development plan for the Airport. A follow-on strategic business plan will allow TNEA to maximize revenue and development potential in a more focused manner. The strategic business planning elements included in this Master Plan are:

- Situational Analysis
- Mission, Vision, Goals, and Objectives
- Financial Analysis

The Master Plan Advisory Group (MPAG), which included various airport stakeholders, provided input into the development of these elements. A summary of these items as well as additional elements of the strategic planning process including the implementation and marketing plan to achieving the goals and meeting the objectives will be funded separately by the Airport.

C.1 Situational Analysis

An airport's master plan as well as a strategic business plan must be developed within the context of national, state, regional, and local historic and economic factors and the current business environment. During the first MPAG meting, an assessment of the external and internal factors considered to have an impact on the future success of the Airport was undertaken. The following items are included in the Master Plan as part of the situational analysis and are summarized in Section 1:

- **Airport Service Area:** Defined based on both geographic and economic criteria as well as the location of competing airports.
- **Historic and Projected Socioeconomic Trends:** A review of economic indicators from national, regional, and local levels was necessary to provide a comprehensive view of the development environment for the Airport.
- **Business Environment for Aviation:** Summarized on the national, regional, state, and service area level.
- **SWOT Analysis:** A SWOT analysis is a standard strategic business planning tool used to identify the strengths, weaknesses, opportunities, and threats. Strengths and weaknesses are considered to be the internal factors while the opportunities and threats are the external factors. Identification of these factors helped to shape the strategy and identify objectives to pursue in achieving its goals.

C.2 Mission, Vision, Goals, and Objectives

The success and implementation of the 20-year development plan included in the Airport Master Plan is directly related to focused strategies to achieve goals and objectives. The mission, vision, and goals for TNEA were developed based on input from the MPAG working meetings. The mission focuses on the airport purpose while the vision is future-oriented and describes the aspirations and values for the airport.

Mission:

Provide a dynamic airport that fosters the economic vitality of the Triangle Region while facilitating connectivity and a sense of community for its diverse users

Vision:

Become the premier regional airport that will be the catalyst for economic growth and investment and a true community asset by offering exceptional facilities and services

The mission and vision of the Airport are aligned closely with the TNEA's 20-year development plan. The goals and proposed objectives below will provide the framework for achieving the vision and fulfilling the mission.

GOAL 1: Become a first-class general aviation airport in the Triangle North Region

- **Objective 1:** Provide for the security and safety needs of the airport, including customers, tenants, employees and the broader community
- **Objective 2:** Improve appearance and maintenance of airport including construction of new terminal
- **Objective 3:** Offer additional corporate amenities
- **Objective 4:** Ensure that there is a customer-oriented focus and that customer and tenant needs are factored into operational and policy decisions
- **Objective 5:** Build a corporate hangar area to support new business tenants and develop hangar ready sites for hangar development

GOAL 2: Become a stimulus for economic growth and investment in the county

- **Objective 1:** Collaborate with other city and county departments to ensure that TNEA's efforts are appropriately aligned with broader economic development goals and initiatives and so that the airport is recognized as a vital part of the community
- **Objective 2:** Work with existing on-airport businesses to ensure that their property and business needs are integrated into the airport's long-term property plans
- **Objective 3:** Maximize new property development and redevelopment opportunities both on and off the airport footprint to determine the uses that best align with TNEA's long-term vision

- **Objective 4:** Develop a program to actively promote airport

GOAL 3: Increase revenues at TNEA to become self-sustaining

- **Objective 1:** Modernize existing lease agreements and rates and charges
- **Objective 2:** Encourage public-private partnerships for hangar development and land leases
- **Objective 3:** Remain cost competitive with nearby airports
- **Objective 4:** Consider non-aeronautical opportunities as appropriate

GOAL 4: Enhance community partnerships and become community resource

- **Objective 1:** Increase communication and outreach
- **Objective 2:** Be a good neighbor to nearby residents, businesses, and historic sites
- **Objective 3:** Work closely with Franklin County to promote the development of the Airport Business Park as outlined in Franklin Next
- **Objective 4:** Work collaboratively with stakeholders to foster mutually beneficial solutions
- **Objective 5:** Foster community gatherings by offering an observation deck, community meeting rooms, a dog park and other amenities
- **Objective 6:** Support on-airport education and recreational opportunities

C.3 Financial Analysis

The Airport's existing financial structure including operating revenue and expenses was evaluated and presented in Section 6. This analysis consisted of a review of all current Airport contracts, leases, and business relationships on the Airport involving revenue producing streams (including but not limited to fuel facilities, FBOs, and both short and long term lease areas – hangar and land). Changes/increases in local revenue sources were identified at each stage of recommended development based on the projected increase in users at the TNEA. A summary of the projected future expenses was developed to determine if projects represented on the ACIP are feasible into the future.

C.4 Next Steps

The Airport has taken an integrated planning approach to its Master Plan by incorporating strategic planning elements (see **Exhibit C.1**) into the Master Plan where elements overlapped. TNEA is now poised to continue the strategic planning process as a follow-on project to the Master Plan. Next steps include refining goals and objectives using SMART and GROW models, conducting a rates and charges review, developing action plans for

each objective defined above, and pulling all of the elements into a written business plan that can then be implemented and monitored over time.

Exhibit C.1: Strategic Planning Steps



Source: ACRP Report 77: Guidebook for Developing General Aviation Business Plans and Marr Arnold Planning.
Note: ✔= Planning element that are both Master Plan elements and strategic planning elements that were completed as part of the TNEA Airport Master Plan.

Appendix D: Compliance Review

D.1 Introduction

Franklin County (County) operates Triangle North Executive Airport (TNEA or Airport). The Airport is a federally obligated airport as it has applied for and received AIP grant funding. As a recipient of federal funds, the County, as the Airport sponsor, is contractually required to comply with various obligations that a sponsor accepts when it receives federal grant funds and which are contained in various documents including grant agreements entered into pursuant to the Federal Airport Act of 1946, the Airport and Airway Development Act of 1970, the Airport and Airport Improvement Act of 1982, and the FAA Reauthorization Act of 2018. The grant agreements include requirements that the airport sponsor comply with grant assurances, grant application commitments, advisory circulars, and FAR procedures and submittals. The various agreements and associated requirements are generally set forth in FAA Order 5190.6B, *Airport Compliance Manual*.

The NCDOT Division of Aviation (DOA) also has a set of grant assurances that an airport agrees to when it receives state funding. The state grant assurances generally track the federal sponsor assurances. The FAA and DOA undertake continuing efforts to educate sponsors regarding their sponsor obligations. However, for the most part these efforts are reactive in nature in that violations of an airport's obligations come to the attention of the FAA or DOA and require corrective action.

Compliance at TNEA includes the following:

- Overview of FAA and State Grant Assurances
- Overview of Compatible Land Use Planning
- Overview of Environmental Compliance
- TNEA Compliance and Recommendations

The goal of this compliance review is to undertake a proactive review of the Airport's compliance with its obligations and to correct or avoid potential compliance issues In the event actual or potential violations are identified actions will be recommended to remediate or avoid noncompliance.

D.2 Overview of FAA and State Grant Assurance Compliance

As an airport that receives both federal and state airport improvement funds, TNEA is bound by grant assurances as well as other federal obligations and agreements. These items describe the commitment made by Franklin County to carry out the intent of the FAA for the use of the Airport. Failure to abide by the grant assurances and agreements may result in the request for full repayment of monies to the grantor and/or forfeiture of future funding. The purpose of a grant assurance is to protect the significant investment made by the FAA, the State of North Carolina, and Franklin County to develop and maintain TNEA.

D.2.1 Federal Assurances

The FAA oversees and administers the airport assurances and obligations through its Airport Compliance Program. This program is described in Order 5190.6B, *Airport Compliance Manual*. The assurances are shown in **Exhibit D.1**. Sponsors should understand and comply with all grant assurances. Order 5190.6B and communication with the FAA Southern Region's Airport District Office and DOA are excellent resources for Franklin County in helping to understand policy and achieve compliance with that policy.

Exhibit D.1: FAA Airport Sponsor grant assurances by type

Project Planning/ Design & Contracting

2-Sponsor Responsibility
3-Sponsor Fund Availability
6-Consistent w/Local Plans
7-Local Interest Consideration
8-User Consultation
9-Public Hearings
10-Metropolitan Planning Organization
13-Accounting System, Audit, & Record Keeping
14-Minimum Wage Rates
15-Veteran's Preference
16-Plan Conformity
18-Planning Projects
30-Civil Rights
33-Foreign Market Restrictions
34-Following FAA Policy, Stds. and Specifications
35-Property Acquisition & Relocation
37-DBE Program

General Airport

1-General Federal Requirements
4-Good Title
5-Preserving Rights
29-Airport Layout Plan
31-Disposal of Land

Airport Operations and Land Use

11-Pavement Maintenance
19-Operation and Maintenance
20-Hazard Removal & Mitigation
21-Compatible Land Use

Day-to-Day Airport Management

22-Economic Nondiscrimination
23-Exclusive Rights Prohibition
26-Reporting Requirements
38-Hangar Construction

Project Construction

17-Construction Inspection and Approval
32-Engineering & Design Services

Leases & Financial

24-Fee and Rental Structure
25-Airport Revenue

Other

12-Air Carrier Terminal Development
27-Use by Government Aircraft
28-Land for Federal Facilities
36-Access by Intercity Buses
39-Competitive Access

Source: FAA Order 5190-6B.

D.2.2 State Assurances

State requirements are similar in intent to the FAA requirements. DOA also has grant assurances and grant eligibility requirements that are agreed upon when a public-use airport accepts state funding under the State Aid to Airports Program. Unlike the FAA, DOA does not actively maintain an official Compliance Program. DOA

does provide guidance and resources (checklists, templates, etc.) for airports to use to ensure they understand the requirements and expectations of accepting state funding[8].

D.2.3 Compliance Review

This section provides a brief description of each of the FAA's 39 sponsor assurances and an examination of the Airport's current compliance with each assurance. As mentioned previously, the State's requirements mirror the intent of federal grant assurances and airports are required to use checklists provided by DOA to ensure compliance.

1) General Federal Obligations. The sponsor will comply with all applicable federal laws, regulations, executive orders, policies, guidelines and requirements as they relate to the application, acceptance and use of federal funds.

    - The County has, to the best of its ability, complied with and will continue to comply with all applicable federal guidance.

2) Responsibility and Authority of the Sponsor. Assures that the Sponsor has legal authority to apply for this grant, and to finance and carry out the proposed project; that a resolution, motion or similar action has been duly adopted or passed as an official act of the applicant's governing body authorizing the filing of the application, including all understandings and assurances contained therein, and directing and authorizing the person identified as the official representative of the applicant to act in connection with the application and to provide such additional information as may be required.

    - The County keeps books and records reflecting all actions taken to apply for and accept federal grants.

3) Sponsor Fund Availability. The Sponsor assures that it has sufficient funds available for that portion of the project costs which are not to be paid by the United States and that it has sufficient funds available to assure operation and maintenance of items funded under a grant agreement which it will own or control.

    - The County has sufficient funds available to fund its portion of project costs and to assure operation and maintenance of items funded.

4) Good Title. The Sponsor assures that it holds good title to the landing area of the airport or the site of a proposed improvement.

    - According to the Airport's Exhibit A to the Airport Layout Plan, the County owns the entire Airport property in good title. Should the runway extension be justified in future, the Airport will purchase all necessary properties.

5) Preserving Rights and Powers. The Sponsor assures that (a) it will not take or permit any action which would operate to deprive it of any of the rights and powers necessary to perform any or all of the terms, conditions, and assurances in a grant agreement without the written approval of the FAA, and will act

8 https://connect.ncdot.gov/municipalities/State-Airport-Aid/Pages/default.aspx

promptly to acquire, extinguish or modify any outstanding rights or claims of right of others which would interfere with such performance by the Sponsor, and (b) it will not sell, lease, encumber, or otherwise transfer or dispose of any part of its title or other interests in Airport property.

- The County has not taken any action that would operate to deprive it of the rights and powers necessary to perform the terms and conditions of a grant agreement. With respect to conveyances of property interests, the County has not conveyed any property interests and if such an interest is to be conveyed it would only be done in compliance with FAA guidance and approval.

6) Consistency with Local Plans. The Sponsor assures that federally funded projects are reasonably consistent with plans of public agencies that are authorized by the State in which the project is located to plan for the development of the area surrounding the airport.

- All federally funded projects at the Airport have been in compliance with local plans developed by Franklin County, the governmental entity with planning jurisdiction surrounding the Airport.

7) Consideration of Local Interests. The Sponsor assures that it has given fair consideration to the interest of communities in or near where the project may be located.

- The County provides public notice of projects that may have an impact on the community surrounding the Airport. The Airport web site[9] provides project descriptions for current, active projects at the Airport. The current Master Plan Update included open houses for the public to review the plans and provide input. The Airport also maintains a Facebook page with information of interest to the community.

8) Consultation with Users. The Sponsor assures that in making a decision to undertake any airport development project it has undertaken reasonable consultations with affected parties using the airport at which project is proposed.

- The County routinely consults with users of the Airport who are affected by a project.

9) Public Hearings. The Sponsor assures that in projects involving the location of an airport, an airport runway, or a major runway extension, it has afforded the opportunity for public hearings for the purpose of considering the economic, social, and environmental effects of the airport or runway location and its consistency with goals and objectives of such planning as has been carried out by the community.

- The County has not undertaken a project that requires a public hearing. The County will comply with this requirement in the future if such a project is undertaken.

10) Metropolitan Planning Organization. The Sponsor assures that in projects involving the location of an airport, an airport runway, or a major runway extension at a medium or large hub airport, the sponsor has made available to and has provided upon request to the metropolitan planning organization in the area

9 https://www.franklincountync.us/services/airport

in which the airport is located, if any, a copy of the proposed amendment to the airport layout plan to depict the project and a copy of any airport Master Plan in which the project is described or depicted.

- The County has not undertaken a project subject to this assurance but will comply with its requirements if such a project is undertaken in the future. The Authority is a member of the Capital Area Metropolitan Planning Organization (CAMPO) and that organization is a part of the steering committee for the Master Plan update. The County also provides its Transportation Improvements Plans to the MPO.

11) Pavement Preventative Maintenance. The Sponsor assures or certifies that it has implemented an effective airport pavement maintenance-management program and it assures that it will use such program for the useful life of any pavement constructed, reconstructed or repaired with Federal financial assistance at the airport.

- The Airport participates in the North Carolina Department of Transportation biannual pavement inspection and maintenance program. The Airport also continually addresses any pavement maintenance issues as they arise.

12) Terminal Development Prerequisites. The Sponsor assures that for projects which include terminal development it has all the safety equipment required for certification of the airport and all the security equipment required by rule or regulation, and has provided for access to the passenger enplaning and deplaning area of the airport to passengers enplaning and deplaning from aircraft.

- The Airport does not currently have any pending applications for grant funding to which this assurance applies. A Terminal Area Development Plan is being prepared as a part of the Master Plan Update and the County will comply with this assurance as required.

13) Accounting System, Audit, and Record Keeping Requirements. The Sponsor assures that it shall keep all project accounts and records which fully disclose the amount and disposition by the Authority of the proceeds for each grant, the total cost of the project in connection with which each grant is given or used, and the amount or nature of that portion of the cost of the project supplied by other sources, and such other financial records pertinent to each project in accordance with an accounting system that will facilitate an effective audit in accordance with the Single Audit Act of 1984.

- The County keeps its books and records in accordance with FAA requirements and undergoes a yearly audit of its books and records as required by North Carolina law. The County complies with this grant assurance.

14) Minimum Wage Requirements. The Sponsor assures that it shall include, in all contracts in excess of $2,000 for work on any projects funded under an AIP grant agreement which involve labor, provisions establishing minimum rates of wages, to be predetermined by the Secretary of Labor, in accordance with the Davis-Bacon Act, as amended (40 U.S.C. 276a-276a-5), which contractors shall pay to skilled and unskilled labor, and such minimum rates shall be stated in the invitation for bids and shall be included in proposals or bids for the work.

- The County complies with this assurance in all contracts in excess of $2,000 involving labor.

15) Veteran's Preference. The Sponsor assures that it shall include in all contracts for work on any project funded under this grant agreement which involve labor, such provisions as are necessary to insure that, in the employment of labor (except in executive, administrative, and supervisory positions), preference shall be given to Vietnam era veterans, Persian Gulf veterans, Afghanistan-Iraq war veterans, disabled veterans, and small business concerns owned and controlled by disabled veterans as defined in Section 47112 of Title 49, United States Code, only where the individuals are available and qualified to perform the work to which the employment relates.

- The County complies with this grant assurance.

16) Conformity to Plans and Specifications. The Sponsor assures that it will execute the AIP project subject to plans, specifications, and schedules approved by the FAA, and that any modification to the approved plans, specifications, and schedules shall also be subject to approval of the FAA.

- The County complies with this grant assurance.

17) Construction Inspection and Approval. The Sponsor assures that it will provide and maintain competent technical supervision at the construction site throughout the project to assure that the work conforms to the plans, specifications, and schedules approved by the FAA, and such work shall be in accordance with regulations and procedures prescribed by the FAA.

- The County retains a project representative to provide inspection services for AIP funded projects in accordance with this grant assurance.

18) Planning Projects. The Sponsor assures that it will execute AIP funded projects in accordance with the approved program narrative contained in the project application or with the modifications similarly approved, will furnish the FAA with such periodic reports as required pertaining to the planning project and planning work activities, will include in all published material prepared in connection with a planning project a notice that the material was prepared under a grant provided by the United States, that it will make such material available for examination by the public, that it will grant the FAA the right to disapprove the sponsor's employment of specific consultants and their subcontractors to do all or any part of this project as well as the right to disapprove the proposed scope and cost of professional services, and that it will grant the FAA the right to disapprove the use of the sponsor's employees to do all or any part of the project.

- The County complies with this sponsor assurance.

19) Operation and Maintenance. The Sponsor assures that the airport and all facilities which are necessary to serve the aeronautical users of the airport shall be operated at all times in a safe and serviceable condition and in accordance with the minimum standards as may be required or prescribed by applicable Federal, state and local agencies for maintenance and operation, that it will not cause or permit any activity or action thereon which would interfere with its use for airport purposes, and that it will suitably operate and maintain the airport and all facilities thereon or connected therewith, with due

regard to climatic and flood conditions. The Sponsor also assures that any proposal to temporarily close the airport for non-aeronautical purposes must first be approved by the FAA. The Sponsor agrees to have in effect arrangements for 1) operating the airport's aeronautical facilities whenever required, 2) promptly marking and lighting hazards resulting from airport conditions, including temporary conditions, and 3) promptly notifying airmen of any condition affecting aeronautical use of the airport. The Sponsor also agrees that it will suitably operate and maintain noise compatibility program items that it owns or controls upon which Federal funds have been expended.

- The County complies with this grant assurance.

20) Hazard Removal and Mitigation. The Sponsor assures that it will take appropriate action to assure that such terminal airspace as is required to protect instrument and visual operations to the airport (including established minimum flight altitudes) will be adequately cleared and protected by removing, lowering, relocating, marking, or lighting or otherwise mitigating existing airport hazards and by preventing the establishment or creation of future airport hazards.

- The County complies with this grant assurance. As a part of this compliance review it was determined that there are trees within the Part 77 Surfaces of Runway 5 and Runway 23. The County will work with DOA to implement a program to remove trees with their next federal grant.

21) Compatible Land Use. The Sponsor assures that it will take appropriate action, to the extent reasonable, including the adoption of zoning laws, to restrict the use of land adjacent to or in the immediate vicinity of the airport to activities and purposes compatible with normal airport operations, including landing and takeoff of aircraft.

- Franklin County currently has an Airport Height Overlay (AHO) District in place surrounding the Airport to ensure compatibility with airport operations. The AHO is based on Part 77 Surfaces. The County should work with the Town of Louisburg to implement an Airport Overlay District for the Town to continue to protect the Airport's flight surfaces.

22) Economic Nondiscrimination. The Sponsor assures that: (a) it will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities offering services to the public at the airport; (b) in any agreement, contract, lease, or other arrangement under which a right or privilege at the airport is granted to any person, firm, or corporation to conduct or to engage in any aeronautical activity for furnishing services to the public at the airport, the sponsor will insert and enforce provisions requiring the contractor to (i) furnish said services on a reasonable, and not unjustly discriminatory, basis to all users thereof, and (ii) charge reasonable, and not unjustly discriminatory, prices for each unit or service, provided that the contractor may be allowed to make reasonable and nondiscriminatory discounts, rebates, or other similar types of price reductions to volume purchasers; (c) each fixed-based operator at the airport shall be subject to the same rates, fees, rentals, and other charges as are uniformly applicable to all other fixed-based operators making the same or similar uses of such airport and utilizing the same or similar facilities; and (d) the airport will not exercise or grant any right or privilege which operates to prevent any person, firm, or corporation operating aircraft on the airport from performing any services on its own aircraft with its own employees [including, but not limited to

maintenance, repair, and fueling] that it may choose to perform. In the event the sponsor itself exercises any of the rights and privileges referred to in this assurance, the services involved will be provided on the same conditions as would apply to the furnishing of such services by commercial aeronautical service providers authorized by the sponsor under these provisions. The sponsor may establish such reasonable, and not unjustly discriminatory, conditions to be met by all users of the airport as may be necessary for the safe and efficient operation of the airport. The sponsor may prohibit or limit any given type, kind or class of aeronautical use of the airport if such action is necessary for the safe operation of the airport or necessary to serve the civil aviation needs of the public.

- The County is in compliance with this grant assurance. However, the County is proactively undertaking an update to its Minimum Standards and Rules and Regulations to ensure that they reflect the current operations of the Airport.

23) Exclusive Rights. The Sponsor assures that it will permit no exclusive right for the use of the airport by any person providing, or intending to provide, aeronautical services to the public.

- The County is in compliance with this grant assurance.

24) Fee and Rental Structure. The Sponsor assures that it will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection.

- The County is in compliance with this grant assurance. The County is continually working towards being self-sustaining and continuing to develop the Airport in a fashion to increase revenue.

25) Airport Revenues. The Sponsor assures that all revenues generated by the airport and any local taxes on aviation fuel will be expended by it for the capital or operating costs of the airport, the local airport system, or other local facilities which are owned or operated by the owner or operator of the airport and which are directly and substantially related to the actual air transportation of passengers or property.

- The County is in compliance with this grant assurance. The County is audited yearly to assure compliance.

26) Reports and Inspections. The Sponsor assures that it will: (a) submit to the FAA such annual or special financial and operations reports as the FAA may reasonably request and make such reports available to the public, and make available to the public at reasonable times and places a report of the airport budget in a format prescribed by the FAA, (b) for airport development projects, make the airport and all airport records and documents affecting the airport, including deeds, leases, operation and use agreements, regulations and other instruments, available for inspection by the FAA, and (c) make available to the FAA and the public following each of its fiscal years, an annual report listing in detail (i) all amounts paid by the airport to any other unit of government and the purposes for which each such payment was made, and (ii) all services and property provided by the airport to other units of government and the amount of compensation received for provision of each such service and property.

- The County is in compliance with this grant assurance. The County has an audit by an outside accounting firm each year which is submitted to the North Carolina Department of Transportation as the agent for the FAA as North Carolina is a block grant state.

27) Use by Government Aircraft. The Sponsor assures that it will make available all of the facilities of the airport developed with Federal financial assistance and all those usable for landing and takeoff of aircraft to the United States for use by government aircraft in common with other aircraft at all times without charge, except, if the use by Government aircraft is substantial, charge may be made for a reasonable share, proportional to such use, for the cost of operating and maintaining the facilities used.

- The County is in compliance with this grant assurance.

28) Land for Federal Facilities. The Sponsor assures that it will furnish without cost to the Federal Government for use in connection with any air traffic control or air navigation activities, or weather-reporting and communication activities related to air traffic control, any areas of land or water, or estate therein, or rights in buildings of the sponsor as the FAA considers necessary or desirable for construction, operation, and maintenance at Federal expense of space or facilities for such purposes. Such areas or any portion thereof will be made available as provided herein within four months after receipt of a written request from the FAA.

- The County is in compliance with this grant assurance.

29) Airport Layout Plan. The Sponsor will, subject to the FAA Reauthorization Act of 2018, Public Law 115-254, Section 163, keep up to date at all times an airport layout plan of the airport showing: (a) boundaries of the airport and all proposed additions thereto, together with the boundaries of all offsite areas owned or controlled by the sponsor for airport purposes and proposed additions thereto; (b) the location and nature of all existing and proposed airport facilities and structures (such as runways, taxiways, aprons, terminal buildings, hangars and roads), including all proposed extensions and reductions of existing airport facilities; (c) the location of all existing and proposed non-aviation areas and of all existing improvements thereon; and (d) all proposed and existing access points used to taxi aircraft across the airport's property boundary. The sponsor will not make or permit any changes or alterations in the airport or any of its facilities which are not in conformity Airport Sponsor Assurances with the airport layout plan as approved by the FAA and which might, in the opinion of the FAA, adversely affect the safety, utility or efficiency of the airport. Subject to the FAA Reauthorization Act of 2018, Public Law 115-254, Section 163, if a change or alteration in the airport or the facilities is made which the FAA determines adversely affects the safety, utility, or efficiency of any federally owned, leased, or funded property on or off the airport and which is not in conformity with the airport layout plan as approved by the FAA, the owner or operator will, if requested by the FAA (A) eliminate such adverse effect in a manner approved by the Secretary; or (b) bear all costs of relocating such property (or replacement thereof) to a site acceptable to the FAA and all costs of restoring such property (or replacement thereof) to the level of safety, utility, efficiency, and cost of operation existing before the unapproved change in the airport or its facilities except in the case of a relocation or replacement of an existing airport facility due to a change in the FAA's design standards beyond the control of the airport sponsor.

- The County is in compliance with this assurance. As a part of the Airport Master Plan Update the Airport is updating its Airport Layout Plan.

30) Civil Rights. The Sponsor assures that it will promptly take any measures necessary to ensure that no person in the United States shall, on the grounds of race, creed, color, national origin, sex, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination in any activity conducted with, or benefiting from, funds received from this grant.

- The County is in compliance with this assurance.

31) Disposal of Land. The Sponsor assures that for land purchased under a grant for airport development purposes (other than noise compatibility), it will, when the land is no longer needed for airport purposes, dispose of such land at fair market value or make available to the FAA an amount equal to the United States' proportionate share of the fair market value of the land. Land shall be considered to be needed for airport purposes under this assurance if (a) it may be needed for aeronautical purposes (including runway protection zones) or serve as noise buffer land, and (b) the revenue from interim uses of such land contributes to the financial self-sufficiency of the airport.

- The County is in compliance with this assurance as it has not disposed of any land.

32) Engineering and Design Services. If any phase of such project has received Federal funds under Chapter 471 subchapter 1 of Title 49 U.S.C., it will award each contract, or sub-contract for program management, construction management, planning studies, feasibility studies, architectural services, preliminary engineering, design, engineering, surveying, mapping or related services in the same manner as a contract for architectural and engineering services is negotiated under Chapter 11 of Title 40 U. S. C., or an equivalent qualifications-based requirement prescribed for or by the sponsor of the airport.

- The County is in compliance with this assurance.

33) Foreign Market Restrictions. The Sponsor assures that it will not allow funds provided under this grant to be used to fund any project which uses any product or service of a foreign country during the period in which such foreign country is listed by the United States Trade Representative as denying fair and equitable market opportunities for products and suppliers of the United States in procurement and construction.

- The County is in compliance with this assurance.

34) Policies, Standards and Specifications. The Sponsor assures that it will carry out projects in accordance with policies, standards, and specifications approved by the FAA.

- The County is in compliance with this assurance.

35) Relocation and Real Property Acquisition. The Sponsor will follow property acquisition guidelines, pay or reimburse property owners for necessary expenses, provide relocation assistance and fair and

reasonable relocation payments and assistance to displaced persons, and make available within a reasonable period of time prior to displacement, comparable replacement dwellings to displaced persons as set forth in CFR Part 24.

- The County is in compliance with this assurance as it has not undertaken any recent property acquisitions. The Authority will comply with this assurance in the event property is acquired in the future.

36) Access by Intercity Buses. The Sponsor assures that intercity buses, if applicable, will have access to the Airport.

- The County is in compliance with this provision as no bus service is available at the Airport. The County will comply with this provision in the event bus service ever becomes available at the Airport.

37) Disadvantaged Business Enterprises (DBE). The Sponsor assures that it shall not discriminate on the basis of race, color, national origin or sex in the award and performance of any DOT-assisted contract, or in the award and performance of any concession activity contract covered by 49 CFR Part 23. In addition, the sponsor shall not discriminate on the basis of race, color, national origin or sex in the administration of its Disadvantaged Business Enterprise (DBE) programs or the requirements of 49 CFR Parts 23 and 26. The sponsor shall take all necessary and reasonable steps under 49 CFR Parts 23 and 26 to ensure nondiscrimination in the award and administration of DOT-assisted contracts, and/or concession contracts.

- The County is in compliance with this assurance.

38) Hangar Construction. The Sponsor assures that if the airport owner or operator and a person who owns an aircraft agree that a hangar is to be constructed at the airport for the aircraft at the aircraft owner's expense, the airport owner or Airport Sponsor operator will grant to the aircraft owner for the hangar a long term lease that is subject to such terms and conditions on the hangar as the airport owner or operator may impose.

- The County is in compliance with this assurance.

39) Competitive Access. This assurance only applies to medium and large hub airports.

- This assurance is not applicable to the County.

D.3 Overview of Compatible Land Use Planning

The encroachment of incompatible land uses around airports has become one of the key compliance issues for many airports over the last few decades. Effective compatible land use planning provides for the following:

- Adherence with applicable federal and state law requiring the protection of airspace and the assurance the airport sponsor will take appropriate action to ensure land use compatibility around airports.

- Safety of both airport users and the surrounding neighbors/community. Also protects the quality of life of airport neighbors from the by-products of airport operations such as noise, dust and fumes.
- Protection of a local, state and federal investment.
- Protection of a valuable economic community asset.

The Franklin County, the State of North Carolina, and the FAA all play a key role in land use planning around and the airport. The local community should have a proactive approach in addressing compatible land use planning. This prevents the need to be reactive and can prevent more severe conflicts in the future. There are several things airports can do to achieve this including the inclusion of the airport as an essential public facility in city and county Comprehensive Plans, adopting the airport Master Plan and/or ALP in comprehensive plans, and including language protecting the airport environs in zoning ordinances and development codes.

There are several state and FAA grant assurances which are applicable to airspace protection and compatible land use. They include:

- Consistency with Local Plans
- Hazard Removal and Mitigation
- Compatible Land Use

The State of North Carolina provides land use guidance for its airport system through Article 4 of North Carolina General Statutes 63, *Model Airport Zoning Act.* The Act provides height and land use zoning guidance to airports in North Carolina.

D.3.1 Existing Land Use Regulations

A key to successful airport land use planning is a cooperative planning process among all jurisdictions impacted by the airport and the identification of the airport's operational and land use needs. While TNEA is currently under the jurisdiction of Franklin County, a proactive planning approach between the Town of Louisburg and the County should be implemented to properly plan for future growth near the Airport. The Town of Louisburg and Franklin County have existing plans and policies in place to help protect the land and airport environs. Language is included in the following documents:

- **Town of Louisburg, Zoning Ordinance (1999)**: The Louisburg Zoning Ordinance, Section 21, Special Exception Provisions #5, Communications Towers (amended 6/21/99) requires proposed towers meet all applicable laws, including but not limited to FAA rules and guidelines. The Airport is not specifically referenced in the Town's ordinance.
- **Franklin County & Louisburg Comprehensive Transportation Plan (2014):** The Plan covers transportation needs for Franklin County and the Town of Louisburg through 2035. The importance of TNEA and its location adjacent to the business park was recognized and it was recommended that Airport

Drive be extended to better handle projected traffic due to future development and connect to US Highway 401.

- **Franklin Next: A Path to a Smart Future, Comprehensive Plan (2020)**: Through the Comprehensive Plan, the County recognizes TNEA as an important asset that can be used to promote economic development efforts and expand opportunities. The Plan includes several airport-related strategies for implementing identified objectives. An identified objective of the plan is to promote TNEA as a regional facility and alternative site for general aviation. Additionally, the Airport is included in the County's Vision by expanding on economic opportunities that the Airport can support from a regional perspective through its location adjacent tot he Airport Business Park. The County is committed to investing in upgrades to TNEA to continue its plan in ensuring the County's economic competitiveness.

- **Franklin County Unified Development Code, Chapter 2, Article 22, Airport Height Overlay District**: The purpose of the Airport Height Overlay (AHO) District is to protect the airport environs from encroachment of incompatible land uses which present hazards to users of TNEA as well as to persons residing or working in the airport vicinity. The additional regulations imposed in the AHO are designed to place additional height restrictions on buildings, structures and trees.

D.4 Overview of Airport Environmental Compliance

Franklin County must balance environmental protection with public protection when considering the development and operation of TNEA. Environmental compliance includes environmental review for new projects, stormwater pollution prevention, spill prevention control and countermeasures, and wildlife hazard mitigation. A preliminary environmental overview for TNEA was developed as part of this Master Plan Update and can be found in Section 1 and Section 5.

D.4.1 Environmental Review

All airports are subject to local, state, and federal environmental regulations. As a federally funded (NPIAS) airport, TNEA has a defined environmental process they must complete as part of implementing their ongoing capital improvement program under the National Environmental Policy Act (NEPA) (FAA Orders 5050.4A and 1050.1D). In addition, the State of North Carolina Department of Environmental Quality has its own environmental review process (SEPA) that public use airports in the state including TNEA must adhere to when implementing an airport project.

D.4.2 Stormwater Pollution Prevention Plan (SWPPP) & Spill Prevention Control and Countermeasures

In addition to environmental review for new projects, there are requirements associated with activities on airports which need to be considered. Stormwater pollution prevention and spill prevention control and countermeasures at airports have become significant environmental considerations facing airport sponsors. The State of North Carolina Department of Environmental Quality has authority over stormwater pollution prevention and spill prevention regulation requirements in the State.

Airports are required to comply with federal, state, and local regulations to protect water resources by treating and controlling flow rates of stormwater runoff for new development and facility upgrades. NCDEQ issued a

General Permit No. NCG150014 to the Airport on September 1, 2017 for the operation of the A irport and owners/operators of stormwater point source discharges associated with activities from air transportation facilities. The permit will expire on August 31, 2022 unless it is renewed. The permit requires the Airport to develop and implement a SWPPP, as well as provides the requirements necessary for monitoring stormwater outfalls.

The EPA provides guidance for the development of a Spill Prevention, Control and Countermeasures Plan (SPCC) which identifies sources of oil at an airport and outline procedures to prevent the discharge of oil and oil products or hazardous substances to navigable waters. The EPA's SPCC regulations currently apply to above ground oil storage facilities greater than 1,320 U.S. gallons or underground storage capacity greater than 42,000 gallons. TNEA currently has two above-ground 10,000 gallon tanks and two fuel trucks (one 1,200 gallon capacity and one 3,000 gallon capacity).

D.4.3 Wildlife Hazard Assessment and Mitigation

Regardless of airport location, wildlife of all types on or in the immediate vicinity of an airport pose a threat to public safety. Currently, formal Wildlife Hazard Assessment (WHA) and Wildlife Management Hazard Plans (WHMP) are recommended only for Part 139 airports, not general aviation airports such TNEA. This said, airport sponsors should be aware that liability for wildlife incursions and wildlife control is typically born by the airport operator. To help reduce this liability, appropriate steps to prevent wildlife incursions and avoid legal implications should be taken.

In 2018, USDA APHIS Wildlife Services conducted a Wildlife Hazard Site Visit through a Cooperative Service Agreement between USDA and NCDOT DOA. This visit does not meet the requirements of a Wildlife Hazard Assessment, but rather is intended to identify wildlife hazards and provide recommendations to reduce wildlife hazards at TNEA.

D.4 TNEA Compliance and Recommendations

As the recipient of federal and state funds, TNEA should comply with all FAA and state grant assurances. Current compliance issues, potential issues, and recommendations for improvements at the Airport are summarized below.

D.4.1 Recommendations for TNEA Compliance with FAA and State Grant Assurances

1. ***Develop a formal Maintenance Program (FAA Grant Assurance #11: Pavement Preventative Maintenance and #19: Operations and Maintenance)***

   The Airport regularly inspects airport property and pavement but does not have a formal process for documenting its process. It is recommended that TNEA develop and implement a formal Maintenance Program to include frequency of inspections, documentation as to facilities be inspected as well as what measures are being followed to preserve the condition of facilities.

2. ***Continue to Use Airport Facility for Aeronautical Purposes Only (FAA Grant Assurance #19: Operations and Maintenance)***

TNEA does not host or support any non-aeronautical events that would close the runway or airport. Such events should continue to be discouraged. Franklin County should continue to use airport facilities for aeronautical purposes only, unless otherwise specified by the Airport and approved by the FAA.

3. Analyze Airport Fee Structure (FAA Grant Assurance #24: Fee and Rental Structure and #25: Airport Revenue)

The fee and rental structure at an airport must be implemented with the goal of generating enough revenue from airport activities to become self-sufficient in funding day to day operational needs. The airport sponsor should routinely monitor its fee and rental structure to ensure reasonable fees are being charged to meet this goal. In addition, all airport revenue should be spent on the operation of the Airport. Franklin County should continually monitor the financial demands of the Airport and consider adjustments to existing fees and adding new fees as airport activity and needs dictate. As discussed in Chapter 6, TNEA should consider developing a formal fee schedule to include hangars and apron parking as well.

4. Develop an Education Program

Utilizing data presented here, develop a reoccurring educational program to educate county and town officials, legal counsel, tenants, and the general public about sponsor obligations and the grant assurances. It is particularly important to target the Board of Commissioners and Town Council as members of these bodies can and do change often. Educating new members about sponsor obligations is critical to ensure informed decisions while maintaining compliance with grant assurances.

D.4.2 Recommended Compatible Land Use Planning Improvements for Franklin County and the Town of Louisburg

The preferred development alternative, laid out in Chapter 4, presented the best options for extending the runway and maintaining clear Part 77 surfaces. Analysis included in Chapter 4 and Appendix A identified the timing of actions to remove safety obstructions as well as the need to relocate Sam Horton Road and MC Wilder prior to extending the runway when justification is identified. The below actions related to compatible land use planning should be considered by the Franklin County and/or the Town of Louisburg for implementation.

1. Add Airport-Specific Language in Comprehensive Plans

Specific language about the Airport and its unique aviation and land use planning needs should be included in comprehensive and future transportation plans. This should include a specific reference to the most current airport Master Plan and ALP which is the primary document summarizing airport goals and strategies. Franklin County published its latest comprehensive plan in 2020 and includes specific language about TNEA. It is recommended that when the Town of Louisburg updates its comprehensive plan, Franklin County work with the Town to incorporate the Airport into the Town's planning documents.

2. Improve Zoning Controls

Continued, active development and implementation of compatible land use around the TNEA is necessary. Franklin County can review and utilize several documents published by the Airport Cooperative Research Program[10] (ACRP) in order to incorporate appropriate land use compatibility planning techniques to protect TNEA. It is also recommended that Franklin County work with the Town of Louisburg to develop and adopt appropriate land use techniques to further protect the Airport.

3. Keep the Airport Layout Plan (ALP) Up to Date

Keep the airport Master Plan and ALP drawing set up to date and current with regard to ongoing airport improvements and/or changes in role, use, or operations of significance.

4. Improve Land Use Planning Process

It is important that Franklin County coordinate with the Town of Louisburg to ensure multi-jurisdictional cooperation as it relates to the airport and land use planning as future growth continues around the Airport. This includes establishing a Memorandum of Agreement, or other similar intergovernmental agreement with the Town to adopt similar land use zoning as recommended herein to ensure the consistency and effectiveness of compatible land use around TNEA. The Town's Code should be revised to include TNEA.

D.4.3 Recommended Environmental Compliance Improvements

It is important that TNEA adhere to environmental requirements. Recommendations for continued environmental compliance include:

1. Follow the National and State Environmental Review Process

The Airport should follow SEPA and NEPA environmental evaluation guidelines when implementing new projects. These guidelines provide a way to identify possible environmental impacts that may result from governmental decisions.

2. Renew Stormwater General Permit and Update SWPPP Plan

A SWPPP minimizes possible stormwater pollution. Franklin County should work with the North Carolina Department of Environmental Quality to renew its general permit in 20222 and update its SWPPP to ensure that the development of future stormwater facilities adhere to national, state, and local guidance and requirements.

10 ACRP Report 206, Guidebook on Effective Land Use Compatibility Planning Strategies for General Aviation Airports; ACRP Report 27: Enhancing Airport Land Use Compatibility.

3. Develop a SPCC Plan

A SPCC Plan will assist the County to appropriately respond to spill and leak emergencies, especially regarding existing and proposed fuel tanks.

4. Develop a Wildlife Control Program

Franklin County should frequently assess wildlife hazards and develop an informal Wildlife Control Program. Continued discussions with NCDOT DOA and USDA can help identify species of concern near the airport. It is recommended that the Airport document wildlife controls as part of daily self-inspections and develop a wildlife mitigation plan as recommended by FAA.

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Attachment E

Bridge Removal or Closure Evaluation

July 2026

TECHNICAL MEMORANDUM

Bridge Removal or Closure Evaluation

Updated Project Status Report

July 2, 2026

PROJECT

NCDOT BP5.R033

Replace Bridge No. 99 over Crooked Creek

SR 1103 (Clifton Pond Road) · Franklin County, North Carolina

ORIGINAL EVALUATION

March 21, 2024

Stewart Engineering

UPDATED STATUS

July 2, 2026

Lochner

PREPARED FOR

NCDOT Division 5

Lisa Bullard-Gilchrist, EI
Bridge Program Manager

PREPARED BY

Lochner

Marc LeBlanc, PE, DBIA
Project Manager

1. Executive Summary

This report provides an updated evaluation of the status of Bridge No. 99 on SR 1103 (Clifton Pond Road) over Crooked Creek in Franklin County, originally evaluated in March 2024 by Stewart Engineering. Lochner, as design consultant, has developed twelve alignment concepts to advance the project. Since the original evaluation, significant developments include the advancement of Concept 6A and Concept 11 as having the least impacts to the historic dams and other historic resources, Hydraulics Unit acceptance of the Hydraulic Planning Report (HPR) on February 17, 2026, ongoing Section 106 consultation (with the Effects Meeting deferred pending funding-path clarity), and continued coordination with cultural resources, environmental, federal funding partners, and adjacent property owners.

The original evaluation concluded that permanent closure was not feasible due to high stakeholder impacts. That determination remains valid. NCDOT Division 5, working with design consultant Lochner, advanced the design through Functional Plans. Further design is on hold pending identification of a funding mechanism. Two alignment concepts, Concept 6A and Concept 11, were recently considered equally viable alternatives, both selected for their reduced potential impacts to the adjacent dams. Concept 6A is at a more advanced design stage, with Functional Plans submitted to NCDOT on November 7, 2025. Concept 11 is at screening-level design. Neither alignment has been eliminated by NCDOT cultural resources staff. The current anticipated LET date is February 10, 2032 and has been the subject of acceleration discussions until the funding shortfall.

Bridge No. 99 was closed for maintenance repair work in late October 2025 and has since been reopened to traffic. A routine element bridge inspection completed by NCDOT's Structures Management Unit on January 22, 2026 classifies the bridge in Poor condition, with serious-condition ratings on the superstructure and substructure. NCDOT's Structures Management Unit has submitted a Priority Action Request (PARS) in connection with the inspection, and the structure remains posted at 7 tons. Franklin County continues to implement interim measures for fire, EMS, and school transportation services to mitigate community impacts.

Funding remains the primary unresolved risk. NCDOT Division 5 and Lochner met with the Federal Highway Administration (FHWA) and NCDOT's Structures Management Unit on April 9, 2026 to discuss potential federal funding participation. The project is being advanced consistent with the Categorical Exclusion (CE) pathway to preserve flexibility if FHWA participation is added later, recognizing that Section 106 consultation and a Memorandum of Agreement (MOA) will likely be required regardless of funding source.

2. Current Bridge Condition and Status

2.1 Structural Condition

Bridge No. 99 (NCDOT Structure No. 340099, FHWA No. 690099) was originally built in 1964 as a single-lane low steel truss structure. The trusses were removed in 1969 and the structure was reconfigured to a plate girder superstructure (NBI Year Built: 1969). Abutments were extended in 1994 to accommodate

a 24-foot roadway width. The bridge has six spans with a total length of 192.5 feet and a curb-to-curb width of 24.0 feet. The bridge structure itself is not listed on the National Register of Historic Places.

A routine element inspection completed by NCDOT's Structures Management Unit on January 22, 2026 classifies the bridge as Bridge Condition Classification "P" (Poor), with a lowest condition rating of 3 (Serious) on both the superstructure and substructure. Component ratings are summarized below.

Component	Condition Rating	Condition Description (FHWA)
Deck	4	Poor
Superstructure	3	Serious
Substructure	3	Serious

The inspection documents widespread section loss through the steel beams (superstructure) and steel pier caps (substructure) and triggered a Priority Action Request (PARS) submission. The structure remains posted at 7 tons for both single-vehicle (SV) and tractor-trailer (TTST) loadings. The posting signage is in place at the bridge approaches.

Comparison with the prior routine element inspection (January 30, 2025) shows the headline condition ratings unchanged year-over-year and the 7-ton posting remaining in place. Both inspection reports carry the PARS attention designation, indicating that the elevated scrutiny on this structure is sustained rather than newly initiated. NCDOT has, however, shortened the routine inspection frequency from 24 months to 12 months, consistent with continued deterioration of primary load-carrying members partially offset by the maintenance repairs performed in late October 2025.

The 7-ton posting prohibits the crossing of fire trucks, school buses (minimum 15 tons), and other large emergency vehicles. Given the Poor condition classification and continued deterioration trend, the bridge is unlikely to be returned to a higher load-carrying capacity.

Current Posting: 7 tons (Single Vehicle and Tractor-Trailer)

Bridge Condition Classification: P (Poor)

Lowest Condition Rating: 3 (Serious, applying to both Superstructure and Substructure)

2.2 Traffic Data

NCDOT's Annual Average Daily Traffic (AADT) mapping estimated approximately 1,000 vehicles per day utilizing Clifton Pond Road as of March 2024. Airport Road, in the nearby vicinity, has an estimated ADT of 4,000 to 5,000 vpd per Assistant County Manager Scott Hammerbacher (May 2025). Motorists have been observed going around barricades during bridge closures on Clifton Pond Road, indicating continued demand for the crossing. Three Oaks Engineering prepared an updated detour map in November 2025 to support communications regarding closure routing.

3. Project Advancement and Design Status

3.1 Project Team

The project has transitioned from the initial evaluation phase (Stewart Engineering, 2024) into preliminary design with the following team:

PROJECT OWNER

NCDOT Division 5

Lisa Bullard-Gilchrist, EI

CONSULTANT TEAM

Lochner	*Prime · Roadway Design · Bridge Design · Constructability Review*
VHB Engineering	*Hydraulic Planning Report · Erosion Control · Bridge Hydraulics*
Three Oaks Engineering	*Public Involvement · Planning · IMD (Integrated Mobility Division) Coordination · SHPO Coordination Support*
Schnabel Engineering South	*Geotechnical Dam · Dam Hydraulics*
Dewberry Engineers	*Location and Surveys*
L.E. Wooten & Company	*Utilities*

3.2 Alignment Alternatives

An Existing Substructure Re-Use Report was completed by Stewart Engineering on November 26, 2024 to evaluate whether the existing monolithic concrete piers could be retained to support a new superstructure. The evaluation recommended against retaining the existing substructure, citing the risks of damage to the adjacent upstream dam from construction vibrations during pier widening, uncertainty regarding the condition of the 60-year-old reinforcing steel inside the piers, the existing pier caps (20.5 ft) being too short longitudinally to accommodate cored-slab or box-beam superstructure options without significant widening (approximately 15 ft to reach the 36 ft length required for the proposed superstructure), and limited cost savings relative to full replacement. This finding supports the current direction in which all alternatives under active consideration are full bridge replacements.

Lochner has developed twelve alignment concepts (numbered 1 through 11, plus Concept 6A as a refinement of Concept 6). These concepts have been evaluated against criteria including avoidance of historic resources, archaeological sites, dam proximity, environmental impacts, and constructability. Concept 6A and Concept 11 were recently considered equally viable alternatives, both selected for their reduced potential impacts to the adjacent dams. Concept 6A is at a more advanced design stage, with Functional Plans submitted to NCDOT on November 7, 2025. Concept 11 is at screening-level design. Both have been reviewed by NCDOT cultural resources staff and neither has been eliminated.

Concept 6A: One of Two Alignments Recently Considered Most Viable

The Concept 6A alignment shifts west of the existing dam to avoid historic and archaeological areas and to limit extensive rock excavation on the east side of Clifton Pond Road. Functional plans for Concept 6A have been prepared by Lochner and submitted to NCDOT.

- Approximately 1,575 feet of new roadway corridor with a proposed three-span bridge approximately 515 feet in length (155-205-155 span arrangement) crossing Crooked Creek and the upstream pond area
- Bridge typical section provides a 30-foot clear roadway width (two 11-foot travel lanes with 4-foot paved shoulders). The approach roadway is built to a matching urban-shoulder section, and no extra bridge width is being carried
- Bents in the water are required due to alignment constraints and the need to avoid the upstream dam. The profile grade was raised in early 2026 so the superstructure clears existing ground while also maintaining the existing low chord elevation
- A retaining wall with moment slab is included on the southern approach to manage grade transitions
- Construction cost estimate: $14,000,000 (NCDOT Estimating Management Group, September 10, 2025)

Concept 11: One of Two Alignments Recently Considered Most Viable

Concept 11 was prepared by Lochner in early 2026 as a second viable alternative aimed at avoiding historic resources to the extent feasible. The alignment routes south and east of the existing upstream dam and the historic and archaeological constraint zones (the "yellow areas" described in §4.2), crossing Crooked Creek downstream of the existing bridge before tying back into the surrounding road network. Plan and profile sheets are under internal Lochner development. The alignment has not been formally submitted to NCDOT, and design remains at a screening level.

- Approximately 4,165 feet of new mainline alignment, substantially longer than Concept 6A, designed to a 50 mph mainline design speed, with two short Y-line connectors tying back into the existing roadway network
- Proposed three-span bridge approximately 200 feet in length (60-80-60 span arrangement), located on a portion of the alignment that is roughly 40 feet above the existing creek bed. The longer roadway approach traverses significant grade changes on either side of the creek crossing
- Typical sections match Concept 6A (30-foot clear roadway on the bridge)
- Construction cost preliminarily estimated approximately $4 million lower than Concept 6A
- Cultural resources coordination has not eliminated Concept 11, and the SHPO Effects Meeting (deferred pending funding-path clarity) will inform further evaluation

3.3 Design Progress

- Functional Plans submitted to NCDOT on November 7, 2025. Design was scheduled to progress to 25% plans, incorporating drainage and utility easements

- Right-of-way and construction cost estimates would be prepared for Concept 6A as the alignment progresses through 25% design
- The Hydraulic Planning Report (HPR), prepared by VHB and dated February 10, 2026, was accepted by the NCDOT Hydraulics Unit on February 17, 2026. Comments from NCDOT's preliminary submittal review (January 29, 2026) have been addressed in the final HPR submittal.
- Span arrangement and bridge-over-water configuration have been shared with USACE and NCDEQ DWR for permitting coordination
- An Alternatives Matrix is being maintained to compare the candidate concepts in support of alignment selection
- The project study area was modified in December 2025 to exclude one property owner's parcel, consistent with NCDOT's response to that owner's input
- Field survey is available for the original project study area, which encompasses Concept 6A. The Concept 11 alignment extends beyond the original study area boundary, and preliminary right-of-way and impact information for that portion is currently based on LiDAR data

3.4 Project Schedule and Funding

Anticipated LET Date: February 10, 2032

Schedule Acceleration: Acceleration of the project letting and design was under discussion with NCDOT programming until the funding shortcoming paused further work. An initial project schedule was prepared in August 2025.

Verified Cost (Concept 6A): $14,000,000 (NCDOT Estimating Management Group, September 10, 2025)

The project is within the Division 5 Bridge Replacement Program, the funding capacity of which is constrained by current programming. The project cost exceeds the funding limits of the Division Bridge Replacement Program. As a result, the project would require reprioritization through the State Transportation Improvement Program (STIP), where it would compete with other high-priority projects and could delay funding.

NCDOT Division 5 and Lochner met with the Federal Highway Administration (FHWA) and NCDOT's Structures Management Unit on April 9, 2026 to discuss potential federal funding participation. The project is being advanced consistent with the Categorical Exclusion (CE) pathway to avoid rework if federal funds become available.

Public Meeting: Timing remains under discussion with NCDOT Public Involvement. The mailing area is anticipated from US 401 to Joe Denton Road, with possible meeting venues including the airport, a local school, or a community center.

4. Existing Dams and Historic Resources

4.1 Dam Status Update

Two historic masonry dams sit within the project area: the Upper Dam (Clifton Pond Dam, NC DEQ Dam Safety inventory FRANK-007) immediately west of Bridge No. 99, and the Lower Dam (FRANK-346) at the Clifton Mill site approximately 500 feet downstream. Schnabel Engineering completed a Phase 1 Summary Report on July 12, 2024 and a Phase 2 Dam Condition Evaluation on July 9, 2025. Two project-level outcomes followed:

- **Hazard Reclassification:** In September 2025, NC DEQ Dam Safety reclassified both dams from low to high hazard potential. Phase 2 breach inundation maps inform a draft Construction Emergency Action Plan and anticipated coordination with downstream property owners as the EAP is finalized.
- **Construction Constraints:** The Upper Dam's proximity to the bridge imposes vibration limits and standoff requirements that constrain equipment selection and construction sequencing. Blasting is excluded from the design approach near the upper dam, consistent with the Phase 2 vibration analysis (Schnabel, July 2025).

4.2 Historic and Archaeological Resources

The Clifton House (relocated) and the historic Clifton Mill site are located within the project area and are subject to historic preservation considerations under Section 106 (and Section 4(f) of the U.S. DOT Act if a federal action is established). NCDOT Archaeology Unit field work was conducted on the expanded study area in 2025, and an Archaeology Investigation print was prepared by Lochner, along with an Alignment Concept Map, showing all twelve alignment concepts.

SHPO Effects Meeting: Lochner prepared materials for the SHPO Effects Meeting, including an Archaeology Investigation print and an Alignment Concept Map covering all twelve concepts. The meeting was deferred at the project team's request pending clarity on the project funding path, and a new meeting date has not yet been requested. Section 106 consultation continues with NCDOT cultural resources staff.

Constraint Areas ("Yellow Areas"): Constraint zones (informally referenced as "yellow areas" on project exhibits) representing cultural, archaeological, and historic resource sensitivity have been mapped across the project area. Preliminary right-of-way limits will be drawn with appropriate buffer so that anticipated project impacts can be compared against the constraint mapping and the resource boundaries can be refined where appropriate. Avoidance and/or minimization of impacts is necessary for Section 106 compliance (and Section 4(f) compliance if a federal action is established), and construction and demolition vibrations must be minimized around Bridge No. 99 to protect the adjacent dams.

Section 106 / MOA: Section 106 consultation will be required regardless of funding source. Even under a state-funded path with a Minimum Criteria Checklist, an MOA is anticipated. A typical MOA process takes approximately one year. Funding-path confirmation will inform the timing of MOA initiation.

4.3 Environmental Agency Coordination

NCDOT Project Planning and Environmental staff have coordinated with the U.S. Army Corps of Engineers (USACE) and NCDEQ Division of Water Resources (NCDEQ DWR) regarding the continued planning and design of the alignments under active consideration (Concept 6A and Concept 11). Information on the historic Clifton House and Clifton Mill site, the Clifton Pond Dams, and the proposed span arrangement requiring bents in the water has been shared with these agencies for permitting coordination. Additional project information will be transmitted as the alignment selection progresses.

On the federal documentation question, the project is currently being advanced consistent with the Categorical Exclusion (CE) pathway, even though the project is currently state-funded, in order to preserve flexibility if FHWA participation is added later. A Minimum Criteria Checklist remains a possible alternative pathway if funding is confirmed to remain entirely state.

5. Stakeholder Coordination and Community Impacts

5.1 Fire Department Impacts

Meeting: April 10, 2025 at Bunn Volunteer Fire Station #2

Attendees included representatives from Bunn Fire Department (BFD), Youngsville Fire Department (YFD), Franklin County Emergency Services Fire Marshal, NCDOT Division 5, Lochner, and Three Oaks Engineering. Key findings:

- The 7-ton weight limit prohibits fire trucks from crossing Bridge No. 99
- Five nearby fire stations assist via mutual aid agreements: BFD Stations #1 and #3, YFD Station #2, Louisburg Fire Station, and Justice Fire Station #1
- Dispatchers must manually reprogram emergency routing, which takes additional time
- Homeowner insurance rates are affected by proximity to fire stations (5-mile radius for lower rates per ISO rating)
- BFD is pursuing a 4th station near Triangle North Executive Airport at the 1638 McWilder Rd area
- Per BFD: $2.2 million estimated cost for a permanent station and $600,000 for a temporary setup (property rental, grading, two metal structures)
- Per BFD: New fire truck cost $900,000 to $1,000,000 with a 3-year procurement timeline
- Fire department requested that NCDOT explore whether funding mechanisms exist to support a temporary station during construction. NCDOT acknowledged the request, and no funding commitment has been made
- Changes to station districts are difficult and require North Carolina Office of State Fire Marshal (OSFM) coordination, review, and approval
- Fire department raised the option of allowing emergency-personnel-only access across Bridge No. 99 once it is permanently closed, to support volunteer response times. Stronger physical closure measures will be needed at permanent closure to prevent unauthorized crossings (motorists are currently bypassing the barricades during temporary closures).

5.2 EMS Impacts

Meeting: May 5, 2025, EMS and Schools Coordination Meeting

EMS has experienced increased response times of three to five minutes in the southern area of the project since the bridge closure. Current interim measures:

- One ambulance stored at a temporary facility at Triangle North Executive Airport
- Two ambulances stationed in downtown Bunn
- New EMS station near Franklin Middle School completed October 2025, funded by ARPA. The facility provides two drive-through bays and can hold four emergency vehicles.
- EMS prefers using US 401 and NC 98 for response (Joe Denton Road not as reliable)
- Potential for fire department and EMS to coordinate vehicle storage at each other's stations. The decision rests with the County Manager

5.3 School Transportation Impacts

School buses have already been rerouted to avoid Clifton Pond Road following the bridge closure. The Franklin County school transportation system has classified Clifton Pond Road as a "non-travel" road due to limited driveways, sharp curves, steep grades, and no suitable turnaround locations for buses.

Key facts from the May 5, 2025 meeting:

- Prior to closure, one bus used Clifton Pond Road daily (two buses total) as a cut-through, adding approximately 20 minutes to routes due to detour
- No currently enrolled students live on Clifton Pond Road
- Full-sized school buses weigh a minimum of 15 tons (bridge posting is 7 tons)
- If a new student enrolls on Clifton Pond Road, alternatives include KARTS shuttle, school transportation van, or establishing a pickup location off Clifton Pond Road
- The Franklin County school transportation office is the point of contact for school transportation enrollment updates

5.4 County Manager Coordination

Meeting: May 23, 2025 at the Office of Scott Hammerbacher, Assistant County Manager

Key outcomes from the County Manager's office meeting:

- County management coordination is necessary for items involving both fire and EMS
- The new EMS station is not built to house a fire truck and may not accommodate fire truck turning radius
- Fire departments fund their own infrastructure. Concerns were raised regarding the number of trucks needed, parking, and related needs.
- County owns additional property at the industrial park that could be utilized

- County requested advance notice of any closure action and updated detour routes to support advance communications to residents and emergency services
- Three Oaks Engineering subsequently developed a project detour map to support county and stakeholder communications

5.5 Property Owner Concerns

Jeff Putnam (855 Clifton Pond Road) formally responded to NCDOT's request for input in February 2024. His primary concern is that NCDOT would re-route Clifton Pond Road through his property. Mr. Putnam prefers repair/replacement at the current location and does not want the study area to encompass his property. NCDOT has indicated that the project is not currently designed to encroach onto his property, and the study area was modified in December 2025 to exclude his parcel.

NCDOT Division 5 is coordinating directly with the property owner to provide a project update, consistent with the project's environmental and cultural resource consultation requirements.

6. Area Development and Growth Context

The area surrounding Bridge No. 99 is experiencing significant growth and development that amplifies the urgency of the bridge replacement:

- Triangle North Franklin Business Park: 200-acre development-ready site approximately 1.5 miles north of Bridge No. 99
- Triangle North Executive Airport: Houses 140 planes with a waitlist of 200+ (per Franklin County Assistant County Manager, May 2025). Runway expansion is planned with construction expected in 2028. Planning scenarios include realignment of Airport Road, with Sam Horton Road potentially rerouted or dead-ended.
- New charter school with 1,200 students planned at the intersection of US 401 and Flat Rock Church Road
- Several large subdivisions (100+ lots) under construction and/or review near NC 98 and Clifton Pond Road
- Water and sewer line extensions being evaluated for the business park
- US 401 recently widened, with rapid growth expected along the corridor
- Franklin County Planning estimates approximately 1,500 structures and nearly 4,000 people impacted by potential permanent closure for fire emergency response

7. Utilities

Wake Electric Membership Corporation power lines cross the bridge diagonally and will likely require relocation. Brightspeed telecommunications infrastructure crosses Clifton Pond adjacent to the bridge, possibly installed next to the upstream dam. Charter Communications is also present in the area. Existing utility data is preliminary. Formal utility coordination, including Subsurface Utility Engineering

(SUE) data collection at the appropriate quality level and direct outreach to each utility owner, will be initiated by L.E. Wooten & Company upon alignment selection and as the project progresses through 25% design. Relocation scope, timing, and reimbursable cost responsibility will be confirmed at that stage.

8. Conclusions and Risks

8.1 Closure Determination

Original Finding: Permanent closure of Bridge No. 99 is not feasible given the high impacts indicated by local stakeholders.

Updated Finding: This determination remains unchanged: the bridge must be replaced. Rapid local growth, fire and EMS response time impacts, school transportation needs, and community connectivity requirements all support replacement. NCDOT Division 5 is poised to continue with the design of a replacement structure once the funding mechanism has been identified.

8.2 Key Risks and Challenges

- **Funding and Environmental Path:** Project funding remains the single largest risk and drives the environmental documentation pathway.
- **Section 106 and Cultural Resources:** Section 106 consultation is required regardless of funding source, with an MOA anticipated. Historic and archaeological resources, together with the Upper Dam's high-hazard reclassification, constrain alignment options and near-bridge construction methods.
- **Property Owner Coordination:** Property owner coordination requires care given the adjacent cultural resources and dam constraints. Coordination is ongoing and includes sharing information about the adjacent cultural resources.
- **Design Data and Hydraulic Uncertainty:** Preliminary right-of-way and impact information beyond the original study area is based on LiDAR. Field survey is on hold pending the outcome of funding-path discussions, and detailed hydraulic profile work is similarly on hold pending alignment selection.
- **Bridge Condition and Continued Deterioration:** The January 2026 routine inspection classified the bridge as Poor. A Priority Action Request has been filed and inspection frequency reduced from 24 to 12 months.
- **Community Impact During Closure:** Bridge closure adds three to five minutes to fire and EMS response times in portions of the service area.

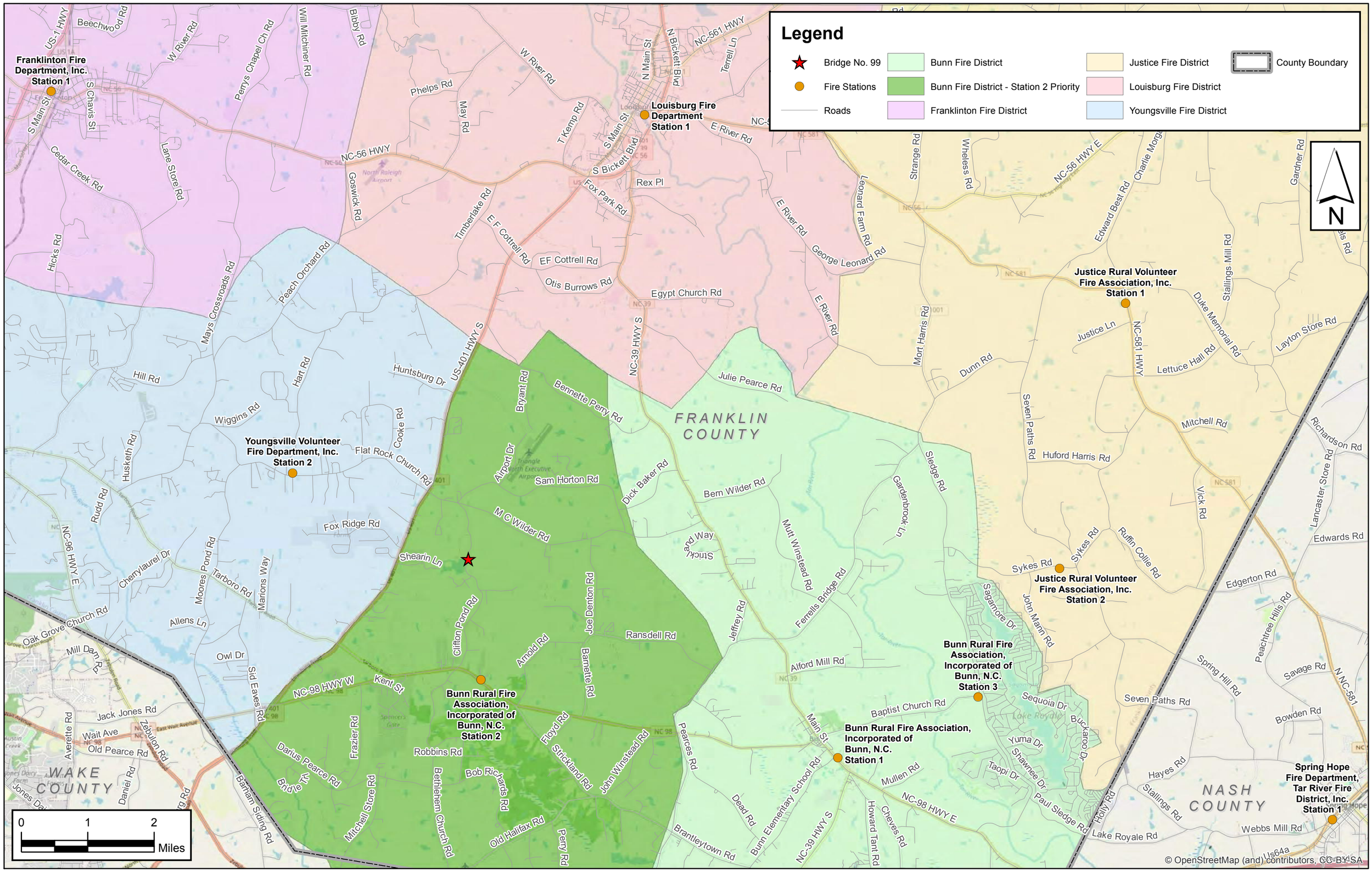
Appendix: Reference Documents

The following documents were reviewed in the preparation of this updated evaluation.

March 21, 2024	Bridge Removal or Closure Evaluation Technical Memorandum *Stewart Engineering*
July 12, 2024	Phase 1 Summary Report: Assessment of the Clifton Pond Dams *Schnabel Engineering*
November 26, 2024	Existing Substructure Re-Use Report for Bridge No. 99 *Stewart Engineering*
January 30, 2025	Routine Element Bridge Inspection Report (Structure No. 340099) *NCDOT*
April 10, 2025	Fire Department Meeting Minutes *Three Oaks Engineering*
May 5, 2025	EMS and Schools Coordination Meeting Summary *Three Oaks Engineering*
May 23, 2025	Franklin County Assistant County Manager Meeting Summary *Lochner*
July 9, 2025	Phase 2 Summary Report: Dam Condition Evaluation of the Clifton Pond Dams *Schnabel Engineering*
November 7, 2025	Concept 6A Functional Plans *Lochner*
January 22, 2026	Routine Element Bridge Inspection Report (Structure No. 340099) *NCDOT*
February 10, 2026	Hydraulic Planning Report (HPR) for SF-340099 / BP5.R033 *VHB*

Attachment F

Fire Station Service Area Map for Franklin County


Legend
Bridge No. 99
Fire Stations
Roads
Bunn Fire District
Bunn Fire District - Station 2 Priority
Franklinton Fire District
Justice Fire District
Louisburg Fire District
Youngsville Fire District
County Boundary
N
Franklinton Fire Department, Inc. Station 1
Louisburg Fire Department Station 1
Justice Rural Volunteer Fire Association, Inc. Station 1
Youngsville Volunteer Fire Department, Inc. Station 2
Justice Rural Volunteer Fire Association, Inc. Station 2
Bunn Rural Fire Association, Incorporated of Bunn, N.C. Station 3
Bunn Rural Fire Association, Incorporated of Bunn, N.C. Station 2
Bunn Rural Fire Association, Incorporated of Bunn, N.C. Station 1
Spring Hope Fire Department, Tar River Fire District, Inc. Station 1
FRANKLIN COUNTY
WAKE COUNTY
NASH COUNTY
US-1 HWY
Beechwood Rd
W River Rd
Perrys Chapel Ch Rd
Will Mitchiner Rd
Bibby Rd
S Main St
S Chavis St
Cedar Creek Rd
Lane Store Rd
Hicks Rd
NC-56 HWY
Goswick Rd
Phelps Rd
May Rd
T Kemp Rd
N Main St
N Bickett Blvd
NC-561 HWY
Terrell Ln
S Bickett Blvd
E River Rd
Rex Pl
Fox Park Rd
Timberlake Rd
EF Cottrell Rd
Otis Burrows Rd
Egypt Church Rd
NC-39 HWY S
George Leonard Rd
Leonard Farm Rd
Strange Rd
Wheless Rd
NC-56 HWY E
Edward Best Rd
Charlie Morgan Rd
Gardner Rd
Stallings Mill Rd
Duke Memorial Rd
Layton Store Rd
Justice Ln
NC-581 HWY
Lettuce Hall Rd
Dunn Rd
Mort Harris Rd
Seven Paths Rd
Huford Harris Rd
Mitchell Rd
Richardson Rd
Lancaster Store Rd
Edwards Rd
Vick Rd
Ruffin Collie Rd
Sykes Rd
Edgerton Rd
Peachtree Hills Rd
Spring Hill Rd
Savage Rd
N NC-581
Bowden Rd
Seven Paths Rd
Sequoia Dr
Buckaroo Dr
Yuma Dr
Shawnee Dr
Taopi Dr
Paul Sledge Rd
Holly Rd
Hayes Rd
Stallings Rd
Webbs Mill Rd
Lake Royale Rd
Us64a
Sagamore Dr
John Mann Rd
Alford Mill Rd
Baptist Church Rd
Mullen Rd
NC-98 HWY E
Howard Tant Rd
Cheves Rd
Brantleytown Rd
Dead Rd
Bunn Elementary School Rd
NC-39 HWY S
Main St
Pearces Rd
Sledge Rd
Gardenbrook Ln
Mutt Winstead Rd
Ferrells Bridge Rd
Jeffrey Rd
Strickland Way
Bern Wilder Rd
Dick Baker Rd
Julie Pearce Rd
Bennette Perry Rd
Bryant Rd
Airport Dr
Sam Horton Rd
M C Wilder Rd
Shearin Ln
Fox Ridge Rd
Flat Rock Church Rd
Cooke Rd
Huntsburg Dr
US-401 HWY S
Hart Rd
Hill Rd
Mays Crossroads Rd
Peach Orchard Rd
Wiggins Rd
Husketh Rd
Rudd Rd
NC-96 HWY E
Cherrylaurel Dr
Moores Pond Rd
Tarboro Rd
Marions Way
Allens Ln
Owl Dr
Oak Grove Church Rd
Mill Dam Rd
Sid Eaves Rd
NC-98 HWY W
Kent St
Clifton Pond Rd
Arnold Rd
Joe Denton Rd
Barnette Rd
Ransdell Rd
Robbins Rd
Darius Pearce Rd
Bridle Trl
Frazier Rd
Floyd Rd
John Winstead Rd
Bethlehem Church Rd
Mitchell Store Rd
Old Halifax Rd
Perry Rd
Bob Richards Rd
Barham Siding Rd
Jack Jones Rd
Wait Ave
Old Pearce Rd
Averette Rd
Zebulon Rd
Daniel Rd
Jones Dairy Rd
0
1
2
Miles
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Attachment G

EMS and Schools Coordination Meeting Minutes

December 2025

Meeting Summary

Subject: EMS and Schools Coordination Meeting, BP5.R33 (Franklin Bridge 99), Replace Bridge 99 on Clayton Pond Road over Crooked Creek, Franklin County

Date: May 5th, 2025, from 2:00pm-3:00pm

Location: Franklin County School Administration Building B, 53 West River Road, Louisburg, NC

Attendees:
Nicholas Thorpe - Emergency Management
Chris Tyson – Franklin County School Transportation Director
Dr. Larranda Spivey – Franklin County School Auxiliary Services Director
Scott Parrish – EMS Deputy Director
Chris Murray – NCDOT Division 5
Dennis Jernigan – HW Lochner
Craig Young – Three Oaks Engineering
Liz Workman – Three Oaks Engineering

Purpose of the meeting:
To provide general project information, a brief historical summary of the project site, and to document concerns from the Franklin County emergency services and school transportation departments that serve the area.

Project Information:
Bridge No. 99 is currently closed to traffic and is being repaired by NCDOT. When the bridge reopens, the posted weight limit is expected to decrease to 7 tons, which will prohibit the crossing of fire trucks, school buses, and other large vehicles that typically exceed this reduced weight limit. Furthermore, the bridge will be reassessed by NCDOT in August 2025 during its bi-annual inspection and is likely to close permanently due to deteriorating conditions. The LET date for this bridge replacement project is 2031. NCDOT is pursuing acceleration of the project letting and seeking input for possible ways to maintain community services in the area during the bridge closure.

Discussion:
The meeting began with introductions and a slide show presentation, which gave an overview of the condition of the existing bridge as well as some of the challenges to selecting an alignment and building a replacement structure.

<u>EMS Concerns:</u>
EMS has similar concerns to those expressed by the Bunn Fire Department during a previous meeting in April. The recent bridge closure has increased response times by three to five minutes in the southern area of the project. (This appears to be reverse of the fire departments' resources). One ambulance is stored at a temporary facility at the Triangle North Executive Airport and two ambulances are stationed in downtown Bunn. The temporary facility will be used until the new station near Franklin Middle School is completed in October 2025. The new facility will provide two drive-through bays that hold four emergency vehicles. There may be opportunities for the fire department and EMS to coordinate vehicle storage at each other's stations. EMS Director Matt Matthews, who was not able to attend this meeting, may have more information on shared usage policies.

Joe Denton Road travels north and south and is located just east of Clifton Pond Road. Traveling on Joe Denton Road is not as reliable as US 421 and NC 98. EMS prefers using US 401 and NC 98.

School Transportation Concerns:

School buses have already been rerouted to avoid Clifton Pond Road and the recent bridge closure. There are no suitable turn-around locations for buses on Clifton Pond Road (due to the limited driveways, sharp curves, and steep grades). Because of this, the school transportation system has classified Clifton Pond Rd. as a "non-travel" road (e.g., school cannot provide transportation). Prior to the bridge closure, one bus used Clifton Pond Road daily while two buses used Clifton Pond Road as a cut-through. The one bus that used Clifton Pond Road daily has added approximately 20 minutes of travel time to their route due to the bridge closure.

There are currently no pickup locations along Clifton Pond Road. Students can enroll in the Franklin County School System and begin using transportation services within 2 to 3 days. Therefore, bus routes change frequently depending on enrollments. If a new student moves to Clifton Pond Road and enrolls in a public school, a school bus would not be available to them at this time. It may be possible to establish a pickup location that is not on Clifton Pond Road. There might be other opportunities with special circumstances, like a school transportation van or the Kerr Area Transportation Authority (KARTS) shuttle, that can be investigated if needed. There are restrictions for pre-K to 2nd graders using school transportation services. The pre-K to 2nd graders must have an adult present for pickup/drop off at the bus stop.

Full sized school buses weigh a minimum of 15 tons.

Barbara Bartholomew is the best contact for school transportation needs. She can relay any information about new student enrollments in the area to NCDOT.

A new housing development could potentially provide space for a bus to turn around. Liz will contact the local planner for updates on new residential developments on Clifton Pond Road.

Action Items:

- Liz will contact the local planner for updates on new residential developments on Clifton Pond Road
- Matt Matthews may have more information on shared usage policies between the fire department and EMS

Attachment H

Phase 1 Summary Report – Baseline Assessment of Clifton Pond Dams

July 2024

PHASE 1 SUMMARY REPORT

Assessment of the Clifton Pond Dams
Replacement of Bridge No. 99 over Crooked Creek on Clifton Pond Road (SR 1103)
North Carolina Department of Transportation GEU
Franklin County, North Carolina

WBS No. 17BP.5.R.33
TIP No. SF-340099
Project ID 44441

Schnabel Reference No. 24210008.000
July 12, 2024

PHASE 1 SUMMARY REPORT

Assessment of the Clifton Pond Dams
Replacement of Bridge No. 99 over Crooked Creek on Clifton Pond Road (SR 1103)
North Carolina Department of Transportation GEU
Franklin County, North Carolina

Schnabel Reference No. 24210008.000
July 12, 2024

NORTH CAROLINA PROFESSIONAL SEAL 036646 ENGINEER JONATHAN M. PITTMAN

DocuSigned by:
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07/18/2024

Jonathan M. Pittman, PE
NC Professional Engineer No. 036646

NORTH CAROLINA LICENSED SEAL 2751 GEOLOGIST DAVID M. CARPENTER

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07/22/2024

David M. Carpenter, PG
NC Professional Geologist No. 2751

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July 12, 2024

Mr. Matthew J. Alexander, PE
State Geotechnical Engineer
Geotechnical Engineering Unit (GEU)
North Carolina Department of Transportation
1589 Mail Service Center
Raleigh, NC 27699-1589

Subject: **Summary Report for the Phase 1 Assessment of the Clifton Pond Dams for the Replacement of Bridge No. 99 over Crooked Creek on Clifton Pond Road (SR 1103)**
County: Franklin
WBS No.: 17BP.5.R.33
TIP No.: SF-3400099
Project ID: 4441
Schnabel Reference No.: 24210008.000

Dear Mr. Alexander:

SCHNABEL ENGINEERING SOUTH, P.C. (Schnabel) is pleased to submit this Phase 1 Summary Report for the above referenced project. This study was performed in accordance with Schnabel's proposal dated April 4, 2024, and in accordance with the Limited Services Agreement, Contract No. 7000022014, made and entered into on January 23, 2023, by and between the North Carolina Department of Transportation (NCDOT) and Schnabel.

We appreciate the opportunity to be of service for this project. Please call the undersigned if you have any questions regarding this report.

Sincerely,

SCHNABEL ENGINEERING SOUTH, P.C.

Jared Crenshaw, PG
Project Manager / Senior Geologist

JMP:DMC:GE

Distribution (via electronic mail):
NCDOT Geotechnical Engineering Unit
Attn: Neil T. Roberson, LG, David L. Teague, PE, and Thomas G. Santee, PE

PHASE 1 SUMMARY REPORT
ASSESSMENT OF THE CLIFTON POND DAMS
REPLACEMENT OF BRIDGE NO. 99 OVER CROOKED CREEK ON CLIFTON POND ROAD (SR 1103)
NORTH CAROLINA DEPARTMENT OF TRANSPORTATION
FRANKLIN COUNTY, NORTH CAROLINA

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1.0 BACKGROUND

The North Carolina Department of Transportation (NCDOT) is considering the replacement of Bridge No. 99 over Crooked Creek on Clifton Pond Road (SR 1103) in Franklin County. The existing bridge is located immediately downstream of Clifton Pond Dam, a stacked masonry structure identified as FRANK-007 in the NC Dams Inventory. The dam, which was reportedly constructed in 1890, has a maximum structural height of about 11 feet, a crest length of about 180 feet, and a crest width of up to about 9 feet. In addition to Clifton Pond Dam (FRANK-007), there is another stacked masonry dam, of similar age and dimensions, located about 500 feet downstream (east) of Clifton Pond Dam. These dams are referred to herein as the Upper and Lower Dams, respectively. The dams are exempt from regulation by the North Carolina Division of Environmental Quality, Dam Safety (NC DEQ Dam Safety). Based on Schnabel's discussions during a meeting with representatives of the NCDOT Geotechnical Engineering Unit (GEU) on February 23, 2024, Schnabel understands that the NCDOT GEU is concerned about potential impacts to the dams from ground borne vibrations that could occur during the proposed removal of the existing bridge and construction of the replacement bridge. During that meeting, the project team agreed to implement a phased approach for the evaluation of the dams and the development of associated recommendations to mitigate impacts to the dams during the existing bridge removal and replacement bridge construction.

2.0 SCOPE OF SERVICES

The assessment of the dams and associated activities was divided into two phases, as detailed in the Request for Proposal (RFP) for Geotechnical Services and as discussed with the NCDOT GEU during the meeting on February 23, 2024. This summary report is limited to the Phase 1 study, as defined in the RFP. A separate report for the Phase 2 assessment will be prepared upon completion of Phase 2.

Schnabel's scope of services for this Phase 1 study is detailed in the proposal dated April 4, 2024, and it included a visual inspection of the dams and surrounding areas (Task 1), ground penetrating radar (GPR) assessment along accessible portions of the dam(s) (Task 1), a baseline vibration monitoring study (Task 2), and development of this summary report and associated recommendations for the Phase 2 assessment (Task 3). These services were performed under the direct supervision of experienced Professional Engineers and Geologists licensed in the State of North Carolina. The dam engineering services required for this Phase 1 study were performed under the direct supervision of Jonathan Pittman, PE. The geophysical and vibration monitoring services required for this Phase 1 study were performed under the direct supervision of David Carpenter, PG. Both Mr. Pittman and Mr. Carpenter are pre-qualified by the NCDOT for these respective service areas.

3.0 VISUAL INSPECTION OF DAMS (TASK 1)

Prior to any of the Task 1 and Task 2 site activities, Schnabel prepared and mailed property owner notifications in accordance with NCDOT requirements. There was no interaction with the property owners during this work.

Jonathan Pittman, PE, Graham Elliott, PE, and Nathan Smith, PE of Schnabel visited the site on April 30, 2024 to observe the condition of the exposed portions of the Upper Dam and bridge and the Lower Dam. The weather at the time of the site visit was sunny and clear with temperatures ranging from about 65 °F at the beginning of the site visit (9 AM) to about 80 °F at the end of the site visit (12:30 PM). The water levels in the ponds at the time of the site visit were at their normal water level with less than about one

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inch of flow over the normal overflow sections of both dams. Key observations from Schnabel's site reconnaissance are presented in the following sub-sections. Select color photographs taken during the site reconnaissance are included on the photograph log in Appendix A.

3.1 Upper Dam (Clifton Pond Dam) and Bridge

The Upper Dam, Clifton Pond Dam, is a stacked masonry structure with a maximum height of about 10.5 feet near the right end of the structure at the normal overflow section, which is about 10 feet wide (left to right). The height of the dam tapers to about 3 to 4 feet at its ends. The majority of the rest of the length of the dam has a crest elevation that appears to be within a few inches of this normal overflow section. There are "non-overflow" sections at either end of the dam that are about 2 feet higher in elevation than the main body of the dam. Beyond either end of the "non-overflow" sections at the abutment contacts, the ground surface in these areas is lower than the crest of the "non-overflow" sections, likely worn down over time by foot traffic. Based on probing in the reservoir, the crest width of the main body of the dam is about 9 feet, while the crest width of the "non-overflow" sections is about 5 feet. Schnabel observed what appeared to be a thin concrete cap along some areas of the crest of the dam. The crest typically slopes down several inches in the upstream direction. Heavy vegetation growth, particularly at the "non-overflow" sections and at several areas along the main body of the dam, obscured close observation of these areas.

Schnabel could not confirm the full cross section of the masonry structure. No mortar was observed in exposed areas, and a rod could be inserted between stones up to 36 inches into the dam from the downstream face. The size of the stones in the dam varied but typically consisted of rectangular blocks ranging in length from 1 to 5 feet and varying in height and depth (upstream to downstream) from about 6 to 12 inches. Significant leakage was observed throughout the dam with the majority of the leakage above the apparent sediment level (see discussion below). Schnabel observed some apparent bowing/bulging and tilting of the downstream face of the dam at and near the normal overflow section.

Schnabel did not observe undermining or scour of the bedrock at the downstream toe of the dam, though some areas were obscured by tailwater, which was up to about 2.5 feet deep near the normal overflow section. The dam appears to be founded directly on very strong to extremely strong, fresh, coarse grained crystalline granite with massive to widely-spaced fractures. Reference to the NCDOT Structure Subsurface Investigation Report for Bridge No. 99 on SR 1103 over Clifton Pond (Project Reference No. 17BP.5.R.33), dated December 2020, confirms the presence of fresh, very hard granite with very wide fracture spacing and Rock Quality Designation (RQD) values of 100 percent, core recoveries of 100 percent, and a Geological Strength Index (GSI) in the range of 95 to 100 (see logs for Borings B2-A and EB2-B).

Based on probing in the pond upstream of the dam, the depth of sediment near the mid-point of the dam varies from about 4 to 5 feet below the normal pool level of the pond. Sediment has accumulated up to the normal pool level at the left end of the dam. Schnabel did not measure the depth to sediment at the normal overflow section near the right end of the dam due to safety considerations.

While Schnabel did not perform a detailed structural inspection of the bridge, observations were made of its general condition and select measurements by tape were made to support this assessment. The bridge comprises 6 spans and 7 substructure units. End Bent 1 (EB-1) is located at the southern end of the bridge, and End Bent 2 (EB-2) is located at the northern end of the bridge. The bridge superstructure

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comprises steel girders with 8 girder lines that are connected with steel diaphragms. The substructure units are alternating in type. Each end bent is a concrete abutment founded on rock. There are three concrete piers founded directly on rock, and these piers alternate with two steel pile “crutch bents” with concrete spread footings bearing directly on rock. The steel piles (columns) appeared to be HP12x53 sections (or similar), and they were cross-braced with L3x2-1/2 angles. The steel piles are embedded within concrete spread footings that bear directly on rock; the intermediate bent 4 (IB-4) footing had a width of 31 inches. The concrete pier for IB-5 had a base width of approximately 4.5 feet. The concrete bridge piers and spread foundations appeared to be in generally good condition, with no apparent undermining or bedrock scour observed in exposed areas. Note that the edge of the spread footing for IB-4 is only 33 inches offset from the downstream face of the Upper Dam. The bridge deck appeared to be in overall poor condition, with multiple asphalt patches and significant transverse cracking.

3.2 Lower Dam

As previously indicated, the Lower Dam is located about 500 feet downstream (east) of the Upper Dam and bridge. Based on field measurements, the Lower Dam has a maximum height of about 15 feet near the right end of the dam at the normal overflow section. The dam has a crest width of about 3 feet along the majority of its length. The downstream face of the dam is close to vertical but appears to have a slight batter. Based on probing below the water line in accessible areas, the upstream face of the dam is apparently stepped. While Schnabel could not observe steps, two steps within a few feet of the water line were measured, each about 6 inches deep and 12 inches high.

The dam is made of stacked masonry. The exposed faces of the dam, including the downstream face of crest, consisted of mortared stone, which overall appeared to be in good condition. A damaged section of the dam near its left end exposed the interior of the dam, which appears to consist of rubble stone with no mortar. This type of masonry construction, mortared stone faces and rubble masonry interior with limited or no mortar, was a common dam construction technique in the late 1800s and early 1900s. At the location of the damaged section, there is a mortared stone masonry “beam” on the downstream side of the crest. While not a critical structural member to the overall structural integrity of the dam, Schnabel notes that this condition is a safety concern for personnel traversing the crest of the dam.

During the inspection, some leakage was observed through the downstream face of the dam, though the leakage through the Lower Dam is significantly less than that observed at the Upper Dam, which is to be expected based on the differing construction methods. However, more significant leakage was observed at the damaged section of the dam where some portion of the dam cross section has been lost.

Schnabel did not observe undermining or bedrock scour at the downstream toe of the dam, though some areas were obscured by tailwater. The dam appears to be founded directly on granite, similar to the Upper Dam.

Old mill infrastructure was observed on the left abutment of the dam, and the damaged section observed near the left end of the dam may have been intentionally damaged to remove some mill infrastructure.

Schnabel did not use a raft in the pond at the Lower Dam due to safety concerns. Therefore, no evaluation of sediment depths was performed.

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4.0 GROUND PENETRATING RADAR (GPR) ASSESSMENT (TASK 1)

On April 30, 2024, Schnabel conducted a non-invasive geophysical assessment to aid in the determination and estimation of the internal dam structure and further understand the existing dam construction. A limited GPR investigation was performed on accessible areas of the crest and downstream face of both dams using both a 400 and 2,700 Mhz antenna. Schnabel collected data along linear traverses across the areas in two directions, where possible. Significant portions of both dams were inaccessible due to water exiting the face of the dams, water overtopping the dam crests, or considerable vegetation.

The GPR system sends and receives short-duration pulses of electromagnetic energy that penetrate the subsurface. A portion of this energy reflects off subsurface changes, returns to the surface, and is detected by the system. The GPR system displays the received energy in a two-dimensional cross-section of the subsurface, with time as the vertical axis. The time for how long the signal takes to travel into the subsurface, reflect, and come back to the receiver, is measured in nanoseconds (nS). Due to the size of the stones used in the masonry dams and the presence of air and water pockets in both dams, the penetration depth of both antennas was limited. Schnabel processed the data using the software Radan and prepared a two-dimensional figure (Figure 6.1-1).

5.0 BASELINE VIBRATION MONITORING STUDY (TASK 2)

During the initial monitoring period from April 29 to May 31, 2024, four seismographs were utilized to assess the existing vibration levels (expressed as Peak Particle Velocities, PPV) to which the historical stone masonry dams are currently exposed. See the Seismograph Location Plan included as Figure B-1 in Appendix B for the approximate location of the seismographs. Table 6.1 summarizes the serial numbers and locations of the seismographs utilized for this study:

Table 6.1: Seismograph Serial Numbers and Approximate Locations

Seismograph	Location		
	General	***Northing***	***Easting***
UM17397	North (Left) End of Upper Dam	819741.7469	2193105.944
UM17398	South (Right) End of Upper Dam	819615.4964	2193070.634
BE10638	North (Left) End of Lower Dam	819983.2914	2193469.127
BE12043	South (Right) End of Lower Dam	819874.2585	2193547.361
*Locations are provided in US State Plane NAD83 / North Carolina format (US survey feet)			

Each vibration monitoring station consisted of an Instantel®-manufactured MiniMate Plus™ or Micromate™ seismograph, geophone, and solar charging setup. These units record ground vibrations from 0.005 to 10 inches per second (in/sec) at 2 to 100 Hertz (Hz.) on three orthogonal channels. Each channel is sampled at 1,024 times per second. The channels are arranged at right angles to yield a complete time history of the motion. Calibration certificates for the seismographs are provided in Appendix B.

The seismographs are programmed to record the peak vibration level every 5 minutes for 24 hours daily and generate a histogram report. The Micromate seismographs were programmed to “Auto Call Home,” which allows the unit to communicate with the modem and remotely send data to Schnabel’s server.

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The geophones for the two stations closest to Bridge No. 99, near the Upper Dam, were installed directly on the exposed bedrock using plaster of Paris and/or epoxy. Both stations were equipped with a modem to allow for remote data download. The geophones for the two stations furthest from Bridge No. 99, near the Lower Dam, were buried and coupled to the soil via three metal spikes. Due to the thickness of the surrounding foliage, neither of these stations received enough solar power to equip a modem. A maintenance trip was conducted on May 17, 2024, to download the data from the units that could not be equipped with a modem, to check the battery levels of all the units, and ensure units were operating properly.

Units UM17397, UM17398, and BE10638 were installed on April 29, 2024, and Unit BE12043 was installed on April 30, 2024. No data were reported on May 5, 15, and 16 by Units UM17397 and UM17398 due to an issue with the “Auto Call Home” function. The data for BE12043 on May 2 and 24, 2024 were edited to remove improbably high daily PPV on the order of 4.44 in/sec and 9.03 in/sec, respectively. The improbable peaks were replaced with the next highest PPV for analysis. The vibration monitoring stations were uninstalled on June 3, 2024.

6.0 SUMMARY OF MAJOR FINDINGS

6.1 Conditions of Dams and GPR Findings

The dams were in overall fair condition considering their age. The Upper Dam is stacked masonry with no indications of mortar in the exposed portions of the structure. Significant leakage was observed at the Upper Dam and some deformation of the structure (bulging and tilting of the downstream face) was apparent. The crest width of the Upper Dam, which was previously reported as 4 feet, is actually up to 9 feet, resulting in a height to width ratio near or less than 1:1. The dam and bridge downstream appear to be founded on very strong massive granite bedrock with no apparent scour or undermining observed.

No significant structural issues were observed at the Lower Dam beyond the damage observed near the left end of the dam. The mortared stone masonry appears to be in generally good condition and leakage through the dam is much less than that for the Upper Dam. The cross section of the dam is unknown, but it is presumed that the stepped upstream face continues with depth likely resulting in a base width similar to the height.

The GPR data is consistent with the visual observations of the Upper and Lower Dams. Figure 6.1-1 displays annotated example GPR profiles from the Upper and Lower Dams. The example profiles from the dam crest and face for the Upper Dam display areas of potentially loosely stacked stones and probable void space and/or water between the stacked stones. The example profiles from the dam crest and face for the Lower Dam display more consistent material likely consisting of mortared stones near the outside of the dam face and crest and potentially a zone of rubble fill materials within the dam.

6.2 Background Vibrations

Schnabel found that the average daily peak vibrations at the site were consistently low. Based on the results of the remote background vibration monitoring conducted from April 29 to May 31, 2024, the average PPV during the background monitoring period ranged from 0.003 to 0.083 in/sec. It should be noted that these PPV are at the lower end or below the seismographs’ detectable threshold. The highest vibration level recorded during the preliminary monitoring period was 0.495 in/sec at a frequency greater than 100 Hz, recorded by Unit BE12043 on the south (right) end of the Lower Dam on May 7, 2024.

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Based on the high-frequency content of the event and that the event was only recorded on one of the seismographs, there is a high likelihood this was related to a small, isolated source very close to the seismograph such as a horse or human using the trail adjacent to the monitoring station or a nearby tree branch falling to the ground.

Figure 6.2-1 below displays the highest reading recorded at each location for each day during the preliminary monitoring period. Copies of the individual vibration histograms collected during the initial monitoring period can be provided upon request by NCDOT. It is of note that the average PPV for the seismograph units UM17397 and UM17398, which were closest to Bridge No. 99, had on average a lower daily PPV and generally lower peak frequencies than units BE10638 and BE12043, which were installed further away from the bridge at the Lower Dam.

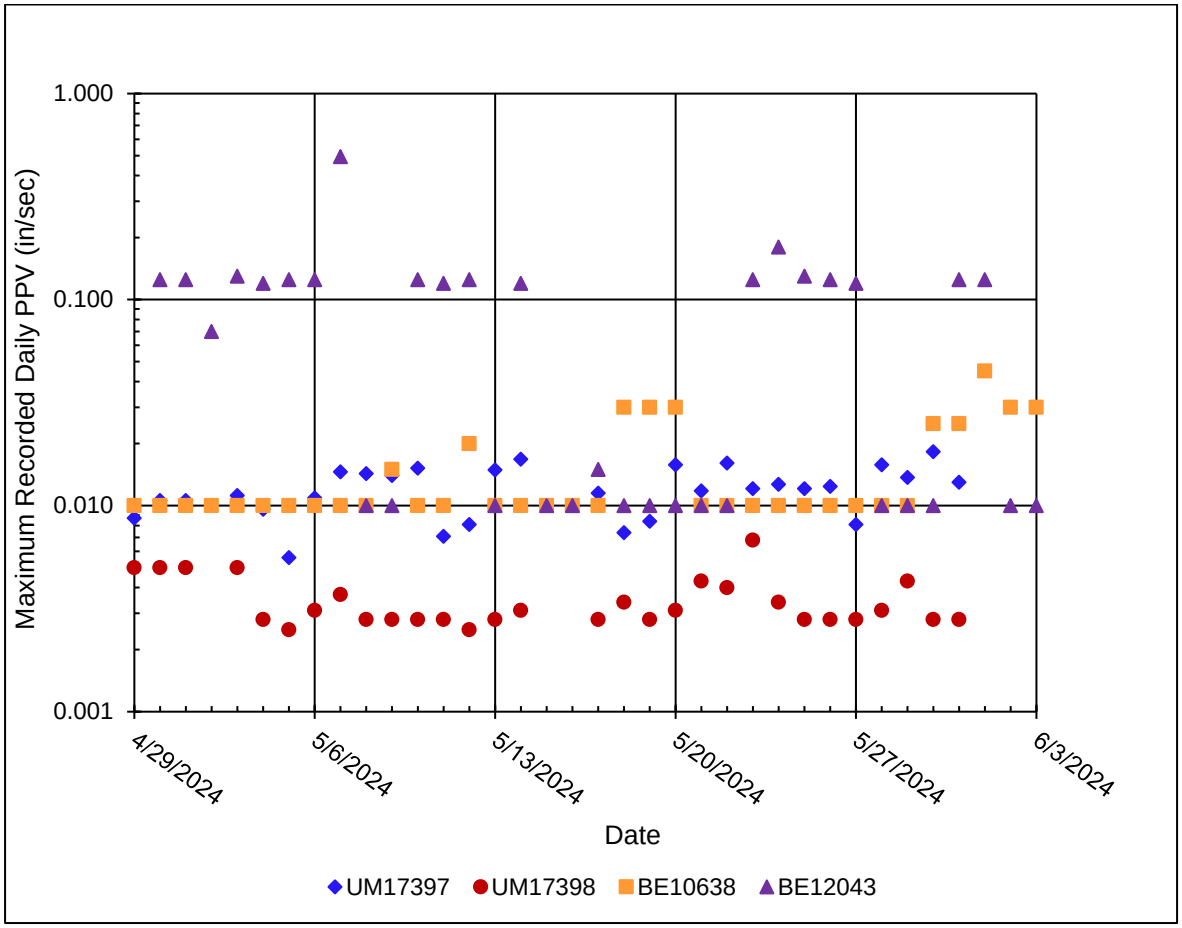


Figure 6.2-1: Preliminary Monitoring Period Maximum Recorded Daily PPV

Based on the low-level background vibrations recorded during the initial vibration monitoring period, construction activities related to bridge demolition, rock excavation, and construction of the replacement bridge will likely increase the ambient background vibration levels at the site.

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7.0 RECOMMENDATIONS FOR PHASE 2 STUDIES

7.1 General

Schnabel's scope of services for this Phase 1 assessment included providing recommendations for additional studies, methods, etc. to employ during Phase 2 of this project to provide the following information upon completion of Phase 2:

- Rock blasting limitations;
- General vibration limits allowable from all causes at the stone masonry structures;
- Recommendation for foundation types to minimize the likelihood of damage to stone masonry structures;
- Other methods of dam liability mitigation;
- Project Special Provision for Limitation of Vibrations and Vibration Monitoring During Construction; and
- Emergency Action Plan (EAP) to be used in the event of damages or failure during construction.

Schnabel has included initial considerations and recommendations below related to the development of this information during Phase 2.

7.2 Construction Vibration Considerations

Based on Schnabel's observations of the type, geometry, and condition of the Upper Dam, it is Schnabel's preliminary opinion that a catastrophic failure of the dam due to construction vibrations is unlikely. However, it is likely that significant construction vibrations could induce damage, such as loosening and dislodging stones from the dam, weakening the structural integrity of the dam. As such, Schnabel recommends that vibrations, both from bridge demolition activities, potential rock removal and general construction, be carefully and thoughtfully controlled. Vibration effects on the Lower Dam are significantly less given their distance from the bridge replacement project and the apparent construction details of the dam.

Schnabel understands that rock removal will likely be required to support the construction of the replacement bridge. However, the details and extents of the rock removal are unknown at this time. Rock blasting in the immediate vicinity of the Upper Dam should be avoided. Rock removal in the immediate vicinity of the dam could be accomplished using techniques that do not induce significant vibrations, such as the use of hydraulic splitters or expansive chemical grouts.

Schnabel understands that due to maintenance of traffic (MOT) and other considerations, alternate alignments for the replacement bridge, particularly downstream of the existing bridge, are being considered. In this case, Schnabel understands that rock removal will likely be required for the approach roadway construction. Based on limited available subsurface information, the subsurface conditions in the area downstream of the existing north (left) approach roadway consist of several feet of overburden underlain by granite of similar quality to that encountered below the Upper Dam. In order to assess the potential for rock blasting in the abutments for alternate alignment approach roadways and the associated risks of ground borne vibrations impacting the stacked masonry dam, Schnabel recommends gathering additional geologic and geotechnical data on the depth and quality of the bedrock in these areas, including additional test borings and use of geophysical methods such as seismic refraction.

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While rock blasting has the potential to cause damage, a more critical scenario for this project may be select construction vibrations, such as low frequency, high amplitude vibrations from an excavator hoe-ram or vibratory compaction equipment. Restrictions and/or limitations on the use of vibration-inducing construction methods and equipment should be included in the construction contract.

There is no published standard for allowable vibrations on historic stone masonry hydraulic structures. Select case studies for stone masonry dams on hard rock foundations have determined allowable PPV typically ranging from about 1 to 5 in/sec (Tripathy, Journal of Rock Mechanics and Geotechnical Engineering, April 2016), which generally aligns with published data on typical vibration sources and sensitivities (see Figure 7.1-1 below). However, it should be noted that, based on Schnabel's research, stone masonry dams that have been studied for allowable vibrations have typically been mortared masonry as compared to the non-mortared masonry at the Upper Dam, which is likely more susceptible to potential damage from vibrations as previously described herein.

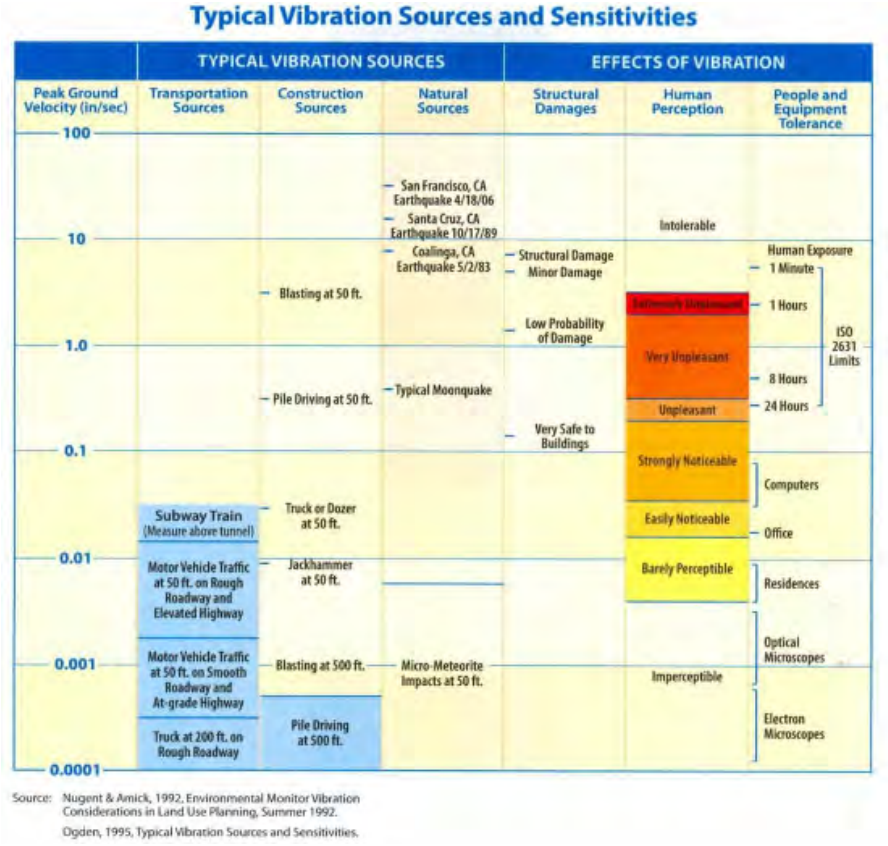


Figure 7.1-1: Typical Vibration Sources and Sensitivities (Nugent and Amick, 1992)

Further development of rock blasting and other construction vibration limitations for this project should be based on site-specific data, including additional geologic and geotechnical data and bridge design details. A detailed topographic and bathymetric survey of at least the Upper Dam and area immediately downstream of the Upper Dam, as well as a field run survey of the existing bridge, are also recommended. The existing bridge plans, if available, should also be reviewed as part of the Phase 2 assessment.

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Regardless of the vibration limitations, best practices such as pre- and post-condition surveys of the dams and vibration monitoring at critical locations on the structures, with consideration for the background vibration data discussed above, is strongly recommended. Additional monitoring techniques, such as the installation of tiltmeters on the downstream face of the dam, should also be considered. Upon receipt of the additional site-specific information listed above, a Special Provision could be developed for incorporation into the bridge construction contract.

7.3 Replacement Bridge Foundation Considerations

The rock at the site is a very strong, coarse grained crystalline granite with widely-spaced fractures. The existing bridge appears to be supported by shallow spread concrete foundations at the crutch bents and concrete piers, with both foundation types bearing directly on this bedrock. The existing concrete foundations and piers appear to be in good condition with no apparent undermining observed in areas above the tailwater level.

Schnabel understands it may be preferred to shift the alignment of the replacement bridge downstream away from the dam, and it is likely that span arrangements will be different than that which currently exist. As such, re-use of the existing bridge foundations and piers is not likely feasible. Schnabel acknowledges that re-use of the existing bridge foundations and piers may not be feasible due to other design and construction considerations even if the replacement bridge were to remain on the existing alignment. If the existing bridge foundations and/or piers must be removed, demolition techniques that limit vibrations, such as use of hydraulic splitters or the use of expansive chemical grouts, should be considered. Other impact free methods may need to be considered such as high-pressure hydro-demolition techniques, and diamond impregnated wire-saw concrete cutting. Use of hoe rams in such proximity to the stacked masonry Upper Dam should be avoided.

The selection of a foundation type(s) for the replacement bridge should be selected to minimize construction vibrations. Shallow spread foundations similar to the existing bridge would likely have the least vibratory impact, though some rock removal may be required to prepare the foundation (i.e., smoothing/leveling of the rock foundation surface). Driven piles are not recommended due to construction vibrations, and with bedrock at or very close to the surface, rock sockets would be required to achieve embedment. Deep foundation solutions that typically induce less ground borne vibrations are rock socketed drilled piers, or alternatively, micropiles could be considered, but the choice of drilling rig would need careful consideration. Rock-socketed micropiles are typically installed using percussive down-the hole (DTH) hammers, which should be avoided here given the proximity of the foundation elements to the Upper Dam. Rock coring methods are therefore preferred to minimize ground borne vibrations, but the grout-to-rock bond stress will likely be less than compared to roughened sockets formed by conventional DTH percussive drilling methods. Consequently, with rotary cored sockets, larger diameter holes and/or deeper rock sockets may be required. Minimizing the number of bridge supports and increasing span lengths should be considered to the extent practical, balancing design considerations, costs, and potential construction risks.

Additional recommendations and design of bridge foundations can be provided once additional geologic and geotechnical information is obtained and the bridge alignment and loads are better defined.

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7.4 Additional Methods of Dam Liability Mitigation

One method of liability mitigation related to dam safety during construction would be to substantially lower or drain the pond at the Upper Dam. Not only would this reduce hydrostatic and potential hydrodynamic loads on the structure, it would also provide additional flood protection to the downstream work area. During construction, flows into the pond would need to be diverted around the downstream work area into the Lower Pond. Lowering the water level in the Lower Pond would also be a risk reduction measure to improve the safety of that structure during construction, but more importantly in this case, it would allow for construction of the replacement bridge foundations in the dry. During Phase 2, hydrology and hydraulic analysis of the dams could be performed to support the development of dam safety risk reduction measures and construction stream diversion and control of water concepts.

In addition to control of pond water levels, Schnabel recommends that the vegetation be removed from the Upper Dam to allow the full length of the dam to be observable during construction.

7.5 Emergency Action Planning

Schnabel understands that neither dam has a formal Emergency Action Plan (EAP). While a full EAP prepared in accordance with NC DEQ Dam Safety requirements is not required and may be unnecessary, Schnabel recommends that some level of emergency planning be incorporated into the bridge construction contract. This could include a document that outlines key considerations for event detection and determination, roles and responsibilities, and potential actions to take in the event of a dam safety emergency, with emergency notification flow charts and contact information. This document would be finalized once a bridge contractor is selected, included as part of the construction contract, and reviewed at the pre-construction meeting, and at critical points during the construction period.

8.0 LIMITATIONS

This report has been prepared to aid in the evaluation of this site and is based on the information revealed by Schnabel's field observations and geophysical investigations. It is intended for use concerning this specific project only.

Schnabel has endeavored to complete the services identified herein in a manner consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality and under similar conditions as this project. No other representation, express or implied, is included or intended, and no warranty or guarantee is included or intended in this report, or other instrument of service.

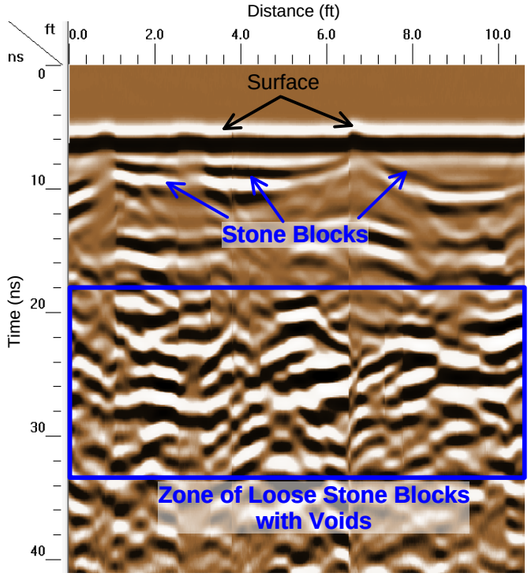
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FIGURES

Figure 6.1-1: GPR Examples

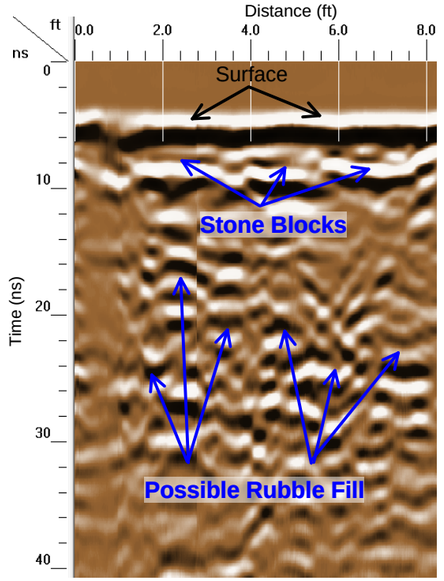
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Upper Dam - Northern Abutment Crest Profile - 400 MHz



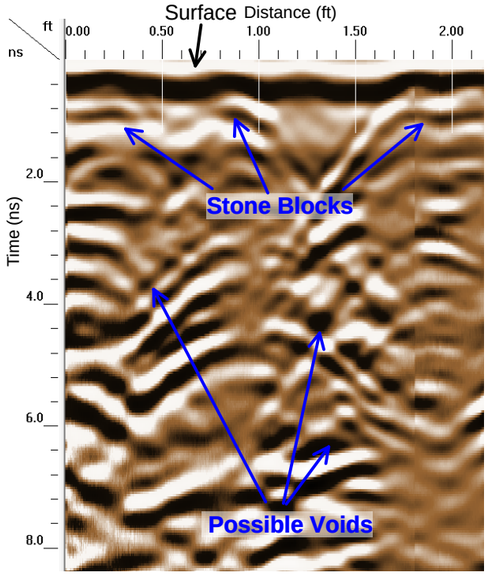


Lower Dam - Northern Portion Crest Profile - 400 MHz



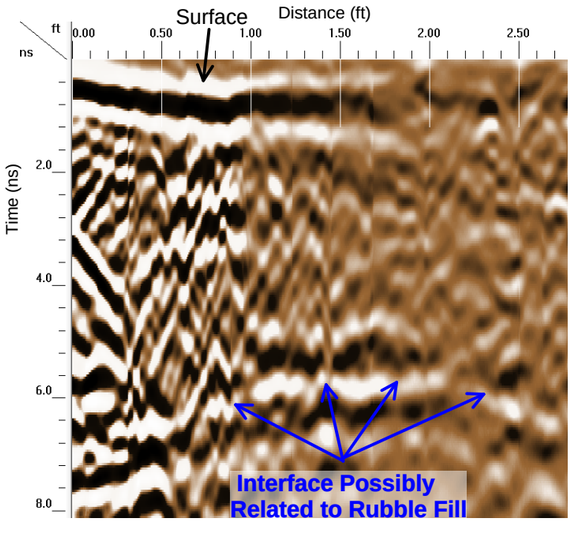


Upper Dam - Northern Dam Face Profile - 2700 MHz





Lower Dam - Northern Portion Face Profile - 2700 MHz





Legend

← Approximate GPR Profile Location and Direction

Limitations:
GPR profiles are not to scale. Annotations on the results represent our interpretation of the data. We based the analyses and recommendations submitted in this report on the information revealed by our exploration. We attempted to provide for normal contingencies, but the possibility remains that unexpected conditions may be encountered during construction.

Schnabel ENGINEERING

CLIFTON POND DAMS - PHASE 1 ASSESSMENT
NC DEPARTMENT OF TRANSPORTATION
FRANKLIN COUNTY, NORTH CAROLINA
PROJECT NO. 24210008.000

GPR EXAMPLES

FIGURE 6.1-1

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APPENDIX A

SITE VISIT PHOTOGRAPH LOG

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PHOTOGRAPH 1

Photo Taken: 4/30/2024

LOCATION:
SR 1103 Bridge over Crooked Creek at Clifton Pond Dam (Upper Dam) looking toward the Right (South) Abutment

COMMENTS:

None.



PHOTOGRAPH 2

Photo Taken: 4/30/2024

LOCATION:
Downstream Face of the Upper Dam near the Left (North) Abutment

COMMENTS:

Note the vegetation growth on the dam.

Note the proximity of the bridge foundations to the dam and the bridge foundations supported directly on the bedrock.

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PHOTOGRAPH 3

Photo Taken: 4/30/2024

LOCATION:
Downstream Face of the Upper Dam near the Right (South) Abutment

COMMENTS:

Note the significant vegetation growth on the dam.

Note the seismograph installed for background vibration monitoring.



PHOTOGRAPH 4

Photo Taken: 4/30/2024

LOCATION:
Downstream Face of the Left (North) End of the Upper Dam

COMMENTS:

Note the significant vegetation growth on the dam.

Note the seismograph installed for background vibration monitoring.

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PHOTOGRAPH 5

Photo Taken: 4/30/2024

LOCATION:
Typical Condition of the Downstream Face of the Upper Dam

COMMENTS:

Note the leakage through the dam and the significant vegetation growth on the dam.



PHOTOGRAPH 6

Photo Taken: 4/30/2024

LOCATION:
Normal Overflow Section of the Upper Dam near the Right (South) End of the Dam

COMMENTS:

Note the leakage through the dam and the significant vegetation growth on the dam.

Note the proximity of the dam to the bridge foundations.

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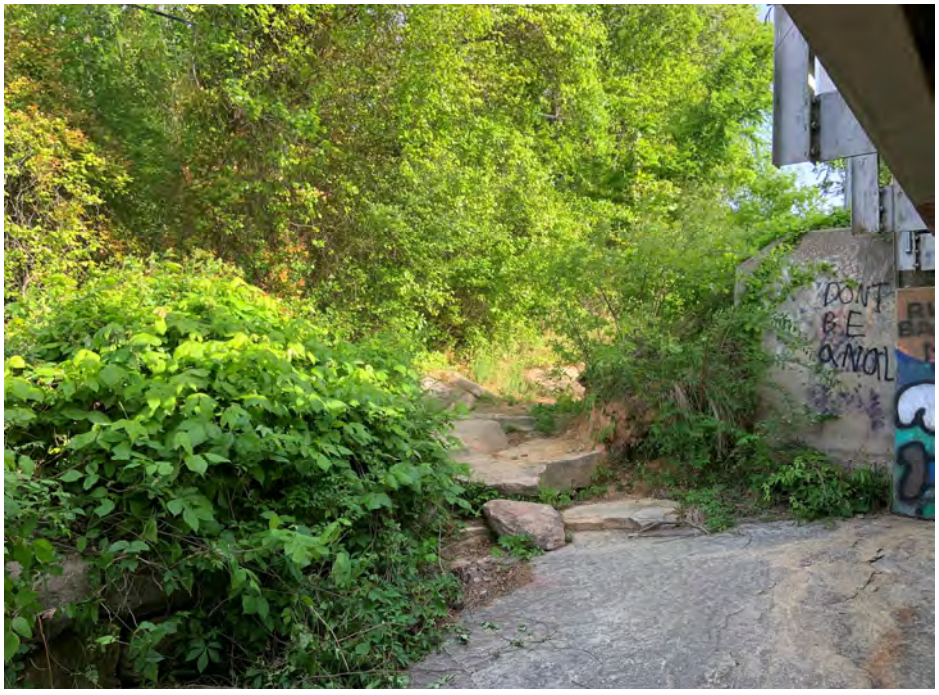
PHOTOGRAPH 7

Photo Taken: 4/30/2024

LOCATION:
Downstream Face of the Upper Dam near the Normal Overflow Section looking toward the Left (North) Abutment

COMMENTS:

Note the apparent tilting and bulging of the downstream face of the dam.



PHOTOGRAPH 8

Photo Taken: 4/30/2024

LOCATION:
Left (North) Abutment Contact of the Upper Dam

COMMENTS:

Note this area is lower in elevation than the crest of the left “non-overflow” section of the dam.

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PHOTOGRAPH 9

Photo Taken: 4/30/2024

LOCATION:
Upstream Side of the Upper Dam and Pond as Viewed from the Left (North) Abutment of the Dam

COMMENTS:

Note the significant vegetation growth on the dam.

The top of sediment in this area was near the normal pool level of the pond.



PHOTOGRAPH 10

Photo Taken: 4/30/2024

LOCATION:
Downstream Side of SR 1103 Bridge looking Upstream

COMMENTS:

Note the bridge piers and foundations bearing directly on bedrock.

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PHOTOGRAPH 11

Photo Taken: 4/30/2024

LOCATION:
Underside and Left (North) Abutment of the Bridge as viewed from beneath the Bridge

COMMENTS:

The Upper Dam is to the left in this photograph.

Note the exposed bedrock and abutment wall supported on the bedrock.



PHOTOGRAPH 12

Photo Taken: 4/30/2024

LOCATION:
Underside of the Bridge below the Upper Dam looking Downstream toward the Lower Dam

COMMENTS:

None.

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PHOTOGRAPH 13

Photo Taken: 4/30/2024

LOCATION:
Upstream Side of the Lower Dam and Pond as Viewed from the Left (North) Abutment of the Dam

COMMENTS:

Note the vegetation growth on the dam.



PHOTOGRAPH 14

Photo Taken: 4/30/2024

LOCATION:
Crest of the Lower Dam as Viewed from the Left (North) Abutment

COMMENTS:

Note the damaged section of the dam where old mill infrastructure may have been removed.

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PHOTOGRAPH 15

Photo Taken: 4/30/2024

LOCATION:
Interior of the Damaged Section near the Left (North) End of the Lower Dam

COMMENTS:

Note the stone masonry rubble interior.



PHOTOGRAPH 16

Photo Taken: 4/30/2024

LOCATION:
Crest of the Lower Dam near the Midpoint of the Dam

COMMENTS:

Crest width is about 3 feet.

Note the vegetation growth on the dam.

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PHOTOGRAPH 17

Photo Taken: 4/30/2024

LOCATION:
View of the Downstream Side of the Damaged Section of the Lower Dam

COMMENTS:

Note the stepped masonry on either side which may be similar to the apparent stepped upstream face of the dam.



PHOTOGRAPH 18

Photo Taken: 4/30/2024

LOCATION:
Downstream Face of the Lower Dam

COMMENTS:

Note the mortared masonry face and limited leakage through the dam.

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PHOTOGRAPH 19

Photo Taken: 4/30/2024

LOCATION:
Downstream Face of the Lower Dam at the Normal Overflow Section

COMMENTS:

Note the debris and vegetation on the crest of the dam.

Note the exposed bedrock foundation of the dam.



PHOTOGRAPH 20

Photo Taken: 4/30/2024

LOCATION:
Downstream Face of the Lower Dam near the Normal Overflow Section

COMMENTS:

Note the apparent batter of the downstream face of the dam.

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PHOTOGRAPH 21

Photo Taken: 4/30/2024

LOCATION:
Crest of the Lower Dam as Viewed from the Right (South) Abutment

COMMENTS:

Note the debris and vegetation on the crest of the dam.

Two steps were measured along the upstream face below the water line at this location.



PHOTOGRAPH 22

Photo Taken: 4/30/2024

LOCATION:
Area Downstream of the Lower Dam as Viewed from the Crest of the Dam

COMMENTS:

Note the exposed bedrock along the outlet channel.

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PHOTOGRAPH 23

Photo Taken: 4/30/2024

LOCATION:

Bridge No. 99, EB-2 and IB-5

COMMENTS:

Very strong, massive to very wide fracture spacing, coarse grained crystalline rock, granite.

EB-2 is at the northern end of the bridge.



PHOTOGRAPH 24

Photo Taken: 4/30/2024

LOCATION:

Bridge No. 99, EB-2 and IB-5

COMMENTS:

Very strong, massive to very wide fracture spacing, coarse grained crystalline rock, granite.

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PHOTOGRAPH 25

Photo Taken: 4/30/2024

LOCATION:

Bridge No. 99, End Bent 1 (EB-1) at Southern End of Bridge

COMMENTS:

None.



PHOTOGRAPH 26

Photo Taken: 4/30/2024

LOCATION:

Bridge No. 99, Intermediate Bent 1 (IB-1)

COMMENTS:

Note seismograph adjacent downstream face of masonry dam.

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PHOTOGRAPH 27

Photo Taken: 4/30/2024

LOCATION:

Bridge No. 99, Intermediate Bent 2 (IB-2) in Foreground

COMMENTS:

Note proximity of pile crutch bent to downstream face of masonry dam.

Note concrete pier of IB-3 in background.



PHOTOGRAPH 28

Photo Taken: 4/30/2024

LOCATION:
Bridge No. 99, Intermediate Bent 4 (IB-4)

COMMENTS:

View toward southern end of the bridge. IB-4 steel pile crutch bent in foreground with IB-3 concrete pier behind.

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PHOTOGRAPH 29

Photo Taken: 4/30/2024

LOCATION:

Bridge No. 99, Intermediate Bent 5 (IB-5)

COMMENTS:

Note viewing toward the south, from EB-2.



PHOTOGRAPH 30

Photo Taken: 4/30/2024

LOCATION:

Bridge No. 99, Intermediate Bent 5 (IB-5)

COMMENTS:

Concrete pier bearing directly on very strong, massive, coarse grained crystalline rock, granite. Pier footing is approximately 4.5 ft in width across base.

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PHOTOGRAPH 31

Photo Taken: 4/30/2024

LOCATION:

Bridge No. 99, End Bent 2 (EB-2) at North End of the Bridge

COMMENTS:

Note abutment bears directly on very strong massive to widely fractured coarse grained crystalline rock, granite.



PHOTOGRAPH 32

Photo Taken: 4/30/2024

LOCATION:

Bridge No. 99, End Bent 2 (EB-2)

COMMENTS:

EB-2 is at the northern end of the bridge.

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PHOTOGRAPH 33

Photo Taken: 4/30/2024

LOCATION:

Bridge No. 99, Vewed from EB-1 toward EB-2.

COMMENTS:

Viewing from south to north.



PHOTOGRAPH 34

Photo Taken: 4/30/2024

LOCATION:

Bridge No. 99, Superstructure

COMMENTS:

Note corrosion of steel deck and coating and corrosion of steel beams.

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PHOTOGRAPH 35

Photo Taken: 4/30/2024

LOCATION:
Bridge No. 99, IB-4

COMMENTS:

Edge of spread footing is 33 inches from downstream face of masonry dam.



PHOTOGRAPH 36

Photo Taken: 4/30/2024

LOCATION:

Bridge No. 99, IB-4

COMMENTS:

Note proximity of spread footing to downstream face of masonry dam.

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PHOTOGRAPH 37

Photo Taken: 4/30/2024

LOCATION:
Upstream of the Left (North)
End of the Lower Dam

COMMENTS:

Note the seismograph installed for background vibration monitoring.



PHOTOGRAPH 38

Photo Taken: 4/30/2024

LOCATION:
Upstream of the Right (South)
End of the Lower Dam

COMMENTS:

Note the seismograph installed for background vibration monitoring.

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APPENDIX B

BACKGROUND VIBRATION MONITORING

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Schnabel ENGINEERING

CLIFTON POND DAM VIBRATION MONITORING
CROOKED CREEK AT CLIFTON POND ROAD (SR 1103)
LOUISBURG, NORTH CAROLINA

Figure Name: SEISMOGRAPH LOCATION PLAN	Done: E. WORTHINGTON	Figure Number: B-1
Project Number: 24210008.000	Reviewed: D. CARPENTER	Date: JUN 2024

Table B-1: Daily Peak Particle Velocity Summary

Date	UM17397		UM17398		BE10638		BE12043	
	PPV (in/sec)	Frequency (Hz.)	PPV (in/sec)	Frequency (Hz.)	PPV (in/sec)	Frequency (Hz.)	PPV (in/sec)	Frequency (Hz.)
4/29/2024	0.009	28.4	<0.005	51.2	0.010	>100.0	-	-
4/30/2024	0.011	19.0	<0.005	42.7	0.010	>100.0	0.125	51.2
5/1/2024	0.011	17.1	<0.005	16.5	0.010	>100.0	0.125	>100.0
5/2/2024	-	-	-	-	0.010	>100.0	0.070	100.0
5/3/2024	0.011	20.5	<0.005	73.1	0.010	>100.0	0.130	>100.0
5/4/2024	0.010	21.3	0.003	>100	0.010	>100.0	0.120	64.0
5/5/2024	0.006	23.3	0.003	30.1	0.010	>100.0	0.125	64.0
5/6/2024	0.011	17.1	0.003	85.3	0.010	>100.0	0.125	>100.0
5/7/2024	0.015	21.3	0.004	51.2	0.010	>100.0	0.495	>100.0
5/8/2024	0.014	25.6	0.003	39.4	0.010	>100.0	0.010	>100.0
5/9/2024	0.014	20.5	0.003	36.6	0.015	>100.0	0.010	>100.0
5/10/2024	0.015	17.7	0.003	64.0	0.010	>100.0	0.125	>100.0
5/11/2024	0.007	24.4	0.003	30.1	0.010	>100.0	0.120	85.3
5/12/2024	0.008	28.4	0.003	25.6	0.020	>100.0	0.125	>100.0
5/13/2024	0.015	22.3	0.003	28.4	0.010	>100.0	0.010	>100.0
5/14/2024	0.017	19.7	0.003	>100	0.010	>100.0	0.120	>100.0
5/15/2024	-	-	-	-	0.010	>100.0	0.010	>100.0
5/16/2024	-	-	-	-	0.010	>100.0	0.010	>100.0
5/17/2024	0.012	22.3	0.003	22.3	0.010	>100.0	0.015	>100.0
5/18/2024	0.007	23.3	0.003	>100	0.030	56.9	0.010	>100.0
5/19/2024	0.008	34.1	0.003	24.4	0.030	>100.0	0.010	>100.0
5/20/2024	0.016	24.4	0.003	30.1	0.030	73.1	0.010	>100.0
5/21/2024	0.012	22.3	0.004	73.1	0.010	>100.0	0.010	>100.0
5/22/2024	0.016	21.3	0.004	73.1	0.010	>100.0	0.010	>100.0
5/23/2024	0.012	20.5	0.007	>100	0.010	>100.0	0.125	>100.0
5/24/2024	0.013	26.9	0.003	73.1	0.010	>100.0	0.180	>100.0
5/25/2024	0.012	22.3	0.003	23.3	0.010	>100.0	0.130	19.7
5/26/2024	0.012	25.6	0.003	42.7	0.010	>100.0	0.125	56.9
5/27/2024	0.008	34.1	0.003	26.9	0.010	>100.0	0.120	73.1
5/28/2024	0.016	22.3	0.003	85.3	0.010	>100.0	0.010	>100.0
5/29/2024	0.014	25.6	0.004	85.3	0.010	>100.0	0.010	>100.0
5/30/2024	0.018	23.3	0.003	28.4	0.025	1.2	0.010	>100.0
5/31/2024	0.013	36.6	0.003	100.0	0.025	1.0	0.125	64.0
6/1/2024	-	-	-	-	0.045	<1.0	0.125	>100.0
6/2/2024	-	-	-	-	0.030	<1.0	0.010	>100.0
6/3/2024	-	-	-	-	0.030	1.4	0.010	>100.0

- denotes that no data was recorded on this day

Calibration Certificate

Part Number:	716A0403
Description:	MINIMATE PLUS W/EXT. GEO
Serial Number:	BE10638
Calibration Date:	March 15, 2024
Calibration Reference Equipment:	718A1501

Instantel certifies that the above product was calibrated in accordance with the applicable Instantel procedures. These procedures are part of a quality system that is designed to assure that the product listed above meets or exceeds Instantel specifications.

Instantel further certifies that the measurement instruments used during the calibration of this product are traceable to the National Institute of Standards and Technology; or Nationol Research Council of Canada. Evidence of traceability is on file at Instantel and is available upon request.

The environment in which this product was calibrated is maintained within the operoting specificotions of the instrument.

Please note that the sensor check function is intended to check that the sensors are connected to the unit, instolled in the proper orientation and sufficiently level to operate properly. This function should not be confused with a formol calibration, which requires the sensors be checked against a reference that is traceable to a known standard. Instantel recommends that products be returned to Instantel or an autharized service and calibration facility for annual calibration.

Calibrated By: Y. Frenkel

Yuri Frenkel

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71405901 Rev 01

Calibration Certificate

Part Number:	714A9701
Description:	TRIAXIAL GEOPHONE (ISEE)
Serial Number:	BG9822
Calibration Date:	March 15, 2024
Calibration Reference Equipment:	SRV-AFR 714J7401

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Instantel further certifies that the measurement instruments used during the calibration of this product are traceable to the National Institute of Standards and Technology; or National Research Council of Canada. Evidence of traceability is on file at Instantel and is available upon request.

The environment in which this product was calibrated is maintained within the operating specifications of the instrument.

Please note that the sensor check function is intended to check that the sensors are connected to the unit, installed in the proper orientation and sufficiently level to operate properly. This function should not be confused with a formal calibration, which requires the sensors be checked against a reference that is traceable to a known standard. Instantel recommends that products be returned to Instantel or an authorized service and calibration facility for annual calibration.

Calibrated By: Y. Frenkel

Yuri Frenkel

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71408901 Rev 01

Calibration Certificate

Part Number:	716A0403
Description:	MINIMATE PLUS W/EXT. GEO
Serial Number:	BE12043
Calibration Date:	March 14, 2024
Calibration Reference Equipment:	718A1501

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The environment in which this product was calibrated is maintained within the operating specifications of the instrument.

Please note that the sensor check function is intended to check that the sensors are connected to the unit, installed in the proper orientation and sufficiently level to operate properly. This function should not be confused with a formal calibration, which requires the sensors be checked against a reference that is traceable to a known standard. Instantel recommends that products be returned to Instantel or an authorized service and calibration facility for annual calibration.

Calibrated By: _____

Yaksh Patel

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Calibration Certificate

Part Number:	714A9701
Description:	TRIAXIAL GEOPHONE (ISEE)
Serial Number:	BG11064
Calibration Date:	March 14, 2024
Calibration Reference Equipment:	SRV-AFR 714J7401

Instantel certifies that the above product was calibrated in accordance with the applicable Instantel procedures. These procedures are part of a quality system that is designed to assure that the praduct listed above meets or exceeds Instantel specifications.

Instantel further certifies that the measurement instruments used during the calibration of this product are traceable to the National Institute of Standards and Technology; or National Research Council of Canada. Evidence of traceability is on file at Instantel and is available upon request.

The environment in which this product was calibrated is maintained within the operating specifications of the instrument.

Please note that the sensor check function is intended to check that the sensors are connected to the unit, installed in the proper orientation and sufficiently level to operate properly. This function should not be confused with a formal calibration, which requires the sensors be checked against a reference that is traceable to a known standard. Instantel recommends that products be returned ta Instantel or an authorized service and calibration facility for annual calibration.

Calibrated By: _____

Yaksh Patel

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Calibration Certificate

Part Number:	721A2501
Description:	Micromate with ISEE Geophone
Serial Number:	UM17397
Calibration Date:	October 20, 2023
Calibration Reference Equipment:	SRV-AFR 714J7401

The equipment identified above meet or exceeds the International Society of Explosives Engineers (ISEE) 2022 Performance Specification for Blasting Seismographs.

Instantel certifies that the above product was calibrated in accordance with the applicable Instantel procedures. These procedures are part of a quality system that is designed to assure that the product listed above meets or exceeds Instantel specifications.

Instantel further certifies that the measurement instruments used during the calibration of this product are traceable to the National Institute of Standards and Technology; or National Research Council of Canada. Evidence of traceability is on file at Instantel and is available upon request.

The environment in which this product was calibrated is maintained within the operating specifications of the instrument.

Please note that the sensor check function is intended to check that the sensors are connected to the unit, installed in the proper orientation and sufficiently level to operate properly. This function should not be confused with a formal calibration, which requires the sensors be checked against a reference that is traceable to a known standard. Instantel recommends that products be returned to Instantel or an authorized service and calibration facility for annual calibration.

Calibrated By: _____

Andrew Mouledoux-Hamilton

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Calibration Certificate

Part Number:	721A2501
Description:	Micromate with ISEE Geophone
Serial Number:	UM17398
Calibration Date:	October 19, 2023
Calibration Reference Equipment:	SRV-AFR 714J7401

The equipment identified above meet or exceeds the International Society of Explosives Engineers (ISEE) 2022 Performance Specification for Blasting Seismographs.

Instantel certifies that the above product was calibrated in accordance with the applicable Instantel procedures. These procedures are part of a quality system that is designed to assure that the product listed above meets or exceeds Instantel specifications.

Instantel further certifies that the measurement instruments used during the calibration of this product are traceable to the National Institute of Standards and Technology; or National Research Council of Canada. Evidence of traceability is on file at Instantel and is available upon request.

The environment in which this product was calibrated is maintained within the operating specifications of the instrument.

Please note that the sensor check function is intended to check that the sensors are connected to the unit, installed in the proper orientation and sufficiently level to operate properly. This function should not be confused with a formal calibration, which requires the sensors be checked against a reference that is traceable to a known standard. Instantel recommends that products be returned to Instantel or an authorized service and calibration facility for annual calibration.

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Andrew Mouledoux-Hamilton

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71405901 Rev 01

Attachment I

Phase 2 Summary Report – Clifton Pond Dams Stability Analysis

July 2025

performed as part of the design of any of the dam rehabilitation and replacement alternatives discussed in Section 6.0 of this report.

There is little to no flood storage at the dams; base inflows result in discharge over the spillway overflow sections at each dam. Furthermore, based on the results of the H&H analyses, neither dam has the capacity to pass the inflows from storms equal to or greater than about the 1-year event without overtopping the abutments. Significant overtopping depths are anticipated during the 1/3 PMP, the required spillway design storm for high hazard potential dams.

Inundation maps were developed for a cascading breach of Clifton Pond Dam and Clifton Pond Dam #2 during both sunny day conditions and during the 100-year storm. These maps are included in the draft Construction EAPs included in Appendix C.

Draft Construction EAPs were prepared for each dam using the most current NC DEQ Dam Safety Template. The draft Construction EAPs include key considerations for dam safety emergency event detection and determination, roles and responsibilities, and potential actions to take in the event of a dam safety emergency, with emergency notification flow charts and contact information. The roles and responsibilities and contact information in the EAPs will need to be updated once a contractor for the bridge replacement project is selected.

5.0 STABILITY EVALUATION OF DAMS (TASK 3)

5.1 General

Schnabel performed a preliminary stability evaluation for the Upper and Lower Dams existing conditions. The stability of the dams was analyzed using Schnabel's proprietary "Gravdam" spreadsheet (version SE 2.2). The spreadsheet is used to compute both the overturning (foundation bearing pressure distribution) and sliding stability factors of safety for a two-dimensional cross-section based on a one-foot unit width. The analyzed geometry for the dams is based on the apparent maximum section of the dams as interpreted from the JMT 2025 topographic and bathymetric surveys.

Analysis uncertainties include the internal structure of the dams, the upstream geometry of the dams below the sediment line, the shear strength of the dam/foundation interface, and the shear strength between masonry blocks/lift lines. Material properties and cross-sectional geometries were assumed based on Schnabel's field observations, the JMT 2025 survey data, and Schnabel's past experience with similar structures. No subsurface information or original design and construction data were available.

We analyzed the stability of the dams under normal operating conditions and several flood loading scenarios, including the 50-year, 100-year, and 1/3 PMP events, based on the H&H analyses described in Section 4.0 and in Appendix B. Seismic loading conditions were not considered. The stability analyses were performed in general accordance with USACE EM 1110-2-2100 – Stability Analysis of Concrete Structures (2005). The USACE sliding and overturning stability criteria for concrete structures are summarized in Table 5-1 below. While the USACE notes these stability criteria apply to concrete structures, these criteria are also appropriate to apply to masonry gravity structures, like the Upper and Lower Dams.

Table 5-1: Stability Criteria for Concrete Structures (USACE, 2005)

Criteria	Load Condition Categories		
	Normal Operating Conditions (Usual)	50-Year and 100-Year Flood Loading (Unusual)	1/3 PMP Flood Loading (Extreme)
Sliding	2.0	1.5	1.1
Overturning	100% of Base in Compression	75% of Base in Compression	Resultant in Base

The following subsections provide additional details about the stability analysis assumptions and results for each dam. Calculations are provided in Appendix D.

5.2 Upper Dam Stability Evaluation

The Upper Dam, Clifton Pond Dam, is a stacked masonry structure with a maximum height of about 11 feet near the right end of the structure at the normal overflow section, which is about 45 feet wide (left to right). The height of the dam tapers to about 3 to 4 feet at its ends. The majority of the rest of the length of the dam has a crest elevation that is within a few inches of this normal overflow section. There are “non-overflow” sections at either end of the dam that are about 2 to 3 feet higher in elevation than the main body of the dam. Beyond either end of the “non-overflow” sections at the abutment contacts, the ground surface in these areas is lower than the crest of the “non-overflow” sections, likely worn down over time by foot traffic. Based on the 2025 JMT survey, the crest width of the main body of the dam is about 9 to 12 feet, while the crest width of the “non-overflow” sections is about 5 to 9 feet. Schnabel observed what appeared to be a thin concrete cap along some areas of the crest of the dam. The crest typically slopes down several inches in the upstream direction. Heavy vegetation growth, particularly at the “non-overflow” sections and at several areas along the main body of the dam, obscured close observation of these areas and may have affected the accuracy of the survey in these areas.

Neither Schnabel nor JMT could confirm the full cross-section of the masonry structure as no intrusive investigations were permitted to support this study. No mortar was observed in exposed areas, and a rod could be inserted between stones up to 36 inches into the dam from the downstream face. The size of the stones in the dam varied but typically consisted of rectangular blocks ranging in length from about 1 to 5 feet and varying in height and depth (upstream to downstream) from about 6 to 12 inches. Significant leakage was observed throughout the dam with the majority of the leakage above the apparent sediment level. Schnabel observed some apparent bowing/bulging and tilting of the downstream face of the dam at and near the normal overflow section.

Schnabel did not observe undermining or scour of the bedrock at the downstream toe of the dam, though some areas were obscured by tailwater, which was up to about 2.5 feet deep near the normal overflow section. The dam appears to be founded directly on very strong to extremely strong, fresh, coarse grained crystalline granite with massive to widely-spaced fractures. Reference to the NCDOT Structure Subsurface Investigation Report for Bridge No. 99 on SR 1103 over Clifton Pond (Project Reference No. 17BP.5.R.33), dated December 2020, confirms the presence of fresh, very hard granite with very wide fracture spacing and Rock Quality Designation (RQD) values of 100 percent, core recoveries of 100 percent, and a Geological Strength Index (GSI) in the range of 95 to 100 (see logs for Borings B2-A and EB2-B).

Based on probing in the pond upstream of the dam, the depth of sediment near the mid-point of the dam varies from about 4 to 5 feet below the normal pool level of the pond. Sediment has accumulated up to the normal pool level at the left end of the dam. Schnabel and JMT did not measure the depth to sediment at the normal overflow section near the right end of the dam due to safety considerations.

The Upper Dam appears to consist of stacked stone on top of rock. Given the information summarized above, we selected 40 degrees and zero cohesion to model the shear strength of the dam/foundation interface. We also selected 40 degrees and zero cohesion to model the shear strength between masonry blocks (also referred to herein as “lift lines”).

The stability analysis used headwater and tailwater elevations from the H&H modeling described in Section 4.0 and Appendix B. The headwater and tailwater elevations under normal operating conditions were EL 261.7 and EL 252.0, respectively. For the 50-year flood scenario, headwater and tailwater elevations were EL 266.2 and EL 259.2, respectively. For the 100-year flood scenario, headwater and tailwater elevations were EL 266.8 and EL 260.0, respectively. For the 1/3 PMP scenario, headwater and tailwater elevations were EL 268.8 and EL 262.6, respectively.

The Upper Dam stability calculations are summarized in Table 5-2 below. The dam generally meets USACE sliding and overturning stability criteria for normal conditions and 50-year, 100-year, and 1/3 PMP flood loading conditions for sliding planes at the base of the structure and hypothetical lift lines located at about the mid-height of the structure, with the following exceptions:

- For the dam/foundation interface analysis, the calculated percentage of the base in compression for the 50-year and 100-year flood loading conditions is slightly less than the minimum 75 percent of base in compression required by the USACE for these loading conditions.
- The sliding factor of safety along a hypothetical lift line during the 1/3 PMP is less than 1.0, meaning that deformation or failure along a lift line could be expected during this event.

Table 5-2: Summary of Stability Analysis Results for Upper Dam Existing Conditions

Load Case	Sliding Plane	Calculated Sliding FS Actual / Req'd	% Base in Comp. Actual / Req'd	Criteria Met?
Normal Operating Conditions	Dam/foundation interface (EL 252)	3.5 / 2.0	100% / 100%	Yes
	Lift line at mid-height (EL 257.5)	9.1 / 2.0	100% / 100%	Yes
50-Year Flood Loading	Dam/foundation interface (EL 252)	1.7 / 1.5	***71%*** / 75%	***No***
	Lift line at mid-height (EL 257.5)	2.1 / 1.5	100% / 75%	Yes
100-Year Flood Loading	Dam/foundation interface (EL 252)	1.5 / 1.5	***63%*** / 75%	***No***
	Lift line at mid-height (EL 257.5)	1.7 / 1.5	84% / 75%	Yes
1/3 PMP Flood Loading	Dam/foundation interface (EL 252)	1.2 / 1.1	Resultant in Base	Yes
	Lift line at mid-height (EL 257.5)	***<1.0*** / 1.1	Resultant in Base	***No***

5.3 Lower Dam Stability Evaluation

The Lower Dam is located about 560 feet downstream (east) of the Upper Dam. Based on the 2025 JMT survey, the Lower Dam has a maximum height of about 17 feet near the right end of the dam at the normal overflow section. The dam has a crest width of about 3 feet along the majority of its length. The downstream face of the dam is close to vertical but appears to have a slight batter. Based on probing below the water line in accessible areas, the upstream face of the dam is apparently stepped. While neither Schnabel nor JMT could observe the steps, the upper two steps were measured to be 2 to 3 feet tall and about 6 inches wide. A third step was measured to be 3 feet tall and 2 feet wide. To develop the full cross-section of the dam for the stability analysis, Schnabel assumed there are two additional steps below the extent of the survey, with each of these bottom two steps measuring 2 to 3 feet tall and 2 feet wide.

The dam is made of stacked masonry. The exposed faces of the dam consist of mortared stone, which overall appeared to be in good condition. A damaged section of the dam near its left end exposed the interior of the dam, which appears to consist of rubble stone with no mortar. This type of masonry construction, mortared stone faces and rubble masonry interior with limited or no mortar, was a common dam construction technique in the late 1800s and early 1900s. At the location of the damaged section, there is a mortared stone masonry "beam" on the downstream side of the crest. While not a critical structural member to the overall structural integrity of the dam, Schnabel notes that this condition is a safety concern for personnel traversing the crest of the dam.

During the inspection, some leakage was observed through the downstream face of the dam, though the leakage through the Lower Dam is significantly less than that observed at the Upper Dam, which is to be expected based on the differing construction methods. However, more significant leakage was observed at the damaged section of the dam where some portion of the dam cross section has been lost.

Schnabel did not observe undermining or bedrock scour at the downstream toe of the dam, though some areas were obscured by tailwater. The dam appears to be founded directly on granite, similar to the Upper Dam.

Schnabel did not use a raft in the pond at the Lower Dam due to safety concerns. JMT did not perform an evaluation of sediment depths near the Lower Dam, but they did note that there was sediment accumulation on the upstream face of the structure.

Given the information summarized above, we selected 45 degrees and 1 psi of cohesion to model the shear strength of the dam/foundation interface assuming the foundation contact is mortared. We also selected 45 degrees and 1 psi of cohesion to model shear strength between the mortared masonry blocks.

The stability analysis used headwater and tailwater elevations from the H&H modeling described in Section 4.0 and Appendix B. The elevations for normal operating conditions were set at EL 253.5 for headwater and EL 242.0 for tailwater. For the 50-year flood scenario, headwater and tailwater elevations were EL 259.2 and EL 250.2, respectively. For the 100-year flood scenario, headwater and tailwater elevations were EL 260.0 and EL 251.2, respectively. For the 1/3 PMP scenario, headwater and tailwater elevations were EL 262.6 and EL 255.0, respectively.

The Lower Dam stability calculations are summarized in Table 5-3 below. The dam does not meet USACE stability criteria for normal or flood loading. For normal operating conditions, the calculated sliding factor of safety at the base of the dam is 1.5, but USACE criteria requires a minimum factor of safety of 2.0. Although the sliding factor of safety for a hypothetical lift line located at about the mid-height of the structure is greater than 2.0 under normal conditions, the overturning stability criteria is not met because only 35% of the base is in compression. The calculated sliding factor of safety is less than 1.0 for all flood loading cases analyzed for both stability at the base and for a hypothetical lift line located at about the mid-height of the structure.

Table 5-3: Summary of Stability Analysis Results for Lower Dam Existing Conditions

Load Case	Sliding Plane	Calculated Sliding FS Actual / Req'd	% Base in Comp. Actual / Req'd	Criteria Met?
Normal Operating Conditions	Dam/foundation interface (EL 239)	***1.5*** / 2.0	***19%*** / 100%	***No***
	Lift line at mid-height (EL 245)	2.3 / 2.0	***35%*** / 100%	***No***
50-Year Flood Loading	Dam/foundation interface (EL 239)	***0.9*** / 1.5	***0%*** / 75%	***No***
	Lift line at mid-height (EL 245)	***0.6*** / 1.5	***0%*** / 75%	***No***
100-Year Flood Loading	Dam/foundation interface (EL 239)	***0.9*** / 1.5	***0%*** / 75%	***No***
	Lift line at mid-height (EL 245)	***0.6*** / 1.5	***0%*** / 75%	***No***
1/3 PMP Flood Loading	Dam/foundation interface (EL 239)	***0.9*** / 1.1	***Resultant Not in Base***	***No***
	Lift line at mid-height (EL 245)	***0.6*** / 1.1	***Resultant Not in Base***	***No***

6.0 EVALUATION OF DAM REPAIR ALTERNATIVES (TASK 4)

6.1 Overview

The Clifton Pond Dams were reportedly constructed in 1890, and they can be considered beyond their originally intended service life. Given their ages, as well as the deficiencies noted above, they should not be expected to obtain a significantly longer service life without major improvements. As such, we evaluated three alternatives to address the identified dam safety deficiencies. The first alternative includes rehabilitating the dams to meet NC DEQ Dam Safety requirements and extend the service life of the structures. We also considered decommissioning the dams to restore the original stream channel. In addition, we considered one replacement dam alternative consisting of a roller compacted concrete (RCC) dam designed to meet NC DEQ Dam Safety requirements. Each of these alternatives are discussed in Sections 6.3 through 6.6 of this report.

6.2 Summary of Engineer's Opinion of Probable Construction Costs

As requested by the NCDOT, we developed high-level order-of-magnitude cost opinions in 2025 dollars for each of the alternatives discussed above, consistent with Class 5 cost opinions as defined by the American Association of Cost Engineering (AACE). These cost opinions include estimated costs to construct the proposed improvements plus 30 percent of the estimated construction costs to cover engineering investigation and design fees. Recognizing the uncertainties associated with the internal structure of the dams and the conceptual nature of the alternatives described herein, the accuracy range of these cost opinions is estimated to be between -50% and +100%. These cost opinions do not include

QA/QC costs during construction; permitting and environmental mitigation costs; property acquisition and/or easement costs; and other administrative costs.

6.3 Upper Dam Repairs

The stability analysis results presented above demonstrate that the dam meets USACE stability criteria for normal operating conditions. Although the dam does not meet all of the stability criteria for the flood loading conditions analyzed, catastrophic failure is not expected should the dam be loaded to storm events up to and including the 1/3 PMP. Rehabilitation measures should consider the findings of Schnabel's stability evaluation, specifically high uplift pressures on the dam/foundation interface and along lift lines during flood loading. In addition, there is apparent bowing/bulging and tilting of the downstream face of the dam. As such, individual stones, which appear to be stacked stones with no mortar, could become dislodged from internal water pressures. This could lead to a progressive failure of the structure.

We have assumed that a rehabilitation of the Upper Dam would include rebuilding the outer course(s) of stones on the downstream face with mortar. A new concrete cap along the crest of the structure is likely also necessary. A liner can be installed along the upstream face of the dam to improve stability along lift lines by decreasing uplift pressures within the dam. Installation of this liner would also serve to reduce leakage through the dam. Dewatering the pond would be required to install the liner and facilitate the other proposed improvements. Additional investigation is needed to determine the upstream geometry of dam as well as the internal structure of the dam. Sidecasting or sediment dredging is necessary to expose the upstream face of the dam, followed by an additional bathymetric survey and/or a dive inspection.

The H&H modeling described in Section 4.0 shows that the 50-year flood event overtops the lowest surveyed abutment elevation by 4.2 feet if the pool is at its normal operating level when the storm starts. This overtopping depth increases to 4.8 feet for the 100-year flood and 6.8 feet for the 1/3 PMP, which is the spillway design storm for small-size, high hazard potential dams in North Carolina. As noted above, the abutments are lower than the top of dam elevation, likely due to foot traffic over time. Though the subsurface conditions in the abutments are unknown, overtopping of the abutments could result in headcutting erosion of soil overburden that could progress upstream, resulting in an uncontrolled release of the pond. To prevent overtopping of the abutments during the flood events, the abutments would need to be raised above the peak water surface elevation during those events. This could be accomplished by placing and compacting imported earthfill. Raising the abutments with earthfill would also require raising the ends of the masonry dam with a reinforced concrete wall or similar technique. Alternatively, the existing abutments could be armored with a material such as articulated concrete blocks (ACBs) to prevent the development and/or progression of headcutting erosion during an overtopping event, or a combination of raising and armoring could be implemented.

Schnabel's preliminary cost opinion for repairing the Upper Dam is $900,000. This cost opinion includes the following major items:

- Clearing and grubbing of the dam and abutments;
- Pond dewatering using temporary pumps or siphons;
- Additional dive investigation and sediment sidecasting on the upstream side of the dam;
- Installation of a liner on the upstream face of the dam;
- Rebuilding the outer course(s) of stones on the downstream face of the dam with mortar;
- Replacing the concrete cap on the crest of the dam;
- Raising the abutments with earthfill to above the 1/3 PMP storm elevation, including concrete wall extensions to facilitate the earthfill tie-outs; and
- Engineering investigation and design costs for the proposed improvements described above.

6.4 Lower Dam Repairs

The stability analysis results presented above demonstrate that the Lower Dam does not meet USACE stability criteria for normal operating conditions. The dam also does not meet stability criteria for the various flood loading conditions analyzed with sliding factors of safety less than 1.0. As such, flood loading could lead to significant damage or dam failure.

For the purposes of developing a cost opinion for repairing the existing dam, we performed a cursory stability analysis to estimate the size of a concrete buttress needed to increase the sliding factor of safety to meet the USACE criteria. Based on this cursory analysis, the concrete buttress would need to be about 5 feet wide by 5 feet tall, installed along the downstream face of the dam. The concrete buttress would need to be doweled into foundation rock to resist sliding and flotation. Alternately, the required reaction load could be achieved with some sort of structural shoring system, although these types of systems can be difficult and costly to install for masonry dams. A riprap or stone buttress is not a recommended long-term solution because flows over the dam and elevated tailwater could destabilize the riprap/stone; however, this could be a viable short-term solution if the riprap/stone is grouted.

Like the Upper Dam, a liner installed along the upstream face of the Lower Dam would increase stability. Dewatering the pond and sediment sidecasting is necessary to install the liner, and additional investigation of the upstream face of the dam below the sediment line is needed to design the liner.

The H&H modeling described in Section 4.0 shows that the 50-year flood event overtops the lowest surveyed abutment elevation by 5.7 feet if the pool is at its normal operating level when the storm starts. This overtopping depth increases to 6.5 feet for the 100-year flood and 9.1 feet for the 1/3 PMP, which is the spillway design storm for small-size, high hazard potential dams in North Carolina. With such overtopping depths, similar abutment erosion concerns exist at the Lower Dam as those described for the Upper Dam above. For the flatter left abutment, an appropriate solution is likely raising of the abutment with earthfill, similar to that described for the Upper Dam above. The right abutment at the Lower Dam is relatively steep; as such, armoring of this abutment with ACBs or similar materials is likely more practical than raising of this abutment.

Schnabel's preliminary cost opinion for repairing the Lower Dam is $1,250,000. This cost opinion includes the following major items:

- Clearing and grubbing of the dam and abutments;
- Pond dewatering using temporary pumps or siphons;
- Additional dive investigation and sediment sidecasting on the upstream side of the dam;
- Installation of a liner on the upstream face of the dam;
- Construction of a cast-in-place concrete buttress on the downstream side of the dam;
- Raising the left abutment with earthfill to above the 1/3 PMP storm elevation, including a concrete wall extension to facilitate the earthfill tie-out;
- Armoring the right abutment with ACBs up to the 1/3 PMP storm elevation; and
- Engineering investigation and design costs for the proposed improvements described above.

6.5 Dam Decommissioning

Decommissioning is an alternative which involves removing a dam by cutting a notch or removing the entire structure to prevent the impoundment of water in the reservoir area under normal conditions and during frequent flood events. Some level of stream restoration within the reservoir is also typically required.

One common concern with dam decommissioning is changes to downstream flooding caused by the removal of the dam; however, in this case, downstream flooding conditions would be similar to those that currently exist given the Clifton Pond Dams are run-of-the-river structures and provide negligible flood protection. Therefore, decommissioning at this site is expected to neither significantly reduce nor increase the flood impacts discussed above.

There is significant sediment accumulation behind each of the dams, and dam decommissioning should consider sediment removal and handling, as well as stream channel restoration. We note that there is significant uncertainty regarding the degree of stream channel restoration that will be required at these sites. Additional stream channel restoration, beyond that assumed herein, could significantly increase the costs associated with dam decommissioning.

A conceptual dam decommissioning sequence is provided below.

1. Dewater the pond.
2. Maintain a temporary pump or siphon system to bypass flows around the work area during sediment removal and initial demolition activities.
3. Remove upstream sediment.
4. Create a notch in the right side of the overflow section down to the foundation level for bypass of base flows. Remove temporary pump or siphon system.
5. Demolish the remainder of the dam using a top-down approach. The existing concrete cap may need to be removed using a hoe ram or similar tool, while the remaining sections can be dismantled by taking out individual stones.
6. Re-establish and stabilize the stream channel upstream of the dam.

Schnabel's preliminary cost opinion for decommissioning the Upper Dam is $700,000. The cost for decommissioning the Lower Dam is expected to be similar. This cost opinion includes the following major items:

- Pond dewatering using pumps or siphons;
- Demolition of the existing dam;
- Dredging of sediment in the pond near the dam;
- Stream channel restoration, limited to within about 500 feet of the dam; and
- Engineering investigation and design costs for the proposed improvements described above.

6.6 Replacement Dams

In addition to the rehabilitation and decommissioning alternatives, we also considered one dam replacement alternative consisting of a new roller compacted concrete (RCC) dam, immediately downstream of the existing dam, that would be constructed to meet NC DEQ Dam Safety requirements. RCC is a no-slump concrete mix that is often used to construct new concrete gravity dams because of its lower price and speed of construction compared with conventional mass concrete. The RCC is typically batched on-site and placed in 12-inch nominal lifts and compacted using modified earthmoving equipment. The RCC would be placed to form a stepped downstream face of the gravity dam, which would be laid out to meet stability requirements and would provide additional energy dissipation for spillway flows. Upstream and downstream facing systems are often used to improve the durability of the exterior surfaces and reduce seepage along the lift lines. These facing systems typically consist of either conventional concrete or grout-enriched RCC, although a masonry-like facing could be installed to mimic the historic existing conditions if desired.

For the purpose of comparing the costs of this alternative with the aforementioned rehabilitation and decommissioning alternatives, we have assumed that the replacement RCC dams would be comparable in size to the existing dams, though appropriately upsized at the abutments to prevent overtopping.

Schnabel's preliminary cost opinion for replacing the Upper Dam is about $2,000,000. The cost for replacing the Lower Dam is expected to be similar. This cost opinion includes the following major items:

- Pond dewatering using temporary pumps or siphons;
- Clearing and grubbing of the existing dam and abutments;
- Demolition of the existing dam;
- Dredging of sediment near the dam;
- Construction of a new RCC dam, including rock foundation preparation;
- Installation of a historic masonry facing on the downstream face of the new RCC dam;
- Installation of a new gated low-level outlet at the base of the dam; and
- Engineering investigation and design costs for the proposed improvements described above.

7.0 CONSTRUCTION CONSIDERATIONS (TASK 4)

7.1 Overview

This section discusses considerations for construction of the dam rehabilitation alternatives discussed above, as well as considerations for the NCDOT bridge replacement project. Specifically, this section

discusses dewatering the ponds impounded by the Upper and Lower Dams, preliminary construction vibration limits to mitigate potential impacts to the Upper and Lower Dams, and potential environmental considerations and permitting requirements for the Upper and Lower Dam alternatives discussed in Section 6.0 of this report.

7.2 Dam Dewatering

During the construction of the selected dam alternative, base flows and storm flows into the ponds will need to be diverted around the work areas, and there are many variables to consider. Lowering the ponds is a risk reduction measure that provides storage for smaller storms to protect the work area and time to react for larger storms. However, the available storage in the ponds is relatively small; based on the results of the H&H modeling, even if the ponds are dewatered there would be flow through the spillways for smaller storms that are much more frequent than the 50-year event. Lowering the pond levels also reduces the hydraulic load on the dams, improving the stability of the dams.

Specifically for the NCDOT bridge replacement project, flows into the Upper Pond would need to be diverted around the bridge replacement work area into the Lower Pond. Lowering the water level in the Lower Pond would also be a risk reduction measure to improve the safety of the Lower Dam during bridge construction, and it would also allow for construction of the replacement bridge foundations in the dry.

The dams do not have low-level drains, so a temporary siphon/pump around system would be needed to dewater the ponds and divert flows around the work areas. In any case, pond dewatering would need to be performed in a controlled manner (e.g., lowering the ponds at a rate of no more than one foot per day), and erosion and sediment controls would be needed to mitigate sediment transport into the receiving stream channel.

7.3 Construction Vibrations

7.3.1 General

Vibrations are a series of periodic oscillating movements. These movements travel in waves and can be transferred through the ground. Vibration is commonly described in terms of displacement, velocity, or acceleration. Displacement is a measure of the magnitude of a given point's movement under the influence of the vibration in question. Velocity and acceleration are measures of how quickly this displacement occurs.

A structure's response to vibrations is typically described in terms of that vibration's velocity or acceleration. Vibration amplitudes are typically expressed in terms of peak particle velocity (PPV), defined as the maximum instantaneous velocity of a point affected by a vibration in inches per second (in/s). The magnitude of vibration is dependent on the type of equipment and construction methods used.

Mechanical and drill and blast excavation for the proposed SR 1103 bridge demolition and replacement will cause vibrations in the ground that can impact the existing nearby structures, like the Upper Dam. The Lower Dam is not expected to be significantly impacted by construction vibrations because it is located approximately 500 feet from the existing bridge. As discussed above, both dams are stacked masonry structures, but the Upper Dam's masonry blocks are not mortared, while the Lower Dam's

blocks appear to be mortared. The existing bridge footings are located within about 3 feet (steel pile crutch bents) and 6 feet (concrete bent) of the downstream face of the Upper Dam.

7.3.2 Frequency

The damage threshold values are functions of the frequencies of the vibration transmitted into the structures. Particularly serious are the low-frequency vibrations that exist in soft foundation materials and/or result either from long blast-to-structure distances or mechanical excavation equipment. These vibrations produce not only structure resonances (4 to 12 Hz for whole structures) but also excessive levels of displacement and strain. In fact, low frequency vibrations are common where the soil cover is thick (10 feet and greater).

The strongest sources of low frequency surface waves are low velocity layers (particularly soil and fill) over harder, more competent material ("velocity" here is propagation velocity, not particle velocity). Vibrations traveling through rock retain higher frequencies more so than when soil is the transmitting media. Soil layers over rock produce low frequency vibrations through both selective attenuation and the generation of surface waves.

At the Upper Dam and bridge foundations, very hard granitic rock outcrops are present, and the bridge's concrete spread footings are founded directly on rock. High frequency vibrations are expected in this environment, although from experience with other close-in (30 feet and less) blasting projects, frequencies are on the order of 18 to 20 Hz at blast distances from source to structure below 15 feet and increase with increasing distance. For very close-in blasting (3 to 6 feet), frequencies on the order of 20 Hz are assumed.

7.3.3 Vibrations from Blasting

Two principal factors that affect the vibration level resulting from the detonation of an explosive charge are the distance from the charge to the point of measurement and the size of the explosive charge per delay (W), typically measured in pounds of explosive. Extensive research has been conducted to study the empirical relationship between these factors. U.S. Bureau of Mines (USBM) Bulletin 656 (Nichols et al., 1971) describes the relationship between vibration (reported as peak particle velocity, PPV), as distance from the source and size of the explosive charge, known as the Propagation Law. The Propagation Law is as follows:

$$PPV = K\left(\frac{D}{\sqrt{W}}\right)^{-b} \qquad \text{Equation (1)}$$

Where:

- PPV = The peak particle velocity at point of interest (in/s)
- K = The ground response factor, varies between 24 and 240
- D = The distance from the point of interest to the shot
- W = The maximum explosive charge weight per 8 millisecond (ms) delay
- b = The slope factor (y-intercept of the best fit curve, in a log-log PPV versus Scaled Distance graph)
- SD = The scaled distance, defined as $D/W^{1/2}$

As the ground vibrations propagate further from the blast, the amplitude decreases because of geometric spreading and the absorption of energy through material damping. The rate at which the ground vibration dissipates as it propagates away from the source is referred to as seismic attenuation. Ground vibrations from typical controlled blasting in most geologic settings attenuate to about one-third the initial value for each doubling of distance from the source. The rate of attenuation is site-specific and is a function of site conditions and geology, which are built into the slope factor (b). Greater b values represent stronger attenuation since the value is negative.

The ground response factor, K, is most closely related to the type of industry blasting (mining, quarry, or construction blasting). Over the years, research has resulted in general equations that can be used in the absence of site-specific data for predicting ground vibration amplitudes from scaled distances. The attenuation rate for any area will be influenced by industry type, blast design, geology, topography, soil type, soil thickness, etc. Table 7-1 below lists vibration amplitude equations for different types of industries. Statistically, the equations may estimate the best fit or upper bound vibration level. Best fit equations are meant to approximate average vibration levels. Upper bound equations will generally estimate the highest potential vibration level, with at least 95% confidence (ISEE, 2011, ISEE Blaster's Handbook).

Table 7-1: Vibration Amplitude Equations for Various Blasting Industries (from Blaster's Handbook, 18th Edition)

Vibration Amplitude Equations For Various Blasting Industries				
Industry	**Metric Equations mm/sec.**	**U.S. Equations in./sec.**	**Confidence level**	**Source**
General	$PPV = 1{,}140(SD_2)^{-1.6}$	$PPV = 160(SD_2)^{-1.6}$	Best Fit	DuPont
Construction	$PPV = 173(SD_2)^{-1.6}$	$PPV = 24.2(SD_2)^{-1.6}$	Lower Bound	Oriard
Construction	$PPV = 1{,}730(SD_2)^{-1.6}$	$PPV = 242(SD_2)^{-1.6}$	Upper Bound	Oriard (2005)
Construction	$PPV = 4{,}320(SD_2)^{-1.6}$	$PPV = 605(SD_2)^{-1.6}$	Upper Bound - High Confinement	Oriard (2005)
Construction	$PPV = 53(SD_2)^{-1.09}$	$PPV = 5(SD_2)^{-1.09}$	Best Fit	USBM RI 8507
Quarries	$PPV = 1{,}090(SD_2)^{-1.82}$	$PPV = 182(SD_2)^{-1.82}$	Best Fit	USBM Bulletin 656
Coal Mines	$PPV = 905(SD_2)^{-1.52}$	$PPV = 119(SD_2)^{-1.52}$	Best Fit	USBM RI 8507
Coal Mines	$PPV = 3{,}330(SD_2)^{-1.52}$	$PPV = 438(SD_2)^{-1.52}$	Upper bound	USBM RI 8507
Coal - Low Frequency sites	$PPV = 1{,}252(SD_2)^{-1.31}$	$PPV = 138(SD_2)^{-1.31}$	Best Fit	USBM RI 9226

For preliminary PPV estimates on this project (based on experience with hard granitic rock), ground response factors, K, in the range of 80 to 120 have been used. In addition, for more conservative PPV estimates, a slope factor b of -1.3 has been considered.

Appendix D – Record of EAP Annual Review, Revision, and Periodic Test

EAPs are required to be updated and resubmitted annually to the North Carolina Dam Safety Program, one year from the anniversary date of the most recent approval. Before this resubmittal, the EAP should be reviewed for correctness and modified to include any changes to the downstream hazards. If no updates are necessary to the EAP at the time of annual resubmittal, update the date of the EAP on each page and include a cover letter that states there have been no changes in the last year when resubmitting. The annually resubmitted EAP must use the most current EAP template available on the Dam Safety website at: https://deq.nc.gov/about/divisions/energy-mineral-and-land-resources/dam-safety/planning-dam-emergency.

The North Carolina Dam Safety Program recommends that a periodic test, including a tabletop exercise, is conducted prior to the annual resubmission of the EAP.

EAP Annual Review:

The EAP Coordinator at a minimum will be responsible for:

1. Determining if downstream hazards have changed and updating Residents/Businesses/Roads/Infrastructure at Risk (Table 5.1) accordingly.
2. Contacting all individuals on the notification flowcharts to verify or update names, phone numbers, and specified positions.
3. Contacting and updating the information in Emergency Services Contacts (Appendix B).
4. Contacting and updating the information in Locally Available Resources (Equipment, Labor, and Materials) (Appendix C).

EAP Periodic Test:

The EAP Coordinator at a minimum will be responsible for:

1. Inviting all agencies involved within the EAP.
2. Coordinating the development of a tabletop exercise (develop objectives, scenario, messages, after-action review).
3. Hosting and facilitating the tabletop exercise.

Revision:

The ***EAP Coordinator*** is responsible for updating the EAP document and ensuring that all copies of the EAP document are revised. The EAP document held by the ***EAP Coordinator*** is the master EAP document. When revisions occur, the ***EAP Coordinator*** will provide the revised pages and a revised Record of Revisions and Updates (Appendix E) to all the EAP document holders listed in EAP Distribution Log (Appendix F). The document holders are responsible for revising outdated copies of the respective document(s) whenever revisions are received. Outdated pages shall be immediately discarded to avoid any confusion with the revisions.

Attachment J

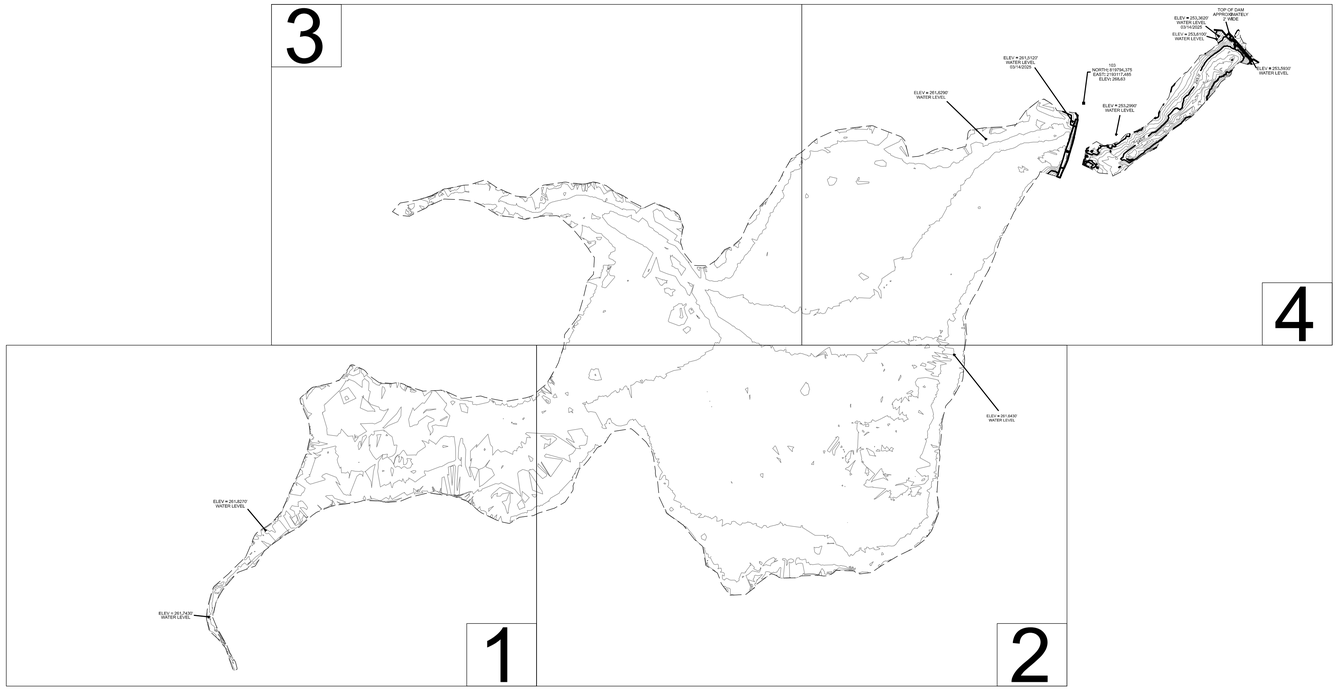
Topographic and Bathymetric Surveys of Clifton Pond Dams

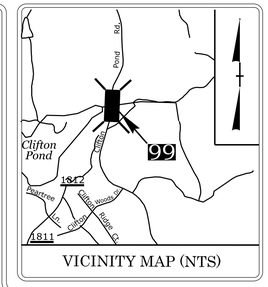
July 2025

APPENDIX A

2025 JMT TOPOGRAPHIC AND BATHYMETRIC SURVEYS

ATTESTATION SHEET





VICINITY MAP (NTS)



LEGEND

- WATER LEVEL SURFACE
- EXISTING BREAKLINE
- EXISTING BUILDING DAM
- MAJOR CONTOURS
- MINOR CONTOURS

200' 100' 0' 200' 400'

REVISIONS

NO.	DESCRIPTION

JMT

FIRM LICENSE # C-3097
1318-F PATTON AVENUE
Asheville, NC
828-253-2796
Charlotte, NC
704-357-0488
Sylva, NC
828-477-4993
Knoxville, TN
865-546-5800
Spartanburg, SC
864-574-4775
Columbia, SC
803-626-1745
Middlesboro, KY
606-248-6600
www.JMT.com

DRAWN: RLZ
CHECKED: DES
JOB NO: 24-03972-001
SCALE: 1"=200'
DATE: 4-23-25
FILE NAME: 24-03972-001_LS_ATTEST_JMT 20250418.dgn

NOTES:

1. THIS IS NOT A BOUNDARY SURVEY.
2. NO WATER SURFACE BOUNDARY OBSERVATIONS WERE TAKEN TO DETERMINE THE EDGE OF WATER.
3. BATHYMETRIC DATA WAS COLLECTED WITH DUAL-FREQUENCY SONAR AND ONLY FIRST RETURNS WERE UTILIZED.
4. DATA ON DAMS WERE TAKEN ON AREAS CONSIDERED SAFE ENOUGH TO ACCESS AND MAY NOT REPRESENT THE ENTIRETY OF THE STRUCTURES.
5. DATES OF SURVEY: 12/09/2024 TO 03/14/2025.
6. CONTOURS DIPICTED ARE AT ONE FOOT INTERVALS WITH EVERY FIFTH FOOT BEING DISPLAYED DIFFERENTLY.
7. THE LOCALIZED COORDINATE SYSTEM USED FOR THIS PROJECT IS BASED ON THE NAD 83(NA2011) NORTH CAROLINA STATE PLANE COORDINATES FOR THE NCDOT MONUMENT "340099-2" WITH A NORTHING OF 820968.639 US FT AND AN EASTING OF 2193303.492 US FT. THE AVERAGED COMBINED GRID FACTOR USED ON THIS PROJECT (GROUND TO GRID) IS 0.99994932. ALL LINEAR DISTANCES ARE LOCALIZED HORIZONTAL DISTANCES. THE VERTICAL DATUM IS BASED ON THE NCDOT MONUMENT "340099-2" ELEV 298.00 FT NAVD 88 (GEIOD 18).

I, DANIEL E. SCHILLING, CERTIFY THIS PROJECT WAS COMPLETED UNDER MY DIRECT AND RESPONSIBLE CHARGE FROM AN ACTUAL SURVEY UNDER MY SUPERVISION. THAT THIS TOPOGRAPHIC SURVEY WAS PERFORMED TO MEET THE REQUIREMENTS FOR TOPOGRAPHIC/PLANIMETRIC SURVEY TO THE ACCURACY OF CLASS A AND VERTICAL ACCURACY WHEN APPLICABLE TO THE CLASS C STANDARD, AND THAT THE ORIGINAL DATA WAS OBTAINED FROM 12/09/2024 TO 03/14/2025; THAT THE CONTOURS SHOWN AS ON LEGEND MAY NOT MEET THE STATED STANDARD; AND ALL COORDINATES ARE BASED ON NORTH CAROLINA NAD 83 NA 2011 AND ALL ELEVATIONS ARE BASED ON NAVD 88; THAT THE GLOBAL NAVIGATION SATELLITE SYSTEM (GNSS) SURVEY AND THE FOLLOWING INFORMATION WAS USED TO PERFORM THE GNSS SURVEY:

CLASS OF SURVEY: A
POSITIONAL ACCURACY: 95%
TYPE OF GNSS FIELD PROCEDURE: RTN
DATES OF SURVEY: 12/09/2024 TO 03/14/2025
DATUM/EPOCH: NAD83/NA2011
PUBLISHED FIXED CONTROL: 340099-2
GEOID MODEL: GEOID 18
COMBINED GRID FACTOR: 0.99994932
UNITS: US SURVEY FOOT

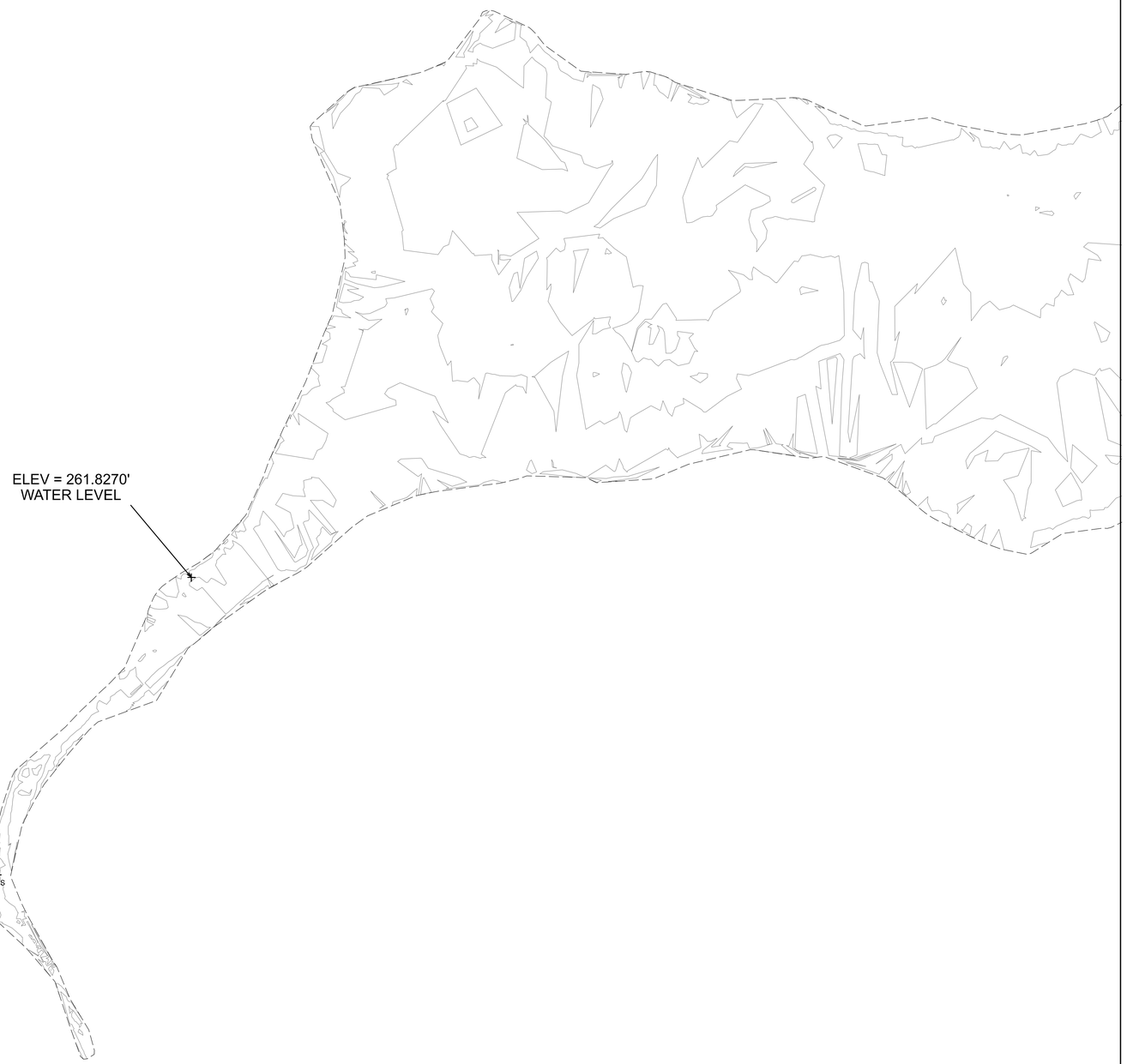
NORTH CAROLINA PROFESSIONAL SEAL L-5440 LAND SURVEYOR DANIEL E. SCHILLING

Signed by:
Daniel E. Schilling, PLS
AADF3851A335488...

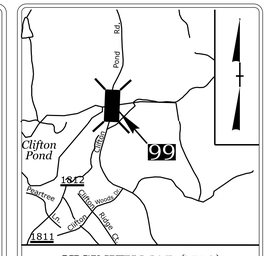
PROFESSIONAL LAND SURVEYOR	L-5440 LICENSE NUMBER	04/23/2025 DATE

ATTESTATION SHEET

MATCH LINE: SHEET 3



MATCH LINE: SHEET 2



VICINITY MAP (NTS)

50' 25' 0' 50' 100'

LEGEND

- WATER LEVEL SURFACE
- EXISTING BREAKLINE
- EXISTING BUILDING DAM
- MAJOR CONTOURS
- MINOR CONTOURS

GRID NORTH
NAD 83/NSRS 2011

REVISIONS

NO.	DESCRIPTION

FIRM LICENSE # C-3097
1318-F PATTON AVENUE
Asheville, NC
828-253-2796
Charlotte, NC
704-357-0488
Sylva, NC
828-477-4993
Knoxville, TN
865-546-5800
Spartanburg, SC
864-574-4775
Columbia, SC
803-626-1745
Middlesboro, KY
606-248-6600
www.JMT.com

DRAWN: RLZ
CHECKED: DES
JOB NO: 24-03972-001
SCALE: 1"=50'
DATE: 4-23-25
FILE NAME: 24-03972-001_LS_ATTEST_JMT 20250418.dgn

NORTH CAROLINA PROFESSIONAL LAND SURVEYING
SEAL L-5440
DANIEL E. SCHILLING

Signed by:
Daniel E. Schilling, PLS
3851A335488...

ATTESTATION SHEET

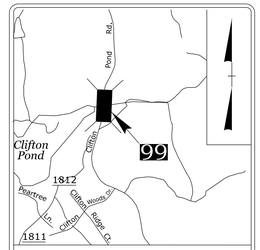
2

MATCH LINE: SHEET 3

MATCH LINE: SHEET 4

MATCH LINE: SHEET 1

ELEV = 261.6430'
WATER LEVEL



VICINITY MAP (NTS)

REVISIONS	
NO.	DESCRIPTION

FIRM LICENSE # C-3097
1318-F PATTON AVENUE
Asheville, NC
828-253-2796
Charlotte, NC
704-357-0488
Sylva, NC
828-477-4993
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865-546-5800
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DRAWN: RLZ
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JOB NO: 24-03972-001
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DATE: 4-23-25
FILE NAME: 24-03972-001_LS_ATTEST_JMT 20250418.dgn

50' 25' 0' 50' 100'

LEGEND

- WATER LEVEL SURFACE
- EXISTING BREAKLINE
- EXISTING BUILDING DAM
- MAJOR CONTOURS
- MINOR CONTOURS

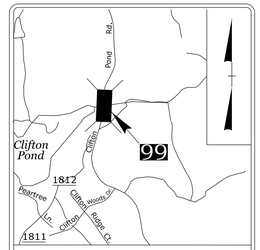
GRID NORTH
NAD 83/NSRS 2011

NORTH CAROLINA PROFESSIONAL LAND SURVEYOR SEAL L-5440 DANIEL E. SCHILLING

Signed by:
Daniel E. Schilling, PLS
...851A335488...

ATTESTATION SHEET

3



VICINITY MAP (NTS)



50' 25' 0' 50' 100'

LEGEND

- WATER LEVEL SURFACE
- EXISTING BREAKLINE
- EXISTING BUILDING DAM
- MAJOR CONTOURS
- MINOR CONTOURS

GRID NORTH
NAD 83/NSRS 2011

REVISIONS

NO.	DESCRIPTION

FIRM LICENSE # C-3097
1318-F PATTON AVENUE
Asheville, NC
828-253-2796
Charlotte, NC
704-357-0488
Sylva, NC
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803-626-1745
Middlesboro, KY
606-248-6600
www.JMT.com

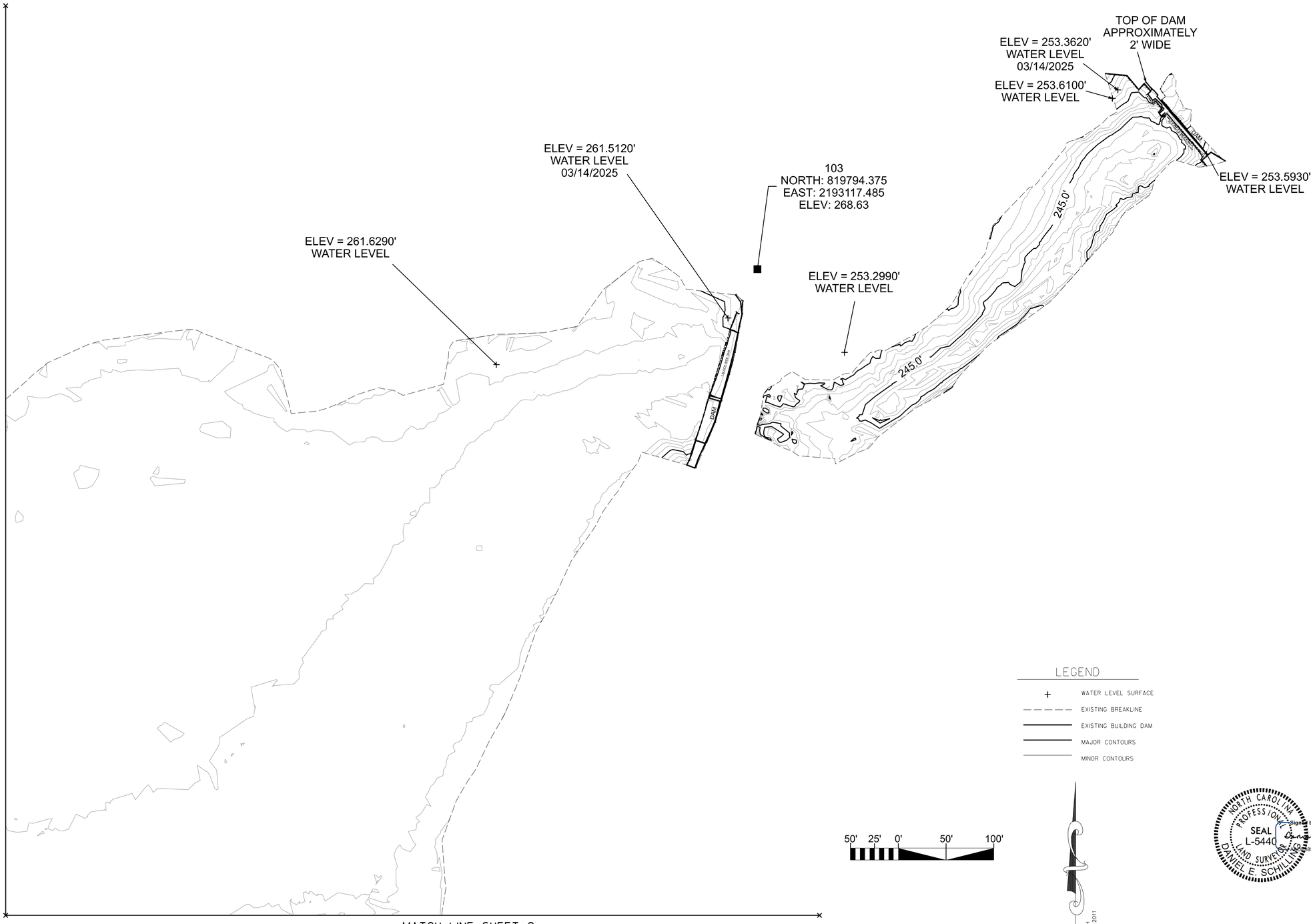
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CHECKED: DES
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SCALE: 1"=50'
DATE: 4-23-25
FILE NAME: 24-03972-001_L5_ATTEST_JMT 20250418.dgn

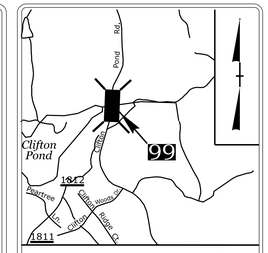
NORTH CAROLINA PROFESSIONAL SEAL L-5440 LAND SURVEYOR DANIEL E. SCHILLING

Signed by: Daniel E. Schilling, PLS
3851A335488...

ATTESTATION SHEET

4





VICINITY MAP (NTS)

REVISIONS

NO.	DESCRIPTION

FIRM LICENSE # C-3097
1318-F PATTON AVENUE
Asheville, NC
828-253-2796
Charlotte, NC
704-357-0488
Sylva, NC
828-477-4993
Knoxville, TN
865-546-5800
Spartanburg, SC
864-574-4775
Columbia, SC
803-626-1745
Middlesboro, KY
606-248-6600
www.JMT.com

DRAWN: RLZ
CHECKED: DES
JOB NO: 24-03972-001
SCALE: 1"=50'
DATE: 4-23-25
FILE NAME: 24-03972-001_LS_ATTEST_JMT 20250418.dgn

LEGEND

- WATER LEVEL SURFACE
- EXISTING BREAKLINE
- EXISTING BUILDING DAM
- MAJOR CONTOURS
- MINOR CONTOURS

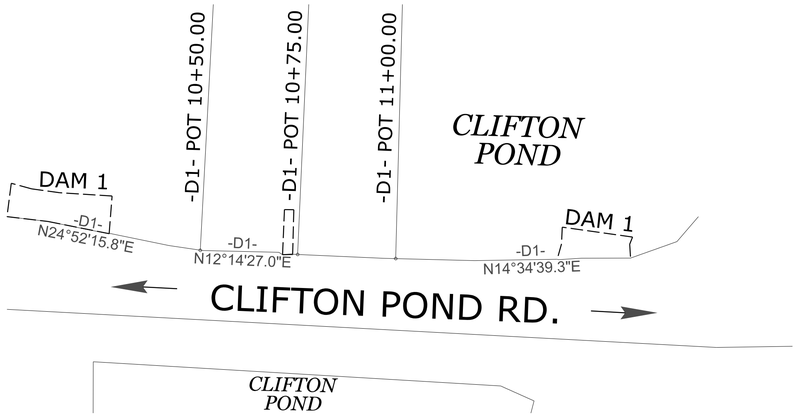
50' 25' 0' 50' 100'

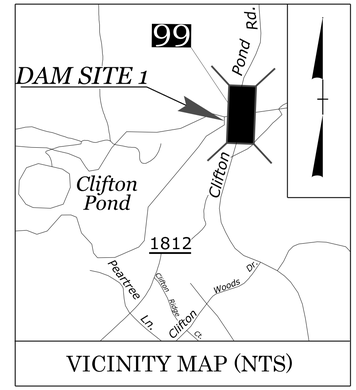
GRID NORTH
NAD 83/NSRS 2011

NORTH CAROLINA PROFESSIONAL SEAL L-5440 LAND SURVEYOR DANIEL E. SCHILLING

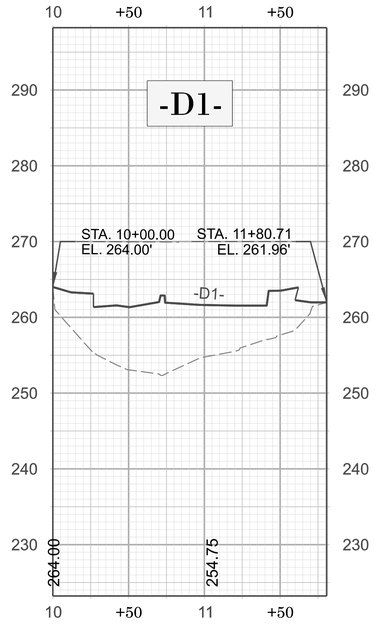
Signed by: Daniel E. Schilling, PLS

11/14/23





VICINITY MAP (NTS)



GRAPHIC SCALES

PLANS: 20 10 0 20 40

PROFILE (HORIZONTAL): 50 25 0 50 100

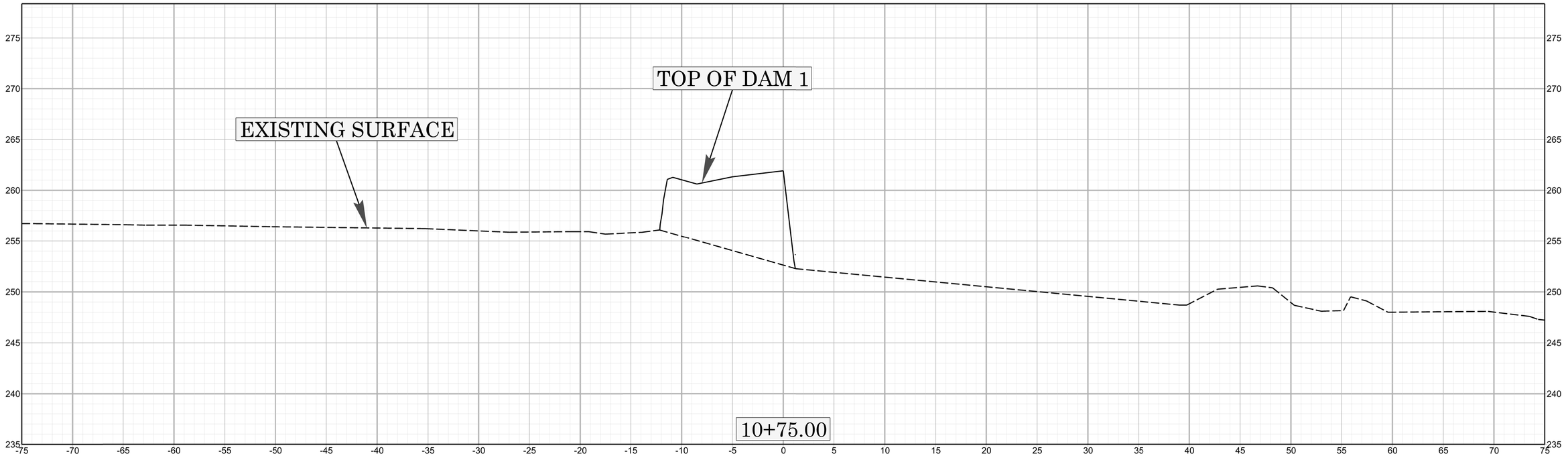
PROFILE (VERTICAL): 10 5 0 10 20

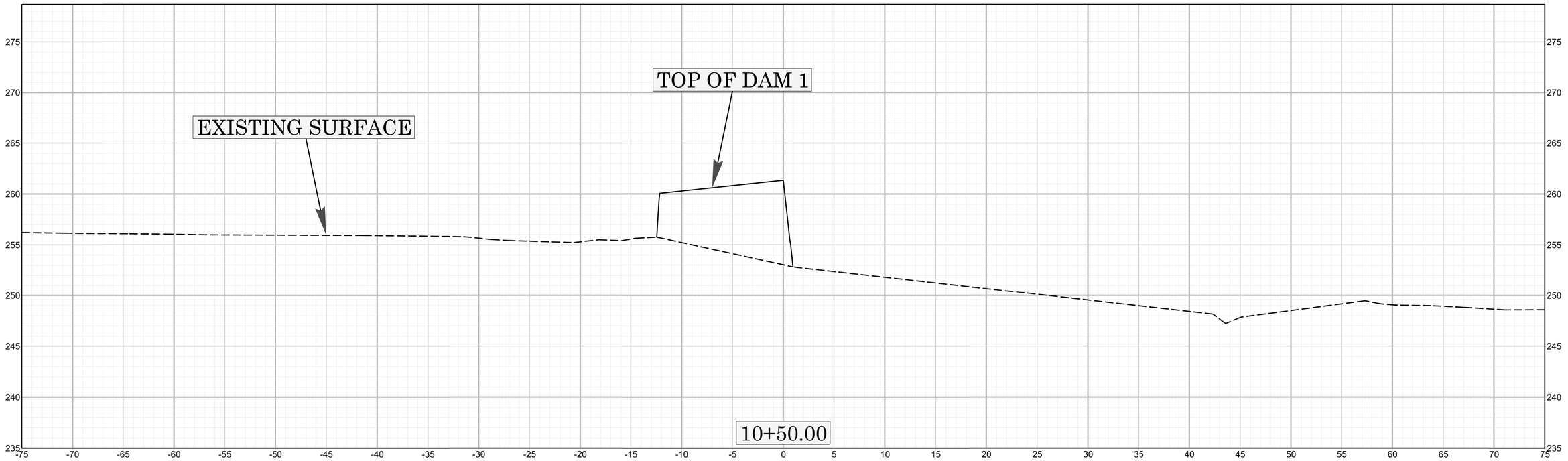
CLIFTON POND RD.

01 | DAM 1

FIRM LICENSE # C-3097
1318-F PATTON AVENUE
Asheville, NC
828-253-2798
Charlotte, NC
704-357-0488
Sylva, NC
828-477-4993
Knoxville, TN
865-546-5800
Spartanburg, SC
864-574-4775
Columbia, SC
803-626-1745
Middlesboro, KY
606-248-6600
www.JMT.com

11/14/23



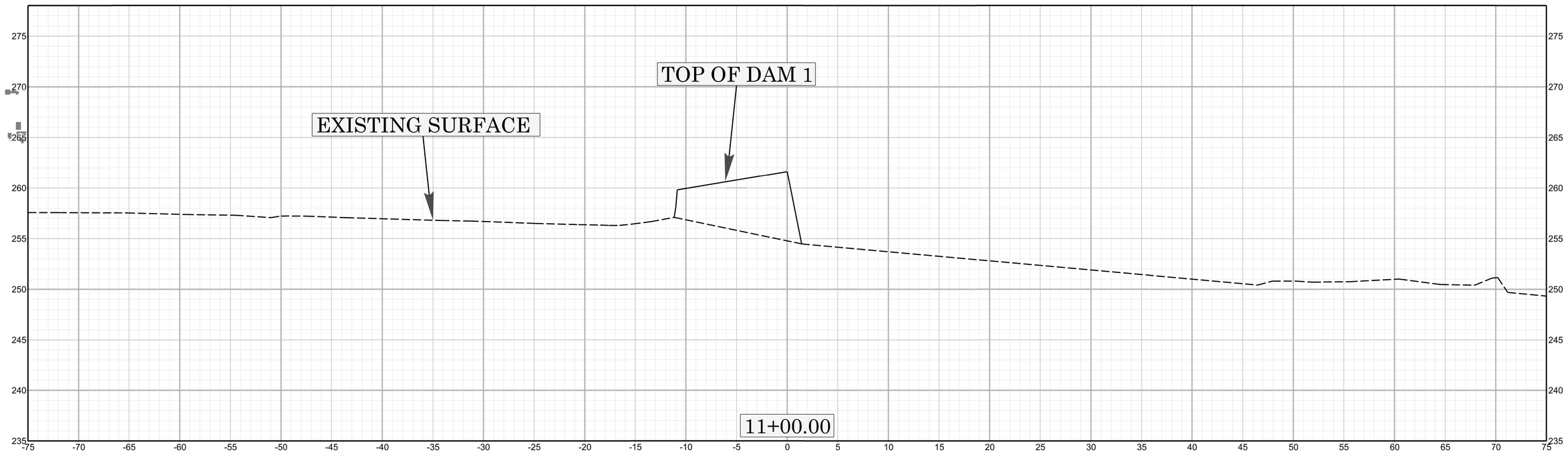


0 5 10

X 10+50.00

CLIFTON POND RD

11/14/23

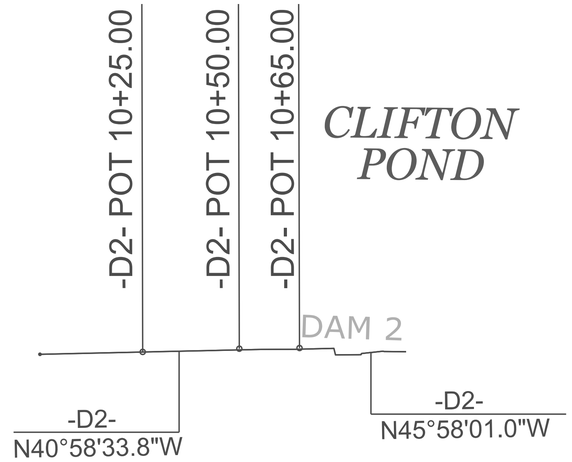


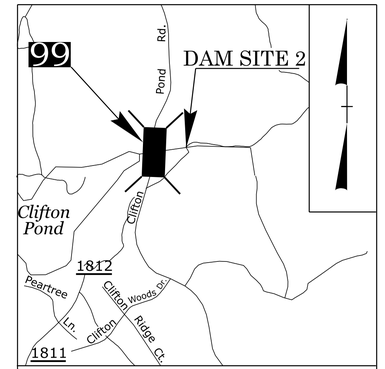
0
5
10

X 11+00.00

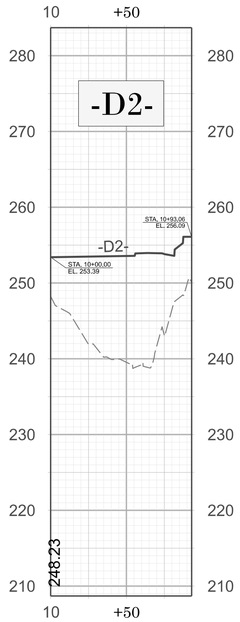
CLIFTON POND RD

11/14/23





VICINITY MAP (NTS)



GRAPHIC SCALES

20 10 0 20 40
PLANS

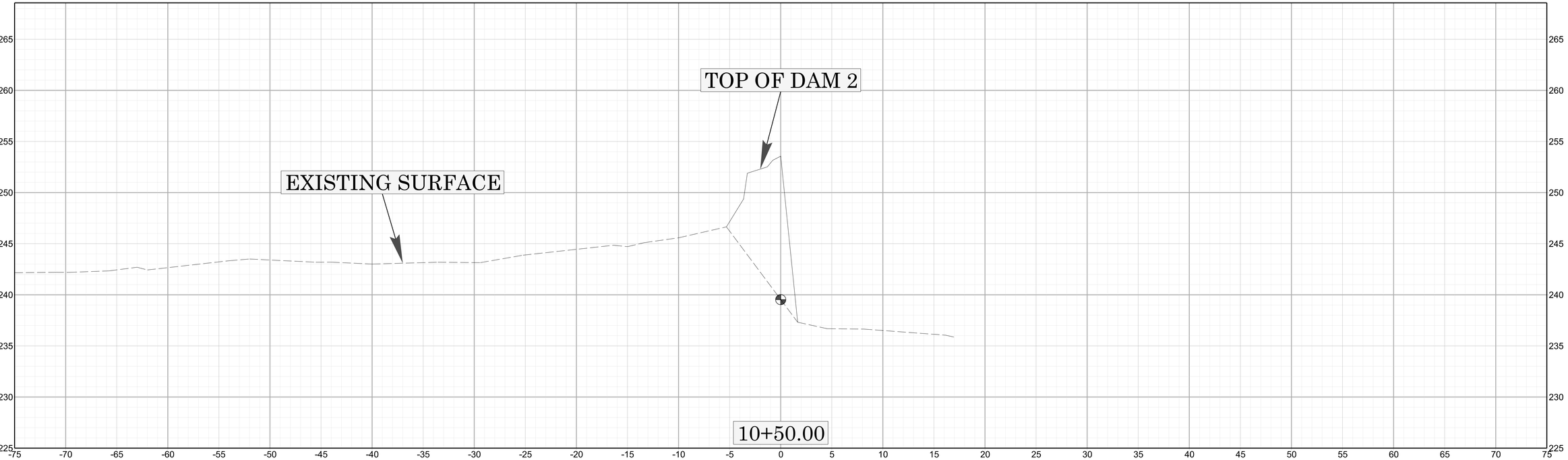
50 25 0 50 100
PROFILE (HORIZONTAL)

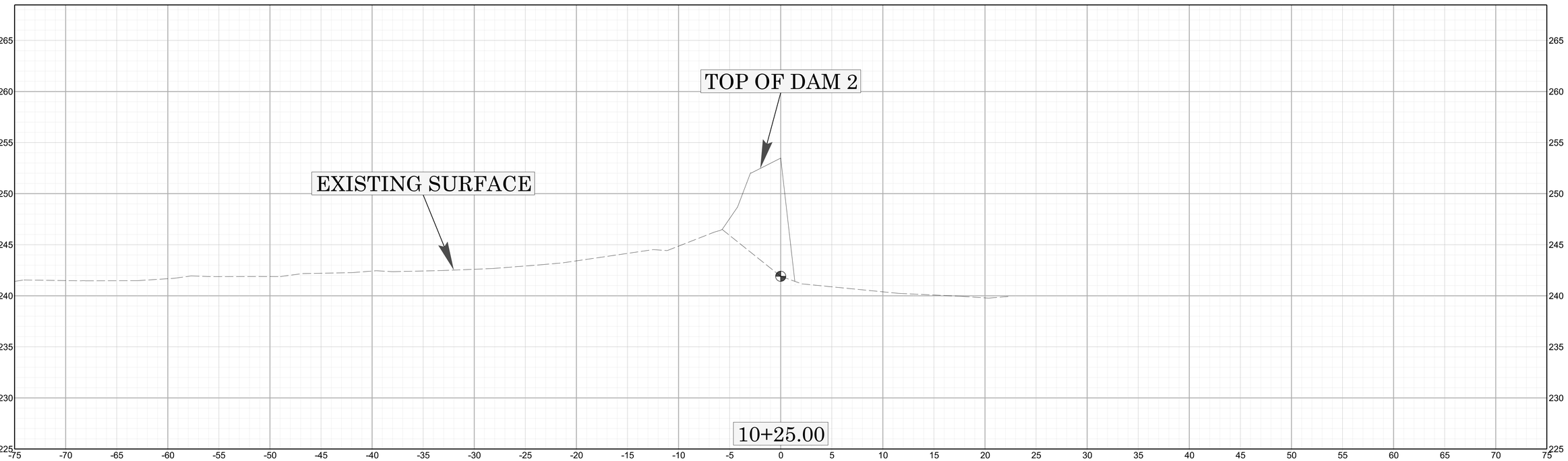
10 5 0 10 20
PROFILE (VERTICAL)

CLIFTON POND RD.

01	DAM 2

FIRM LICENSE # C-3097
1318-F PATTON AVENUE
Asheville, NC
828-253-2798
Charlotte, NC
704-357-0488
Sylva, NC
828-477-4993
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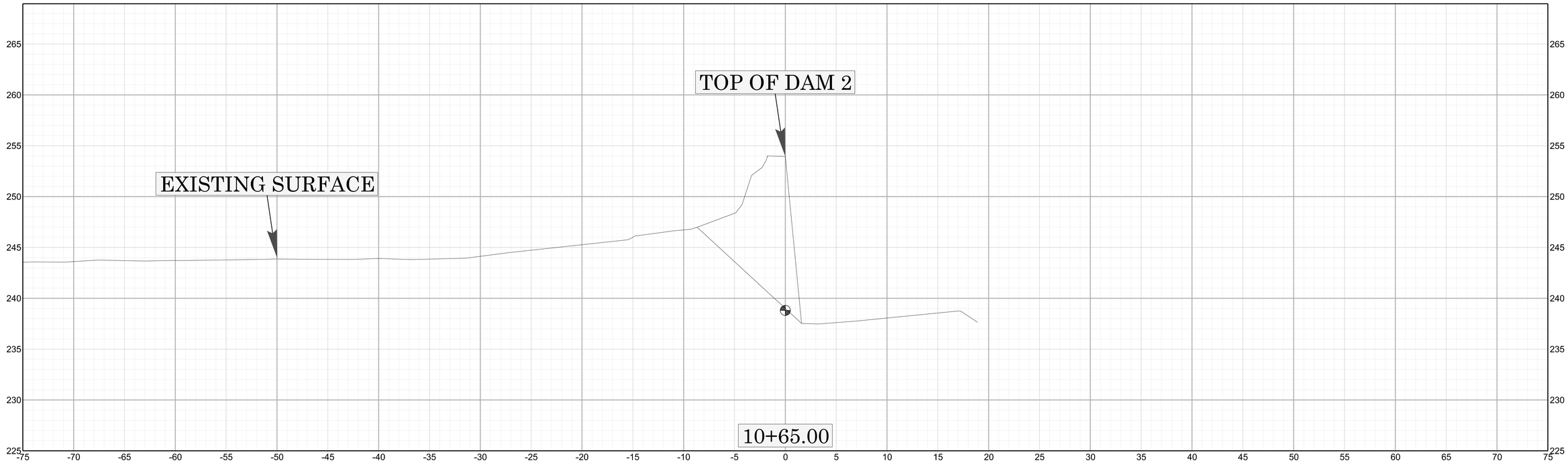




0 5 10

02 10+25.00

CLIFTON POND RD.



0 5 10

03 | 10+65.00

CLIFTON PARK RD.

Attachment K

Cultural Resource Update Meeting

March 2026

Meeting Summary

Subject: Cultural Resource Update Meeting, 17BP.5.PE.33 - Replace Bridge No. 99 on Clifton Pond Road over Crooked Creek, Franklin County

Date: March 3, 2026, from 9am to 10am

Location: Century Center, Building A, EAU Small Conference Room

Attendees:
Mary Pope Furr - NCDOT Cultural Resources
Matt Wilkerson - NCDOT Cultural Resources
Chris Murray - NCDOT Division 5
Dennis Jernigan - HW Lochner
Liz Workman - Three Oaks Engineering

Purpose of the meeting:
- To provide updated project information
- To solicit comments from Cultural Resources on the concepts
- To collaborate with Cultural Resources to determine a path forward

Project Information:
Bridge No. 99 will soon be permanently closed. Division 5 has considered several alignments, all of which pose challenges. Division 5 solicits feedback from Cultural Resources in case the impact of each alignment on historic resources would eliminate it from consideration.

Discussion:
Dennis briefly provided background information through a PowerPoint presentation. He showed an underwater rendering of the upper dam, vicinity map, study area map, alignment concepts, Concepts 6A and 10 (which have no or little impacts on identified historical features but are well beyond the project budget at $14.5M and $10M+, respectively), archaeology sites identified by Brian Overton, and bridge inspection updates. The January 22, 2026 bridge inspection report will result in a bridge closure. Division 5 is developing a communications plan for the closure.

Division 5 most recently developed Concept 11, which meanders through an additional study area to avoid newly identified archaeology features. Concept 11 crosses two old roadbeds perpendicularly and appears to avoid all other potential archaeology sites. Matt thinks the roadbeds will be considered as contributing factors to the historic property. SHPO will need to make the determination.

While a Categorical Exclusion (CE) document is not required for state funding, which is the current funding mechanism for the project, a CE is the preferred environmental document vehicle in case federal funds are pursued at some point in the future. Lisa is pursuing additional funding for the project.

After hearing the design, construction, historic and funding challenges, Matt and Mary Pope asked if the Division had considered permanently closing the road. Division 5 responded that after several community group meetings, the local fire/EMS departments and school transportation officials shared concerns about access if the bridge is closed permanently. Chris and Dennis stated that, in their experience, it is difficult to close roads and bridges permanently.

Division 5 recently met with the Attorney General's (AG) Office to discuss the project challenges and out-of-the-box ideas. Some brainstorming ideas included purchasing the Cape Romain Property and donating the portion not needed for right

of way to a historic trust or building a dam upstream or downstream of the upper dam to lessen pressure on it. Mary Pope stated that NCDOT has no desire to purchase historic properties for preservation, and a mitigation banking system for historic properties does not exist. She added that the State Historic Preservation Office (SHPO) does not have capacity to own/manage preserved properties.

The project is currently state funded and additional funds will be needed to build either Concept 6A or 11. If federal funds are included at some point, the lead agency would be the Federal Highway Administration (FHWA), and a CE document with Section 4(f) evaluation would be needed. Ideally, receiving a "no adverse effect" with minimization would be the best outcome.

The replace-in-place concept could use the Minimum Criteria Determination Checklist (MCDC) if only state funds are used, and a Section 106 Memorandum of Agreement (MOA) would be anticipated. MOAs can take a year or more to process. They can also be held for many years once approved. Mary Pope does not want to expend the resources to pursue an MOA if construction of the project is unlikely or if federal funds would be used in the future for the project. If the upper dam gets damaged and the pond is drained, the status of eligibility could be affected. A new bridge in the same location would overhang the upper dam and be inside the right of way that NCDOT would need to build the project. Matt and Mary Pope suggested that the Division record all the reasons why the replace-in-place concept is not a viable option.

Brian Overton will finish the archaeology survey results and recommend if sites should be considered eligible as well as identify any refinements to the limits. Chris questioned having a meeting with SHPO for feedback to discuss best ways to progress the project. Division 5 would like an informal conversation with SHPO prior to investing additional resources to design alternatives that may not be suitable. Mary Pope responded that she feels that due to Renee's workload and other obligations that an informal meeting is unlikely. She further stated that Renee is aware of the project concepts. Prior to the SHPO Effects meeting, Division 5 should prepare ROW boundaries and cut and fill limits. Potential utility relocations (such as the powerline on Clifton Pond Road) will be of interest as well. SHPO should receive project information about two weeks ahead of the meeting.

Matt asked if the Division can lower the water level in Clifton Pond while constructing a new bridge. The silt deposits and sediment in the joints of the upper dam may dry out if water levels are lowered. An exposed pond bed could produce more artifacts and extend the limits of archaeological sites. It is possible that the historic boundaries could extend beyond the current Clifton House and Mill Site identified in the National Register of Historic Places.

The question was asked as to whether the property owner (Cape Romain Properties) has the right to breach the upper dam. If it appears that the owners are breaching the dam to facilitate construction of the project, it could be viewed as **anticipatory demolition.** Breaching the dam and draining Clifton Pond will likely require a Nationwide Permit (NWP). NWPs are tied to Section 106. Even if the owners wanted to breach or remove the dam, project aside, an NWP permit is likely and would result in Section 106 compliance. The owners have, at times, appeared to value the historic nature of the pond, dam and property, but have also mentioned developing the land. They initially showed interest in Concept 6A but more recently have stated in writing their preference for Concept 10/11. The owners have contacted SHPO, and Mary Pope stated that SHPO is aware of the different concepts being discussed.

Chris asked if the Division needs to show Renee the other concepts. It might be advantageous to share the other concepts to show all efforts made to evaluate and minimize impacts.

Action Items:

- Div 5 will send slope stakes and ROW limits for Concepts 11 and 6A to Brian Overton.
- Brian will complete the archaeology survey report for eligibility recommendations on Concept 10/11.
- Schedule meeting with SHPO once the Division has a preferred direction to carry the project forward.

Attachment L

Bridge Inspection Reports

January 2026

☐ Supplemental Inspection Requested

NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
STRUCTURE MANAGEMENT UNIT
COUNTY: FRANKLIN DIV: 5

ATTENTION:
☑ PARS Submitted ☐ Sign Notice Issued
HYDRA PLATFORM USED, NEW REPAIRS, DATA CHANGES

Structure Safety Inspection Report

BRIDGE NUMBER: 340099 BRIDGE NAME: PREVIOUS BRIDGE NUMBER:

OWNER: S01 State transportation department INVENTORY TYPE: NBI Structure

LATITUDE: 36.00039000 LONGITUDE: -78.34719000 ROUTE: SR1103 M.P.: 0.0

SUPERSTRUCTURE: Plate Girder

NUMBER OF SPANS: 6 MINIMUM SPAN LENGTH: 29.3 FEET: MAXIMUM SPAN LENGTH: 39.8 FEET:

SUBSTRUCTURE: Reinforced Concrete Footing; Reinforced Concrete Abutment; Steel Pier Cap; Reinforced Concrete Pier Cap; Re

POSTED SV: 7 POSTED TTST: 7

	Insp.	SNBI		Insp.	SNBI		Insp.	SNBI		Insp.	SNBI
DECK:	4	4	SUPERSTRUCTURE:	3	3	SUBSTRUCTURE:	3	3	CULVERT:	N	N



LOOKING NORTH

START DATE	END DATE	INSPECTED BY	SIGNATURE
01/20/2026	01/22/2026	Dan Curtis	D Curtis
DIRECTION	TIME (hours)	Assisted By	
S-N	50	L.Stevens, R. Howell	

Equipment Used: A01|A03|IN

Inspection Type(s)
☐ Initial ☑ Routine ☐ Underwater ☐ NSTM ☐ Damage ☐ In Depth ☐ Special ☐ Service ☐ Scour

Report Date: 02/16/2026

Section 1: Bridge Identification

Subsection 1.1: Identification

B.ID.01 Structure Number, SMU: 340099 SAP: 0350099 FHWA: 690099

B.ID.02 Bridge Name:

B.ID.03 Previous Bridge Number: Year Built: 1969

Subsection 1.2: Location

B.L.01 State Code: 37 B.L.02 County Code: 69 B.L.03 Place Code:

B.L.04 Highway Agency District: 5

B.L.05 Latitude: 36.000390 B.L.06 Longitude: -78.347190

B.L.07 Border Bridge Number: N B.L.08 Border Bridge State:

B.L.09 Border Bridge Inspection Responsibility:

B.L.10 Border Bridge Designated Lead State:

B.L.11 Location:

0.9 Miles South of Junction SR1706

B.L.12 Metropolitan Planning Organization: Capital Area MPO

Subsection 1.3: Classification

B.CL.01 Owner: **S01** State transportation department

B.CL.02 Maintenance Responsibility: S01 State transportation department

B.CL.03 Federal or Tribal Land Access: N Not Applicable

B.CL.04 Historic Significance: N Bridge is not on Historic Registry

B.CL.05 Toll: N Bridge does not carry a toll road and is not a toll bridge

B.CL.06 Emergency Evacuation Designator: N

Section 3: Bridge Geometry

B.G.01 NBIS Bridge Length: 188.500 B.G.02 Total Bridge Length: 192.500

B.G.03 Maximum Span Length: 39.800 B.G.04 Minimum Span Length: 29.300

B.G.05 Bridge Width Out-to-Out: 24.100 B.G.06 Bridge Width Curb-to-Curb: 24.000

B.G.07 Left Curb/Sidewalk Width: 0.500 B.G.08 Right Curb/Sidewalk Width: 0.500

B.G.09 Approach Roadway Width: 21.000 B.G.10 Median: 0 No Median

B.G.11 Skew: 0 B.G.12 Curved Bridge: N Not Curved

B.G.13 Maximum Bridge Height: 16.000 B.G.14 Sidehill Bridge: N

B.G.15 Irregular Deck Area 0.0

Structure Number 340099 Inspection Date 01/22/2026

General Condition Rating Matrix

	SNBI/FHWA	NCDOT SMU	Current Inspection
Deck	4	4	4
Superstructure	3	3	3
Substructure	3	3	3
Culvert	N	N	N

SNBI Rating Comments

NCDOT Rating Comments

DECK GRADED A 4 DUE TO AREAS OF SECTION LOSS WITH EXPOSED ASHPHALT IN BOTTOM OF DECK IN VARIOUS LOCATIONS THROUGHOUT SUPERSTRUCTURE GRADED A 3 DUE TO WIDESPREAD AREAS OF SECTION LOSS WITH COMPLETE LOSS OF SECTION THROUGHOUT BEAMS SUBSTRUCTURE GRADED A 3 DUE TO WIDESPREAD AREAS OF SECTION LOSS WITH COMPLETE LOSS OF SECTION THROUGHOUT STEEL CAPS

Inspection Rating Comments

DECK GRADED A 4 DUE TO AREAS OF SECTION LOSS WITH EXPOSED ASHPHALT IN BOTTOM OF DECK IN VARIOUS LOCATIONS THROUGHOUT SUPERSTRUCTURE GRADED A 3 DUE TO WIDESPREAD AREAS OF SECTION LOSS WITH COMPLETE LOSS OF SECTION THROUGHOUT BEAMS SUBSTRUCTURE GRADED A 3 DUE TO WIDESPREAD AREAS OF SECTION LOSS WITH COMPLETE LOSS OF SECTION THROUGHOUT STEEL CAPS

Structure Element Scoring

Structure Number: 340099

Inspection Date 1/22/2026

Element Number	Parent Number	Element Name	Location	Total Quantity	Level 1 Quantity	Level 2 Quantity	Level 3 Quantity	Level 4 Quantity
30		Steel Deck Corrugated/Orthotropic/Etc.	Deck	4,639	1,785	1,787	872	195
515	30	Steel Protective Coating	Deck	4,639	1,913	0	0	2,726
107		Steel Open Girder/Beam	Beam	1,544	0	817	0	727
515	107	Steel Protective Coating	Beam	8,553	2,424	2,058	0	4,071
210		Reinforced Concrete Pier Wall	Piles and Columns	60	0	29	31	0
215		Reinforced Concrete Abutment	Abutments	76	29	35	12	0
220		Reinforced Concrete Pile Cap/Footing	Footing	64	0	64	0	0
225		Steel Pile	Piles and Columns	8	0	2	0	6
515	225	Steel Protective Coating	Piles and Columns	720	258	0	0	462
231		Steel Pier Cap	Caps	130	4	29	0	97
515	231	Steel Protective Coating	Caps	905	0	0	0	905
234		Reinforced Concrete Pier Cap	Caps	115	88	15	12	0
316		Other Bearings	Bearing Device	77	0	0	77	0
515	316	Steel Protective Coating	Bearing Device	77	0	0	0	77
330		Metal Bridge Railing	Bridge Rail	388	2	379	3	4
515	330	Steel Protective Coating	Bridge Rail	1,900	40	0	0	1,860
510		Wearing Surface	Wearing Surfaces	4,639	1,347	438	2,854	0
601		Regulatory Sign	Ground Mounted Signs	2	2	0	0	0
602		Warning Signs	Ground Mounted Signs	4	3	1	0	0

Section 7: Bridge Condtion

Subsection 7.1: Condition Component Ratings

B.C.01: Deck Condtion Rating	4
B.C.02: Superstructure Condition Rating	3
B.C.03: Substructure Condition Rating	3
B.C.04: Culvert Condition Rating	N
B.C.05: Bridge Railing Condition Rating	6
B.C.06: Bridge Railing Transition Condition Rating	N
B.C.07: Bridge Bearings Condition Rating	5
B.C.08: Bridge Joints Condition Rating	N
B.C.09: Channel Condition Rating	9
B.C.10: Channel Protection Condition Rating	9
B.C.11: Scour Condition Rating	9
B.C.12: Bridge Condition Classification	P
B.C.13: Lowest Condition Rating	3
B.C.14: NSTM Condition Rating	N
B.C.15: Underwater Condition Rating	6

Subsection 7.2, 7.3: Element Identification and Conditions

Element Number	Parent Number	Total Quantity	State 1	State 2	State 3	State 4
30	0	4639	1785	1787	872	195
515	30	4639	1913	0	0	2726
107	0	1544	0	817	0	727
515	107	168	8	40	0	120
210	0	60	0	29	31	0
215	0	76	29	35	12	0
220	0	64	0	64	0	0
225	0	8	0	2	0	6
515	225	720	258	0	0	462
231	0	130	4	29	0	97
515	231	905	0	0	0	905
234	0	115	88	15	12	0
316	0	77	0	0	77	0
515	316	11	0	0	0	11
330	0	388	2	379	3	4
515	330	150	0	0	0	150
510	0	4639	1347	438	2854	0
601	0	2	2	0	0	0
602	0	4	3	1	0	0

Section 7: Bridge Condtion

Subsection 7.4: Appraisal

B.AP.01: Approach Roadway Alignment	G	
B.AP.02: Overtopping Likelihood	0	Never
B.AP.03: Scour Vulnerability	A	Scour Appraisal completed, bridge determined to be stable
B.AP.04: Scour Plan of Action	0	A scour plan of action not required
B.AP.05: Seismic Vulnerability	N	Bridge does not require seismic evaluation

Superstructure Build Details

Span Number 1 Span Length 30.500 Skew 90.000

Number of Items	Type of Component	Element Name	Quantity		Protective System Applied	Quantity (Sq Ft)
1	Plate Girder	Steel Open Girder/Beam	30	Feet	Unknown	168
1	Asphalt Wearing Surface	Wearing Surface	735	Square Feet		
2	Steel Rail	Metal Bridge Railing	62	Feet	Galvanized Protective System	300
7	Plate Girder	Steel Open Girder/Beam	210	Feet	Legacy Red Lead Primer Systems with Various Topcoats	1176
1	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	735	Square Feet	Galvanized Protective System	735
2	Delineator	Warning Signs	2	Each		
1	Weight Limit	Regulatory Sign	1	Each		
5	Other Bearing	Other Bearings	5	Each	Legacy Red Lead Primer Systems with Various Topcoats	5
6	Other Bearing	Other Bearings	6	Each	Unknown	6

Span Number 2 Span Length 30.500 Skew 90.000

Number of Items	Type of Component	Element Name	Quantity		Protective System Applied	Quantity (Sq Ft)
1	Asphalt Wearing Surface	Wearing Surface	735	Square Feet		
12	Other Bearing	Other Bearings	12	Each	Legacy Red Lead Primer Systems with Various Topcoats	12
1	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	735	Square Feet	Galvanized Protective System	735
2	Steel Rail	Metal Bridge Railing	62	Feet	Galvanized Protective System	300
8	Plate Girder	Steel Open Girder/Beam	248	Feet	Legacy Red Lead Primer Systems with Various Topcoats	1344

Span Number 3 Span Length 29.750 Skew 90.000

Number of Items	Type of Component	Element Name	Quantity		Protective System Applied	Quantity (Sq Ft)
12	Other Bearing	Other Bearings	12	Each	Legacy Red Lead Primer Systems with Various Topcoats	12
2	Steel Rail	Metal Bridge Railing	60	Feet	Galvanized Protective System	300
7	Plate Girder	Steel Open Girder/Beam	210	Feet	Legacy Red Lead Primer Systems with Various Topcoats	1169

Superstructure Build Details

1	Asphalt Wearing Surface	Wearing Surface	717	Square Feet		
1	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	717	Square Feet	Galvanized Protective System	717
1	Plate Girder	Steel Open Girder/Beam	30	Feet		

Span Number 4 Span Length 30.000 Skew 90.000

Number of Items	Type of Component	Element Name	Quantity		Protective System Applied	Quantity (Sq Ft)
1	Asphalt Wearing Surface	Wearing Surface	723	Square Feet		
2	Other Bearing	Other Bearings	2	Each	Unknown	2
12	Other Bearing	Other Bearings	12	Each	Legacy Red Lead Primer Systems with Various Topcoats	12
8	Plate Girder	Steel Open Girder/Beam	240	Feet	Legacy Red Lead Primer Systems with Various Topcoats	1304
1	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	723	Square Feet	Galvanized Protective System	723
2	Steel Rail	Metal Bridge Railing	60	Feet	Galvanized Protective System	300

Span Number 5 Span Length 31.000 Skew 90.000

Number of Items	Type of Component	Element Name	Quantity		Protective System Applied	Quantity (Sq Ft)
1	Asphalt Wearing Surface	Wearing Surface	747	Square Feet		
4	Other Bearing	Other Bearings	4	Each	Unknown	4
11	Other Bearing	Other Bearings	11	Each	Legacy Red Lead Primer Systems with Various Topcoats	11
8	Plate Girder	Steel Open Girder/Beam	248	Feet	Legacy Red Lead Primer Systems with Various Topcoats	1344
1	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	747	Square Feet	Galvanized Protective System	747
1	Other Bearing	Other Bearings	1	Each	WS Uncoated	1
2	Steel Rail	Metal Bridge Railing	62	Feet	Galvanized Protective System	300

Span Number 6 Span Length 40.750 Skew 90.000

Number of Items	Type of Component	Element Name	Quantity		Protective System Applied	Quantity (Sq Ft)
1	Asphalt Wearing Surface	Wearing Surface	982	Square Feet		

Superstructure Build Details

6	Other Bearing	Other Bearings	6	Each	Legacy Red Lead Primer Systems with Various Topcoats	6
6	Other Bearing	Other Bearings	6	Each	Unknown	6
8	Plate Girder	Steel Open Girder/Beam	328	Feet	Legacy Red Lead Primer Systems with Various Topcoats	2048
2	Delineator	Warning Signs	2	Each		
1	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	982	Square Feet	Galvanized Protective System	982
1	Weight Limit	Regulatory Sign	1	Each		
2	Steel Rail	Metal Bridge Railing	82	Feet	Galvanized Protective System	400

Section 2: Bridge Material and Type

Subsection 2.1: Span Material and Type

B.SP.01 Span Configuration Designator: M01

B.SP.02 Number of Spans: 6 B.SP.03 Number of Beam Lines: 8

B.SP.04 Span Material: S01 Steel rolled shapes

B.SP.05 Span Continuity: 1 Simple or Single Span

B.SP.06 Span Type: G02 Girder/beam i-shaped spread

B.SP.07 Span Protection System: C01 Coating paint

B.SP.08 Deck Interaction: NC Non-composite

B.SP.09 Deck Material and Type: S05 Steel corrugated

B.SP.10 Wearing Surface: B01 Bituminous Asphalt

B.SP.11 Deck Protective System: C04 Coating - Hot Dip Galvanized

B.SP.12 Deck Reinforcing Protective System: 0 None

B.SP.13 Deck Stay-In-Place Forms 0 None

Subsection 2.2: Substructure Material and Type

B.SB.01 Substructure Configuration Designator: A01

B.SB.02 Number of Substructure Units: 2

B.SB.03 Substructure Material: C01 Reinforced Concrete cast-in-place

B.SB.04 Substructure Type A01 Abutment Cantilever/wall

B.SB.05 Substructure Protective System: 0 None

B.SB.06 Foundation Type: F02 Footing on rock

B.SB.07 Foundation Protective System: 0 None

B.SB.01 Substructure Configuration Designator: A02

B.SB.02 Number of Substructure Units: 2

B.SB.03 Substructure Material: S01 Steel rolled shapes

B.SB.04 Substructure Type B01 Bent column or open

B.SB.05 Substructure Protective System: 0 None

B.SB.06 Foundation Type: F01 Footing not on rock

B.SB.07 Foundation Protective System: 0 None

Section 2: Bridge Material and Type

B.SB.01 Substructure Configuration Designator: P01

B.SB.02 Number of Substructure Units: 3

B.SB.03 Substructure Material: C01 Reinforced Concrete cast-in-place

B.SB.04 Substructure Type P01 Pier wall

B.SB.05 Substructure Protective System: 0 None

B.SB.06 Foundation Type: F02 Footing on rock

B.SB.07 Foundation Protective System: 0 None

B.SB.01 Substructure Configuration Designator: P02

B.SB.02 Number of Substructure Units: 2

B.SB.03 Substructure Material: S01 Steel rolled shapes

B.SB.04 Substructure Type B03 Bent pile

B.SB.05 Substructure Protective System: C01 Coating paint

B.SB.06 Foundation Type: F02 Footing on rock

B.SB.07 Foundation Protective System: 0 None

Subsection 2.3: Roadside Hardware

B.RH.01 Bridge Railings: I

B.RH.02 Transitions: I

Summary of Maintenance Needs

Maintenance By Defect

Structure Number: 340099 Inspection Date: 01/22/2026

MMS Code	Element Name	Defect Name	Recommended Quantity
3328	Steel Deck Corrugated/Orthotropic/Etc.	Connection	22 Square Feet
3328	Steel Deck Corrugated/Orthotropic/Etc.	Corrosion	1045 Square Feet
3314	Steel Open Girder/Beam	Connection	5 Feet
3314	Steel Open Girder/Beam	Corrosion	828 Feet
3348	Reinforced Concrete Pier Wall	Delamination/Spall	23 Feet
3348	Reinforced Concrete Pier Wall	Cracking (RC and Other)	40 Feet
3350	Reinforced Concrete Abutment	Delamination/Spall	6 Feet
3350	Reinforced Concrete Abutment	Cracking (RC and Other)	7 Feet
3348	Reinforced Concrete Pile Cap/Footing	Abrasion/Wear (PSC/RC)	64 Feet
3354	Steel Pile	Corrosion	8 Feet
3354	Steel Pier Cap	Connection	3 Feet
3354	Steel Pier Cap	Corrosion	98 Feet
3354	Steel Pier Cap	Distortion	12 Feet
3348	Reinforced Concrete Pier Cap	Delamination/Spall	12 Feet
3334	Other Bearings	Connection	16 Each
3334	Other Bearings	Corrosion	77 Each
3322	Metal Bridge Railing	Corrosion	2 Feet
3322	Metal Bridge Railing	Distortion	2 Feet
3322	Metal Bridge Railing	Connection	4 Feet
2816	Wearing Surface	Crack (Wearing Surface)	2399 Square Feet
2816	Wearing Surface	Patched Area/Pothole (Wearing Surface)	479 Square Feet
3342	Steel Protective Coating	Peeling/Bubbling/Cracking (steel Protective Coatings)	2058 Square Feet
3342	Steel Protective Coating	Effectiveness (Steel Protective Coatings)	8359 Square Feet
3342	Steel Protective Coating	Effectiveness (Steel Protective Coatings)	1072 Square Feet

Element Structure Maintenance Quantities

Structure Number: 340099 Inspection Date 01/22/2026

Location	MMS Code	Description	Maint Quantity	Total Quantity	Severe Quantity	Poor Quantity	Fair Quantity	Good Quantity
Beam	3314	Maintenance Steel Superstructure Components	833	1544	727.000	0.000	817.000	0.000
Beam	3342	Clean and Paint Steel	5969	8385	3951.000	0.000	2018.000	2416.000
Beam	3342	Clean and Paint Steel	160	168	120.000	0.000	40.000	8.000
Bearing Device	3334	Bridge Bearing	93	77	0.000	77.000	0.000	0.000
Bearing Device	3342	Clean and Paint Steel	1	1	1.000	0.000	0.000	0.000
Bearing Device	3342	Clean and Paint Steel	58	58	58.000	0.000	0.000	0.000
Bearing Device	3342	Clean and Paint Steel	18	18	18.000	0.000	0.000	0.000
Bridge Rail	3322	Maintenance of Steel Bridge Rail	8	388	4.000	3.000	379.000	2.000
Bridge Rail	3342	Clean and Paint Steel	1485	1900	1860.000	0.000	0.000	40.000
Deck	3328	Maintenance of Steel Plank Bridge Floor	1067	4639	195.000	872.000	1787.000	1785.000
Deck	3342	Clean and Paint Steel	2726	4639	2726.000	0.000	0.000	1913.000
Ground Mounted Signs	3250	Install or Replace Ground Mounted Signs	0	2	0.000	0.000	0.000	2.000
Ground Mounted Signs	3250	Install or Replace Ground Mounted Signs	0	4	0.000	0.000	1.000	3.000
Wearing Surfaces	2816	Asphalt Surface Repair	2878	4639	0.000	2854.000	438.000	1347.000
Abutments	3350	Maintenance of Concrete Wings and Wall	13	76	0.000	12.000	35.000	29.000
Caps	3342	Clean and Paint Steel	905	905	905.000	0.000	0.000	0.000
Caps	3348	Maintenance of Concrete Substructure	12	115	0.000	12.000	15.000	88.000
Caps	3354	Maintenance of Steel Substructure Components	113	130	97.000	0.000	29.000	4.000
Footing	3348	Maintenance of Concrete Substructure	64	64	0.000	0.000	64.000	0.000
Piles and Columns	3342	Clean and Paint Steel	167	720	462.000	0.000	0.000	258.000
Piles and Columns	3348	Maintenance of Concrete Substructure	51	60	0.000	31.000	29.000	0.000
Piles and Columns	3354	Maintenance of Steel Substructure Components	8	8	6.000	0.000	2.000	0.000

Priority Actions Request

Structure Number 340099

Span1

3314 Beam 1 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	3	Span 1 Beam 1: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 32 INCH LONG X 3 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 22 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE), AND 36 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) AT END BENT 1.
2	Corrosion	6	Span 1 Beam 1: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 6 INCH LONG X 1 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 72 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 10 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) AT BENT 1.

3314 Beam 2 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	15	Span 1 Beam 2: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 11 FOOT LONG X 4 INCH HIGH DOWN TO 1/8 INCH RESIDUAL WEB (3/16 INCH AVERAGE), 15 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF LOSS OF SECTION UP TO 55 INCH LONG X 2 INCH WIDE, AND 15 FOOT LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) WITH AREAS OF LOSS OF SECTION UP TO 11 INCH LONG X 1/2 INCH WIDE EXTENDING FROM BENT 1.
3	Corrosion	3	Span 1 Beam 2: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 36 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/8 INCH AVERAGE) WITH HOLES UP TO 1 INCH DIAMETER IN WEB, 29 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE), AND 36 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) AT END BENT 1; BEAM HAS BUCKLED AND IS DISPLACED UP TO 1/2 INCH TO THE WEST.

3314 Beam 3 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	7	Span 1 Beam 3: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 4 FOOT LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/16 INCH AVERAGE) WITH PIN HOLES IN WEB, 84 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (5/16 INCH AVERAGE), AND 55 INCH LONG X 7 3/4 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) AT END BENT 1; BEAM HAS BUCKLED AND IS DISPLACED UP TO 1 INCH TO THE WEST AND 1/2 INCH DOWNWARD.
3	Corrosion	12	Span 1 Beam 3: CORROSION ALONG BOTH FLANGES UP TO 12 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 55 INCH LONG X 1 1/2 INCH WIDE IN TOP FLANGE, AND 50 INCH LONG X 3 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) EXTENDING FROM BENT 1.
2	Corrosion	8	Span 1 Beam 3: CORROSION ALONG BOTH FLANGES UP TO 89 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) AND 53 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE), BEGINNING APPROXIMATELY 8 FOOT

Priority Actions Request

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FROM END BENT 2.

3314 Beam 4 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	8	Span 1 Beam 4: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 26 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/8 INCH AVERAGE) WITH 1 INCH DIAMETER HOLE, AND 88 INCH LONG X 7 3/4 INCH WIDE DOWN TO 3/16 INCH RESIDUAL FLANGE (5/16 INCH AVERAGE) EXTENDING FROM PLATE REPAIR IN BOTTOM FLANGE AT END BENT 1.
2	Corrosion	7	Span 1 Beam 4: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 6 INCH LONG X 2 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/8 INCH AVERAGE) WITH LOSS OF SECTION 1 INCH LONG X 1/2 INCH HIGH, AND 78 INCH LONG X 7 3/4 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) AT BENT 1
2	Corrosion	26	Span 1 Beam 4: CORROSION ALONG EDGES OF TOP FLANGE UP TO 26 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE (3/16 INCH AVERAGE) WITH AREAS OF LOSS OF SECTION UP TO 12 FOOT LONG X 2 INCH WIDE EXTENDING FROM PLATE REPAIR AT END BENT 1

3314 Beam 5 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	8	Span 1 Beam 5: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 55 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH LONG X 1/2 INCH HIGH IN WEB, 88 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF LOSS UP TO 12 INCH LONG X 1 INCH WIDE, AND 16 INCH LONG X 7 3/4 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (5/8 INCH AVERAGE) EXTENDING FROM PLATE REPAIR AT END BENT 1.
2	Corrosion	16	Span 1 Beam 5: CORROSION ALONG BOTH FLANGES UP TO 16 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 8 FOOT LONG X 1 1/2 INCH WIDE IN TOP FLANGE, AND 15 FOOT LONG X 7 3/4 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) EXTENDING FROM BENT 1.

3314 Beam 6 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	9	Span 1 Beam 6: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 37 INCH LONG X 3 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH HOLES UP TO 1 INCH DIAMETER IN WEB, 103 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 9 INCH LONG X 1 1/2 INCH WIDE IN TOP FLANGE, AND 60 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 1.
2	Corrosion	7	Span 1 Beam 6: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 62 INCH LONG X 6 INCH HIGH DOWN TO 1/16 INCH RESIDUAL WEB (3/16 INCH AVERAGE), 84 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (3/8 INCH INCH AVERAGE), AND 19 INCH LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) EXTENDING FROM FROM PLATE REPAIRS AT END BENT 1.

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2	Corrosion	5	Span 1 Beam 6: CORROSION ALONG BOTH FLANGES UP TO 27 INCH LONG X 3 INCH WIDE DOWN TO 5/16 INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE), AND 51 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT MIDSPAN.

3314 Beam 7 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	12	Span 1 Beam 7: (4) AREAS OF CORROSION ALONG BOTTOM FLANGE UP TO 26 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (9/16 INCH AVERAGE) IN VARIOUS LOCATIONS THROUGHOUT.
2	Corrosion	24	Span 1 Beam 7: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 24 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREA OF SECTION LOSS UP TO 21 INCH LONG X 1 INCH WIDE EXTENDING FROM FROM BENT 1.
2	Corrosion	4	Span 1 Beam 7: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 41 INCH LONG X 16 INCH HIGH DOWN TO 1/16 RESIDUAL WEB (1/8 INCH AVERAGE), AND 48 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT BENT 1.

3314 Beam 8 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	30	Span 1 Beam 8: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 30 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 20 INCH LONG X 2 INCH WIDE THROUGHOUT TOP FLANGE.
3	Corrosion	15	Span 1 Beam 8: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 15 FOOT LONG X 2 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/16 INCH AVERAGE) WITH HOLES UP TO 9 INCH LONG X 1/2 INCH HIGH IN WEB, AND 15 FOOT LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 6 INCH LONG X 1 INCH WIDE EXTENDING FROM END BENT 1.
2	Corrosion	15	Span 1 Beam 8: CORROSION ALONG LEFT EDGE OF BOTTOM FLANGE UP TO 15 FOOT LONG X 3 INCH WIDE DOWN TO 3/8 INCH RESIDUAL FLANGE (7/16 INCH AVERAGE) EXTENDING FROM BENT 1.

3322 Left Bridge Rail Steel Rail

Priority Level	Defect Type	Quantity	Defect Description
2	Connection	2	Span 1 Left Bridge Rail: IMPROPERLY LAPPED GUARDRAIL END TREATMENT AT END BENT 1.
2	Distortion	2	Span 1 Left Bridge Rail: RAIL POSTS 4 AND 5 LEANING TO SOUTH APPROXIMATELY 5 DEGREES WITH AREAS OF DISTORTION UP TO 10 INCH LONG X 1 INCH WIDE AT TOP OF POSTS.

Span2

3328 Deck Steel Deck Corrugated

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	73	Span 2 Deck: CORROSION THROUGHOUT 30 FOOT LONG X 29 INCH WIDE X 1/4 INCH THICK STEEL PLATE REPAIR WITH DOWN TO KNIFES EDGE

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			RESIDUAL PLATE (1/8 INCH AVERAGE) ALONG EDGES OF PLATES IN BOTTOM OF DECK IN BAY 6.
2	Connection	15	Span 2 Deck:15 FOOT SECTION OF BROKEN AND DETATCHED STEEL EDGE ANGLE ALONG RIGHT EDGE OF DECK AT BENT 2.

3314 Beam 1 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	2	Span 2 Beam 1: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 21 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE), APPROXIMATELY 4 FOOT FROM BENT 2.
2	Corrosion	5	Span 2 Beam 1: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 8 INCH LONG X 2 INCH HIGH DOWN TO 1/8 RESIDUAL WEB (5/16 INCH AVERAGE), 60 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 10 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 30 INCH LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (9/16 INCH AVERAGE) AT BENT 1.

3314 Beam 2 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	8	Span 2 Beam 2: (8) AREAS OF CORROSION ALONG TOP FLANGE UP TO 11 INCH LONG X 3 INCH WIDE DOWN TO 5/16 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT STEEL PLANK DECK SEAMS IN VARIOUS LOCATIONS.
2	Corrosion	5	Span 2 Beam 2: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 10 INCH LONG X 17 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (1/4 INCH AVERAGE), 56 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 4 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 20 INCH LONG X 3 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 2.
2	Corrosion	4	Span 2 Beam 2: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 8 INCH LONG X 6 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 2 INCH X 2 INCH AREA OF SECTION LOSS IN WEB, 38 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (5/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 4 INCH LONG X 2 1/2 INCH WIDE IN TOP FLANGE, AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 1.

3314 Beam 3 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	6	Span 2 Beam 3: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 66 INCH LONG X 3 INCH WIDE DOWN TO 3/16 INCH RESIDUAL FLANGE (5/16 INCH AVERAGE) AT MIDSPAN EXTENDING TO BENT 2.
2	Corrosion	7	Span 2 Beam 3: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 40 INCH LONG X 2 INCH HIGH DOWN TO 5/16 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 80 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 4 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 46 INCH LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE), EXTENDING FROM BENT 1.
2	Corrosion	5	Span 2 Beam 3: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 9 INCH LONG X 3 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (1/4 INCH AVERAGE), 52 INCH LONG X 3 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (3/8 INCH AVERAGE), AND 20 INCH LONG X 3

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INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 2.

3314 Beam 4 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	10	Span 2 Beam 4: CORROSION ALONG BOTH EDGES OF BOTH FLANGES UP TO 10 FOOT LONG X 3 INCH WIDE DOWN TO 1/16 INCH RESIDUAL TOP FLANGE (3/16 INCH AVERAGE), AND 10 FOOT LONG X 3 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT MIDSPAN.
2	Corrosion	10	Span 2 Beam 4: CORROSION ALONG BOTH EDGES OF BOTH FLANGES UP TO 10 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 12 INCH LONG X 2 INCH WIDE IN TOP FLANGE, AND 13 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 1.
2	Corrosion	10	Span 2 Beam 4: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 16 INCH LONG X 5 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (1/4 INCH AVERAGE), 10 FOOT LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (5/16 INCH AVERAGE), AND 12 INCH LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 2.

3314 Beam 5 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	4	Span 2 Beam 5: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 40 INCH LONG X 4 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 8 INCH LONG X 1 INCH HIGH HOLE IN WEB, AND 36 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT BENT 2.
2	Corrosion	8	Span 2 Beam 5: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 66 INCH LONG X 4 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (1/4 INCH AVERAGE), AND 87 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL FLANGE (1/4 INCH AVERAGE) AT MIDSPAN.
2	Corrosion	2	Span 2 Beam 5: CORROSION ALONG BOTH FACES OF WEB UP TO 19 INCH LONG X 4 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH (2) HOLES UP TO 5 INCH LONG X 2 INCH HIGH IN WEB, APPROXIMATELY 4 FOOT FROM BENT 2.
2	Corrosion	30	Span 2 Beam 5: CORROSION ALONG TOP FLANGE UP TO 30 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 18 INCH LONG X 1 1/2 INCH WIDE IN FLANGE THROUGHOUT.

3314 Beam 6 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	30	Span 2 Beam 6: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 30 FOOT LONG X 3 1/3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 28 INCH LONG X 1 1/2 INCH WIDE IN TOP FLANGE IN VARIOUS LOCATIONS THROUGHOUT.
2	Corrosion	3	Span 2 Beam 6: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 16 INCH LONG X 6 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (1/4 INCH AVERAGE), AND 30 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL FLANGE (5/16 INCH AVERAGE) AT BENT 2.
2	Corrosion	4	Span 2 Beam 6: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 43 INCH LONG X 2 INCH HIGH DOWN TO 5/16 INCH RESIDUAL

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WEB (5/16 INCH AVERAGE), AND 40 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT BENT 1.

3314 Beam 7 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	7	Span 2 Beam 7: CORROSION ALONG BOTH FACES OF WEB AND TOP FLANGE UP TO 78 INCH LONG X 6 INCH HIGH DOWN KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH (3) HOLES UP TO 16 INCH LONG X 1 INCH HIGH IN WEB, AND 78 INCH LONG X 3 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 78 INCH LONG X 1 INCH WIDE IN TOP FLANGE, BEGINNING APPROXIMATELY 76 INCH FROM BENT 2.
2	Corrosion	15	Span 2 Beam 7: CORROSION ALONG BOTH FACES OF WEB AND TOP FLANGE UP TO 9 FOOT LONG X 17 INCH HIGH DOWN TO KNIFES EDGE INCH RESIDUAL WEB (1/4 INCH AVERAGE) WITH HOLES UP TO 28 INCH LONG X 4 INCH HIGH IN WEB, AND 15 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP 36 INCH LONG X 1 INCH IN TOP FLANGE WIDE EXTENDING FROM MIDSPAN TO BENT 1.

3314 Beam 8 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Connection	2	Span 2 Beam 8: UP TO 1/2 INCH GAP BETWEEN BOLTED ANGLE REPAIRS AND ORIGINAL BEAM WEB ON BOTH FACES NEAR MIDSPAN.
2	Corrosion	11	Span 2 Beam 8: CORROSION ALONG BOTH EDGES BOTH FLANGES UP TO 11 FOOT LONG X 3 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE), AND 11 FOOT LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE), BEGINNING APPROXIMATELY 3 FOOT FROM BENT 2.
2	Corrosion	3	Span 2 Beam 8: CORROSION ALONG BOTH EDGES OF BOTH FLANGES UP TO 30 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH 9 INCH LONG X 1 INCH WIDE AREA OF SECTION LOSS IN TOP FLANGE, AND 42 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) AT BENT 1.

Span3

3314 Beam 1 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	4	Span 3 Beam 1: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 8 INCH LONG X 2 INCH HIGH DOWN TO 5/16 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 39 INCH LONG X 3 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE), AND 8 INCH LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 2.
2	Corrosion	1	Span 3 Beam 1: CORROSION ALONG BOTTOM FLANGE UP TO 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL FLANGE (1/4 INCH AVERAGE) AT BENT 3.

3314 Beam 2 Plate Girder

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Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	5	Span 3 Beam 2: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 48 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH HOLES UP TO 1 INCH LONG X 1/2 INCH WIDE IN WEB, 46 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 21 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 55 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) AT BENT 2; BEAM HAS BUCKLED AND IS DISPLACED UP TO 1 INCH TO THE WEST.
3	Corrosion	1	Span 3 Beam 2: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 8 INCH LONG X 3 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 1/2 INCH DIAMETER HOLES IN WEB, AND 8 INCH LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL FLANGE (7/16 INCH AVERAGE) AT BENT 3.

3314 Beam 3 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	5	Span 3 Beam 3: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 24 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 6 INCH LONG X 1 INCH HIGH HOLE IN WEB, 48 NCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH 10 INCH LONG X 1 INCH WIDE LOSS OF SECTION IN TOP FLANGE, AND 30 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) AT BENT 3.
2	Corrosion	4	Span 3 Beam 3: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 32 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH HOLES UP TO 1/2 INCH DIAMETER IN WEB, 47 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 23 INCH LONG X 1 1/2 INCH WIDE IN TOP FLANGE, AND 14 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) WITH 1 1/2 INCH DIAMETER HOLE IN BOTTOM FLANGE AT BENT 2; BEAM HAS BUCKLED AND IS DISPLACED UP TO 1/2 INCH TO THE EAST.

3314 Beam 4 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	3	Span 3 Beam 4: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 12 INCH LONG X 3 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH PINHOLES IN WEB, 27 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 3 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 8 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 3.
2	Corrosion	3	Span 3 Beam 4: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 13 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH HOLES UP TO 1 INCH DIAMETER IN WEB, 36 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 10 INCH LONG X 2 1/2 INCH WIDE IN TOP FLANGE, AND 15 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 2.

3314 Beam 5 Plate Girder

? PAR Submitted 1 Routine Maintenance 2 Priority 24 Month 3 Priority 12 Month 4 Assigned Critical Find

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Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	15	Span 3 Beam 5: (6) AREAS OF CORROSION ALONG BOTH FLANGES UP TO 30 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (5/16 INCH AVERAGE), AND 36 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) IN VARIOUS LOCATIONS THROUGHOUT.
2	Corrosion	3	Span 3 Beam 5: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 24 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 2 INCH LONG X 1/2 INCH HIGH HOLE IN WEB, 27 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 11 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 22 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 2.
3	Corrosion	4	Span 3 Beam 5: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 9 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH 6 INCH LONG X 1 INCH HIGH HOLE IN WEB, 40 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 6 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) AT BENT 3.

3314 Beam 6 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	8	Span 3 Beam 6: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 74 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) EXTENDING FROM MIDSPAN TO BENT 3.
2	Corrosion	8	Span 3 Beam 6: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 9 INCH LONG X 2 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 8 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 10 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 3.
2	Corrosion	3	Span 3 Beam 6: CORROSION ALONG BOTH FLANGES UP TO 26 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 16 INCH LONG X 3 INCH WIDE IN TOP FLANGE, AND 24 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 1 INCH WIDE AT BENT 2

3314 Beam 7 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	30	Span 3 Beam 7: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 15 FOOT LONG X 16 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (1/4 INCH AVERAGE), 30 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 15 FOOT LONG X 2 INCH WIDE IN TOP FLANGE, AND 30 FOOT LONG X 7 1/2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) THROUGHOUT.
3	Corrosion	2	Span 3 Beam 7: CORROSION ALONG BOTH FACES OF WEB UP TO 16 INCH LONG X 8 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/8 INCH AVERAGE) WITH HOLES UP TO 5 INCH LONG X 2 INCH HIGH AT BENT 2; BEAM HAS BUCKLED AND IS DISPLACED UP TO 1/2 INCH TO THE EAST.
2	Corrosion	8	Span 3 Beam 7: CORROSION ALONG BOTH FACES OF WEB UP TO 8 FOOT LONG X 6 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH

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AVERAGE) WITH 8 INCH LONG X 1 INCH HIGH HOLE IN WEB BEGINNING APPROXIMATELY 3 FOOT FROM BENT 3.

3314 Beam 8 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	1	Span 3 Beam 8: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 4 INCH LONG X 4 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (5/16 INCH AVERAGE) WITH PINHOLE IN WEB, 12 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 3 INCH LONG X 1/2 INCH WIDE IN TOP FLANGE, AND 11 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) AT BENT 2.
2	Corrosion	2	Span 3 Beam 8: CORROSION ALONG WEB AND BOTTOM FLANGE ON RIGHT SIDE UP TO 16 INCH LONG X 2 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), AND 14 INCH LONG X 4 INCH WIDE DOWN TO 1/8 INCH RESIDUAL FLANGE (5/16 INCH AVERAGE) AT BENT 3.

Span4

3328 Deck Steel Deck Corrugated

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	1	Span 4 Deck: 19 INCH X 3 INCH AREA OF CORROSION WITH UP TO 100 PERCENT SECTION LOSS WITH EXPOSED ASPHALT IN BOTTOM OF DECK IN BAY 4, APPROXIMATELY 9 FOOT FROM BENT 4.
2	Connection	7	Span 4 Deck: 7 FOOT SECTION OF BROKEN AND DETATCHED STEEL EDGE ANGLE ALONG RIGHT EDGE OF DECK AT BENT 4.

3314 Beam 1 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	3	Span 4 Beam 1: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 26 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) AT BENT 3.
2	Corrosion	3	Span 4 Beam 1: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 36 INCH LONG X 3 INCH WIDE DOWN TO 1/8 INCH RESIDUAL FLANGE (1/4 INCH AVERAGE), APPROXIMATELY 3 FOOT FROM BENT 3.
2	Corrosion	1	Span 4 Beam 1: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 8 INCH LONG X 3 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), AND 8 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH 3 INCH LONG X 2 INCH WIDE AREA OF SECTION LOSS IN BOTTOM FLANGE AT BENT 4.
2	Connection	2	Span 4 Beam 1 - Beam 1 Far Bearing: MISSING BOTH ANCHOR BOLTS.

3314 Beam 2 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	2	Span 4 Beam 2: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 7 INCH LONG X 2 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 2 INCH LONG X 1 INCH HIGH HOLE IN WEB, 17 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 5

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			INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 9 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 3.
3	Corrosion	2	Span 4 Beam 2: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 11 INCH LONG X 5 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 5 INCH LONG X 1 INCH HIGH HOLE IN WEB, AND 16 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH 6 INCH LONG X 1/2 INCH WIDE AREA OF SECTION LOSS IN BOTTOM FLANGE AT BENT 4.
3	Connection	2	Span 4 Beam 2 - Beam 2 Far Bearing: MISSING BOTH ANCHOR BOLT NUTS.

3314 Beam 3 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	3	Span 4 Beam 3: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 32 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE), APPROXIMATELY 3 FOOT FROM BENT 3.
3	Corrosion	3	Span 4 Beam 3: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 6 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH HOLES UP TO 1 INCH DIAMETER IN WEB, 28 INCH LONG X 3 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 22 INCH LONG X 2 1/2 INCH WIDE IN TOP FLANGE, AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 3
3	Corrosion	5	Span 4 Beam 3: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 8 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 5 INCH X 1 INCH HOLE IN WEB, AND 55 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 4 INCH LONG X 1/2 INCH WIDE IN BOTTOM FLANGE AT BENT 4.
3	Connection	1	Span 4 Beam 3 - Beam 3 Far Bearing: MISSING LEFT ANCHOR BOLT.

3314 Beam 4 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	5	Span 4 Beam 4: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 60 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 5 INCH LONG X 1 INCH WIDE IN TOP FLANGE AT BENT 3.
2	Corrosion	10	Span 4 Beam 4: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 16 INCH LONG X 3 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 1 INCH LONG X 1/2 INCH AREA OF SECTION LOSS IN WEB, 10 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 23 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 8 FOOT LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) WITH HOLES UP TO 1/2 INCH DIAMETER IN BOTTOM FLANGE AT BENT 4.
2	Connection	1	Span 4 Beam 4 - Beam 4 Far Bearing: MISSING RIGHT ANCHOR BOLT.

3314 Beam 5 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Connection	3	Span 4 Beam 5: STEEL PLATE REPAIRS UP TO 26 INCH LONG X 8 INCH HIGH X 1/2 INCH THICK IN WEB AND 26 INCH LONG X 4 INCH WIDE X 1/2 INCH THICK

Priority Actions Request

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			ON BOTTOM FLANGE ALONG LEFT SIDE WITH 25 INCH LONG X 7 INCH HIGH CUT OUT SECTION OF WEB BEHIND PLATE REPAIR AT BENT 3; PLATE ALONG WEB IS NOT WELDED TO ORIGINAL BEAM AND ONLY WELDED TO BOTTOM FLANGE REPAIR PLATE.
2	Corrosion	10	Span 4 Beam 5: CORROSION ALONG BOTH EDGES OF BOTH FLANGES UP TO 10 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 28 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 36 INCH LONG X 3 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 3.
2	Corrosion	20	Span 4 Beam 5: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 5 FOOT LONG X 17 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 20 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 10 FOOT LONG X 1 INCH WIDE IN TOP FLANGE, AND 20 FOOT LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) EXTENDING FROM BENT 4.
2	Corrosion	1	Span 4 Beam 5: CORROSION ALONG BOTTOM FLANGE UP TO 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/8 INCH AVERAGE) WITH 1 INCH DIAMETER HOLES IN BOTTOM FLANGE AT BENT 4.
2	Connection	2	Span 4 Beam 5 - Beam 5 Far Bearing: MISSING BOTH ANCHOR BOLTS.

3314 Beam 6 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	8	Span 4 Beam 6: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 44 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH HOLES UP TO 1/4 INCH DIAMETER IN WEB, 8 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 12 INCH LONG X 2 INCH WIDE IN TOP FLANGE, AND 40 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 3.
2	Corrosion	11	Span 4 Beam 6: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 8 FOOT LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH HOLES UP TO 1/2 INCH DIAMETER IN WEB, 11 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 22 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 10 FOOT LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) AT BENT 4.
2	Corrosion	3	Span 4 Beam 6: CORROSION ALONG LEFT EDGE OF BOTTOM FLANGE UP TO 27 INCH LONG X 4 INCH WIDE DOWN TO 3/8 RESIDUAL FLANGE (7/16 INCH AVERAGE) AT MIDSPAN.
2	Connection	2	Span 4 Beam 6 - Beam 6 Far Bearing: MISSING BOTH ANCHOR BOLT NUTS.

3314 Beam 7 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	30	Span 4 Beam 7: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 7 FOOT LONG X 17 INCH HIGH DOWN TO 1/8 INCH RESIDUAL WEB (3/16 INCH AVERAGE), 30 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 15 FOOT LONG X 1 INCH WIDE IN TOP FLANGE, AND 20 FOOT LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) THROUGHOUT.
2	Connection	2	Span 4 Beam 7 - Beam 7 Far Bearing: MISSING BOTH ANCHOR BOLTS.

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3314 Beam 8 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	8	Span 4 Beam 8: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 8 INCH LONG X 2 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 8 FOOT LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (3/8 INCH AVERAGE), AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE INCH RESIDUAL BOTTOM FLANGE (1/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 6 INCH LONG X 2 INCH WIDE IN BOTTOM FLANGE AT BENT 4.
2	Corrosion	8	Span 4 Beam 8: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 8 INCH LONG X 2 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 8 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (5/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 16 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 30 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 3.
2	Corrosion	4	Span 4 Beam 8: CORROSION ALONG LEFT EDGE OF BOTTOM FLANGE UP TO 43 INCH LONG X 3 INCH WIDE DOWN TO 3/8 RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT MIDSPAN.
2	Connection	2	Span 4 Beam 8 - Beam 8 Far Bearing: MISSING BOTH ANCHOR BOLTS.

Span5

3328 Deck Steel Deck Corrugated

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	60	Span 5 Deck: AREAS OF CORROSION WITH UP TO 100 PERCENT SECTION LOSS UP TO 30 INCH WIDE X 6 INCH LONG WITH EXPOSED ASPHALT IN BOTTOM OF DECK IN BAY 4 IN VARIOUS LOCATIONS THROUGHOUT.

3314 Beam 1 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	2	Span 5 Beam 1: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 17 INCH LONG X 3 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH HOLES UP TO 1/2 INCH DIAMETER IN WEB, 22 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (3/8 INCH AVERAGE), AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 4.
2	Connection	1	Span 5 Beam 1 - Beam 1 Near Bearing: MISSING LEFT ANCHOR BOLT NUT.

3314 Beam 2 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	2	Span 5 Beam 2: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 12 INCH LONG X 4 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 1/2 INCH LONG IN WEB, 23 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 20 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 9 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 4.

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2	Connection	1	Span 5 Beam 2 - Beam 2 Near Bearing: MISSING RIGHT ANCHOR BOLT.

3314 Beam 3 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	3	Span 5 Beam 3: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 7 INCH LONG X 2 INCH HIGH DOWN TO 1/8 INCH RESIDUAL WEB (1/4 INCH AVERAGE), 32 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 11 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 11 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) AT BENT 4.
2	Connection	2	Span 5 Beam 3 - Beam 3 Near Bearing: MISSING BOTH ANCHOR BOLTS.

3314 Beam 4 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	18	Span 5 Beam 4: (9) AREAS OF CORROSION ALONG BOTH FLANGES UP TO 22 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH INCH RESIDUAL TOP FLANGE (5/16 INCH AVERAGE), AND 23 INCH LONG X 2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) IN VARIOUS LOCATIONS THROUGHOUT.
2	Corrosion	3	Span 5 Beam 4: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 33 INCH LONG X 3 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 32 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 11 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 36 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 5.
2	Corrosion	6	Span 5 Beam 4: CORROSION ALONG BOTH FLANGES UP TO 33 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 13 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 65 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) AT BENT 4.
2	Connection	2	Span 5 Beam 4 - Beam 4 Near Bearing: MISSING BOTH ANCHOR BOLTS.

3314 Beam 5 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	15	Span 5 Beam 5: (11) AREAS OF CORROSION ALONG TOP FLANGE UP TO 40 INCH LONG X 2 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 3 INCH LONG X 1 INCH WIDE IN TOP FLANGE AT STEEL PLANK DECK SEAMS IN VARIOUS LOCATIONS.
2	Corrosion	2	Span 5 Beam 5: CORROSION ALONG BOTTOM FLANGE UP TO 24 INCH LONG X 6 1/8 INCH WIDE DOWN TO 3/16 INCH RESIDUAL FLANGE (7/16 INCH AVERAGE) AT BENT 5.
2	Corrosion	3	Span 5 Beam 5: CORROSION ALONG BOTTOM FLANGE UP TO 32 INCH X 6 1/8 INCH WIDE DOWN TO 7/16 INCH RESIDUAL FLANGE (9/16 INCH AVERAGE) EXTENDING FROM STEEL PLATE REPAIR AT BENT 4.
2	Corrosion	3	Span 5 Beam 5: CORROSION ALONG TOP FLANGE OF INTERMEDIATE DIAPHRAGM IN BAY 5 UP TO 36 INCH LONG X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/2 INCH ORIGINAL, 1/8 INCH AVERAGE) AT MIDSPAN.
2	Connection	2	Span 5 Beam 5 - Beam 5 Near Bearing: MISSING BOTH ANCHOR BOLTS.

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3314 Beam 6 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	2	Span 5 Beam 6: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 12 INCH LONG X 16 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (1/4 INCH AVERAGE), AND 19 INCH LONG X 6 1/8 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 4.
2	Corrosion	3	Span 5 Beam 6: CORROSION ALONG TOP FLANGE OF INTERMEDIATE DIAPHRAGM IN BAY 6 UP TO 36 INCH LONG X 6 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (1/2 INCH ORIGINAL, 3/8 INCH AVERAGE) AT MIDSPAN.
2	Corrosion	3	Span 5 Beam 6: CORROSION ALONG TOP FLANGE UP TO 36 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (7/16 INCH AVERAGE) AT BENT 5.
2	Connection	2	Span 5 Beam 6 - Beam 6 Near Bearing: MISSING BOTH ANCHOR BOLTS.

3314 Beam 7 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	3	Span 5 Beam 7: CORROSION ALONG TOP FLANGE OF INTERMEDIATE DIAPHRAGM IN BAY 7 WITH UP TO 95 PERCENT COMPLETE LOSS OF FLANGE AT MIDSPAN.
2	Corrosion	2	Span 5 Beam 7: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 5 INCH LONG X 16 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE), AND 23 INCH LONG X 6 1/8 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (5/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 6 INCH LONG X 1 INCH WIDE IN BOTTOM FLANGE AT BENT 4.
2	Corrosion	16	Span 5 Beam 7: CORROSION ALONG BOTH FLANGES UP TO 16 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (5/16 INCH AVERAGE), AND 5 FOOT LONG X 6 1/8 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) EXTENDING FROM MIDSPAN TO BENT 5.
2	Connection	2	Span 5 Beam 7 - Beam 7 Near Bearing: MISSING BOTH ANCHOR BOLTS.

3314 Beam 8 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	4	Span 5 Beam 8: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 38 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (5/16 INCH AVERAGE) WITH HOLES UP TO 8 INCH LONG X 1/2 INCH DIAMETER IN WEB, 22 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 14 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 48 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 4; BEAM HAS BUCKLED AND IS CRUSHED UP TO 1/8 INCH IN LOWER WEB
2	Corrosion	2	Span 5 Beam 8: CORROSION ALONG TOP FLANGE UP TO 17 INCH LONG X 2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (7/16 INCH AVERAGE) AT BENT 5.
2	Corrosion	6	Span 5 Beam 8: CORROSION ALONG WEB AND BOTH FLANGES ON LEFT SIDE UP TO 50 INCH LONG X 5 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 24 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (3/8 INCH AVERAGE), AND 66 INCH LONG X 4 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) AT MIDSPAN.

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2	Connection	1	Span 5 Beam 8 - Beam 8 Near Bearing: MISSING LEFT ANCHOR BOLT.

Span6

3328 Deck Steel Deck Corrugated

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	60	Span 6 Deck: AREAS OF CORROSION WITH UP TO 100 PERCENT SECTION LOSS UP TO 30 INCH WIDE X 6 INCH LONG WITH EXPOSED ASPHALT IN BOTTOM OF DECK IN BAYS 4 AND 6 IN VARIOUS LOCATIONS THROUGHOUT.

3314 Beam 1 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	1	Span 6 Beam 1: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 8 INCH LONG X 2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT BENT 5.
2	Corrosion	1	Span 6 Beam 1: CORROSION ALONG RIGHT EDGE OF BOTTOM FLANGE UP TO 12 INCH LONG X 3 INCH WIDE DOWN TO 3/8 INCH RESIDUAL FLANGE (7/16 INCH AVERAGE) AT END BENT 2.

3314 Beam 2 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	1	Span 6 Beam 2: CORROSION ALONG BOTH EDGES OF BOTTOM FLANGE UP TO 8 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH 3 INCH X 2 INCH AREA OF SECTION LOSS IN BOTTOM FLANGE AT BENT 5.
2	Corrosion	1	Span 6 Beam 2: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 10 INCH LONG X 2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (5/16 INCH AVERAGE) AT BENT 5.

3314 Beam 3 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	3	Span 6 Beam 3: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 27 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (5/16 INCH AVERAGE) AT BENT 5.
2	Corrosion	2	Span 6 Beam 3: CORROSION ALONG BOTH FLANGES UP TO 14 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (5/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 2 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 8 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 1 INCH LONG X 1 INCH WIDE IN BOTTOM FLANGE AT END BENT 2.

3314 Beam 4 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	4	Span 6 Beam 4: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 47

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INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (5/16 INCH AVERAGE) AT BENT 5.

3314 Beam 5 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	1	Span 6 Beam 5: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGES UP TO 7 INCH LONG X 2 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (5/16 INCH AVERAGE), AND 9 INCH LONG X 8 1/4 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT END BENT 2.
2	Corrosion	15	Span 6 Beam 5: CORROSION ALONG BOTH FLANGES UP TO 15 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 18 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 35 INCH LONG X 8 1/4 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 5.

3314 Beam 6 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	1	Span 6 Beam 6: CORROSION ALONG BOTH EDGES OF BOTTOM FLANGE UP TO 8 INCH LONG X 2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (7/16 INCH AVERAGE) WITH 2 INCH LONG X 1 INCH WIDE AREA OF SECTION LOSS IN BOTTOM FLANGE AT END BENT 2.
2	Corrosion	2	Span 6 Beam 6: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 24 INCH LONG X 2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT BENT 5.

3314 Beam 7 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	28	Span 6 Beam 7: CORROSION ALONG BOTH FLANGES UP TO 28 FOOT LONG X 3 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 11 INCH LONG X 2 INCH WIDE IN TOP FLANGE, AND 25 FOOT LONG X 8 1/4 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (9/16 INCH AVERAGE) EXTENDING FROM BENT 5.
2	Corrosion	1	Span 6 Beam 7: CORROSION ALONG EDGES OF BOTH FLANGES UP TO 12 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/8 INCH AVERAGE) WITH 2 INCH LONG X 1 INCH WIDE AREA OF SECTION LOSS IN TOP FLANGE, AND 9 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH 2 INCH LONG X 1 INCH WIDE AREA OF SECTION LOSS IN BOTTOM FLANGE AT END BENT 2.

3314 Beam 8 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	1	Span 6 Beam 8: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 10 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (3/8 INCH AVERAGE) AT BENT 5.
2	Corrosion	4	Span 6 Beam 8: CORROSION ALONG RIGHT EDGE OF BOTTOM FLANGE UP TO 48 INCH LONG X 3 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE), APPROXIMATELY 3 FOOT FROM BENT 5.

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3322 Left Bridge Rail Steel Rail

Priority Level	Defect Type	Quantity	Defect Description
2	Connection	1	Span 6 Left Bridge Rail: FIRST POST LAP SPLICE IMPROPERLY CONNECTED; TOO SHORT OF AN OVERLAP AND MISSING (2) BOLTS.

3322 Right Bridge Rail Steel Rail

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	2	Span 6 Right Bridge Rail: IMPROPERLY LAPPED GUARDRAIL END TREATMENT AT NORTHEAST CORNER WITH (2) CORROSION HOLES UP TO 2 1/2 INCH HIGH X 1 1/2 INCH LONG IN RAIL AT END BENT 2.
2	Connection	1	Span 6 Right Bridge Rail: FIRST POST LAP SPLICE IMPROPERLY CONNECTED; TOO SHORT OF AN OVERLAP AND MISSING (2) BOLTS.

Bent 1

3354 Cap 1 Steel Pier Cap

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	3	Bent 1 Cap 1: CORROSION ALONG BOTH FACES OF WEB, BOTTOM FLANGE, AND STIFFENERS UP TO 36 INCH LONG X 7 INCH HIGH DOWN TO 3/8 INCH RESIDUAL WEB (3/8 INCH AVERAGE), 36 INCH LONG X 16 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) WITH 9 INCH LONG X 2 INCH WIDE LOSS OF SECTION IN BOTTOM FLANGE, AND 6 INCH WIDE X 10 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH 4 INCH X 5 INCH HOLE IN STIFFENERS BENEATH BAY 5.
2	Corrosion	3	Bent 1 Cap 1: CORROSION ALONG BOTH FACES OF WEB, FLANGES, AND STIFFENERS UP TO 26 INCH LONG X 7 INCH HIGH DOWN TO 3/8 INCH RESIDUAL WEB (3/8 INCH AVERAGE), 36 INCH LONG X 15 INCH WIDE DOWN TO 1/8 INCH RESIDUAL TOP FLANGE (1/4 INCH AVERAGE), 24 INCH LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE), AND 6 INCH WIDE X 10 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH 6 INCH X 4 INCH HOLE IN STIFFENERS BENEATH BAY 3.
2	Corrosion	4	Bent 1 Cap 1: CORROSION ALONG BOTTOM FLANGE AND STIFFENERS UP TO 36 INCH LONG X 16 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH 3 INCH X 2 INCH LOSS OF SECTION IN BOTTOM FLANGE, AND 6 INCH WIDE X 6 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH 5 INCH WIDE X 4 INCH HIGH HOLE BENEATH BAY 7.

Bent 2

3354 Cap 1 Steel Pier Cap

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	1	Bent 2 Cap 1: CORROSION ALONG FAR EDGE OF BOTTOM FLANGE UP TO 10 INCH LONG X 4 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (3/16 INCH AVERAGE) WITH 7 INCH LONG X 2 1/2 INCH WIDE AREA OF SECTION LOSS BENEATH BEAM 2; STEEL PLATE REPAIR ENDS 3 1/2 INCH FROM END OF FLANGE.

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2	Corrosion	3	Bent 2 Cap 1: CORROSION ALONG FAR EDGE OF TOP FLANGE UP TO 36 INCH LONG X 2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (3/8 INCH AVERAGE) BENEATH BAY 3; STEEL PLATE REPAIR ENDS 2 INCH FROM END OF FLANGE.
2	Corrosion	3	Bent 2 Cap 1: CORROSION ALONG FAR EDGE OF TOP FLANGE UP TO 36 INCH LONG X 7 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/16 INCH AVERAGE) WITH 19 INCH LONG X 5 INCH WIDE AREA OF SECTION LOSS BENEATH BAY 6; STEEL PLATE REPAIR ENDS 6 INCH FROM END OF FLANGE
2	Corrosion	3	Bent 2 Cap 1: CORROSION ALONG NEAR EDGE OF TOP FLANGE UP TO 35 INCH LONG X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/8 INCH AVERAGE) WITH 21 INCH LONG X 1 INCH WIDE AREA OF SECTION LOSS BENEATH BAY 6; STEEL PLATE REPAIR ENDS 4 INCH FROM END OF FLANGE.
2	Corrosion	4	Bent 2 Cap 1: CORROSION ALONG NEAR EDGE OF TOP FLANGE UP TO 44 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/8 INCH AVERAGE) WITH 17 INCH LONG X 2 INCH WIDE AREA OF SECTION LOSS BENEATH BAY 3; STEEL PLATE REPAIR ENDS 3 INCH FROM END OF FLANGE.
2	Distortion	12	Bent 2 Cap 1: UP TO 6 FOOT LONG X 1/2 INCH DISTORTION ALONG BOTTOM FLANGE ABOVE PILES 2 AND 3 INDICATIVE OF POTENTIAL PAST BUCKLING

3354 Pile 1 Steel Pile

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	3	Bent 2 Pile 1: CORROSION ALONG BOTH FLANGES UP TO 27 INCH HIGH X 12 INCH WIDE DOWN TO 5/16 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT TOP OF FOOTING.

3354 Pile 2 Steel Pile

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	1	Bent 2 Pile 2: CORROSION ALONG BOTH FLANGES AND WEB UP TO 10 INCH HIGH X 12 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGES (3/8 INCH AVERAGE), AND 10 1/2 INCH WIDE X 4 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 1/2 INCH DIAMETER HOLES IN WEB AT TOP OF FOOTING.

3354 Pile 3 Steel Pile

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	1	Bent 2 Pile 3: CORROSION ALONG BOTH FLANGES AND WEB UP TO 5 INCH HIGH X 12 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGES (5/16 INCH AVERAGE), AND 10 1/2 INCH WIDE X 5 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 1/8 INCH DIAMETER HOLES IN WEB AT TOP OF FOOTING

3350 Abutment Reinforced Concrete Abutment

Priority Level	Defect Type	Quantity	Defect Description
2	Delamination/Spall	5	End Bent 2 Abutment: 60 INCH X 5 INCH X 6 INCH DEEP SPALL IN FACE OF ABUTMENT AT GROUND LINE WITH UP TO 9 INCH UNDERMINING BENEATH BAYS 5 AND 6.

? PAR Submitted 1 Routine Maintenance 2 Priority 24 Month 3 Priority 12 Month 4 Assigned Critical Find

Priority Actions Request

Structure Number 340099

Bent 3

3354 Cap 1 Steel Pier Cap

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	26	Bent 3 Cap 1: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 26 FOOT LONG X 12 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH APPROXIMATELY (8) HOLES UP TO 6 INCH LONG X 1 1/2 INCH HIGH IN WEB, 26 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 30 INCH LONG X 1 INCH WIDE IN TOP FLANGE, 26 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 27 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 8 INCH HIGH X 3 INCH WIDE IN STIFFENERS THROUGHOUT.

Bent 4

3354 Cap 1 Steel Pier Cap

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	24	Bent 4 Cap 1: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 24 FOOT LONG X 7 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 INCH WIDE BENEATH BAY 1, 24 FOOT LONG X 15 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE), 23 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT.

3354 Pile 1 Steel Pile

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	1	Bent 4 Pile 1: CORROSION ALONG BOTH FLANGES UP TO 2 INCH HIGH X 12 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT TOP OF FOOTING.

3354 Pile 2 Steel Pile

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	1	Bent 4 Pile 2: CORROSION ALONG BOTH FLANGES AND WEB UP TO 3 INCH HIGH X 12 INCH WIDE DOWN TO KNIFES EDGE INCH RESIDUAL FLANGES (1/4 INCH AVERAGE) WITH 1 INCH DIAMETER HOLE IN NEAR FLANGE, AND 10 1/2 INCH WIDE X 5 INCH HIGH DOWN TO 1/8 INCH RESIDUAL WEB (3/4 INCH AVERAGE) AT TOP OF FOOTING.

3354 Pile 3 Steel Pile

Priority Level	Defect Type	Quantity	Defect Description

Priority Actions Request

Structure Number 340099

2	Corrosion	1	Bent 4 Pile 3: CORROSION ALONG BOTH FLANGES AND WEB UP TO 2 INCH HIGH X 12 INCH WIDE DOWN TO 1/4 INCH INCH RESIDUAL FLANGES (3/8 INCH AVERAGE), AND 10 1/2 INCH WIDE X 2 INCH HIGH DOWN TO 1/8 INCH RESIDUAL WEB (3/4 INCH AVERAGE) AT TOP OF FOOTING.

Bent 5

3354 Cap 1 Steel Pier Cap

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	24	Bent 5 Cap 1: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 24 FOOT LONG X 7 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 INCH WIDE BENEATH BAY 1 IN WEB, 24 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE) WITH 6 INCH X 2 INCH AREA OF SECTION LOSS ON FAR EDGE BENEATH BAY 5 IN TOP FLANGE, 23 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT.
2	Connection	3	Bent 5 Cap 1: SURFACE CORROSION THROUGHOUT STEEL PLATE REPAIR UP TO 36 INCH LONG X 8 INCH HIGH IN SPAN 5 FACE OF WEB BENEATH BAY 6; PLATE ONLY WELDED ALONG TOP EDGE.

Element Condition and Maintenance Data

Structure Number: 340099 Inspection Date: 01/22/2026

Span 1 Deck

Steel Deck Corrugated

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
30	Steel Deck Corrugated/Orthotropic/Etc.	735	234	501	0	0	Square Feet
515	Steel Protective Coating	735	362	0	0	373	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	30	Corrosion	3 FOOT X 30 INCH X 7/16 INCH THICK PLATE REPAIR IN BOTTOM OF DECK IN BAY 6 AT BENT 1	2	8		Square Feet
☑	30	Corrosion	8 FOOT X 30 INCH X 7/16 INCH THICK STEEL PLATE REPAIR IN BOTTOM OF DECK IN BAY 4 EXTENDING FROM END BENT 1	2	120		Square Feet
☑	30	Corrosion	AREAS OF CORROSION WITH UP TO 1/16 INCH SECTION LOSS IN BOTTOM OF DECK AT SEAMS AND WEEP HOLES THROUGHOUT	2	373		Square Feet
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING HAS FAILED IN BOTTOM OF DECK AT SEAMS AND WEEP HOLES THROUGHOUT	4	373	373	Square Feet

General Comments

Span 1 Beam 1

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	21	0	9	Feet
515	Steel Protective Coating	168	78	20	0	70	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 32 INCH LONG X 3 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 22 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE), AND 36 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) AT END BENT 1	4	3	3	Feet
☑	107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 6 INCH LONG X 1 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 72 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 10 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) AT BENT 1	4	6	6	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND PITTING UP TO 1/16 INCH DEEP	2	21		Feet
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	70	70	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	20	20	Square Feet

General Comments

Span 1 Beam 2

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	12	0	18	Feet
515	Steel Protective Coating	168	58	40	0	70	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 11 FOOT LONG X 4 INCH HIGH DOWN TO 1/8 INCH RESIDUAL WEB (3/16 INCH AVERAGE), 15 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF LOSS OF SECTION UP TO 55 INCH LONG X 2 INCH WIDE, AND 15 FOOT LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) WITH AREAS OF LOSS OF SECTION UP TO 11 INCH LONG X 1/2 INCH WIDE EXTENDING FROM BENT 1	4	15	15	Feet
☑	107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 36 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/8 INCH AVERAGE) WITH HOLES UP TO 1 INCH DIAMETER IN WEB, 29 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE), AND 36 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) AT END BENT 1; BEAM HAS BUCKLED AND IS DISPLACED UP TO 1/2 INCH TO THE WEST	4	3	3	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND PITTING UP TO 1/16 INCH DEEP	2	12		Feet
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	70	70	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	40	40	Square Feet

General Comments

Span 1 Beam 3

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	3	0	27	Feet
515	Steel Protective Coating	168	8	40	0	120	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 4 FOOT LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/16 INCH AVERAGE) WITH PINHOLES IN WEB, 84 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (5/16 INCH AVERAGE), AND 55 INCH LONG X 7 3/4 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) AT END BENT 1; BEAM HAS BUCKLED AND IS DISPLACED UP TO 1 INCH TO THE WEST AND 1/2 INCH DOWNWARD	4	7	7	Feet

☑	107	Corrosion	PAR: CORROSION ALONG BOTH FLANGES UP TO 12 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 55 INCH LONG X 1 1/2 INCH WIDE IN TOP FLANGE, AND 50 INCH LONG X 3 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) EXTENDING FROM BENT 1	4	12	12	Feet
☑	107	Corrosion	PAR: CORROSION ALONG BOTH FLANGES UP TO 89 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) AND 53 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE), BEGINNING APPROXIMATELY 8 FOOT FROM END BENT 2	4	8	8	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND PITTING UP TO 1/16 INCH DEEP	2	3		Feet
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	120	120	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	40	40	Square Feet

General Comments

Span 1 Beam 4

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	4	0	26	Feet
515	Steel Protective Coating	168	21	40	0	107	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 26 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/8 INCH AVERAGE) WITH 1 INCH DIAMETER HOLE, AND 88 INCH LONG X 7 3/4 INCH WIDE DOWN TO 3/16 INCH RESIDUAL FLANGE (5/16 INCH AVERAGE) EXTENDING FROM PLATE REPAIR IN BOTTOM FLANGE AT END BENT 1	4		8	Feet
☑	107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 6 INCH LONG X 2 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/8 INCH AVERAGE) WITH LOSS OF SECTION 1 INCH LONG X 1/2 INCH HIGH, AND 78 INCH LONG X 7 3/4 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) AT BENT 1	4		7	Feet
☑	107	Corrosion	PAR: CORROSION ALONG EDGES OF TOP FLANGE UP TO 26 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE (3/16 INCH AVERAGE) WITH AREAS OF LOSS OF SECTION UP TO 12 FOOT LONG X 2 INCH WIDE EXTENDING FROM PLATE REPAIR AT END BENT 1	4	26	26	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND PITTING UP TO 1/16 INCH DEEP	2	4		Feet

☑ 107	Corrosion	BEAM END AT END BENT 1, STEEL PLATES HAVE BEEN WELDED TO THE BEAM IN THE PAST: LOWER FLANGE, 6 FEET LONG X 10 INCHES WIDE X 7/16 INCH THICK; BOTH SIDES OF THE WEB, 49 INCHES LONG X FULL HEIGHT X 7/16 INCH THICK. SURFACE CORROSION PRESENT, AND TOP FLANGE 48 INCH LONG X 2 1/2 INCH WIDE X 7/16 INCH THICK	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	107	107	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	40	40	Square Feet

General Comments

Span 1 Beam 5

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	6	0	24	Feet
515	Steel Protective Coating	168	32	20	0	116	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 55 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH LONG X 1/2 INCH HIGH IN WEB, 88 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF LOSS OF SECTION UP TO 12 INCH LONG X 1 INCH WIDE, AND 16 INCH LONG X 7 3/4 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (5/8 INCH AVERAGE) EXTENDING FROM PLATE REPAIR AT END BENT 1	4	8	8	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FLANGES UP TO 16 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 8 FOOT LONG X 1 1/2 INCH WIDE IN TOP FLANGE, AND 15 FOOT LONG X 7 3/4 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) EXTENDING FROM BENT 1	4	16	16	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND PITTING UP TO 1/16 INCH DEEP	2	6		Feet
☑ 107	Corrosion	BOTH FACES OF WEB AT END BENT 1, WELDED REPAIR PLATES (4 FEET LONG X FULL HEIGHT X 7/16 INCH THICK); LOWER FLANGE, (88 INCH LONG X 10 INCHES WIDE X 7/16 INCH THICK), TOP FLANGE (48 INCH LONG X 2 1/2 INCH WIDE); SURFACE CORROSION PRESENT.	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	116	116	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	20	20	Square Feet

General Comments

Span 1 Beam 6

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	9	0	21	Feet
515	Steel Protective Coating	168	0	50	0	118	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 37 INCH LONG X 3 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH HOLES UP TO 1 INCH DIAMETER IN WEB, 103 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 9 INCH LONG X 1 1/2 INCH WIDE IN TOP FLANGE, AND 60 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 1	4	9	9	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 62 INCH LONG X 6 INCH HIGH DOWN TO 1/16 INCH RESIDUAL WEB (3/16 INCH AVERAGE), 84 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (3/8 INCH INCH AVERAGE), AND 19 INCH LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) EXTENDING FROM FROM PLATE REPAIRS AT END BENT 1	4	7	7	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FLANGES UP TO 27 INCH LONG X 3 INCH WIDE DOWN TO 5/16 INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE), AND 51 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT MIDSPAN	4	5	5	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND PITTING UP TO 1/16 INCH DEEP	2	9		Feet
☑ 107	Corrosion	BOTH FACES OF WEB AT END BENT 1, WELDED REPAIR PLATES (4 FEET LONG X FULL HEIGHT X 7/16 INCH THICK); AND LOWER FLANGE (42 INCH LONG X 10 INCHES WIDE X 7/16 INCH) AND TOP FLANGE (48 INCH LONG X 2 1/2 INCH WIDE X 7/16 INCH THICK)	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	118	118	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	50	50	Square Feet

General Comments

Span 1 Beam 7

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	6	0	24	Feet
515	Steel Protective Coating	168	6	30	0	132	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑ 107	Corrosion	PAR: (4) AREAS OF CORROSION ALONG BOTTOM FLANGE UP TO 26 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (9/16 INCH AVERAGE) IN VARIOUS LOCATIONS THROUGHOUT	4		12	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 24 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREA OF SECTION LOSS UP TO 21 INCH LONG X 1 INCH WIDE EXTENDING FROM FROM BENT 1	4	24	24	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 41 INCH LONG X 16 INCH HIGH DOWN TO 1/16 RESIDUAL WEB (1/8 INCH AVERAGE), AND 48 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT BENT 1	4		4	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND PITTING UP TO 1/16 INCH DEEP	2	6		Feet
☑ 107	Corrosion	BOTH FACES OF WEB AT END BENT 1, WELDED REPAIR PLATES (4 FEET LONG X FULL HEIGHT X 7/16 INCH THICK); AND LOWER FLANGE (31 INCH LONG X 10 INCHES WIDE X 7/16 INCH THICK), AND TOP FLANGE (48 INCH LONG X 2 1/2 INCH WIDE); SURFACE CORROSION PRESENT	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	132	132	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	30	30	Square Feet

General Comments

Span 1 Beam 8

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	0	0	30	Feet
515	Steel Protective Coating	168	8	40	0	120	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 30 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 20 INCH LONG X 2 INCH WIDE THROUGHOUT TOP FLANGE	4	30	30	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 15 FOOT LONG X 2 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/16 INCH AVERAGE) WITH HOLES UP TO 9 INCH LONG X 1/2 INCH HIGH IN WEB, AND 15 FOOT LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 6 INCH LONG X 1 INCH WIDE EXTENDING FROM END BENT 1	4		15	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG LEFT EDGE OF BOTTOM FLANGE UP TO 15 FOOT LONG X 3 INCH WIDE DOWN TO 3/8 INCH RESIDUAL FLANGE (7/16 INCH AVERAGE) EXTENDING FROM BENT 1	4		15	Feet

☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND PITTING UP TO 1/16 INCH DEEP	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	120	120	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	40	40	Square Feet

General Comments

Span 1 Wearing Surface

Asphalt Wearing Surface

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
510	Wearing Surface	735	54	161	520	0	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 510	Crack (Wearing Surface)	UP TO 1/8 INCH TRANSVERSE AND ALLIGATOR CRACKS IN VARIOUS LOCATIONS THROUGHOUT	3	366	366	Square Feet
☑ 510	Patched Area/Pothole (Wearing Surface)	14 FOOT WIDE X 11 FOOT LONG PATCH WITH RUTTING, POTHOLES, AND UNEVEN SURFACE THROUGHOUT IN LEFT LANE AT BENT 1	3	154	154	Square Feet
☑ 510	Patched Area/Pothole (Wearing Surface)	(3) PATCHES UP TO 8 FOOT WIDE X 5 FOOT LONG IN VARIOUS LOCATIONS NEAR END BENT 1	2	86		Square Feet
☑ 510	Patched Area/Pothole (Wearing Surface)	66 INCH WIDE X 26 INCH LONG PATCH NEAR CENTERLINE OF ROADWAY NEAR MIDSPAN	2	12		Square Feet
☑ 510	Patched Area/Pothole (Wearing Surface)	UP TO 1/16 INCH TRANSVERSE CRACKS THROUGHOUT 7 FOOT LONG X UP TO 7 FOOT WIDE PATCH NEAR CENTERLINE OF ROADWAY AT END BENT 1	2	49		Square Feet
☑ 510	Patched Area/Pothole (Wearing Surface)	UP TO 1/16 INCH TRANSVERSE CRACKS THROUGHOUT 80 INCH WIDE X 25 INCH LONG PATCH IN RIGHT LANE, APPROXIMATELY 6 FOOT FROM BENT 1	2	14		Square Feet

General Comments

Span 1 Left Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	31	0	27	2	2	Feet
515	Steel Protective Coating	150	40	0	0	110	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 330	Connection	PAR: IMPROPERLY LAPPED GUARDRAIL END TREATMENT AT END BENT 1	4	2	2	Feet
☑ 330	Distortion	PAR: RAIL POSTS 4 AND 5 LEANING TO SOUTH APPROXIMATELY 5 DEGREES WITH AREAS OF DISTORTION UP TO 10 INCH LONG X 1 INCH WIDE AT TOP OF POSTS	3	2	2	Feet
☑ 330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	27		Square Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	110	110	Square Feet

General Comments

Span 1 Right Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	31	0	31	0	0	Feet
515	Steel Protective Coating	150	0	0	0	150	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	26		Square Feet
☑ 330	Distortion	5 FOOT OF IMPACT SCRAPES UP TO 1/2 INCH DEEP ALONG FACE OF RAIL EXTENDING FROM END BENT 1	2	5		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	150	55	Square Feet

General Comments

Span 1 Beam 2 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 1 Beam 3 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 1 Beam 4 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 1 Beam 5 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 1 Beam 6 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 1 Beam 7 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each

☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 1 Beam 2 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 1 Beam 3 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 1 Beam 4 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 1 Beam 5 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 1 Beam 6 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	316	Corrosion	REMOVED FOR REPAIR PLATE INSTALLATION	1	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 1 Southwest Delineator

Delineator

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
602	Warning Signs	1	0	1	0	0	Each

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	602	General Condition	SCATTERED DEFLECTIONS, UP TO TO 4 INCHES HIGH X 3 INCHES WIDE X 1 INCH; SIGN IS LEGIBLE	2	1		Each

General Comments

Span 2 Deck

Steel Deck Corrugated

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
30	Steel Deck Corrugated/Orthotropic/Etc.	735	343	304	15	73	Square Feet
515	Steel Protective Coating	735	343	0	0	392	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑	30	Corrosion	PAR: CORROSION THROUGHOUT 30 FOOT LONG X 29 INCH WIDE X 1/4 INCH THICK STEEL PLATE REPAIR WITH DOWN TO KNIFES EDGE RESIDUAL PLATE (1/8 INCH AVERAGE) ALONG EDGES OF PLATES IN BOTTOM OF DECK IN BAY 6	4	73	73	Square Feet
☑	30	Connection	PAR: 15 FOOT SECTION OF BROKEN AND DETATCHED STEEL EDGE ANGLE ALONG RIGHT EDGE OF DECK AT BENT 2	3	15	15	Square Feet
☑	30	Corrosion	AREAS OF CORROSION WITH UP TO 1/16 INCH SECTION LOSS IN BOTTOM OF DECK AT SEAMS AND WEEP HOLES THROUGHOUT	2	250		Square Feet
☑	30	Corrosion	CORROSION WITH UP TO 100 INCH SECTION LOSS THROUGHOUT BOTTOM OF DECK IN BAYS 4 AND 5 NEAR BENT 2; MITIGATED WITH STEEL PLATE REPAIR ON TOP OF DECK BENEATH ASPHALT WEARING SURFACE REPAIR	2			Square Feet
☑	30	Corrosion	SURFACE CORROSION THROUGHOUT 74 INCH WIDE X 52 INCH LONG X 7/8 INCH THICK STEEL PLATE REPAIR IN BOTTOM OF DECK IN BAYS 4 AND 5 NEAR MIDSPAN	2	27		Square Feet
☑	30	Corrosion	SURFACE CORROSION THROUGHOUT 74 INCH WIDE X 52 INCH LONG X 7/8 INCH THICK STEEL PLATE REPAIR IN BOTTOM OF DECK IN BAYS 6 AND 7 NEAR MIDSPAN	2	27		Square Feet
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING HAS FAILED IN BOTTOM OF DECK AT SEAMS AND WEEP HOLES THROUGHOUT	4	392	392	Square Feet

General Comments

Span 2 Beam 1

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	31	0	24	0	7	Feet
515	Steel Protective Coating	168	68	20	0	80	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 21 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE), APPROXIMATELY 4 FOOT FROM BENT 2	4	2	2	Feet
☑	107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 8 INCH LONG X 2 INCH HIGH DOWN TO 1/8 RESIDUAL WEB (5/16 INCH AVERAGE), 60 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 10 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 30 INCH LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (9/16 INCH AVERAGE) AT BENT 1	4	5	5	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND PITTING UP TO 1/16 INCH DEEP	2	24		Feet
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	80	80	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	20	20	Square Feet

General Comments

Structure Number: 340099 Inspection Date: 01/22/2026

Span 2 Beam 2

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	31	0	14	0	17	Feet
515	Steel Protective Coating	168	33	40	0	95	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: (8) AREAS OF CORROSION ALONG TOP FLANGE UP TO 11 INCH LONG X 3 INCH WIDE DOWN TO 5/16 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT STEEL PLANK DECK SEAMS IN VARIOUS LOCATIONS	4	8	8	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 10 INCH LONG X 17 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (1/4 INCH AVERAGE), 56 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 4 INCH LONG X 1 INCH WIDE, AND 20 INCH LONG X 3 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 2	4	5	5	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 8 INCH LONG X 6 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 2 INCH X 2 INCH AREA OF SECTION LOSS IN WEB, 38 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (5/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 4 INCH LONG X 2 1/2 INCH WIDE IN TOP FLANGE, AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 1	4	4	4	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	11		Feet
☑ 107	Distortion	AT 10 FEET FROM BENT 1, DISTORTION UP TO 14 INCHES LONG X 3 INCHES WIDE X UP TO 1/2 INCH DEFLECTION ALONG RIGHT EDGE OF BOTTOM FLANGE	2	2		Feet
☑ 107	Distortion	AT 12 FEET FROM BENT 2, DISTORTION UP TO 8 INCHES LONG X 2 INCHES WIDE X UP TO 1/2 INCH DEFLECTION ALONG RIGHT EDGE OF BOTTOM FLANGE	2	1		Feet
☑ 107	Distortion	AT 3 FEET FROM BENT 1, DISTORTION 6 INCHES LONG X 2 INCHES WIDE X UP TO 1/2 INCH DEFLECTION ALONG LEFT EDGE BOTTOM FLANGE	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	95	95	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	40	40	Square Feet

General Comments

Span 2 Beam 3

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	31	0	13	0	18	Feet
515	Steel Protective Coating	168	26	34	0	108	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 66 INCH LONG X 3 INCH WIDE DOWN TO 3/16 INCH RESIDUAL FLANGE (5/16 INCH AVERAGE) AT MIDSPAN EXTENDING TO BENT 2	4	6	6	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 40 INCH LONG X 2 INCH HIGH DOWN TO 5/16 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 80 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 4 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 46 INCH LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE), EXTENDING FROM BENT 1	4	7	7	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 9 INCH LONG X 3 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (1/4 INCH AVERAGE), 52 INCH LONG X 3 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (3/8 INCH AVERAGE), AND 20 INCH LONG X 3 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 2	4	5	5	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	13		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	108	108	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	34	34	Square Feet

General Comments

Span 2 Beam 4

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	31	0	0	0	31	Feet
515	Steel Protective Coating	168	4	34	0	130	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF BOTH FLANGES UP TO 10 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 12 INCH LONG X 2 INCH WIDE IN TOP FLANGE, AND 13 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 1	4	10	10	Feet

☑ 107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF BOTH FLANGES UP TO 11 FOOT LONG X 3 INCH WIDE DOWN TO 1/16 INCH RESIDUAL TOP FLANGE (3/16 INCH AVERAGE), AND 11 FOOT LONG X 3 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT MIDSPAN	4	11	11	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 16 INCH LONG X 5 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (1/4 INCH AVERAGE), 10 FOOT LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (5/16 INCH AVERAGE), AND 12 INCH LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 2	4	10	10	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	130	130	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	34	34	Square Feet

General Comments

Span 2 Beam 5

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	31	0	0	0	31	Feet
515	Steel Protective Coating	168	17	51	0	100	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 40 INCH LONG X 4 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 8 INCH LONG X 1 INCH HIGH HOLE IN WEB, AND 36 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT BENT 2	4		4	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB UP TO 19 INCH LONG X 4 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH (2) HOLES UP TO 5 INCH LONG X 2 INCH HIGH IN WEB, APPROXIMATELY 4 FOOT FROM BENT 2	4		2	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES WEB OF AND BOTTOM FLANGE UP TO 66 INCH LONG X 4 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (1/4 INCH AVERAGE), AND 87 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL FLANGE(1/4 INCH AVERAGE) AT MIDSPAN	4		8	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG TOP FLANGE UP TO 31 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 18 INCH LONG X 1 1/2 INCH WIDE IN TOP FLANGE THROUGHOUT	4	31	31	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2			Feet

☑ 107	Corrosion	PAR REPAIR: STEEL PLATE REPAIRS ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO TO 12 INCH LONG X 8 1/2 INCH HIGH IN WEB, AND 6 INCH LONG X 8 INCH WIDE AT BENT 1	2			Feet
☑ 107	Corrosion	SURFACE CORROSION THROUGHOUT 48 INCH LONG X 6 INCH HIGH X 3 1/2 INCH WIDE STEEL ANGLE REPAIRS ALONG BOTH FACES OF WEB AND TOP FLANGE AT MIDSPAN	2			Feet
☑ 107	Distortion	AT 2 FEET FROM BENT 1, LEFT BOTTOM FLANGE DISTORTION 3 INCHES LONG X 1 1/2 INCH WIDE X 1/4 INCH DEFLECTION	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	100	100	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 2 Beam 6

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	31	0	0	0	31	Feet
515	Steel Protective Coating	168	24	34	0	110	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 31 FOOT LONG X 3 1/3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 28 INCH LONG X 1 1/2 INCH WIDE IN TOP FLANGE IN VARIOUS LOCATIONS THROUGHOUT	4	31	31	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 16 INCH LONG X 6 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (1/4 INCH AVERAGE), AND 30 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL FLANGE (5/16 INCH AVERAGE) AT BENT 2	4		3	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 43 INCH LONG X 2 INCH HIGH DOWN TO 5/16 INCH RESIDUAL WEB (5/16 INCH AVERAGE), AND 40 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT BENT 1	4		4	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	110	110	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	34	34	Square Feet

General Comments

Structure Number: 340099 Inspection Date: 01/22/2026

Span 2 Beam 7

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	31	0	9	0	22	Feet
515	Steel Protective Coating	168	0	51	0	117	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND TOP FLANGE UP TO 78 INCH LONG X 6 INCH HIGH DOWN KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH (3) HOLES UP TO 16 INCH LONG X 1 INCH HIGH IN WEB, AND 78 INCH LONG X 3 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 78 INCH LONG X 1 INCH WIDE IN TOP FLANGE, BEGINNING APPROXIMATELY 76 INCH FROM BENT 2	4	7	7	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND TOP FLANGE UP TO 9 FOOT LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH HOLES UP TO 28 INCH LONG X 4 INCH HIGH IN WEB, AND 15 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP 36 INCH LONG X 1 INCH WIDE IN TOP FLANGE EXTENDING FROM MIDSPAN TO BENT 1	4	15	15	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2			Feet
☑ 107	Corrosion	BEAM END AT BENT 1, FROM THE BEARING OUT, WELDED REPAIR PLATE ON BOTTOM SIDE OF BOTTOM FLANGE (6 FEET LONG X 8.5 INCHES WIDE X 1/2 INCH THICK); FRECKLED CORROSION AND SCATTERED SURFACE CORROSION PRESENT ON PLATE	2			Feet
☑ 107	Corrosion	PAR REPAIR: 15 FOOT SECTION OF STEEL PLATE REPAIRS THROUGHOUT BEAM EXTENDING FROM BENT 2	2	9		Feet
☑ 107	Corrosion	PAR REPAIR: STEEL PLATE ALONG BOTH FACES OF WEB UP TO 12 INCH LONG X 5 INCH HIGH AT TOP FLANGE AT BENT 1	2			Feet
☑ 107	Corrosion	SURFACE CORROSION THROUGHOUT 24 INCH LONG X 6 INCH HIGH X 3 1/2 INCH WIDE STEEL PLATE REPAIRS ALONG BOTH FACES OF WEB AND TOP FLANGE AT MIDSPAN	2			Feet
☑ 107	Corrosion	WELDED REPAIR PLATES ON BOTH FACES OF WEB AT BENT 1 (5.5 FEET LONG X 8 INCHES HIGH X 1/2 INCH THICK); FRECKLED CORROSION AND SCATTERED SURFACE CORROSION ON PLATES	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	117	117	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 2 Beam 8

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	31	0	17	0	14	Feet
515	Steel Protective Coating	168	0	51	0	117	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Connection	PAR: UP TO 1/2 INCH GAP BETWEEN BOLTED ANGLE REPAIRS AND ORIGINAL BEAM WEB ON BOTH FACES NEAR MIDSPAN	4		2	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF BOTH FLANGES UP TO 11 FOOT LONG X 3 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE), AND 11 FOOT LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE), BEGINNING APPROXIMATELY 3 FOOT FROM BENT 2	4	11	11	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF BOTH FLANGES UP TO 30 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH 9 INCH LONG X 1 INCH WIDE AREA OF SECTION LOSS, AND 42 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) AT BENT 1	4	3	3	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	15		Feet
☑ 107	Corrosion	PAR REPAIR: STEEL PLATE REPAIRS IN BOTH FACES OF WEB UP TO 30 INCH LONG X 6 INCH HIGH AT BENT 1	2			Feet
☑ 107	Corrosion	PAR REPAIR: STEEL PLATE REPAIRS UP TO 36 INCH LONG X 3 INCH HIGH IN BOTH FACES OF WEB, AND 36 INCH LONG X 8 INCH WIDE IN BOTTOM FLANGE AT MIDSPAN	2			Feet
☑ 107	Corrosion	SURFACE CORROSION THROUGHOUT 27 INCH LONG X 16 INCH HIGH STEEL PLATE REPAIR IN WEB, AND 23 INCH LONG X 8 1/2 INCH WIDE STEEL PLATE REPAIR AT BENT 2	2	2		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	117	117	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 2 Wearing Surface

Asphalt Wearing Surface

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
510	Wearing Surface	735	332	161	242	0	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 510	Crack (Wearing Surface)	UP TO 1/8 INCH TRANSVERSE AND ALLIGATOR CRACKS IN VARIOUS LOCATIONS THROUGHOUT	3	125	125	Square Feet

☑ 510	Patched Area/Pothole (Wearing Surface)	175 INCH WIDE X 93 FOOT LONG PATCH WITH RUTTING, POTHOLES, AND UNEVEN SURFACE THROUGHOUT IN RIGHT LANE AT BENT 2	3	117	117	Square Feet
☑ 510	Patched Area/Pothole (Wearing Surface)	(3) PATCHES UP TO 14 FOOT WIDE X 8 FOOT LONG WITH UP TO 1/4 INCH TRANSVERSE CRACKS THROUGHOUT IN RIGHT LANE IN VARIOUS LOCATIONS THROUGHOUT	2	161		Square Feet

General Comments

Span 2 — Left Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	31	0	31	0	0	Feet
515	Steel Protective Coating	150	0	0	0	150	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	31		Square Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	150	55	Square Feet

General Comments

Span 2 — Right Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	31	0	31	0	0	Feet
515	Steel Protective Coating	150	0	0	0	150	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	31		Square Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	150	55	Square Feet

General Comments

Span 2 — Beam 2 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Structure Number: 340099 Inspection Date: 01/22/2026

Span 2 Beam 2 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 2 Beam 3 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 2 Beam 3 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 2 Beam 4 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑ 316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 2 Beam 4 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 2 Beam 5 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 2 Beam 5 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 2 Beam 6 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 2 Beam 6 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 2 Beam 7 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 2 Beam 7 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each

☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 3 Deck

Steel Deck Corrugated

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
30	Steel Deck Corrugated/Orthotropic/Etc.	717	155	562	0	0	Square Feet
515	Steel Protective Coating	717	155	0	0	562	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 30	Corrosion	AREAS OF CORROSION WITH UP TO 1/16 INCH SECTION LOSS IN BOTTOM OF DECK AT SEAMS AND WEEP HOLES THROUGHOUT	2	419		Square Feet
☑ 30	Corrosion	AT BAY 6, DECK REPLACED WITH STEEL PLATE AND ANGLES (FULL LENGTH X FULL WIDTH); SURFACE CORROSION PRESENT	2	120		Square Feet
☑ 30	Corrosion	BAY 4 AT BENT 2, DECK REPLACED WITH STEEL PLATE AND ANGLES (3 FEET LONG X FULL WIDTH OF BAY); SURFACE CORROSION PRESENT	2	3		Square Feet
☑ 30	Corrosion	UNDERSIDE OF THE DECK, BAY 4 JUST PAST MIDSPAN HEADING STATIONS AHEAD, STEEL REPAIR PLATE [APPROXIMATELY 3.25 FEET LONG X 3 FEET WIDE X 3/4 INCH THICK]; SURFACE CORROSION PRESENT; REPAIR PLATE IN BAY 5 IS SIMILAR.	2	20		Square Feet
☑ 515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING HAS FAILED IN BOTTOM OF DECK AT SEAMS AND WEEP HOLES THROUGHOUT	4	562	562	Square Feet

General Comments

Span 3 Beam 1

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	25	0	5	Feet
515	Steel Protective Coating	167	60	34	0	73	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 8 INCH LONG X 2 INCH HIGH DOWN TO 5/16 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 39 INCH LONG X 3 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE), AND 8 INCH LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 2	4	4	4	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTTOM FLANGE UP TO 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL FLANGE (1/4 INCH AVERAGE) AT BENT 3	4	1	1	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	25		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	73	73	Square Feet

☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	34	34	Square Feet

General Comments

Span 3 Beam 2

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	24	0	6	Feet
515	Steel Protective Coating	167	55	34	0	78	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 48 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH HOLES UP TO 1 INCH LONG X 1/2 INCH WIDE IN WEB, 46 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 21 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 55 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) AT BENT 2; BEAM HAS BUCKLED AND IS DISPLACED UP TO 1 INCH TO THE WEST	4	5	5	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 8 INCH LONG X 3 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 1/2 INCH DIAMETER HOLES IN WEB, AND 8 INCH LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL FLANGE (7/16 INCH AVERAGE) AT BENT 3	4	1	1	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	24		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	78	78	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	34	34	Square Feet

General Comments

Span 3 Beam 3

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	21	0	9	Feet
515	Steel Protective Coating	167	41	51	0	75	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 24 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 6 INCH LONG X 1 INCH HIGH HOLE IN WEB, 48 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH 10 INCH LONG X 1 INCH WIDE LOSS OF SECTION IN TOP FLANGE, AND 30 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) AT BENT 3	4	5	5	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 32 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH HOLES UP TO 1/2 INCH DIAMETER IN WEB, 47 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 23 INCH LONG X 1 1/2 INCH WIDE IN TOP FLANGE, AND 14 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) WITH 1 1/2 INCH DIAMETER HOLE IN BOTTOM FLANGE AT BENT 2; BEAM HAS BUCKLED AND IS DISPLACED UP TO 1/2 INCH TO THE EAST	4	4	4	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	21		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	75	75	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 3 Beam 4

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	24	0	6	Feet
515	Steel Protective Coating	167	38	51	0	78	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 12 INCH LONG X 3 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH PINHOLES IN WEB, 27 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 3 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 8 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 3	4	3	3	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 13 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH HOLES UP TO 1 INCH DIAMETER IN WEB, 36 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 10 INCH LONG X 2 1/2 INCH WIDE IN TOP FLANGE, AND 15 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 2	4	3	3	Feet

☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	24		Feet
☑ 107	Distortion	AT 2 FEET FROM BENT 2, DISTORTION UP TO 4 INCHES LONG X 2 INCHES WIDE X 1/2 INCH DEFLECTION) ALONG LEFT EDGE OF BOTTOM FLANGE	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	78	78	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 3 Beam 5

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	8	0	22	Feet
515	Steel Protective Coating	167	35	51	0	81	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: (6) AREAS OF CORROSION ALONG BOTH FLANGES UP TO 30 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (5/16 INCH AVERAGE), AND 36 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) IN VARIOUS LOCATIONS THROUGHOUT	4	15	15	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 24 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 2 INCH LONG X 1/2 INCH HIGH HOLE IN WEB, 27 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 11 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 22 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 2	4	3	3	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 9 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH 6 INCH LONG X 1 INCH HIGH HOLE IN WEB, 40 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 6 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) AT BENT 3	4	4	4	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	2	8		Feet
☑ 107	Distortion	AT 2 FEET FROM BENT 2, DISTORTION UP TO 6 INCHES LONG X 2 INCHES WIDE X 1/2 INCH DEFLECTION ALONG RIGHT EDGE OF BOTTOM FLANGE	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	81	81	Square Feet

☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 3 Beam 6

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	11	0	19	Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 74 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) EXTENDING FROM MIDSPAN TO BENT 3	4	8	8	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 9 INCH LONG X 2 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 8 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 10 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 3	4	8	8	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FLANGES UP TO 26 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 16 INCH LONG X 3 INCH WIDE IN TOP FLANGE, AND 24 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 1 INCH WIDE AT BENT 2	4	3	3	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	11		Feet

General Comments

Span 3 Beam 7

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	0	0	30	Feet
515	Steel Protective Coating	167	0	51	0	116	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 15 FOOT LONG X 16 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (1/4 INCH AVERAGE), 30 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 15 FOOT LONG X 2 INCH WIDE IN TOP FLANGE, AND 30 FOOT LONG X 7 1/2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) THROUGHOUT	4	30	30	Feet

☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB UP TO 16 INCH LONG X 8 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/8 INCH AVERAGE) WITH HOLES UP TO 5 INCH LONG X 2 INCH HIGH AT BENT 2; BEAM HAS BUCKLED AND IS DISPLACED UP TO 1/2 INCH TO THE EAST	4		2	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB UP TO 8 FOOT LONG X 6 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 8 INCH LONG X 1 INCH HIGH HOLE IN WEB, BEGINNING APPROXIMATELY 3 FOOT FROM BENT 3	4		8	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	116	116	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 3 Beam 8

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	27	0	3	Feet
515	Steel Protective Coating	167	63	34	0	70	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 4 INCH LONG X 4 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (5/16 INCH AVERAGE) WITH PINHOLE IN WEB, 12 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 3 INCH LONG X 1/2 INCH WIDE IN TOP FLANGE, AND 11 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) AT BENT 2	4	1	1	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG WEB AND BOTTOM FLANGE ON RIGHT SIDE UP TO 16 INCH LONG X 2 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), AND 14 INCH LONG X 4 INCH WIDE DOWN TO 1/8 INCH RESIDUAL FLANGE (5/16 INCH AVERAGE) AT BENT 3	4	2	2	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	27		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	70	70	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	34	34	Square Feet

General Comments

Span 3 Wearing Surface

Asphalt Wearing Surface

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
510	Wearing Surface	717	580	32	105	0	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	510	Crack (Wearing Surface)	UP TO 1/8 INCH TRANSVERSE AND ALLIGATOR CRACKS IN VARIOUS LOCATIONS THROUGHOUT	3	32	32	Square Feet
☑	510	Patched Area/Pothole (Wearing Surface)	91 INCH WIDE X 115 INCH LONG PATCH WITH RUTTING, POTHOLES, AND UNEVEN SURFACE THROUGHOUT IN RIGHT LANE NEAR MIDSPAN	3	73	73	Square Feet
☑	510	Patched Area/Pothole (Wearing Surface)	77 INCH WIDE X 52 INCH LONG PATCH NEAR CENTERLINE NEAR MIDSPAN	2	32		Square Feet

General Comments

Span 3 Left Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	30	0	30	0	0	Feet
515	Steel Protective Coating	150	0	0	0	150	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	30		Square Feet
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	150	155	Square Feet

General Comments

Span 3 Right Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	30	0	30	0	0	Feet
515	Steel Protective Coating	150	0	0	0	150	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	30		Square Feet
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	150	55	Square Feet

General Comments

Span 3 Beam 2 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 3 Beam 2 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 3 Beam 3 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 3 Beam 3 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each

☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 3 Beam 4 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 3 Beam 4 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 3 Beam 5 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 3 Beam 5 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 3 Beam 6 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 3 Beam 6 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 3 Beam 7 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	3	1	1	Each

☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 3 Beam 7 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 4 Deck

Steel Deck Corrugated

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
30	Steel Deck Corrugated/Orthotropic/Etc.	723	411	303	7	2	Square Feet
515	Steel Protective Coating	723	411	0	0	312	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	30	Corrosion	PAR: 19 INCH X 3 INCH AREA OF CORROSION WITH UP TO 100 PERCENT SECTION LOSS WITH EXPOSED ASPHALT IN BOTTOM OF DECK IN BAY 4, APPROXIMATELY 9 FOOT FROM BENT 4	4	2	2	Square Feet
☑	30	Connection	PAR: 7 FOOT SECTION OF BROKEN AND DETATCHED STEEL EDGE ANGLE ALONG RIGHT EDGE OF DECK AT BENT 4	3	7	7	Square Feet
☑	30	Corrosion	AREAS OF CORROSION WITH UP TO 1/16 INCH SECTION LOSS IN BOTTOM OF DECK AT SEAMS AND WEEP HOLES THROUGHOUT	2	90		Square Feet
☑	30	Corrosion	DECK REPLACED WITH STEEL PLATE AND ANGLES ALONG 10 FEET OF BAY 5 AT BENT 4; SURFACE CORROSION PRESENT	2	30		Square Feet
☑	30	Corrosion	DECK REPLACED WITH STEEL PLATE AND ANGLES ALONG 3 FEET OF BAY 3 AT BENT 4; SURFACE CORROSION PRESENT	2	9		Square Feet
☑	30	Corrosion	DECK REPLACED WITH STEEL PLATE AND ANGLES ALONG 3 FEET OF BAY 4 AT BENT 3 AND 8 FEET AT BENT 4; SURFACE CORROSION PRESENT	2	33		Square Feet
☑	30	Corrosion	DECK REPLACED WITH STEEL PLATE AND ANGLES ALONG 3 FEET OF BAY 7 AT BENT 3 AND 6 FEET AT MID SPAN; SURFACE CORROSION PRESENT	2	27		Square Feet
☑	30	Corrosion	DECK REPLACED WITH STEEL PLATE AND ANGLES ALONG 4 FEET OF BAY 2 AT BENT 4; SIMILAR AT BENT 3; SURFACE CORROSION PRESENT	2	24		Square Feet
☑	30	Corrosion	DECK REPLACED WITH STEEL PLATE AND ANGLES ALONG FULL LENGTH OF BAY 6; SURFACE CORROSION PRESENT	2	90		Square Feet

☑ 515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING HAS FAILED IN BOTTOM OF DECK AT SEAMS AND WEEP HOLES THROUGHOUT	4	312	312	Square Feet

General Comments

Span 4 Beam 1

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	23	0	7	Feet
515	Steel Protective Coating	163	37	51	0	75	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 26 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) AT BENT 3	4	3	3	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 36 INCH LONG X 3 INCH WIDE DOWN TO 1/8 INCH RESIDUAL FLANGE (1/4 INCH AVERAGE), APPROXIMATELY 3 FOOT FROM BENT 3	4	3	3	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 8 INCH LONG X 3 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), AND 8 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH 3 INCH LONG X 2 INCH WIDE AREA OF SECTION LOSS IN BOTTOM FLANGE AT BENT 4	4	1	1	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	23		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	75	75	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 4 Beam 2

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	26	0	4	Feet
515	Steel Protective Coating	163	40	51	0	72	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 7 INCH LONG X 2 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 2 INCH LONG X 1 INCH HIGH HOLE IN WEB, 17 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 5 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 9 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 3	4	2	2	Feet

☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 11 INCH LONG X 5 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 5 INCH LONG X 1 INCH HIGH HOLE IN WEB, AND 16 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH 6 INCH LONG X 1/2 INCH WIDE AREA OF SECTION LOSS IN BOTTOM FLANGE AT BENT 4	4	2	2	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	26		Feet
☑ 107	Distortion	AT 3 FEET FROM BENT 4, DISTORTION (6 INCHES LONG X UP TO 3 INCHES WIDE X 1/2 INCH DEFLECTION) ALONG RIGHT EDGE OF BOTTOM FLANGE	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	72	72	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 4 Beam 3

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	19	0	11	Feet
515	Steel Protective Coating	163	39	34	0	90	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 32 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE), APPROXIMATELY 3 FOOT FROM BENT 3	4	3	3	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 6 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH HOLES UP TO 1 INCH DIAMETER IN WEB, 28 INCH LONG X 3 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 22 INCH LONG X 2 1/2 INCH WIDE IN TOP FLANGE, AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 3	4	3	3	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 8 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 5 INCH X 1 INCH HOLE IN WEB, AND 55 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 4 INCH LONG X 1/2 INCH WIDE IN BOTTOM FLANGE AT BENT 4	4	5	5	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	19		Feet
☑ 107	Corrosion	AT BENT 4, REPAIR PLATE AT TOP FLANGE, (3 FEET LONG X UP TO FULL WIDTH X 1/2 INCH AVERAGE REMAINING); SURFACE CORROSION PRESENT	2			Feet

☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	90	90	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	34	34	Square Feet

General Comments

Span 4 Beam 4

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	15	0	15	Feet
515	Steel Protective Coating	163	34	34	0	95	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 60 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 5 INCH LONG X 1 INCH WIDE IN TOP FLANGE AT BENT 3	4	5	5	Feet
☑	107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 16 INCH LONG X 3 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 1 INCH LONG X 1/2 INCH AREA OF SECTION LOSS IN WEB, 10 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 23 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 8 FOOT LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) WITH HOLES UP TO 1/2 INCH DIAMETER IN BOTTOM FLANGE AT BENT 4	4	10	10	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	12		Feet
☑	107	Corrosion	AT BENT 4, REPAIR PLATE AT TOP FLANGE, (4 FEET LONG X UP TO FULL WIDTH X 1/2 INCH AVERAGE REMAINING); SURFACE CORROSION PRESENT	2	3		Feet
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	95	95	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	34	34	Square Feet

General Comments

Span 4 Beam 5

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	14	0	16	Feet
515	Steel Protective Coating	163	12	51	0	100	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑ 107	Connection	PAR: STEEL PLATE REPAIRS UP TO 26 INCH LONG X 8 INCH HIGH X 1/2 INCH THICK IN WEB AND 26 INCH LONG X 4 INCH WIDE X 1/2 INCH THICK ON BOTTOM FLANGE ALONG LEFT SIDE WITH 25 INCH LONG X 7 INCH HIGH CUT OUT SECTION OF WEB BEHIND PLATE REPAIR AT BENT 3; PLATE ALONG WEB IS NOT WELDED TO ORIGINAL BEAM AND ONLY WELDED TO BOTTOM FLANGE REPAIR PLATE	4		3	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF BOTH FLANGES UP TO 10 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 28 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 36 INCH LONG X 3 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 3	4	10	10	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 5 FOOT LONG X 17 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 20 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 10 FOOT LONG X 1 INCH WIDE IN TOP FLANGE, AND 20 FOOT LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) EXTENDING FROM BENT 4	4	6	6	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTTOM FLANGE UP TO 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/8 INCH AVERAGE) WITH 1 INCH DIAMETER HOLES IN BOTTOM FLANGE AT BENT 4	4		1	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	14		Feet
☑ 107	Corrosion	AT BENT 3, WELDED REPAIR PLATES, TOP FLANGE (3 FEET LONG X 3 INCHES WIDE X 1/2 INCH THICK), WEB (4 INCHES LONG X FULL HEIGHT X 0.5 INCH THICK); SURFACE CORROSION THROUGHOUT PLATES	2			Feet
☑ 107	Corrosion	AT BENT 4 AND 9.5 FEET FROM BENT 4, WELDED REPAIR PLATE ON BOTH FACES OF WEB (42 INCHES LONG X 8 INCHES HIGH X 1/4 INCH THICK), SURFACE CORROSION THROUGHOUT	2			Feet
☑ 107	Corrosion	BEAM END AT BENT 4, STEEL PLATES ARE WELDED TO BOTH SIDES OF THE WEB [4 FEET LONG X FULL HEIGHT X 3/8 INCH THICK]; SURFACE CORROSION PRESENT	2			Feet
☑ 107	Distortion	AT 5 AND 7 FEET FROM BENT 3, DISTORTION (2 FEET LONG X UP TO 3 INCHES WIDE X UP TO 1/2 INCH DEFLECTION) ALONG RIGHT EDGE OF BOTTOM FLANGE	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	100	100	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 4 Beam 6

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	8	0	22	Feet
515	Steel Protective Coating	163	8	35	0	120	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 44 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH HOLES UP TO 1/4 INCH DIAMETER IN WEB, 8 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 12 INCH LONG X 2 INCH WIDE IN TOP FLANGE, AND 40 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 3	4	8	8	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 8 FOOT LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH HOLES UP TO 1/2 INCH DIAMETER IN WEB, 11 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 22 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 10 FOOT LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) AT BENT 4	4	11	11	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG LEFT EDGE OF BOTTOM FLANGE UP TO 27 INCH LONG X 4 INCH WIDE DOWN TO 3/8 INCH RESIDUAL FLANGE (7/16 INCH AVERAGE) AT MIDSPAN	4	3	3	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	8		Feet
☑ 107	Corrosion	AT BENT 3, WELDED REPAIR PLATE ON TOP FLANGE, BOTH SIDES (2 FEET LONG X 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT REPAIR	2			Feet
☑ 107	Corrosion	AT BENT 4, WELDED REPAIR PLATE ON TOP FLANGE (8 FEET LONG X UP TO 3 INCHES WIDE X 1/2 THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	120	120	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	35	35	Square Feet

General Comments

Span 4 Beam 7

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	0	0	30	Feet
515	Steel Protective Coating	163	0	51	0	112	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑	107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 7 FOOT LONG X 17 INCH HIGH DOWN TO 1/8 INCH RESIDUAL WEB (3/16 INCH AVERAGE), 30 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 15 FOOT LONG X 1 INCH WIDE IN TOP FLANGE, AND 20 FOOT LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) THROUGHOUT	4	30	30	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2			Feet
☑	107	Corrosion	AT BENT 3, WELDED REPAIR PLATE ON TOP FLANGE (42 INCHES LONG X 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑	107	Corrosion	AT BENT 4, WELDED REPAIR PLATE ON TOP FLANGE (15 FEET LONG X 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	112	112	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 4 Beam 8

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	10	0	20	Feet
515	Steel Protective Coating	163	0	51	0	112	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 8 INCH LONG X 2 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 8 FOOT LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (3/8 INCH AVERAGE), AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 6 INCH LONG X 2 INCH WIDE IN BOTTOM FLANGE AT BENT 4	4	8	8	Feet
☑	107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 8 INCH LONG X 2 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 8 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (5/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 16 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 30 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 3	4	8	8	Feet
☑	107	Corrosion	PAR: CORROSION ALONG LEFT EDGE OF BOTTOM FLANGE UP TO 43 INCH LONG X 3 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT MIDSPAN	4	4	4	Feet

☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	10		Feet
☑	107	Corrosion	AT BENT 3, WELDED REPAIR PLATE ON TOP FLANGE (18 INCHES LONG X 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	112	112	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 4 Wearing Surface

Asphalt Wearing Surface

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
510	Wearing Surface	723	59	84	580	0	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	510	Crack (Wearing Surface)	91 INCH WIDE X 115 INCH LONG PATCH WITH RUTTING, POTHOLES, AND UNEVEN SURFACE THROUGHOUT IN RIGHT LANE NEAR MIDSPAN	3	550	550	Square Feet
☑	510	Patched Area/Pothole (Wearing Surface)	84 INCH WIDE X 51 INCH LONG PATCH WITH RUTTING, POTHOLES, AND UNEVEN SURFACE THROUGHOUT AT CENTERLINE, APPROXIMATELY 6 FOOT FROM BENT 4	3	30	30	Square Feet
☑	510	Crack (Wearing Surface)	63 INCH WIDE X 67 INCH LONG PATCH WITH UP TO 1/16 INCH TRANSVERSE CRACKS THROUGHOUT IN RIGHT LANE, APPROXIMATELY 3 FOOT FROM BENT 4	2	24	24	Square Feet
☑	510	Patched Area/Pothole (Wearing Surface)	50 INCH LONG X 74 INCH WIDE PATCH WITH UP TO 1/16 INCH ALLIGATOR CRACKS NEAR CENTERLINE AT BENT 4	2	26		Square Feet
☑	510	Patched Area/Pothole (Wearing Surface)	90 INCH X 53 INCH PATCH IN RIGHT LANE AT BENT 4	2	34		Square Feet

General Comments

Span 4 Left Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	30	0	30	0	0	Feet
515	Steel Protective Coating	150	0	0	0	150	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	30		Square Feet
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	150	150	Square Feet

General Comments

Span 4 Right Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	30	1	29	0	0	Feet
515	Steel Protective Coating	150	0	0	0	150	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	28		Square Feet
☑ 330	Distortion	DAMAGE NEAR BENT 4 IN FRONT FACE (1 FOOT LONG X UP TO 2 INCHES HIGH X UP TO 1/4 INCH DEEP)	2	1		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	150	150	Square Feet

General Comments

Span 4 Beam 2 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 2 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Connection	PAR: MISSING BOTH ANCHOR BOLT NUTS	3	1	1	Each
☑ 316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3		1	Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 3 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 3 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	PAR: MISSING LEFT ANCHOR BOLT	3	1	1	Each
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3		1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 4 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 4 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑	316	Connection	PAR: MISSING RIGHT ANCHOR BOLT	3	1	1	Each
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3		1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 5 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 5 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	PAR: MISSING BOTH ANCHOR BOLTS	3	1	1	Each
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3		1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 6 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 6 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	PAR: MISSING BOTH ANCHOR BOLT NUTS	3	1	1	Each
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3		1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 7 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 7 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	PAR: MISSING BOTH ANCHOR BOLTS	3	1	1	Each
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3		1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 8 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	PAR: MISSING BOTH ANCHOR BOLTS	3	1	1	Each
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3		1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 1 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	PAR: MISSING BOTH ANCHOR BOLTS	3	1	1	Each
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3		1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 5 Deck

Steel Deck Corrugated

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
30	Steel Deck Corrugated/Orthotropic/Etc.	747	247	90	350	60	Square Feet
515	Steel Protective Coating	747	247	0	0	500	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	30	Corrosion	PAR: AREAS OF CORROSION WITH UP TO 100 PERCENT SECTION LOSS UP TO 30 INCH WIDE X 6 INCH LONG WITH EXPOSED ASPHALT IN BOTTOM OF DECK IN BAY 4 IN VARIOUS LOCATIONS THROUGHOUT	4	60	60	Square Feet
☑	30	Corrosion	AREAS OF CORROSION WITH UP TO 1/16 INCH SECTION LOSS IN BOTTOM OF DECK AT SEAMS AND WEEP HOLES THROUGHOUT	3	350	350	Square Feet
☑	30	Corrosion	DECK REPLACED WITH STEEL PLATE AND ANGLES ALONG 10 FEET OF BAY 7 NEAR MID SPAN; SURFACE CORROSION PRESENT	2	30		Square Feet
☑	30	Corrosion	DECK REPLACED WITH STEEL PLATE AND ANGLES ALONG FIRST HALF OF BAY 6; SURFACE CORROSION PRESENT	2	60		Square Feet

☑ 515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING HAS FAILED IN BOTTOM OF DECK AT SEAMS AND WEEP HOLES THROUGHOUT	4	500	500	Square Feet

General Comments

Span 5 Beam 1

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	31	0	29	0	2	Feet
515	Steel Protective Coating	168	68	34	0	66	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 17 INCH LONG X 3 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH HOLES UP TO 1/2 INCH DIAMETER IN WEB, 22 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (3/8 INCH AVERAGE), AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 4	4	2	2	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	29		Feet
☑ 107	Corrosion	AT BENT 4, WELDED REPAIR PLATES (2 FEET LONG X 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	66	66	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	34	34	Square Feet

General Comments

Span 5 Beam 2

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	31	0	30	0	1	Feet
515	Steel Protective Coating	168	71	34	0	63	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 12 INCH LONG X 4 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 1/2 INCH LONG IN WEB, 23 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 20 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 9 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 4	4	1	1	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	30		Feet

☑ 107	Corrosion	AT BENT 4, WELDED REPAIR PLATES ON TOP FLANGE (21 INCHES LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 107	Corrosion	AT BENT 5, WELDED REPAIR PLATES ON TOP FLANGE (1 FOOT LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	63	63	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	34	34	Square Feet

General Comments

Span 5 Beam 3

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	31	0	28	0	3	Feet
515	Steel Protective Coating	168	65	34	0	69	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 7 INCH LONG X 2 INCH HIGH DOWN TO 1/8 INCH RESIDUAL WEB (1/4 INCH AVERAGE, 32 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 11 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 11 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) AT BENT 4	4	3	3	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	28		Feet
☑ 107	Corrosion	AT BENT 4, WELDED REPAIR PLATES ON TOP FLANGE (2 FEET LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 107	Corrosion	AT BENT 5, WELDED REPAIR PLATES ON TOP FLANGE (1 FOOT LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	69	69	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	34	34	Square Feet

General Comments

Span 5 Beam 4

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	31	0	4	0	27	Feet
515	Steel Protective Coating	168	30	51	0	87	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑	107	Corrosion	PAR: (9) AREAS OF CORROSION ALONG BOTH FLANGES UP TO 22 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH INCH RESIDUAL TOP FLANGE (5/16 INCH AVERAGE), AND 23 INCH LONG X 2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) IN VARIOUS LOCATIONS THROUGHOUT	4	18	18	Feet
☑	107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 33 INCH LONG X 3 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 32 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 11 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 36 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 5	4	3	3	Feet
☑	107	Corrosion	PAR: CORROSION ALONG BOTH FLANGES UP TO 33 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 13 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 65 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) AT BENT 4	4	6	6	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	4		Feet
☑	107	Corrosion	AT BENT 4, WELDED REPAIR PLATES ON TOP FLANGE (2 FEET LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑	107	Corrosion	AT BENT 5, WELDED REPAIR PLATES ON TOP FLANGE (2 FEET LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑	107	Corrosion	SURFACE CORROSION THROUGHOUT 17 INCH X 9 INCH X 1/2 INCH THICK STEEL PLATE REPAIR IN WEB AT BENT 4	2			Feet
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	87	87	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 5 Beam 5

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	31	0	11	0	20	Feet
515	Steel Protective Coating	168	37	51	0	80	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	107	Corrosion	PAR: (11) AREAS OF CORROSION ALONG TOP FLANGE UP TO 40 INCH LONG X 2 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 3 INCH LONG X 1 INCH WIDE IN TOP FLANGE AT STEEL PLANK DECK SEAMS IN VARIOUS LOCATIONS	4	15	15	Feet
☑	107	Corrosion	PAR: CORROSION ALONG BOTTOM FLANGE UP TO 24 INCH LONG X 6 1/8 INCH WIDE DOWN TO 3/16 INCH RESIDUAL FLANGE (7/16 INCH AVERAGE) AT BENT 5	4	2	2	Feet

☑	107	Corrosion	PAR: CORROSION ALONG BOTTOM FLANGE UP TO 32 INCH X 6 1/8 INCH WIDE DOWN TO 7/16 INCH RESIDUAL FLANGE (9/16 INCH AVERAGE) EXTENDING FROM STEEL PLATE REPAIR AT BENT 4	4	3	3	Feet
☑	107	Corrosion	PAR: CORROSION ALONG TOP FLANGE OF INTERMEDIATE DIAPHRAGM IN BAY 5 UP TO 36 INCH LONG X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/2 INCH ORIGINAL, 1/8 INCH AVERAGE) AT MIDSPAN	4		3	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	11		Feet
☑	107	Corrosion	AT BENT 4, WELDED REPAIR PLATES ON BOTH FLANGES AND WEB (2 FEET LONG X UP TO 3 INCHES WIDE X FULL HEIGHT X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑	107	Corrosion	AT BENT 5, WELDED REPAIR PLATES ON TOP FLANGE AND WEB (2 FEET LONG X UP TO 3 INCHES WIDE X FULL HEIGHT X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	80	80	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 5 Beam 6

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	31	0	26	0	5	Feet
515	Steel Protective Coating	168	48	51	0	69	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 12 LONG X 16 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (1/4 INCH AVERAGE), AND 19 INCH LONG X 6 1/8 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 4	4	2	2	Feet
☑	107	Corrosion	PAR: CORROSION ALONG TOP FLANGE OF INTERMEDIATE DIAPHRAGM IN BAY 6 UP TO 36 INCH LONG X 6 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (1/2 INCH ORIGINAL, 3/8 INCH AVERAGE) AT MIDSPAN	4		3	Feet
☑	107	Corrosion	PAR: CORROSION ALONG TOP FLANGE UP TO 36 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (7/16 INCH AVERAGE) AT BENT 5	4	3	3	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	26		Feet
☑	107	Corrosion	AT BENT 4, WELDED REPAIR PLATES ON TOP FLANGE (2 FEET LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	69	69	Square Feet

☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 5 Beam 7

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	31	0	13	0	18	Feet
515	Steel Protective Coating	168	19	51	0	98	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 5 INCH LONG X 16 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE), AND 23 INCH LONG X 6 1/8 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (5/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 6 INCH LONG X 1 INCH WIDE IN BOTTOM FLANGE AT BENT 4	4	2	2	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FLANGES UP TO 16 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (5/16 INCH AVERAGE), AND 5 FOOT LONG X 6 1/8 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) EXTENDING FROM MIDSPAN TO BENT 5	4	16	16	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG TOP FLANGE OF INTERMEDIATE DIAPHRAGM IN BAY 7 WITH UP TO 95 PERCENT COMPLETE LOSS OF FLANGE AT MIDSPAN	4		3	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	13		Feet
☑ 107	Corrosion	AT BENT 5, WELDED REPAIR PLATE ON LEFT TOP FLANGE (1 FOOT LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 107	Corrosion	BETWEEN BENT 4 AND MID SPAN, WELDED REPAIR PLATE ON TOP FLANGE (15 FEET LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	98	98	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 5 Beam 8

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	31	0	19	0	12	Feet
515	Steel Protective Coating	168	26	51	0	91	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 38 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (5/16 INCH AVERAGE) WITH HOLES UP TO 8 INCH LONG X 1/2 INCH DIAMETER IN WEB, 22 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 14 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 48 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 4; BEAM HAS BUCKLED AND IS CRUSHED UP TO 1/8 INCH IN LOWER WEB	4	4	4	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG TOP FLANGE UP TO 17 INCH LONG X 2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (7/16 INCH AVERAGE) AT BENT 5	4	2	2	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG WEB AND BOTH FLANGES ON LEFT SIDE UP TO 50 INCH LONG X 5 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 24 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (3/8 INCH AVERAGE), AND 66 INCH LONG X 4 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) AT MIDSPAN	4	6	6	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	19		Feet
☑ 107	Corrosion	AT BENT 4, WELDED REPAIR PLATES ON TOP FLANGE AND WEB (2 FEET LONG X UP TO 3 INCHES WIDE X 2 INCH HIGH X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	91	91	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 5 Wearing Surface

Asphalt Wearing Surface

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
510	Wearing Surface	747	90	0	657	0	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 510	Crack (Wearing Surface)	(2) UP TO 89 INCH WIDE X 60 INCH LONG PATCHES IN RIGHT LANE, APPROXIMATELY 6 FOOT AND 18 FOOT FROM BENT 4	3	52	52	Square Feet
☑ 510	Crack (Wearing Surface)	UP TO 1/8 INCH TRANSVERSE AND ALLIGATOR CRACKS IN VARIOUS LOCATIONS THROUGHOUT	3	500	500	Square Feet
☑ 510	Patched Area/Pothole (Wearing Surface)	15 FOOT WIDE X 7 FOOT LONG PATCH WITH RUTTING, POTHOLES, AND UNEVEN SURFACE THROUGHOUT EXTENDING FROM RIGHT SHOULDER AT BENT 5	3	105	105	Square Feet

General Comments

Span 5 Left Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	31	0	31	0	0	Feet
515	Steel Protective Coating	150	0	0	0	150	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	31		Square Feet
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	150	150	Square Feet

General Comments

Span 5 Right Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	31	1	30	0	0	Feet
515	Steel Protective Coating	150	0	0	0	150	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	30		Square Feet
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	150	150	Square Feet

General Comments

Span 5 Beam 2 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	PAR: MISSING RIGHT ANCHOR BOLT	3	1	1	Each
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3		1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 5 Beam 2 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 5 Beam 3 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	PAR: MISSING BOTH ANCHOR BOLTS	3	1	1	Each
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3		1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 5 Beam 3 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 5 Beam 4 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑	316	Connection	PAR: MISSING BOTH ANCHOR BOLTS	3	1	1	Each
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3		1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 5 Beam 4 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 5 Beam 5 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	PAR: MISSING BOTH ANCHOR BOLTS	3	1	1	Each
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3		1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 5 Beam 5 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Structure Number: 340099 Inspection Date: 01/22/2026

Span 5 Beam 6 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	PAR: MISSING BOTH ANCHOR BOLTS	3	1	1	Each
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3		1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 5 Beam 6 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 5 Beam 7 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	PAR: MISSING BOTH ANCHOR BOLTS	3	1	1	Each
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3		1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 5 Beam 7 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 5 Beam 8 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	PAR: MISSING BOTH LEFT ANCHOR BOLT	3	1	1	Each
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3		1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 5 Beam 8 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 5 Beam 1 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑	316	Connection	PAR: MISSING LEFT ANCHOR BOLT NUT	3	1	1	Each
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3		1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 5 Beam 1 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 6 Deck

Steel Deck Corrugated

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
30	Steel Deck Corrugated/Orthotropic/Etc.	982	395	27	500	60	Square Feet
515	Steel Protective Coating	982	395	0	0	587	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	30	Corrosion	PAR: AREAS OF CORROSION WITH UP TO 100 PERCENT SECTION LOSS UP TO 30 INCH WIDE X 6 INCH LONG WITH EXPOSED ASPHALT IN BOTTOM OF DECK IN BAYS 4 AND 6 IN VARIOUS LOCATIONS THROUGHOUT	4	60	60	Square Feet
☑	30	Corrosion	AREAS OF CORROSION WITH UP TO 1/16 INCH SECTION LOSS IN BOTTOM OF DECK AT SEAMS AND WEEP HOLES THROUGHOUT	3	500	500	Square Feet
☑	30	Corrosion	DECK REPLACED WITH STEEL PLATE AND ANGLES 3 FEET OF BAY 2, BAY 4, AND BAY 6 AT BENT 5; SURFACE CORROSION PRESENT	2	27		Square Feet
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING HAS FAILED IN BOTTOM OF DECK AT SEAMS AND WEEP HOLES THROUGHOUT	4	587	587	Square Feet

General Comments

Span 6 Beam 1

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	41	0	39	0	2	Feet
515	Steel Protective Coating	256	161	52	0	43	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑	107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 8 INCH LONG X 2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT BENT 5	4	1	1	Feet
☑	107	Corrosion	PAR: CORROSION ALONG RIGHT EDGE OF BOTTOM FLANGE UP TO 12 INCH LONG X 3 INCH WIDE DOWN TO 3/8 INCH RESIDUAL FLANGE (7/16 INCH AVERAGE) AT END BENT 2	4	1	1	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	39		Feet
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	43	43	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	BOTH FLANGES AND WEB SCATTERED THROUGHOUT, TOP COATING PEELED	2	52	52	Square Feet

General Comments

Span 6 Beam 2

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	41	0	39	0	2	Feet
515	Steel Protective Coating	256	162	52	0	42	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF BOTTOM FLANGE UP TO 8 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH 3 INCH X 2 INCH AREA OF SECTION LOSS IN BOTTOM FLANGE AT BENT 5	4	1	1	Feet
☑	107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 10 INCH LONG X 2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (5/16 INCH AVERAGE) AT BENT 5	4	1	1	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	39		Feet
☑	107	Corrosion	AT BENT 5, WELDED REPAIR PLATE ON RIGHT TOP FLANGE (1 FOOT LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	42	42	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	52	52	Square Feet

General Comments

Span 6 Beam 3

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	41	0	36	0	5	Feet
515	Steel Protective Coating	256	156	53	0	47	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 27 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (5/16 INCH AVERAGE) AT BENT 5	4	3	3	Feet
☑	107	Corrosion	PAR: CORROSION ALONG BOTH FLANGES UP TO 14 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (5/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 2 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 8 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 1 INCH LONG X 1 INCH WIDE AT END BENT 2	4	2	1	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	36		Feet
☑	107	Corrosion	AT BENT 5, WELDED REPAIR PLATES ON TOP FLANGE (1 FOOT LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	47	47	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	53	53	Square Feet

General Comments

Span 6 Beam 4

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	41	0	37	0	4	Feet
515	Steel Protective Coating	256	160	52	0	44	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 47 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (5/16 INCH AVERAGE) AT BENT 5	4	4	4	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	37		Feet
☑	107	Corrosion	AT BENT 5, WELDED REPAIR PLATE ON RIGHT TOP FLANGE (1 FOOT LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	44	44	Square Feet

☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	52	52	Square Feet

General Comments

Span 6 Beam 5

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	41	0	25	0	16	Feet
515	Steel Protective Coating	256	146	52	0	58	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGES UP TO 7 INCH LONG X 2 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (5/16 INCH AVERAGE), AND 9 INCH LONG X 8 1/4 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT END BENT 2	4	1	1	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH FLANGES UP TO 15 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 18 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 35 INCH LONG X 8 1/4 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 5	4	15	15	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	25		Feet
☑ 107	Corrosion	AT BENT 5, WELDED REPAIR PLATES ON TOP FLANGE (19 INCHES LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	58	58	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	52	52	Square Feet

General Comments

Span 6 Beam 6

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	41	0	38	0	3	Feet
515	Steel Protective Coating	256	161	52	0	43	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF BOTTOM FLANGE UP TO 8 INCH LONG X 2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (7/16 INCH AVERAGE) WITH 2 INCH LONG X 1 INCH WIDE AREA OF SECTION LOSS IN BOTTOM FLANGE AT END BENT 2	4	1	1	Feet

☑	107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 24 INCH LONG X 2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT BENT 5	4	2	2	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	38		Feet
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	43	43	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	52	52	Square Feet

General Comments

Span 6 Beam 7

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	41	0	14	0	27	Feet
515	Steel Protective Coating	256	110	77	0	69	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	107	Corrosion	PAR: CORROSION ALONG BOTH FLANGES UP TO 28 FOOT LONG X 3 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 11 INCH LONG X 2 INCH WIDE IN TOP FLANGE, AND 25 FOOT LONG X 8 1/4 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (9/16 INCH AVERAGE) EXTENDING FROM BENT 5	4	26	26	Feet
☑	107	Corrosion	PAR: CORROSION ALONG EDGES OF BOTH FLANGES UP TO 12 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/8 INCH AVERAGE) WITH 2 INCH LONG X 1 INCH WIDE AREA OF SECTION LOSS IN TOP FLANGE, AND 9 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH 2 INCH LONG X 1 INCH WIDE AREA OF SECTION LOSS IN BOTTOM FLANGE AT END BENT 2	4	1	1	Feet
☑	107	Corrosion	A BENT 5, WELDED REPAIR PLATE ON LEFT TOP FLANGE (1 FOOT LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	14		Feet
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING IN VARIOUS LOCATIONS THROUGHOUT	4	69	69	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	77	77	Square Feet

General Comments

Span 6 Beam 8

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	41	0	36	0	5	Feet
515	Steel Protective Coating	256	159	52	0	45	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 10 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (3/8 INCH AVERAGE) AT BENT 5	4	1	1	Feet
☑ 107	Corrosion	PAR: CORROSION ALONG RIGHT EDGE OF BOTTOM FLANGE UP TO 48 INCH LONG X 3 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE), APPROXIMATELY 3 FOOT FROM BENT 5	4	4	4	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	36		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	45	45	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	52	52	Square Feet

General Comments

Span 6 Wearing Surface

Asphalt Wearing Surface

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
510	Wearing Surface	982	232	0	750	0	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 510	Crack (Wearing Surface)	UP TO 1/8 INCH TRANSVERSE AND ALLIGATOR CRACKS IN VARIOUS LOCATIONS THROUGHOUT	3	750	750	Square Feet

General Comments

Span 6 Left Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	41	0	40	1	0	Feet
515	Steel Protective Coating	200	0	0	0	200	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 330	Connection	PAR: FIRST POST LAP SPLICE IMPROPERLY CONNECTED; TOO SHORT OF AN OVERLAP AND MISSING (2) BOLTS	3	1	1	Feet
☑ 330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	40		Square Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	200	200	Square Feet

General Comments

Span 6 Right Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	41	0	39	0	2	Feet
515	Steel Protective Coating	200	0	0	0	200	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 330	Corrosion	PAR: IMPROPERLY LAPPED GUARDRAIL END TREATMENT AT NORTHEAST CORNER WITH (2) CORROSION HOLES UP TO 2 1/2 INCH HIGH X 1 1/2 INCH LONG IN RAIL AT END BENT 2	4	2	2	Square Feet
☑ 330	Connection	PAR: FIRST POST LAP SPLICE IMPROPERLY CONNECTED; TOO SHORT OF AN OVERLAP AND MISSING (2) BOLTS	3		1	Feet
☑ 330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	39		Square Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	200	200	Square Feet

General Comments

Span 6 Beam 2 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 6 Beam 3 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 6 Beam 4 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 6 Beam 5 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 6 Beam 6 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 6 Beam 7 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each

☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 6 Beam 2 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 6 Beam 3 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 6 Beam 4 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 6 Beam 5 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 6 Beam 6 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Span 6 Beam 7 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	1	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH UP TO 1/8 INCH SECTION LOSS THROUGHOUT	3	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	1	1	Square Feet

General Comments

Bent 1 Pile 1

Reinforced Concrete Pier Wall

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
210	Reinforced Concrete Pier Wall	20	0	0	20	0	Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	210	Cracking (RC and Other)	UP TO 1/8 INCH HORIZONTAL CRACK AT COLD JOINT, APPROXIMATELY 2 FOOT FROM BOTTOM OF CAP	3	20	20	Feet

☑ 210	Delamination/Spall	(4) SPALLS UP TO 60 INCH X 3 INCH X 1 INCH DEEP IN VARIOUS LOCATIONS THROUGHOUT ALONG COLD POUR JOINT	3	8	Feet
☑ 210	Efflorescence/Rust Staining	UP TO 0.025 INCH VERTICAL, HORIZONTAL, AND HAIRLINE MAP CRACKING WITH AND WITHOUT EFFLORESCENCE IN VARIOUS LOCATIONS THROUGHOUT	2		Feet

General Comments

Bent 1 Cap 1

Steel Pier Cap

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
231	Steel Pier Cap	26	0	16	0	10	Feet
515	Steel Protective Coating	181	0	0	0	181	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 231	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB, BOTTOM FLANGE, AND STIFFENERS UP TO 36 INCH LONG X 7 INCH HIGH DOWN TO 3/8 INCH RESIDUAL WEB (3/8 INCH AVERAGE), 36 INCH LONG X 16 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) WITH 9 INCH LONG X 2 INCH WIDE LOSS OF SECTION IN BOTTOM FLANGE, AND 6 INCH WIDE X 10 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH 4 INCH X 5 INCH HOLE IN STIFFENERS BENEATH BAY 5	4	3	3	Feet
☑ 231	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB, FLANGES, AND STIFFENERS UP TO 26 INCH LONG X 7 INCH HIGH DOWN TO 3/8 INCH RESIDUAL WEB (3/8 INCH AVERAGE), 36 INCH LONG X 15 INCH WIDE DOWN TO 1/8 INCH RESIDUAL TOP FLANGE (1/4 INCH AVERAGE), 24 INCH LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE), AND 6 INCH WIDE X 10 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH 6 INCH X 4 INCH HOLE IN STIFFENERS BENEATH BAY 3	4	3	3	Feet
☑ 231	Corrosion	PAR: CORROSION ALONG BOTTOM FLANGE AND STIFFENERS UP TO 36 INCH LONG X 16 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH 3 INCH X 2 INCH LOSS OF SECTION IN BOTTOM FLANGE, AND 6 INCH WIDE X 6 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH 5 INCH WIDE X 4 INCH HIGH HOLE IN STIFFENERS BENEATH BAY 7	4	4	4	Feet
☑ 231	Corrosion	9 FOOT SECTION OF STEEL PLATE REPAIRS THROUGHOUT BOTH FLANGES FROM LEFT EDGE TO BAY 3	2	9		Feet
☑ 231	Corrosion	PAR REPAIR: STEEL PLATE REPAIR IN TOP FLANGE UP TO 30 INCH LONG X 16 INCH HIGH BENEATH BAY 5	2			Feet
☑ 231	Corrosion	PAR REPAIR: STEEL PLATE REPAIRS ALONG BOTH FACES WEB AND FLANGES UP TO 48 INCH LONG X 9 INCH HIGH IN WEB, 30 INCH LONG X 16 INCH WIDE IN TOP FLANGE, AND 36 INCH LONG X16 INCH WIDE IN BOTTOM FLANGE IN BAY 4	2	4		Feet
☑ 231	Corrosion	PAR REPAIRS IN SPAN 1 FACE OF CAP BENEATH BAYS 3 THRU 6	2			Feet
☑ 231	Corrosion	SURFACE CORROSION AND CORROSION WITH UP TO 1/16 INCH LOSS IN VARIOUS LOCATIONS THROUGHOUT	2	3		Feet

☑ 515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING HAS FAILED	4	181	181	Square Feet	

General Comments

End Bent 1 Abutment

Reinforced Concrete Abutment

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
215	Reinforced Concrete Abutment	38	23	15	0	0	Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 215	Cracking (RC and Other)	HAIRLINE MAP CRACKING WITH AND WITHOUT EFFLORESCENCE IN VARIOUS LOCATIONS THROUGHOUT	2	15		Feet

General Comments

Bent 2 Footing

Reinforced Concrete Footing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
220	Reinforced Concrete Pile Cap/Footing	32	0	32	0	0	Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☐ 220	Abrasion/Wear (PSC/RC)	UNDERWATER INSPECTION: IRREGULAR CONCRETE SURFACES WITH SCALE 0.25 TO 0.50 INCH.	2	32	32	Feet
☐ 220	Scour	UNDERWATER INSPECTION: 6 INCH TO 1 FOOT WITH POCKETS OF UP TO 2 FEET OF VERTICAL TOE WALL EXPOSURE AROUND ENTIRE SILL. SILL IS KEYED INTO NATURAL BEDROCK AND STABLE.	2			Feet

General Comments

Bent 2 Cap 1

Steel Pier Cap

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
231	Steel Pier Cap	26	0	13	0	13	Feet
515	Steel Protective Coating	181	0	0	0	181	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 231	Corrosion	PAR: CORROSION ALONG FAR EDGE OF BOTTOM FLANGE UP TO 10 INCH LONG X 4 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (3/16 INCH AVERAGE) WITH 7 INCH LONG X 2 1/2 INCH WIDE AREA OF SECTION LOSS BENEATH BEAM 2; STEEL PLATE REPAIR ENDS 3 1/2 INCH FROM END OF FLANGE	4		1	Feet
☑ 231	Corrosion	PAR: CORROSION ALONG FAR EDGE OF TOP FLANGE UP TO 36 INCH LONG X 2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (3/8 INCH AVERAGE) BENEATH BAY 3; STEEL PLATE REPAIR ENDS 2 INCH FROM END OF FLANGE	4		3	Feet

☑ 231	Corrosion	PAR: CORROSION ALONG FAR EDGE OF TOP FLANGE UP TO 36 INCH LONG X 7 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/16 INCH AVERAGE) WITH 19 INCH LONG X 5 INCH WIDE AREA OF SECTION LOSS BENEATH BAY 6; STEEL PLATE REPAIR ENDS 6 INCH FROM END OF FLANGE	4		3	Feet
☑ 231	Corrosion	PAR: CORROSION ALONG NEAR EDGE OF TOP FLANGE UP TO 35 INCH LONG X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/8 INCH AVERAGE) WITH 21 INCH LONG X 1 INCH WIDE AREA OF SECTION LOSS BENEATH BAY 6; STEEL PLATE REPAIR ENDS 4 INCH FROM END OF FLANGE	4	3	3	Feet
☑ 231	Corrosion	PAR: CORROSION ALONG NEAR EDGE OF TOP FLANGE UP TO 44 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/8 INCH AVERAGE: WITH 17 INCH LONG X 2 INCH WIDE AREA OF SECTION LOSS BENEATH BAY 3; STEEL PLATE REPAIR ENDS 3 INCH FROM END OF FLANGE	4	4	4	Feet
☑ 231	Distortion	PAR: UP TO 6 FOOT LONG X 1/2 INCH DISTORTION ALONG BOTTOM FLANGE ABOVE PILES 2 AND 3 INDICATIVE OF POTENTIAL PAST BUCKLING	4	6	12	Feet
☑ 231	Corrosion	PAR REPAIR: STEEL PLATE REPAIRS THROUGHOUT TOP OF TOP FLANGE, BOTH FACES OF WEB, BOTH FACES OF BOTTOM FLANGE AND STIFFENERS THROUGHOUT	2	13		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING HAS FAILED	4	181	181	Square Feet

General Comments

Bent 2 Pile 1

Steel Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
225	Steel Pile	1	0	0	0	1	Each
515	Steel Protective Coating	90	78	0	0	12	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 225	Corrosion	PAR: CORROSION ALONG BOTH FLANGES UP TO 27 INCH HIGH X 12 INCH WIDE DOWN TO 5/16 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT TOP OF FOOTING	4	1	3	Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED COATING	4	12	12	Square Feet

General Comments

Bent 2 Pile 2

Steel Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
225	Steel Pile	1	0	0	0	1	Each
515	Steel Protective Coating	90	0	0	0	90	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑ 225	Corrosion	PAR: CORROSION ALONG BOTH FLANGES AND WEB UP TO 10 INCH HIGH X 12 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGES (3/8 INCH AVERAGE), AND 10 1/2 INCH WIDE X 4 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 1/2 INCH DIAMETER HOLES IN WEB AT TOP OF FOOTING	4	1	1	Each
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	90	45	Square Feet

General Comments

Bent 2 Pile 3

Steel Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
225	Steel Pile	1	0	0	0	1	Each
515	Steel Protective Coating	90	0	0	0	90	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 225	Corrosion	PAR: CORROSION ALONG BOTH FLANGES AND WEB UP TO 5 INCH HIGH X 12 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGES (5/16 INCH AVERAGE), AND 10 1/2 INCH WIDE X 5 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 1/8 INCH DIAMETER HOLES IN WEB AT TOP OF FOOTING	4	1	1	Each
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	90	45	Square Feet

General Comments

Bent 2 Pile 4

Steel Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
225	Steel Pile	1	0	1	0	0	Each
515	Steel Protective Coating	90	0	0	0	90	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 225	Corrosion	CORROSION WITH NO MEASURABLE LOSS OF SECTION IN WEB AND BOTH FLANGES UP TO 16 INCH HIGH AT TOP OF FOOTING	2	1		Each
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	90	45	Square Feet

General Comments

End Bent 2 Abutment

Reinforced Concrete Abutment

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
215	Reinforced Concrete Abutment	38	6	20	12	0	Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 215	Cracking (RC and Other)	80 INCH LONG X 21 INCH HIGH AREA OF DELAMINATION AND UP TO 1/8 INCH DIAGONAL CRACK IN FACE OF ABUTMENT BENEATH BAYS 4 AND 5	3	7	7	Feet

☑ 215	Delamination/Spall	PAR: 60 INCH X 5 INCH X 6 INCH DEEP SPALL IN FACE OF ABUTMENT AT GROUND LINE WITH UP TO 9 INCH UNDERMINING BENEATH BAYS 5 AND 6	3	5	5	Feet
☑ 215	Abrasion/Wear (PSC/RC)	AT BASE OF WALL FROM LEFT END TO GIRDER 5, ABRASION (15 FEET LONG X UP TO 10 INCHES HIGH X 1 INCH DEEP)	2	8		Feet
☑ 215	Cracking (RC and Other)	12 FOOT OF UP TO 0.025 INCH DIAGONAL AND HORIZONTAL CRACKS AND HAIRLINE MAP CRACKING WITH AND WITHOUT EFFLORESCENCE IN VARIOUS LOCATIONS THROUGHOUT	2	5		Feet
☑ 215	Delamination/Spall	MID HEIGHT OF WALL BETWEEEN GIRDER 7 AND 8, SPALL (6 INCHES LONG X 5 INCHES HIGH X 1/4 INCH DEEP)	2	1	1	Feet
☑ 215	Patched Area	6 FOOT X 4 FOOT PATCH WITH HAIRLINE MAP CRACKING WITH EFFLORESCENCE IN FACE OF ABUTMENT BENEATH BEAM 7	2	6		Feet

General Comments

Bent 3 Cap 1

Steel Pier Cap

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
231	Steel Pier Cap	26	0	0	0	26	Feet
515	Steel Protective Coating	181	0	0	0	181	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 231	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 26 FOOT LONG X 12 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH APPROXIMATELY (8) HOLES UP TO 6 INCH LONG X 1 1/2 INCH HIGH IN WEB, 26 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 30 INCH LONG X 1 INCH WIDE IN TOP FLANGE, 26 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 27 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 8 INCH HIGH X 3 INCH WIDE IN STIFFENERS THROUGHOUT	4	26	26	Feet
☑ 515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING HAS FAILED	4	181	181	Square Feet

General Comments

Bent 3 Pile 1

Reinforced Concrete Pier Wall

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
210	Reinforced Concrete Pier Wall	20	0	20	0	0	Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 210	Abrasion/Wear (PSC/RC)	ABRASION (FULL CIRCUMFERENCE X UP TO 1/2 INCH DEEP) AT WATERLINE	2			Feet

☐ 210	Abrasion/Wear (PSC/RC)	UNDERWATER INSPECTION: ABRASION UP TO 0.50 INCH ALONG THE WATERLINE.	2			Feet
☐ 210	Cracking (RC and Other)	UNDERWATER INSPECTION: 9 FEET OF 0.0625 INCH VERTICAL CRACKING FROM WATERLINE TO MUDLINE.	2			Feet
☑ 210	Cracking (RC and Other)	UP TO 0.025 INCH VERTICAL AND MAP CRACKING WITH AND WITHOUT EFFLORESCENCE THROUGHOUT PIER WALL	2	20		Feet

General Comments

Bent 3 — Concrete Cap

Reinforced Concrete Pier Cap

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
234	Reinforced Concrete Pier Cap	21	11	10	0	0	Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 234	Efflorescence/Rust Staining	VERTICAL HAIRLINE CRACKS IN BOTH FACES OF CAP IN VARIOUS LOCATIONS	2	10		Feet

General Comments

Bent 4 — Footing

Reinforced Concrete Footing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
220	Reinforced Concrete Pile Cap/Footing	32	0	32	0	0	Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☐ 220	Abrasion/Wear (PSC/RC)	UNDERWATER INSPECTION: ABRASION UP TO 0.25 INCH ALONG WATERLINE.	2	32	32	Feet

General Comments

Bent 4 — Cap 1

Steel Pier Cap

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
231	Steel Pier Cap	26	2	0	0	24	Feet
515	Steel Protective Coating	181	0	0	0	181	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 231	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 24 FOOT LONG X 7 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 INCH WIDE BENEATH BAY 1 IN WEB, 24 FOOT LONG X 15 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE), 23 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT	4	24	24	Feet

☑ 231	Corrosion	(10 INCHES LONG X 15 INCHES WIDE X 1/2 INCH THICK) WELDED REPAIR PLATE ON BOTTOM FLANGE BELOW GIRDER 2; SURFACE CORROSION PRESENT.	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING HAS FAILED	4	181	181	Square Feet

General Comments

Bent 4 Pile 1

Steel Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
225	Steel Pile	1	0	0	0	1	Each
515	Steel Protective Coating	90	45	0	0	45	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 225	Corrosion	PAR: CORROSION ALONG BOTH FLANGES UP TO 2 INCH HIGH X 12 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT TOP OF FOOTING	4	1	1	Each
☑ 225	Corrosion	SCATTERED FRECKLED CORROSION AND SURFACE CORROSION	2			Each
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	45	5	Square Feet

General Comments

Bent 4 Pile 2

Steel Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
225	Steel Pile	1	0	0	0	1	Each
515	Steel Protective Coating	90	45	0	0	45	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 225	Corrosion	PAR: CORROSION ALONG BOTH FLANGES AND WEB UP TO 3 INCH HIGH X 12 INCH WIDE DOWN TO KNIFES EDGE INCH RESIDUAL FLANGES (1/4 INCH AVERAGE) WITH 1 INCH DIAMETER HOLE IN NEAR FLANGE, AND 10 1/2 INCH WIDE X 5 INCH HIGH DOWN TO 1/8 INCH RESIDUAL WEB (3/4 INCH AVERAGE) AT TOP OF FOOTING	4	1	1	Each
☑ 225	Corrosion	SCATTERED FRECKLED CORROSION AND SURFACE CORROSION	2			Each
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	45	5	Square Feet

General Comments

Structure Number: 340099 Inspection Date: 01/22/2026

Bent 4 Pile 3

Steel Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
225	Steel Pile	1	0	0	0	1	Each
515	Steel Protective Coating	90	45	0	0	45	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 225	Corrosion	PAR: CORROSION ALONG BOTH FLANGES AND WEB UP TO 2 INCH HIGH X 12 INCH WIDE DOWN TO 1/4 INCH INCH RESIDUAL FLANGES (3/8 INCH AVERAGE), AND 10 1/2 INCH WIDE X 2 INCH HIGH DOWN TO 1/8 INCH RESIDUAL WEB (3/4 INCH AVERAGE) AT TOP OF FOOTING	4	1	1	Each
☑ 225	Corrosion	SCATTERED FRECKLED CORROSION AND SURFACE CORROSION	2			Each
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	45	5	Square Feet

General Comments

Bent 4 Pile 4

Steel Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
225	Steel Pile	1	0	1	0	0	Each
515	Steel Protective Coating	90	45	0	0	45	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 225	Corrosion	SCATTERED FRECKLED CORROSION AND SURFACE CORROSION	2	1		Each
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	45	5	Square Feet

General Comments

Bent 5 Cap 1

Steel Pier Cap

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
231	Steel Pier Cap	26	2	0	0	24	Feet
515	Steel Protective Coating	181	0	0	0	181	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑ 231	Corrosion	PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 24 FOOT LONG X 7 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 INCH WIDE BENEATH BAY 1 IN WEB, 24 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE) WITH 6 INCH X 2 INCH AREA OF SECTION LOSS ON FAR EDGE BENEATH BAY 5 IN TOP FLANGE, 23 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT	4	24	24 Feet
☑ 231	Connection	PAR: SURFACE CORROSION THROUGHOUT STEEL PLATE REPAIR UP TO 36 INCH LONG X 8 INCH HIGH IN SPAN 5 FACE OF WEB BENEATH BAY 6; PLATE ONLY WELDED ALONG TOP EDGE	3		3 Feet
☑ 515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING HAS FAILED	4	181	181 Square Feet

General Comments

Bent 5 Pile 1

Reinforced Concrete Pier Wall

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
210	Reinforced Concrete Pier Wall	20	0	9	11	0	Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 210	Cracking (RC and Other)	UP TO 1/8 INCH HORIZONTAL CRACKS IN SPAN 6 FACE OF PIER WALL, APPROXIMATELY 2 FOOT FROM BOTTOM OF CAP	3	11	20	Feet
☑ 210	Delamination/Spall	RIGHT END, SCATTERED SPALLING UP TO 2 FEET LONG X 3.5 INCHES HIGH X UP TO 2 INCHES DEEP	3		3	Feet
☑ 210	Cracking (RC and Other)	UP TO 0.025 INCH VERTICAL AND HAIRLINE MAP CRACKING IN VARIOUS LOCATIONS THROUGHOUT	2	9		Feet

General Comments

Bent 5 Concrete Cap

Reinforced Concrete Pier Cap

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
234	Reinforced Concrete Pier Cap	21	4	5	12	0	Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 234	Delamination/Spall	SPALLS UP TO 16 INCH X 8 INCH X 2 INCH DEEP IN SPAN 6 FACE OF CAP AT TOP IN VARIOUS LOCATIONS THROUGHOUT	3	12	12	Feet
☑ 234	Cracking (RC and Other)	UP TO 0.025 INCH VERTICAL CRACKS IN BOTH FACES OF CAP IN VARIOUS LOCATIONS	2	5		Feet

General Comments

Elements Verfied

Location	Name	Component	Element Name	Amount
Span 1	Deck	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	735
Span 1	Beam 1	Plate Girder	Steel Open Girder/Beam	30
Span 1	Beam 2	Plate Girder	Steel Open Girder/Beam	30
Span 1	Beam 3	Plate Girder	Steel Open Girder/Beam	30
Span 1	Beam 4	Plate Girder	Steel Open Girder/Beam	30
Span 1	Beam 5	Plate Girder	Steel Open Girder/Beam	30
Span 1	Beam 6	Plate Girder	Steel Open Girder/Beam	30
Span 1	Beam 7	Plate Girder	Steel Open Girder/Beam	30
Span 1	Beam 8	Plate Girder	Steel Open Girder/Beam	30
Span 1	Left Bridge Rail	Steel Rail	Metal Bridge Railing	31
Span 1	Right Bridge Rail	Steel Rail	Metal Bridge Railing	31
Span 1	Wearing Surface	Asphalt Wearing Surface	Wearing Surface	735
Span 1	Beam 2 Far Bearing	Other Bearing	Other Bearings	1
Span 1	Beam 2 Near Bearing	Other Bearing	Other Bearings	1
Span 1	Beam 3 Far Bearing	Other Bearing	Other Bearings	1
Span 1	Beam 3 Near Bearing	Other Bearing	Other Bearings	1
Span 1	Beam 4 Far Bearing	Other Bearing	Other Bearings	1
Span 1	Beam 4 Near Bearing	Other Bearing	Other Bearings	1
Span 1	Beam 5 Far Bearing	Other Bearing	Other Bearings	1
Span 1	Beam 5 Near Bearing	Other Bearing	Other Bearings	1
Span 1	Beam 6 Far Bearing	Other Bearing	Other Bearings	1
Span 1	Beam 6 Near Bearing	Other Bearing	Other Bearings	1
Span 1	Beam 7 Far Bearing	Other Bearing	Other Bearings	1
Span 1	Southeast Delineator	Delineator	Warning Signs	1
Span 1	Southeast Weight Limit Sign	Weight Limit	Regulatory Sign	1
Span 1	Southwest Delineator	Delineator	Warning Signs	1
Span 2	Deck	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	735
Span 2	Beam 1	Plate Girder	Steel Open Girder/Beam	31
Span 2	Beam 2	Plate Girder	Steel Open Girder/Beam	31
Span 2	Beam 3	Plate Girder	Steel Open Girder/Beam	31
Span 2	Beam 4	Plate Girder	Steel Open Girder/Beam	31
Span 2	Beam 5	Plate Girder	Steel Open Girder/Beam	31
Span 2	Beam 6	Plate Girder	Steel Open Girder/Beam	31
Span 2	Beam 7	Plate Girder	Steel Open Girder/Beam	31
Span 2	Beam 8	Plate Girder	Steel Open Girder/Beam	31
Span 2	Left Bridge Rail	Steel Rail	Metal Bridge Railing	31
Span 2	Right Bridge Rail	Steel Rail	Metal Bridge Railing	31
Span 2	Wearing Surface	Asphalt Wearing Surface	Wearing Surface	735
Span 2	Beam 2 Near Bearing	Other Bearing	Other Bearings	1
Span 2	Beam 2 Far Bearing	Other Bearing	Other Bearings	1
Span 2	Beam 3 Near Bearing	Other Bearing	Other Bearings	1
Span 2	Beam 3 Far Bearing	Other Bearing	Other Bearings	1
Span 2	Beam 4 Near Bearing	Other Bearing	Other Bearings	1
Span 2	Beam 4 Far Bearing	Other Bearing	Other Bearings	1

Elements Verfied

Location	Name	Component	Element Name	Amount
Span 2	Beam 5 Far Bearing	Other Bearing	Other Bearings	1
Span 2	Beam 5 Near Bearing	Other Bearing	Other Bearings	1
Span 2	Beam 6 Far Bearing	Other Bearing	Other Bearings	1
Span 2	Beam 6 Near Bearing	Other Bearing	Other Bearings	1
Span 2	Beam 7 Far Bearing	Other Bearing	Other Bearings	1
Span 2	Beam 7 Near Bearing	Other Bearing	Other Bearings	1
Span 3	Deck	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	717
Span 3	Beam 1	Plate Girder	Steel Open Girder/Beam	30
Span 3	Beam 2	Plate Girder	Steel Open Girder/Beam	30
Span 3	Beam 3	Plate Girder	Steel Open Girder/Beam	30
Span 3	Beam 4	Plate Girder	Steel Open Girder/Beam	30
Span 3	Beam 5	Plate Girder	Steel Open Girder/Beam	30
Span 3	Beam 6	Plate Girder	Steel Open Girder/Beam	30
Span 3	Beam 7	Plate Girder	Steel Open Girder/Beam	30
Span 3	Beam 8	Plate Girder	Steel Open Girder/Beam	30
Span 3	Left Bridge Rail	Steel Rail	Metal Bridge Railing	30
Span 3	Right Bridge Rail	Steel Rail	Metal Bridge Railing	30
Span 3	Wearing Surface	Asphalt Wearing Surface	Wearing Surface	717
Span 3	Beam 2 Far Bearing	Other Bearing	Other Bearings	1
Span 3	Beam 2 Near Bearing	Other Bearing	Other Bearings	1
Span 3	Beam 3 Far Bearing	Other Bearing	Other Bearings	1
Span 3	Beam 3 Near Bearing	Other Bearing	Other Bearings	1
Span 3	Beam 4 Near Bearing	Other Bearing	Other Bearings	1
Span 3	Beam 4 Far Bearing	Other Bearing	Other Bearings	1
Span 3	Beam 5 Near Bearing	Other Bearing	Other Bearings	1
Span 3	Beam 5 Far Bearing	Other Bearing	Other Bearings	1
Span 3	Beam 6 Near Bearing	Other Bearing	Other Bearings	1
Span 3	Beam 6 Far Bearing	Other Bearing	Other Bearings	1
Span 3	Beam 7 Far Bearing	Other Bearing	Other Bearings	1
Span 3	Beam 7 Near Bearing	Other Bearing	Other Bearings	1
Span 4	Deck	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	723
Span 4	Beam 1	Plate Girder	Steel Open Girder/Beam	30
Span 4	Beam 2	Plate Girder	Steel Open Girder/Beam	30
Span 4	Beam 3	Plate Girder	Steel Open Girder/Beam	30
Span 4	Beam 4	Plate Girder	Steel Open Girder/Beam	30
Span 4	Beam 5	Plate Girder	Steel Open Girder/Beam	30
Span 4	Beam 6	Plate Girder	Steel Open Girder/Beam	30
Span 4	Beam 7	Plate Girder	Steel Open Girder/Beam	30
Span 4	Beam 8	Plate Girder	Steel Open Girder/Beam	30
Span 4	Left Bridge Rail	Steel Rail	Metal Bridge Railing	30
Span 4	Right Bridge Rail	Steel Rail	Metal Bridge Railing	30
Span 4	Wearing Surface	Asphalt Wearing Surface	Wearing Surface	723
Span 4	Beam 1 Far Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 2 Far Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 2 Near Bearing	Other Bearing	Other Bearings	1

Elements Verfied

Location	Name	Component	Element Name	Amount
Span 4	Beam 3 Far Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 3 Near Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 4 Far Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 4 Near Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 5 Far Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 5 Near Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 6 Near Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 6 Far Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 7 Near Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 7 Far Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 8 Far Bearing	Other Bearing	Other Bearings	1
Span 5	Deck	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	747
Span 5	Beam 1	Plate Girder	Steel Open Girder/Beam	31
Span 5	Beam 2	Plate Girder	Steel Open Girder/Beam	31
Span 5	Beam 3	Plate Girder	Steel Open Girder/Beam	31
Span 5	Beam 4	Plate Girder	Steel Open Girder/Beam	31
Span 5	Beam 5	Plate Girder	Steel Open Girder/Beam	31
Span 5	Beam 6	Plate Girder	Steel Open Girder/Beam	31
Span 5	Beam 7	Plate Girder	Steel Open Girder/Beam	31
Span 5	Beam 8	Plate Girder	Steel Open Girder/Beam	31
Span 5	Left Bridge Rail	Steel Rail	Metal Bridge Railing	31
Span 5	Right Bridge Rail	Steel Rail	Metal Bridge Railing	31
Span 5	Wearing Surface	Asphalt Wearing Surface	Wearing Surface	747
Span 5	Beam 1 Far Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 1 Near Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 2 Far Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 2 Near Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 3 Far Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 3 Near Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 4 Near Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 4 Far Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 5 Near Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 5 Far Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 6 Near Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 6 Far Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 7 Far Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 7 Near Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 8 Far Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 8 Near Bearing	Other Bearing	Other Bearings	1
Span 6	Deck	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	982
Span 6	Beam 1	Plate Girder	Steel Open Girder/Beam	41
Span 6	Beam 2	Plate Girder	Steel Open Girder/Beam	41
Span 6	Beam 3	Plate Girder	Steel Open Girder/Beam	41
Span 6	Beam 4	Plate Girder	Steel Open Girder/Beam	41
Span 6	Beam 5	Plate Girder	Steel Open Girder/Beam	41

Elements Verfied

Location	Name	Component	Element Name	Amount
Span 6	Beam 6	Plate Girder	Steel Open Girder/Beam	41
Span 6	Beam 7	Plate Girder	Steel Open Girder/Beam	41
Span 6	Beam 8	Plate Girder	Steel Open Girder/Beam	41
Span 6	Left Bridge Rail	Steel Rail	Metal Bridge Railing	41
Span 6	Right Bridge Rail	Steel Rail	Metal Bridge Railing	41
Span 6	Wearing Surface	Asphalt Wearing Surface	Wearing Surface	982
Span 6	Beam 2 Near Bearing	Other Bearing	Other Bearings	1
Span 6	Beam 2 Far Bearing	Other Bearing	Other Bearings	1
Span 6	Beam 3 Near Bearing	Other Bearing	Other Bearings	1
Span 6	Beam 3 Far Bearing	Other Bearing	Other Bearings	1
Span 6	Beam 4 Near Bearing	Other Bearing	Other Bearings	1
Span 6	Beam 4 Far Bearing	Other Bearing	Other Bearings	1
Span 6	Beam 5 Far Bearing	Other Bearing	Other Bearings	1
Span 6	Beam 5 Near Bearing	Other Bearing	Other Bearings	1
Span 6	Beam 6 Far Bearing	Other Bearing	Other Bearings	1
Span 6	Beam 6 Near Bearing	Other Bearing	Other Bearings	1
Span 6	Beam 7 Far Bearing	Other Bearing	Other Bearings	1
Span 6	Beam 7 Near Bearing	Other Bearing	Other Bearings	1
Span 6	Northeast Delineator	Delineator	Warning Signs	1
Span 6	Northwest Delineator	Delineator	Warning Signs	1
Span 6	Northwest Weight Limit Sign	Weight Limit	Regulatory Sign	1
Bent 1	Cap 1	Steel Pier Cap	Steel Pier Cap	26
Bent 1	Concrete Cap	Reinforced Concrete Pier Cap	Reinforced Concrete Pier Cap	21
Bent 1	Pile 1	Reinforced Concrete Pier Wall	Reinforced Concrete Pier Wall	20
End Bent 1	Cap 1	Reinforced Concrete Pier Cap	Reinforced Concrete Pier Cap	26
End Bent 1	Abutment	Reinforced Concrete Abutment	Reinforced Concrete Abutment	38
Bent 2	Cap 1	Steel Pier Cap	Steel Pier Cap	26
Bent 2	Pile 1	Steel Pile	Steel Pile	1
Bent 2	Pile 2	Steel Pile	Steel Pile	1
Bent 2	Pile 3	Steel Pile	Steel Pile	1
Bent 2	Pile 4	Steel Pile	Steel Pile	1
Bent 2	Footing	Reinforced Concrete Footing	Reinforced Concrete Pile Cap/Footing	32
End Bent 2	Cap 1	Reinforced Concrete Pier Cap	Reinforced Concrete Pier Cap	26
End Bent 2	Abutment	Reinforced Concrete Abutment	Reinforced Concrete Abutment	38
Bent 3	Cap 1	Steel Pier Cap	Steel Pier Cap	26
Bent 3	Concrete Cap	Reinforced Concrete Pier Cap	Reinforced Concrete Pier Cap	21
Bent 3	Pile 1	Reinforced Concrete Pier Wall	Reinforced Concrete Pier Wall	20
Bent 4	Cap 1	Steel Pier Cap	Steel Pier Cap	26
Bent 4	Pile 1	Steel Pile	Steel Pile	1
Bent 4	Pile 2	Steel Pile	Steel Pile	1
Bent 4	Pile 3	Steel Pile	Steel Pile	1
Bent 4	Pile 4	Steel Pile	Steel Pile	1
Bent 4	Footing	Reinforced Concrete Footing	Reinforced Concrete Pile Cap/Footing	32
Bent 5	Cap 1	Steel Pier Cap	Steel Pier Cap	26

Elements Verfied

Location	Name	Component	Element Name	Amount
Bent 5	Concrete Cap	Reinforced Concrete Pier Cap	Reinforced Concrete Pier Cap	21
Bent 5	Pile 1	Reinforced Concrete Pier Wall	Reinforced Concrete Pier Wall	20

General Inspection Notes

NCDOT SMU Inspection Items

Structure Number: 340099 Inspection Date: 01/22/2026

Recorded Posting Values:

POSTED SV: 7 POSTED TTST: 7 EV SINGLE AXLE: EV TANDOM: EV GROSS:

Item	Grade Scale	Grade	Maint. Qty.	Maint. Code
Deck Debris	G, F, P, or C	F	4620	3376
Drainage System	G, F, P, or C	G	0	3332
Utilities	G, F, P, or C			
Slope Protection	G, F, P, or C		0	3352
Headwall	G, F, P, or C		0	4675
Wingwall	G, F, P, or C		0	3350
Drift	G, F, P, or C	G	0	3366
Fender System	G, F, P, or C		0	3364
Movable Span Machinery	G, F, P, or C			
Response to Live Load	G, F, P, or C	P		
Superstructure Paint Code		A		

Note: If NC SMU Insepction Item is not present, leave NC SMU item blank

Inspection Information

Item	Grade Scale	Grade
Inspection Time	Hours	50
Traffic Control Time	Hours	18
Snooper Time	Hours	16
Portion of Structure in > 3' of water	YES/NO	Y

National Bridge and NC SMU Inspection Item Details

Structure Number: 340099 Inspection Date: 01/22/2026

Item	Deck Debris	Grade	F	Maint Code	3376	Qty.	4620
Details	DIRT AND GRAVEL ACCUMULATION THROUGHOUT BOTH SHOULDERS						

Item	Response to live load	Grade	P	Maint Code		Qty.	0
Details	DEFLECTION AND VIBRATIONS UNDER NORMAL TRAFFIC LIVE LOADS						

Item	Wingwalls	Grade		Maint Code	3350	Qty.	0
Details	ABUTMENT LENGTH INCLUDES WINGWALLS						

Item	General Comments and Misc Items	Grade		Maint Code		Qty.	0
Details	UP TO 1 INCH SETTLEMENT IN APPROACH ASPHALT WEARING SURFACE AT NORTH APPROACH						

Item	Portion of structure in > 3' of water (Y or N)	Grade	Y	Maint Code		Qty.	0
Details	BENTS 2 AND 3						

Item	SNBI Condition Grade Comments	Grade		Maint Code		Qty.	0
Details	DECK GRADED A 4 DUE TO AREAS OF SECTION LOSS WITH EXPOSED ASHPHALT IN BOTTOM OF DECK IN VARIOUS LOCATIONS THROUGHOUT SUPERSTRUCTURE GRADED A 3 DUE TO WIDESPREAD AREAS OF SECTION LOSS WITH COMPLETE LOSS OF SECTION THROUGHOUT BEAMS SUBSTRUCTURE GRADED A 4 DUE TO WIDESPREAD AREAS OF SECTION LOSS WITH COMPLETE LOSS OF SECTION THROUGHOUT STEEL CAPS						



Span 1 Right Bridge Rail: 5 FOOT OF IMPACT SCRAPES UP TO 1/2 INCH DEEP ALONG FACE OF RAIL EXTENDING FROM END BENT 1



Span 1 Left Bridge Rail: PAR: IMPROPERLY LAPPED GUARDRAIL END TREATMENT AT END BENT 1



Span 1 Left Bridge Rail: PAR: RAIL POSTS 4 AND 5 LEANING TO SOUTH APPROXIMATELY 5 DEGREES WITH AREAS OF DISTORTION UP TO 10 INCH LONG X 1 INCH WIDE AT TOP OF POSTS



Span 1 Left Bridge Rail: PAR: RAIL POSTS 4 AND 5 LEANING TO SOUTH APPROXIMATELY 5 DEGREES WITH AREAS OF DISTORTION UP TO 10 INCH LONG X 1 INCH WIDE AT TOP OF POSTS



Span 1 Southwest Delineator: SCATTERED DEFLECTIONS, UP TO TO 4 INCHES HIGH X 3 INCHES WIDE X 1 INCH; SIGN IS LEGIBLE



Span 2 Beam 2: AT 3 FEET FROM BENT 1, DISTORTION 6 INCHES LONG X 2 INCHES WIDE X UP TO 1/2 INCH DEFLECTION ALONG LEFT EDGE BOTTOM FLANGE



Span 2 Beam 2: PAR: (8) AREAS OF CORROSION ALONG TOP FLANGE UP TO 11 INCH LONG X 3 INCH WIDE DOWN TO 5/16 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT STEEL PLANK DECK SEAMS IN VARIOUS LOCATIONS



Span 2 Beam 2: PAR: (8) AREAS OF CORROSION ALONG TOP FLANGE UP TO 11 INCH LONG X 3 INCH WIDE DOWN TO 5/16 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT STEEL PLANK DECK SEAMS IN VARIOUS LOCATIONS



Span 2 Beam 3: PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 66 INCH LONG X 3 INCH WIDE DOWN TO 3/16 INCH RESIDUAL FLANGE (5/16 INCH AVERAGE) AT MIDSPAN EXTENDING TO BENT 2



Span 2 Deck: SURFACE CORROSION THROUGHOUT 74 INCH WIDE X 52 INCH LONG X 7/8 INCH THICK STEEL PLATE REPAIR IN BOTTOM OF DECK IN BAYS 4 AND 5 NEAR MIDSPAN



Span 2 Deck: PAR: CORROSION THROUGHOUT 30 FOOT LONG X 29 INCH WIDE X 1/4 INCH THICK STEEL PLATE REPAIR WITH DOWN TO KNIFES EDGE RESIDUAL PLATE (1/8 INCH AVERAGE) ALONG EDGES OF PLATES IN BOTTOM OF DECK IN BAY 6



Span 2 Beam 4: PAR: CORROSION ALONG BOTH EDGES BOTH FLANGES UP TO 11 FOOT LONG X 3 INCH WIDE DOWN TO 1/16 INCH RESIDUAL TOP FLANGE (3/16 INCH AVERAGE), AND 11 FOOT LONG X 3 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT MIDSPAN



Span 2 Beam 4: PAR: CORROSION ALONG BOTH EDGES BOTH FLANGES UP TO 11 FOOT LONG X 3 INCH WIDE DOWN TO 1/16 INCH RESIDUAL TOP FLANGE (3/16 INCH AVERAGE), AND 11 FOOT LONG X 3 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT MIDSPAN



Span 2 Beam 5: PAR: CORROSION ALONG BOTH FACES WEB AND BOTTOM FLANGE UP TO 66 INCH LONG X 4 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (1/4 INCH AVERAGE), AND 87 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL FLANGE (1/4 INCH AVERAGE) AT MIDSPAN



Span 2 Beam 5: SURFACE CORROSION THROUGHOUT 48 INCH LONG X 6 INCH HIGH X 3 1/2 INCH WIDE STEEL ANGLE REPAIRS ALONG BOTH FACES OF WEB AND TOP FLANGE AT MIDSPAN



Span 2 Beam 6: PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 31 FOOT LONG X 3 1/3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 28 INCH LONG X 1 1/2 INCH WIDE IN VARIOUS LOCATIONS THROUGHOUT



Span 2 Beam 6: PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 31 FOOT LONG X 3 1/3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 28 INCH LONG X 1 1/2 INCH WIDE IN VARIOUS LOCATIONS THROUGHOUT



Span 2 Beam 6: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 16 INCH LONG X 6 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (1/4 INCH AVERAGE), AND 30 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL FLANGE (5/16 INCH AVERAGE) AT BENT 2



Span 2 Beam 1: PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 21 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE), APPROXIMATELY 4 FOOT FROM BENT 2



Span 2 Beam 2: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 10 INCH LONG X 17 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (1/4 INCH AVERAGE), 56 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 4 INCH LONG X 1 INCH WIDE, AND 20 INCH LONG X 3 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 2



Span 2 Beam 3: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 9 INCH LONG X 3 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (1/4 INCH AVERAGE), 52 INCH LONG X 3 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (3/8 INCH AVERAGE), AND 20 INCH LONG X 3 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 2



Span 2 Beam 4: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 16 INCH LONG X 5 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (1/4 INCH AVERAGE), 10 FOOT LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (5/16 INCH AVERAGE), AND 12 INCH LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 2



Span 2 Beam 5: PAR: CORROSION ALONG BOTH FACES OF WEB UP TO 19 INCH LONG X 4 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH (2) HOLES UP TO 5 INCH LONG X 2 INCH HIGH, APPROXIMATELY 4 FOOT FROM BENT 2



Span 2 Beam 5: PAR: CORROSION ALONG TOP FLANGE UP TO 31 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 18 INCH LONG X 1 1/2 INCH WIDE THROUGHOUT



Span 2 Beam 5: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 40 INCH LONG X 4 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 8 INCH LONG X 1 INCH HIGH HOLE, AND 36 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT BENT 2



Span 2 Deck: CORROSION WITH UP TO 100 INCH SECTION LOSS THROUGHOUT BOTTOM OF DECK IN BAYS 4 AND 5 NEAR BENT 2; MITIGATED WITH STEEL PLATE REPAIR ON TOP OF DECK BENEATH ASPHALT WEARINC SURFACE REPAIR



Span 2 Beam 7: PAR: CORROSION ALONG BOTH FACES OF WEB AND TOP FLANGE UP TO 78 INCH LONG X 6 INCH HIGH DOWN KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH (3) HOLES UP TO 16 INCH LONG X 1 INCH HIGH IN WEB, AND 78 INCH LONG X 3 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 78 INCH LONG X 1 INCH WIDE IN TOP FLANGE, BEGINNING APPROXIMATELY 76 INCH FROM BENT 2



Span 2 Beam 7: PAR: CORROSION ALONG BOTH FACES OF WEB AND TOP FLANGE UP TO 78 INCH LONG X 6 INCH HIGH DOWN KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH (3) HOLES UP TO 16 INCH LONG X 1 INCH HIGH IN WEB, AND 78 INCH LONG X 3 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 78 INCH LONG X 1 INCH WIDE IN TOP FLANGE, BEGINNING APPROXIMATELY 76 INCH FROM BENT 2



Span 2 Beam 7: PAR REPAIR: 15 FOOT SECTION OF STEEL PLATE REPAIRS THROUGHOUT BEAM EXTENDING FROM BENT 2



Span 2 Beam 7: PAR REPAIR: 15 FOOT SECTION OF STEEL PLATE REPAIRS THROUGHOUT BEAM EXTENDING FROM BENT 2



Span 2 Beam 8: SURFACE CORROSION THROUGHOUT 27 INCH LONG X 16 INCH HIGH STEEL PLATE REPAIR IN WEB, AND 23 INCH LONG X 8 1/2 INCH WIDE STEEL PLATE REPAIR AT BENT 2



Span 2 Beam 8: PAR: CORROSION ALONG BOTH EDGES OF BOTH FLANGES UP TO 11 FOOT LONG X 3 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE), AND 11 FOOT LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE), BEGINNING APPROXIMATELY 3 FOOT FROM BENT 2



Span 2 Beam 8: PAR: CORROSION ALONG BOTH EDGES OF BOTH FLANGES UP TO 11 FOOT LONG X 3 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE), AND 11 FOOT LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE), BEGINNING APPROXIMATELY 3 FOOT FROM BENT 2



Span 2 Beam 8: PAR REPAIR: STEEL PLATE REPAIRS UP TO 36 INCH LONG X 3 INCH HIGH IN BOTH FACES OF WEB, AND 36 INCH LONG X 8 INCH WIDE IN BOTTOM FLANGE AT MIDSPAN



Span 2 Beam 8: PAR: UP TO 1/2 INCH GAP BETWEEN BOLTED ANGLE REPAIRS AND ORIGINAL BEAM WEB ON BOTH FACES NEAR MIDSPAN



Span 2 Beam 7: PAR: CORROSION ALONG BOTH FACES OF WEB AND TOP FLANGE UP TO 9 FOOT LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH HOLES UP TO 28 INCH LONG X 4 INCH HIGH IN WEB, AND 15 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP 36 INCH LONG X 1 INCH WIDE IN TOP FLANGE EXTENDING FROM MIDSPAN TO BENT 1



Span 2 Beam 7: PAR: CORROSION ALONG BOTH FACES OF WEB AND TOP FLANGE UP TO 9 FOOT LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH HOLES UP TO 28 INCH LONG X 4 INCH HIGH IN WEB, AND 15 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP 36 INCH LONG X 1 INCH WIDE IN TOP FLANGE EXTENDING FROM MIDSPAN TO BENT 1



Span 2 Beam 2: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 8 INCH LONG X 6 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 2 INCH X 2 INCH AREA OF SECTION LOSS IN WEB, 38 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (5/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 4 INCH LONG X 2 1/2 INCH WIDE IN TOP FLANGE, AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 1



Span 2 Beam 3: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 40 INCH LONG X 2 INCH HIGH DOWN TO 5/16 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 80 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 4 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 46 INCH LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE), EXTENDING FROM BENT 1



Span 2 Beam 4: PAR: CORROSION ALONG BOTH EDGES OF BOTH FLANGES UP TO 10 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 12 INCH LONG X 2 INCH WIDE IN TOP FLANGE, AND 13 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 1



Bent 1 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, FLANGES, AND STIFFENERS UP TO 26 INCH LONG X 7 INCH HIGH DOWN TO 3/8 INCH RESIDUAL WEB (3/8 INCH AVERAGE), 36 INCH LONG X 15 INCH WIDE DOWN TO 1/8 INCH RESIDUAL TOP FLANGE (1/4 INCH AVERAGE), 24 INCH LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE), AND 6 INCH WIDE X 10 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH 6 INCH X 4 INCH HOLE IN STIFFENER BENEATH BAY 3



Bent 1 Cap 1: PAR: CORROSION ALONG BOTH FACES WEB, FLANGES, AND STIFFENERS UP TO 26 INCH LONG X 7 INCH HIGH DOWN TO 3/8 INCH RESIDUAL WEB (3/8 INCH AVERAGE), 36 INCH LONG X 15 INCH WIDE DOWN TO 1/8 INCH RESIDUAL TOP FLANGE (1/4 INCH AVERAGE), 24 INCH LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE), AND 6 INCH WIDE X 10 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH 6 INCH X 4 INCH HOLE BENEATH BAY 3



Bent 1 Cap 1: 9 FOOT SECTION OF STEEL PLATE REPAIRS THROUGHOUT BOTH FLANGES FROM LEFT EDGE TO BAY 3



Bent 1 Cap 1: PAR REPAIR: STEEL PLATE REPAIRS ALONG BOTH FACES WEB AND FLANGES UP TO 48 INCH LONG X 9 INCH HIGH IN WEB, 30 INCH LONG X 16 INCH WIDE IN TOP FLANGE, AND 36 INCH LONG X16 INCH WIDE IN BOTTOM FLANGE IN BAY 4



Bent 1 Cap 1: PAR REPAIR: STEEL PLATE REPAIR IN TOP FLANGE UP TO 30 INCH LONG X 16 INCH HIGH BENEATH BAY 5



Bent 1 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTTOM FLANGE, AND STIFFENERS UP TO 36 INCH LONG X 7 INCH HIGH DOWN TO 3/8 INCH RESIDUAL WEB (3/8 INCH AVERAGE), 36 INCH LONG X 16 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) WITH 9 INCH LONG X 2 INCH WIDE LOSS OF SECTION IN BOTTOM FLANGE, AND 6 INCH WIDE X 10 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH 4 INCH X 5 INCH HOLE BENEATH BAY 5



Span 2 Beam 5: PAR REPAIR: STEEL PLATE REPAIRS ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO TO 12 INCH LONG X 8 1/2 INCH HIGH IN WEB, AND 6 INCH LONG X 8 INCH WIDE AT BENT 1



Bent 1 Cap 1: PAR: CORROSION ALONG BOTTOM FLANGE AND STIFFENERS UP TO 36 INCH LONG X 16 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH 3 INCH X 2 INCH LOSS OF SECTION IN BOTTOM FLANGE, AND 6 INCH WIDE X 6 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH 5 INCH WIDE X 4 INCH HIGH HOLE BENEATH BAY 7



Bent 1 Cap 1: PAR: CORROSION ALONG BOTTOM FLANGE AND STIFFENERS UP TO 36 INCH LONG X 16 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH 3 INCH X 2 INCH LOSS OF SECTION IN BOTTOM FLANGE, AND 6 INCH WIDE X 6 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH 5 INCH WIDE X 4 INCH HIGH HOLE BENEATH BAY 7



Span 2 Beam 6: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 43 INCH LONG X 2 INCH HIGH DOWN TO 5/16 INCH RESIDUAL WEB (5/16 INCH AVERAGE), AND 40 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT BENT 1



Span 2 Beam 7: PAR REPAIR: STEEL PLATE ALONG BOTH FACES OF WEB UP TO 12 INCH LONG X 5 INCH HIGH AT TOP FLANGE AT BENT 1



Span 2 Beam 8: PAR REPAIR: STEEL PLATE REPAIRS IN BOTH FACES OF WEB UP TO 30 INCH LONG X 6 INCH HIGH AT BENT 1



Span 2 Beam 8: PAR: CORROSION ALONG BOTH EDGES OF BOTH FLANGES UP TO 30 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH 9 INCH LONG X 1 INCH WIDE AREA OF SECTION LOSS, AND 42 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) AT BENT 1



Bent 2 Cap 1: PAR REPAIR: STEEL PLATE REPAIRS THROUGHOUT TOP OF TOP FLANGE, BOTH FACES OF WEB, BOTH FACES OF BOTTOM FLANGE AND STIFFENERS THROUGHOUT



Bent 2 Cap 1: PAR: CORROSION ALONG NEAR EDGE OF TOP FLANGE UP TO 44 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/8 INCH AVERAGE) WITH 17 INCH LONG X 2 INCH WIDE AREA OF SECTION LOSS BENEATH BAY 3; STEEL PLATE REPAIR ENDS 3 INCH FROM END OF FLANGE



Bent 2 Cap 1: PAR: CORROSION ALONG NEAR EDGE OF TOP FLANGE UP TO 35 INCH LONG X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/8 INCH AVERAGE) WITH 21 INCH LONG X 1 INCH WIDE AREA OF SECTION LOSS BENEATH BAY 6; STEEL PLATE REPAIR ENDS 4 INCH FROM END OF FLANGE



Bent 2 Cap 1: PAR: UP TO 6 FOOT LONG X 1/2 INCH DISTORTION ALONG BOTTOM FLANGE ABOVE PILES 2 AND 3 INDICATIVE OF POTENTIAL PAST BUCKLING



Bent 2 Cap 1: PAR: UP TO 6 FOOT LONG X 1/2 INCH DISTORTION ALONG BOTTOM FLANGE ABOVE PILES 2 AND 3 INDICATIVE OF POTENTIAL PAST BUCKLING



Bent 2 Pile 1: PAR: CORROSION ALONG BOTH FLANGES UP TO 27 INCH HIGH X 12 INCH WIDE DOWN TO 5/16 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT TOP OF FOOTING



Bent 2 Pile 2: PAR: CORROSION ALONG BOTH FLANGES AND WEB UP TO 10 INCH HIGH X 12 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGES (3/8 INCH AVERAGE), AND 10 1/2 INCH WIDE X 4 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 1/2 INCH DIAMETER HOLES IN WEB AT TOP OF FOOTING



Bent 2 Pile 2: PAR: CORROSION ALONG BOTH FLANGES AND WEB UP TO 10 INCH HIGH X 12 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGES (3/8 INCH AVERAGE), AND 10 1/2 INCH WIDE X 4 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 1/2 INCH DIAMETER HOLES IN WEB AT TOP OF FOOTING



Bent 2 Pile 3: PAR: CORROSION ALONG BOTH FLANGES AND WEB UP TO 5 INCH HIGH X 12 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGES (5/16 INCH AVERAGE), AND 10 1/2 INCH WIDE X 5 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 1/8 INCH DIAMETER HOLES IN WEB AT TOP OF FOOTING



Bent 2 Pile 3: PAR: CORROSION ALONG BOTH FLANGES AND WEB UP TO 5 INCH HIGH X 12 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGES (5/16 INCH AVERAGE), AND 10 1/2 INCH WIDE X 5 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 1/8 INCH DIAMETER HOLES IN WEB AT TOP OF FOOTING



Span 3 Beam 1: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 8 INCH LONG X 2 INCH HIGH DOWN TO 5/16 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 39 INCH LONG X 3 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE), AND 8 INCH LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 2



Span 3 Beam 2: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 48 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH HOLES UP TO 1 INCH LONG X 1/2 INCH WIDE IN WEB, 46 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 21 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 55 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) AT BENT 2; BEAM HAS BUCKLED AND IS DISPLACED UP TO 1 INCH TO THE WEST



Span 3 Beam 2: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 48 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH HOLES UP TO 1 INCH LONG X 1/2 INCH WIDE IN WEB, 46 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 21 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 55 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) AT BENT 2; BEAM HAS BUCKLED AND IS DISPLACED UP TO 1 INCH TO THE WEST



Span 3 Beam 2: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 48 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH HOLES UP TO 1 INCH LONG X 1/2 INCH WIDE IN WEB, 46 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 21 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 55 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) AT BENT 2; BEAM HAS BUCKLED AND IS DISPLACED UP TO 1 INCH TO THE WEST



Span 3 Beam 3: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 32 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH HOLES UP TO 1/2 INCH DIAMETER IN WEB, 47 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 23 INCH LONG X 1 1/2 INCH WIDE IN TOP FLANGE, AND 14 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) WITH 1 1/2 INCH DIAMETER HOLE IN BOTTOM FLANGE AT BENT 2; BEAM HAS BUCKLED AND IS DISPLACED UP TO 1/2 INCH TO THE EAST



Span 3 Beam 3: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 32 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH HOLES UP TO 1/2 INCH DIAMETER IN WEB, 47 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 23 INCH LONG X 1 1/2 INCH WIDE IN TOP FLANGE, AND 14 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) WITH 1 1/2 INCH DIAMETER HOLE IN BOTTOM FLANGE AT BENT 2; BEAM HAS BUCKLED AND IS DISPLACED UP TO 1/2 INCH TO THE EAST



Span 3 Beam 4: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 13 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH HOLES UP TO 1 INCH DIAMETER IN WEB, 36 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 10 INCH LONG X 2 1/2 INCH WIDE IN TOP FLANGE, AND 15 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 2



Span 3 Beam 5: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 24 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 2 INCH LONG X 1/2 INCH HIGH HOLE IN WEB, 27 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 11 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 22 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 2



Span 3 Beam 6: PAR: CORROSION ALONG BOTH FLANGES UP TO 26 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 16 INCH LONG X 3 INCH WIDE IN TOP FLANGE, AND 24 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 1 INCH WIDE AT BENT 2



Span 3 Beam 7: PAR: CORROSION ALONG BOTH FACES OF WEB UP TO 16 INCH LONG X 8 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/8 INCH AVERAGE) WITH HOLES UP TO 5 INCH LONG X 2 INCH HIGH AT BENT 2; BEAM HAS BUCKLED AND IS DISPLACED UP TO 1/2 INCH TO THE EAST



Span 3 Beam 7: PAR: CORROSION ALONG BOTH FACES OF WEB UP TO 16 INCH LONG X 8 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/8 INCH AVERAGE) WITH HOLES UP TO 5 INCH LONG X 2 INCH HIGH AT BENT 2; BEAM HAS BUCKLED AND IS DISPLACED UP TO 1/2 INCH TO THE EAST



Span 3 Beam 8: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 4 INCH LONG X 4 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (5/16 INCH AVERAGE) WITH PINHOLE IN WEB, 12 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 3 INCH LONG X 1/2 INCH WIDE IN TOP FLANGE, AND 11 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) AT BENT 2



Span 2 Deck: PAR: 15 FOOT SECTION OF BROKEN AND DETATCHED STEEL EDGE ANGLE ALONG RIGHT EDGE OF DECK AT BENT 2



Bent 2 Cap 1: PAR: UP TO 6 FOOT LONG X 1/2 INCH DISTORTION ALONG BOTTOM FLANGE ABOVE PILES 2 AND 3 INDICATIVE OF POTENTIAL PAST BUCKLING



Bent 2 Cap 1: PAR REPAIR: STEEL PLATE REPAIRS THROUGHOUT TOP OF TOP FLANGE, BOTH FACES OF WEB, BOTH FACES OF BOTTOM FLANGE AND STIFFENERS THROUGHOUT



Bent 2 Cap 1: PAR: CORROSION ALONG FAR EDGE OF TOP FLANGE UP TO 36 INCH LONG X 7 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/16 INCH AVERAGE) WITH 19 INCH LONG X 5 INCH WIDE AREA OF SECTION LOSS BENEATH BAY 6; STEEL PLATE REPAIR ENDS 6 INCH FROM END OF FLANGE



Bent 2 Cap 1: PAR: CORROSION ALONG FAR EDGE OF TOP FLANGE UP TO 36 INCH LONG X 7 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/16 INCH AVERAGE) WITH 19 INCH LONG X 5 INCH WIDE AREA OF SECTION LOSS BENEATH BAY 6; STEEL PLATE REPAIR ENDS 6 INCH FROM END OF FLANGE



Span 3 Beam 7: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 15 FOOT LONG X 16 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (1/4 INCH AVERAGE), 30 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 15 FOOT LONG X 2 INCH WIDE IN TOP FLANGE, AND 30 FOOT LONG X 7 1/2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) THROUGHOUT



Span 3 Beam 7: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 15 FOOT LONG X 16 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (1/4 INCH AVERAGE), 30 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 15 FOOT LONG X 2 INCH WIDE IN TOP FLANGE, AND 30 FOOT LONG X 7 1/2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) THROUGHOUT



Bent 2 Cap 1: PAR: CORROSION ALONG FAR EDGE OF TOP FLANGE UP TO 36 INCH LONG X 2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (3/8 INCH AVERAGE) BENEATH BAY 3; STEEL PLATE REPAIR ENDS 2 INCH FROM END OF FLANGE



Bent 2 Cap 1: PAR: CORROSION ALONG FAR EDGE OF BOTTOM FLANGE UP TO 10 INCH LONG X 4 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (3/16 INCH AVERAGE) WITH 7 INCH LONG X 2 1/2 INCH WIDE AREA OF SECTION LOSS BENEATH BEAM 2; STEEL PLATE REPAIR ENDS 3 1/2 INCH FROM END OF FLANGE



Span 3 Deck: AT BAY 6, DECK REPLACED WITH STEEL PLATE AND ANGLES (FULL LENGTH X FULL WIDTH); SURFACE CORROSION PRESENT



Span 3 Beam 6: PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 74 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) EXTENDING FROM MIDSPAN TO BENT 3



Span 3 Beam 5: PAR: (6) AREAS OF CORROSION ALONG BOTH FLANGES UP TO 30 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (5/16 INCH AVERAGE), AND 36 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) IN VARIOUS LOCATIONS THROUGHOUT



Span 3 Beam 1: PAR: CORROSION ALONG BOTTOM FLANGE UP TO 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL FLANGE (1/4 INCH AVERAGE) AT BENT 3



Span 3 Beam 2: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 8 INCH LONG X 3 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 1/2 INCH DIAMETER HOLES IN WEB, AND 8 INCH LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL FLANGE (7/16 INCH AVERAGE) AT BENT 3



Span 3 Beam 3: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 24 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 6 INCH LONG X 1 INCH HIGH HOLE IN WEB, 48 NCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH 10 INCH LONG X 1 INCH WIDE LOSS OF SECTION IN TOP FLANGE, AND 30 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) AT BENT 3



Span 3 Beam 3: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 24 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 6 INCH LONG X 1 INCH HIGH HOLE IN WEB, 48 NCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH 10 INCH LONG X 1 INCH WIDE LOSS OF SECTION IN TOP FLANGE, AND 30 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) AT BENT 3



Span 3 Beam 4: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 12 INCH LONG X 3 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH PINHOLES IN WEB, 27 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 3 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 8 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 3



Span 3 Beam 4: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 12 INCH LONG X 3 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH PINHOLES IN WEB, 27 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 3 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 8 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 3



Span 3 Beam 5: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 9 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH 6 INCH LONG X 1 INCH HIGH HOLE IN WEB, 40 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 6 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) AT BENT 3



Span 3 Beam 5: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 9 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH 6 INCH LONG X 1 INCH HIGH HOLE IN WEB, 40 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 6 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) AT BENT 3



Span 3 Beam 6: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 9 INCH LONG X 2 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 8 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 10 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 3



Span 3 Beam 7: PAR: CORROSION ALONG BOTH FACES OF WEB UP TO 8 FOOT LONG X 6 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 8 INCH LONG X 1 INCH HIGH HOLE, BEGINNING APPROXIMATELY 3 FOOT FROM BENT 3



Span 3 Beam 8: PAR: CORROSION ALONG WEB AND BOTTOM FLANGE ON RIGHT SIDE UP TO 16 INCH LONG X 2 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), AND 14 INCH LONG X 4 INCH WIDE DOWN TO 1/8 INCH RESIDUAL FLANGE (5/16 INCH AVERAGE) AT BENT 3



Bent 3 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 26 FOOT LONG X 12 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH APPROXIMATELY (8) HOLES UP TO 6 INCH LONG X 1 1/2 INCH HIGH IN WEB, 26 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 30 INCH LONG X 1 INCH WIDE IN TOP FLANGE, 26 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 27 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 8 INCH HIGH X 3 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 3 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 26 FOOT LONG X 12 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH APPROXIMATELY (8) HOLES UP TO 6 INCH LONG X 1 1/2 INCH HIGH IN WEB, 26 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 30 INCH LONG X 1 INCH WIDE IN TOP FLANGE, 26 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 27 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 8 INCH HIGH X 3 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 3 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 26 FOOT LONG X 12 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH APPROXIMATELY (8) HOLES UP TO 6 INCH LONG X 1 1/2 INCH HIGH IN WEB, 26 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 30 INCH LONG X 1 INCH WIDE IN TOP FLANGE, 26 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 27 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 8 INCH HIGH X 3 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 3 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 26 FOOT LONG X 12 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH APPROXIMATELY (8) HOLES UP TO 6 INCH LONG X 1 1/2 INCH HIGH IN WEB, 26 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 30 INCH LONG X 1 INCH WIDE IN TOP FLANGE, 26 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 27 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 8 INCH HIGH X 3 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 3 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 26 FOOT LONG X 12 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH APPROXIMATELY (8) HOLES UP TO 6 INCH LONG X 1 1/2 INCH HIGH IN WEB, 26 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 30 INCH LONG X 1 INCH WIDE IN TOP FLANGE, 26 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 27 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 8 INCH HIGH X 3 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 3 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 26 FOOT LONG X 12 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH APPROXIMATELY (8) HOLES UP TO 6 INCH LONG X 1 1/2 INCH HIGH IN WEB, 26 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 30 INCH LONG X 1 INCH WIDE IN TOP FLANGE, 26 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 27 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 8 INCH HIGH X 3 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 3 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 26 FOOT LONG X 12 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH APPROXIMATELY (8) HOLES UP TO 6 INCH LONG X 1 1/2 INCH HIGH IN WEB, 26 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 30 INCH LONG X 1 INCH WIDE IN TOP FLANGE, 26 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 27 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 8 INCH HIGH X 3 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 3 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 26 FOOT LONG X 12 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH APPROXIMATELY (8) HOLES UP TO 6 INCH LONG X 1 1/2 INCH HIGH IN WEB, 26 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 30 INCH LONG X 1 INCH WIDE IN TOP FLANGE, 26 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 27 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 8 INCH HIGH X 3 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 3 Pile 1: UP TO 0.025 INCH VERTICAL AND MAP CRACKING WITH AND WITHOUT EFFLORESCENCE THROUGHOUT PIER WALL



Bent 3 Pile 1: ABRASION (FULL CIRCUMFERENCE X UP TO 1/2 INCH DEEP) AT WATERLINE



Span 4 Beam 1: PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 26 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) AT BENT 3



Span 4 Beam 2: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 7 INCH LONG X 2 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 2 INCH LONG X 1 INCH HIGH HOLE IN WEB, 17 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 5 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 9 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 3



Span 4 Beam 2: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 7 INCH LONG X 2 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 2 INCH LONG X 1 INCH HIGH HOLE IN WEB, 17 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 5 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 9 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 3



Span 4 Beam 3: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 6 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH HOLES UP TO 1 INCH DIAMETER IN WEB, 28 INCH LONG X 3 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 22 INCH LONG X 2 1/2 INCH WIDE IN TOP FLANGE, AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 3



Span 4 Beam 3: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 6 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH HOLES UP TO 1 INCH DIAMETER IN WEB, 28 INCH LONG X 3 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 22 INCH LONG X 2 1/2 INCH WIDE IN TOP FLANGE, AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 3



Span 4 Beam 4: PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 60 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 5 INCH LONG X 1 INCH WIDE IN TOP FLANGE AT BENT 3



Span 4 Beam 5: PAR: STEEL PLATE REPAIRS UP TO 26 INCH LONG X 8 INCH HIGH X 1/2 INCH THICK IN WEB AND 26 INCH LONG X 4 INCH WIDE X 1/2 INCH THICK ON BOTTOM FLANGE ALONG LEFT SIDE WITH 25 INCH LONG X 7 INCH HIGH CUT OUT SECTION OF WEB BEHIND PLATE REPAIR AT BENT 3; PLATE ALONG WEB IS NOT WELDED TO ORIGINAL BEAM AND ONLY WELDED TO BOTTOM FLANGE REPAIR PLATE



Span 4 Beam 5: PAR: STEEL PLATE REPAIRS UP TO 26 INCH LONG X 8 INCH HIGH X 1/2 INCH THICK IN WEB AND 26 INCH LONG X 4 INCH WIDE X 1/2 INCH THICK ON BOTTOM FLANGE ALONG LEFT SIDE WITH 25 INCH LONG X 7 INCH HIGH CUT OUT SECTION OF WEB BEHIND PLATE REPAIR AT BENT 3; PLATE ALONG WEB IS NOT WELDED TO ORIGINAL BEAM AND ONLY WELDED TO BOTTOM FLANGE REPAIR PLATE



Span 4 Beam 5: PAR: STEEL PLATE REPAIRS UP TO 26 INCH LONG X 8 INCH HIGH X 1/2 INCH THICK IN WEB AND 26 INCH LONG X 4 INCH WIDE X 1/2 INCH THICK ON BOTTOM FLANGE ALONG LEFT SIDE WITH 25 INCH LONG X 7 INCH HIGH CUT OUT SECTION OF WEB BEHIND PLATE REPAIR AT BENT 3; PLATE ALONG WEB IS NOT WELDED TO ORIGINAL BEAM AND ONLY WELDED TO BOTTOM FLANGE REPAIR PLATE



Span 4 Beam 6: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 44 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH HOLES UP TO 1/4 INCH DIAMETER IN WEB, 8 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 12 INCH LONG X 2 INCH WIDE IN TOP FLANGE, AND 40 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 3



Span 4 Beam 6: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 44 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH HOLES UP TO 1/4 INCH DIAMETER IN WEB, 8 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 12 INCH LONG X 2 INCH WIDE IN TOP FLANGE, AND 40 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 3



Span 4 Beam 8: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 8 INCH LONG X 2 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 8 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (5/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 16 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 30 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 3



Span 4 Beam 5: PAR: CORROSION ALONG BOTH EDGES BOTH FLANGES UP TO 10 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE INCH RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 28 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 36 INCH LONG X 3 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 3



Span 1 Wearing Surface: 14 FOOT WIDE X 11 FOOT LONG PATCH WITH RUTTING, POTHOLES, AND UNEVEN SURFACE THROUGHOUT IN LEFT LANE AT BENT 1



Span 1 Wearing Surface: UP TO 1/8 INCH TRANSVERSE AND ALLIGATOR CRACKS IN VARIOUS LOCATIONS THROUGHOUT



DIRT AND GRAVEL ACCUMULATION THROUGHOUT BOTH SHOULDERS



Span 4 Right Bridge Rail: ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS



Span 4 Beam 1: PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 36 INCH LONG X 3 INCH WIDE DOWN TO 1/8 INCH RESIDUAL FLANGE (1/4 INCH AVERAGE), APPROXIMATELY 3 FOOT FROM BENT 3



Span 4 Beam 3: PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 32 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE), APPROXIMATELY 3 FOOT FROM BENT 3



Span 4 Deck: PAR: 19 INCH X 3 INCH AREA OF CORROSION WITH UP TO 100 PERCENT SECTION LOSS WITH EXPOSED ASPHALT IN BOTTOM OF DECK IN BAY 4, APPROXIMATELY 9 FOOT FROM BENT 4



Span 4 Beam 5: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 5 FOOT LONG X 17 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 20 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 10 FOOT LONG X 1 INCH WIDE IN TOP FLANGE, AND 20 FOOT LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) EXTENDING FROM BENT 4



Span 4 Beam 6: PAR: CORROSION ALONG LEFT EDGE OF BOTTOM FLANGE UP TO 27 INCH LONG X 4 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT MIDSPAN



Span 4 Beam 8: PAR: CORROSION ALONG LEFT EDGE OF BOTTOM FLANGE UP TO 43 INCH LONG X 3 INCH WIDE DOWN TO 3/8 RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT MIDSPAN



Span 4 Beam 1: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 8 INCH LONG X 3 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), AND 8 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH 3 INCH LONG X 2 INCH WIDE AREA OF SECTION LOSS IN BOTTOM FLANGE AT BENT 4



Span 4 Beam 2: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 11 INCH LONG X 5 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 5 INCH LONG X 1 INCH HIGH HOLE IN WEB, AND 16 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH 6 INCH LONG X 1/2 INCH WIDE AREA OF SECTION LOSS IN BOTTOM FLANGE AT BENT 4



Span 4 Beam 2: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 11 INCH LONG X 5 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 5 INCH LONG X 1 INCH HIGH HOLE IN WEB, AND 16 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH 6 INCH LONG X 1/2 INCH WIDE AREA OF SECTION LOSS IN BOTTOM FLANGE AT BENT 4



Span 4 Beam 3: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 8 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 5 INCH X 1 INCH HOLE IN WEB, AND 55 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 4 INCH LONG X 1/2 INCH WIDE IN BOTTOM FLANGE AT BENT 4



Span 4 Beam 3: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 8 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 5 INCH X 1 INCH HOLE IN WEB, AND 55 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 4 INCH LONG X 1/2 INCH WIDE IN BOTTOM FLANGE AT BENT 4



Span 4 Beam 4: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 16 INCH LONG X 3 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 1 INCH LONG X 1/2 INCH AREA OF SECTION LOSS IN WEB, 10 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 23 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 8 FOOT LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) WITH HOLES UP TO 1/2 INCH DIAMETER IN BOTTOM FLANGE AT BENT 4



Span 4 Beam 4: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 16 INCH LONG X 3 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 1 INCH LONG X 1/2 INCH AREA OF SECTION LOSS IN WEB, 10 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 23 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 8 FOOT LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) WITH HOLES UP TO 1/2 INCH DIAMETER IN BOTTOM FLANGE AT BENT 4



Span 4 Beam 4: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 16 INCH LONG X 3 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH 1 INCH LONG X 1/2 INCH AREA OF SECTION LOSS IN WEB, 10 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 23 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 8 FOOT LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) WITH HOLES UP TO 1/2 INCH DIAMETER IN BOTTOM FLANGE AT BENT 4



Span 4 Beam 5: PAR: CORROSION ALONG BOTTOM FLANGE UP TO 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/8 INCH AVERAGE) WITH 1 INCH DIAMETER HOLES IN BOTTOM FLANGE AT BENT 4



Span 4 Beam 5: PAR: CORROSION ALONG BOTTOM FLANGE UP TO 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/8 INCH AVERAGE) WITH 1 INCH DIAMETER HOLES IN BOTTOM FLANGE AT BENT 4



Span 4 Beam 6: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 8 FOOT LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH HOLES UP TO 1/2 INCH DIAMETER IN WEB, 11 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 22 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 10 FOOT LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) AT BENT 4



Span 4 Beam 6: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 8 FOOT LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH HOLES UP TO 1/2 INCH DIAMETER IN WEB, 11 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 22 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 10 FOOT LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) AT BENT 4



Span 4 Beam 7: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 7 FOOT LONG X 17 INCH HIGH DOWN TO 1/8 INCH RESIDUAL WEB (3/16 INCH AVERAGE), 30 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 15 FOOT LONG X 1 INCH WIDE IN TOP FLANGE, AND 20 FOOT LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) THROUGHOUT



Span 4 Beam 7: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 7 FOOT LONG X 17 INCH HIGH DOWN TO 1/8 INCH RESIDUAL WEB (3/16 INCH AVERAGE), 30 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 15 FOOT LONG X 1 INCH WIDE IN TOP FLANGE, AND 20 FOOT LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) THROUGHOUT



Span 4 Beam 7: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 7 FOOT LONG X 17 INCH HIGH DOWN TO 1/8 INCH RESIDUAL WEB (3/16 INCH AVERAGE), 30 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 15 FOOT LONG X 1 INCH WIDE IN TOP FLANGE, AND 20 FOOT LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) THROUGHOUT



Span 4 Beam 8: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 8 INCH LONG X 2 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 8 FOOT LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (3/8 INCH AVERAGE, AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 6 INCH LONG X 2 INCH WIDE IN BOTTOM FLANGE AT BENT 4



Span 4 Beam 8: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 8 INCH LONG X 2 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 8 FOOT LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (3/8 INCH AVERAGE, AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 6 INCH LONG X 2 INCH WIDE IN BOTTOM FLANGE AT BENT 4



Span 4 Beam 1 - Beam 1 Far Bearing: PAR: MISSING BOTH ANCHOR BOLTS



Span 4 Beam 1 - Beam 1 Far Bearing: PAR: MISSING BOTH ANCHOR BOLTS



Span 4 Beam 2 - Beam 2 Far Bearing: PAR: MISSING BOTH ANCHOR BOLT NUTS



Span 4 Beam 2 - Beam 2 Far Bearing: PAR: MISSING BOTH ANCHOR BOLT NUTS



Span 4 Beam 3 - Beam 3 Far Bearing: PAR: MISSING LEFT ANCHOR BOLT



Span 4 Beam 4 - Beam 4 Far Bearing: PAR: MISSING RIGHT ANCHOR BOLT



Span 4 Beam 5 - Beam 5 Far Bearing: PAR: MISSING BOTH ANCHOR BOLTS



Span 4 Beam 5 - Beam 5 Far Bearing: PAR: MISSING BOTH ANCHOR BOLTS



Span 4 Beam 6 - Beam 6 Far Bearing: PAR: MISSING BOTH ANCHOR BOLT NUTS



Span 4 Beam 6 - Beam 6 Far Bearing: PAR: MISSING BOTH ANCHOR BOLT NUTS



Span 4 Beam 7 - Beam 7 Far Bearing: PAR: MISSING BOTH ANCHOR BOLTS



Span 4 Beam 7 - Beam 7 Far Bearing: PAR: MISSING BOTH ANCHOR BOLTS



Span 4 Beam 8 - Beam 8 Far Bearing: PAR: MISSING BOTH ANCHOR BOLTS



Span 4 Beam 8 - Beam 8 Far Bearing: PAR: MISSING BOTH ANCHOR BOLTS



Span 5 Beam 1: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 17 INCH LONG X 3 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/16 INCH AVERAGE) WITH HOLES UP TO 1/2 INCH DIAMETER IN WEB, 22 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (3/8 INCH AVERAGE), AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 4



Span 5 Beam 2: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 12 INCH LONG X 4 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 1/2 INCH LONG IN WEB, 23 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 20 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 9 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 4



Span 5 Beam 3: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 7 INCH LONG X 2 INCH HIGH DOWN TO 1/8 INCH RESIDUAL WEB (1/4 INCH AVERAGE, 32 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 11 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 11 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) AT BENT 4



Span 5 Beam 4: SURFACE CORROSION THROUGHOUT 17 INCH X 9 INCH X 1/2 INCH THICK STEEL PLATE REPAIR IN WEB AT BENT 4



Span 5 Beam 4: PAR: CORROSION ALONG BOTH FLANGES UP TO 33 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 13 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 65 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) AT BENT 4



Span 5 Beam 5: PAR: CORROSION ALONG BOTTOM FLANGE UP TO 32 INCH X 6 1/8 INCH WIDE DOWN TO 7/16 INCH RESIDUAL FLANGE (9/16 INCH AVERAGE) EXTENDING FROM STEEL PLATE REPAIR AT BENT 4



Span 5 Beam 6: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 12 LONG X 16 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (1/4 INCH AVERAGE), AND 19 INCH LONG X 6 1/8 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) AT BENT 4



Span 5 Beam 8: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 38 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (5/16 INCH AVERAGE) WITH HOLES UP TO 8 INCH LONG X 1/2 INCH DIAMETER IN WEB, 22 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 14 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 48 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 4: BEAM HAS BUCKLED AND IS CRUSHED UP TO 1/8 INCH IN LOWER WEB



Span 5 Beam 8: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 38 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (5/16 INCH AVERAGE) WITH HOLES UP TO 8 INCH LONG X 1/2 INCH DIAMETER IN WEB, 22 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 14 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 48 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 4: BEAM HAS BUCKLED AND IS CRUSHED UP TO 1/8 INCH IN LOWER WEB



Span 5 Beam 1 - Beam 1 Near Bearing: PAR: MISSING LEFT ANCHOR BOLT NUT



Span 5 Beam 2 - Beam 2 Near Bearing: PAR: MISSING RIGHT ANCHOR BOLT



Span 5 Beam 3 - Beam 3 Near Bearing: PAR: MISSING BOTH ANCHOR BOLTS



Span 5 Beam 4 - Beam 4 Near Bearing: PAR: MISSING BOTH ANCHOR BOLTS



Span 5 Beam 5 - Beam 5 Near Bearing: PAR: MISSING BOTH ANCHOR BOLTS



Span 5 Beam 6 - Beam 6 Near Bearing: PAR: MISSING BOTH ANCHOR BOLTS



Span 5 Beam 7 - Beam 7 Near Bearing: PAR: MISSING BOTH ANCHOR BOLTS



Span 5 Beam 8 - Beam 8 Near Bearing: PAR: MISSING BOTH LEFT ANCHOR BOLT



Span 4 Deck: PAR: 7 FOOT SECTION OF BROKEN AND DETATCHED STEEL EDGE ANGLE ALONG RIGHT EDGE OF DECK AT BENT 4



Bent 4 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 24 FOOT LONG X 7 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 INCH WIDE BENEATH BAY 1 IN WEB, 24 FOOT LONG X 15 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE), 23 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 4 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 26 FOOT LONG X 6 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH (2) AREAS OF 1/2 INCH DIAMETER HOLES UP IN WEB, 26 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (5/16 INCH AVERAGE), 26 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 4 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 4 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 24 FOOT LONG X 7 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 INCH WIDE BENEATH BAY 1 IN WEB, 24 FOOT LONG X 15 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE), 23 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 4 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 24 FOOT LONG X 7 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 INCH WIDE BENEATH BAY 1 IN WEB, 24 FOOT LONG X 15 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE), 23 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 4 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 24 FOOT LONG X 7 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 INCH WIDE BENEATH BAY 1 IN WEB, 24 FOOT LONG X 15 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE), 23 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 4 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 24 FOOT LONG X 7 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 INCH WIDE BENEATH BAY 1 IN WEB, 24 FOOT LONG X 15 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE), 23 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 4 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 24 FOOT LONG X 7 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 INCH WIDE BENEATH BAY 1 IN WEB, 24 FOOT LONG X 15 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE), 23 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 4 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 24 FOOT LONG X 7 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 INCH WIDE BENEATH BAY 1 IN WEB, 24 FOOT LONG X 15 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE), 23 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 4 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 24 FOOT LONG X 7 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 INCH WIDE BENEATH BAY 1 IN WEB, 24 FOOT LONG X 15 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE), 23 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT



Span 5 Deck: PAR: AREAS OF CORROSION WITH UP TO 100 PERCENT SECTION LOSS UP TO 30 INCH WIDE X 6 INCH LONG WITH EXPOSED ASPHALT IN BOTTOM OF DECK IN BAY 4 IN VARIOUS LOCATIONS THROUGHOUT



Span 5 Beam 4: PAR: (9) AREAS OF CORROSION ALONG BOTH FLANGES UP TO 22 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH INCH RESIDUAL TOP FLANGE (5/16 INCH AVERAGE), AND 23 INCH LONG X 2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) IN VARIOUS LOCATIONS THROUGHOUT



Span 5 Beam 5: PAR: (11) AREAS OF CORROSION ALONG TOP FLANGE UP TO 40 INCH LONG X 2 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 3 INCH LONG X 1 INCH WIDE IN TOP FLANGE AT STEEL PLANK DECK SEAMS IN VARIOUS LOCATIONS



Span 5 Beam 5: PAR: (11) AREAS OF CORROSION ALONG TOP FLANGE UP TO 40 INCH LONG X 2 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 3 INCH LONG X 1 INCH WIDE IN TOP FLANGE AT STEEL PLANK DECK SEAMS IN VARIOUS LOCATIONS



Span 5 Beam 5: PAR: CORROSION ALONG TOP FLANGE OF INTERMEDIATE DIAPHRAGM IN BAY 5 UP TO 36 INCH LONG X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/2 INCH ORIGINAL, 1/8 INCH AVERAGE) AT MIDSPAN



Span 5 Beam 6: PAR: CORROSION ALONG TOP FLANGE OF INTERMEDIATE DIAPHRAGM IN BAY 6 UP TO 36 INCH LONG X 6 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (1/2 INCH ORIGINAL, 3/8 INCH AVERAGE) AT MIDSPAN



Span 5 Beam 7: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 5 INCH LONG X 16 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE), AND 23 INCH LONG X 6 1/8 INCH WIDE DOWN KNIFES EDGE RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 6 INCH LONG X 1 INCH WIDE IN BOTTOM FLANGE AT BENT 4



Span 5 Beam 7: PAR: CORROSION BOTH FLANGES UP TO 16 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (5/16 INCH AVERAGE), AND 5 FOOT LONG X 6 1/8 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) EXTENDING FROM MIDSPAN TO BENT 5



Span 5 Beam 7: PAR: CORROSION ALONG TOP FLANGE OF INTERMEDIATE DIAPHRAGM IN BAY 7 WITH UP TO 95 PERCENT COMPLETE LOSS OF FLANGE AT MIDSPAN



Span 5 Beam 8: PAR: CORROSION ALONG WEB AND BOTH FLANGES ON LEFT SIDE UP TO 50 INCH LONG X 5 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 24 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (3/8 INCH AVERAGE), AND 66 INCH LONG X 4 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) AT MIDSPAN



Span 5 Beam 4: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 33 INCH LONG X 3 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 32 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 11 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 36 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 5



Span 5 Beam 5: PAR: CORROSION ALONG BOTTOM FLANGE UP TO 24 INCH LONG X 6 1/8 INCH WIDE DOWN TO 3/16 INCH RESIDUAL FLANGE (7/16 INCH AVERAGE) AT BENT 5



Span 5 Beam 6: PAR: CORROSION ALONG TOP FLANGE UP TO 36 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (7/16 INCH AVERAGE) AT BENT 5



Span 5 Beam 8: PAR: CORROSION ALONG TOP FLANGE UP TO 17 INCH LONG X 2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (7/16 INCH AVERAGE) AT BENT 5



Bent 5 Cap 1: PAR: SURFACE CORROSION THROUGHOUT STEEL PLATE REPAIR UP TO 36 INCH LONG X 8 INCH HIGH IN SPAN 5 FACE OF WEB BENEATH BAY 6; PLATE ONLY WELDED ALONG TOP EDGE



Span 6 Beam 1: PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 8 INCH LONG X 2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT BENT 5



Span 6 Beam 2: PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 10 INCH LONG X 2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (5/16 INCH AVERAGE) AT BENT 5



Span 6 Beam 3: PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 27 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (5/16 INCH AVERAGE) AT BENT 5



Span 6 Beam 4: PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 47 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (5/16 INCH AVERAGE) AT BENT 5



Span 6 Beam 5: PAR: CORROSION ALONG BOTH FLANGES UP TO 15 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 18 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 35 INCH LONG X 8 1/4 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 5



Span 6 Beam 6: PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 24 INCH LONG X 2 INCH WIDE DOWN TO 1/8 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT BENT 5



Span 6 Beam 8: PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 10 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (3/8 INCH AVERAGE) AT BENT 5



Span 6 Beam 8: PAR: CORROSION ALONG RIGHT EDGE OF BOTTOM FLANGE UP TO 48 INCH LONG X 3 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE), APPROXIMATELY 3 FOOT FROM BENT 5



Bent 5 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 24 FOOT LONG X 7 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 INCH WIDE BENEATH BAY 1 IN WEB, 24 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE) WITH 6 INCH X 2 INCH AREA OF SECTION LOSS ON FAR EDGE BENEATH BAY 5 IN TOP FLANGE, 23 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 5 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 24 FOOT LONG X 7 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 INCH WIDE BENEATH BAY 1 IN WEB, 24 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE) WITH 6 INCH X 2 INCH AREA OF SECTION LOSS ON FAR EDGE BENEATH BAY 5 IN TOP FLANGE, 23 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 5 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 24 FOOT LONG X 7 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 INCH WIDE BENEATH BAY 1 IN WEB, 24 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE) WITH 6 INCH X 2 INCH AREA OF SECTION LOSS ON FAR EDGE BENEATH BAY 5 IN TOP FLANGE, 23 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 5 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 24 FOOT LONG X 7 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 INCH WIDE BENEATH BAY 1 IN WEB, 24 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE) WITH 6 INCH X 2 INCH AREA OF SECTION LOSS ON FAR EDGE BENEATH BAY 5 IN TOP FLANGE, 23 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 5 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 24 FOOT LONG X 7 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 INCH WIDE BENEATH BAY 1 IN WEB, 24 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE) WITH 6 INCH X 2 INCH AREA OF SECTION LOSS ON FAR EDGE BENEATH BAY 5 IN TOP FLANGE, 23 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 5 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 24 FOOT LONG X 7 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 INCH WIDE BENEATH BAY 1 IN WEB, 24 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE) WITH 6 INCH X 2 INCH AREA OF SECTION LOSS ON FAR EDGE BENEATH BAY 5 IN TOP FLANGE, 23 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 5 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 24 FOOT LONG X 7 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 INCH WIDE BENEATH BAY 1 IN WEB, 24 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE) WITH 6 INCH X 2 INCH AREA OF SECTION LOSS ON FAR EDGE BENEATH BAY 5 IN TOP FLANGE, 23 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 5 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 24 FOOT LONG X 7 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 INCH WIDE BENEATH BAY 1 IN WEB, 24 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE) WITH 6 INCH X 2 INCH AREA OF SECTION LOSS ON FAR EDGE BENEATH BAY 5 IN TOP FLANGE, 23 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 5 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 24 FOOT LONG X 7 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 INCH WIDE BENEATH BAY 1 IN WEB, 24 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE) WITH 6 INCH X 2 INCH AREA OF SECTION LOSS ON FAR EDGE BENEATH BAY 5 IN TOP FLANGE, 23 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT



Bent 5 Cap 1: PAR: CORROSION ALONG BOTH FACES OF WEB, BOTH FLANGES AND STIFFENERS UP TO 24 FOOT LONG X 7 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (3/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH HIGH X 1 INCH WIDE BENEATH BAY 1 IN WEB, 24 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE) WITH 6 INCH X 2 INCH AREA OF SECTION LOSS ON FAR EDGE BENEATH BAY 5 IN TOP FLANGE, 23 FOOT LONG X 15 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 7 INCH LONG X 6 INCH WIDE IN BOTTOM FLANGE, AND 8 INCH HIGH X 6 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL STIFFENER WITH AREAS OF SECTION LOSS UP TO 5 INCH HIGH X 6 INCH WIDE IN STIFFENERS THROUGHOUT



Span 6 Beam 7: PAR: CORROSION ALONG BOTH FLANGES UP TO 28 FOOT LONG X 3 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 11 INCH LONG X 2 INCH WIDE IN TOP FLANGE, AND 25 FOOT LONG X 8 1/4 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (9/16 INCH AVERAGE) EXTENDING FROM BENT 5



Span 6 Beam 7: PAR: CORROSION ALONG BOTH FLANGES UP TO 28 FOOT LONG X 3 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 11 INCH LONG X 2 INCH WIDE IN TOP FLANGE, AND 25 FOOT LONG X 8 1/4 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (9/16 INCH AVERAGE) EXTENDING FROM BENT 5



Span 6 Deck: PAR: AREAS OF CORROSION WITH UP TO 100 PERCENT SECTION LOSS UP TO 30 INCH WIDE X 6 INCH LONG WITH EXPOSED ASPHALT IN BOTTOM OF DECK IN BAYS 4 AND 6 IN VARIOUS LOCATIONS THROUGHOUT



Span 6 Deck: PAR: AREAS OF CORROSION WITH UP TO 100 PERCENT SECTION LOSS UP TO 30 INCH WIDE X 6 INCH LONG WITH EXPOSED ASPHALT IN BOTTOM OF DECK IN BAYS 4 AND 6 IN VARIOUS LOCATIONS THROUGHOUT



Span 6 Beam 1: PAR: CORROSION ALONG RIGHT EDGE OF BOTTOM FLANGE UP TO 12 INCH LONG X 3 INCH WIDE DOWN TO 3/8 INCH RESIDUAL FLANGE (7/16 INCH AVERAGE) AT END BENT 2



Span 6 Beam 2: PAR: CORROSION ALONG BOTH EDGES OF BOTTOM FLANGE UP TO 8 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) WITH 3 INCH X 2 INCH AREA OF SECTION LOSS IN BOTTOM FLANGE AT BENT 5



Span 6 Beam 3: PAR: CORROSION ALONGNBOTH FLANGES UP TO 14 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (5/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 2 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 8 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 1 INCH LONG X 1 INCH WIDE AT END BENT 2



Span 6 Beam 5: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGES UP TO 7 INCH LONG X 2 INCH HIGH DOWN TO 3/16 INCH RESIDUAL WEB (5/16 INCH AVERAGE), AND 9 INCH LONG X 8 1/4 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT END BENT 2



Span 6 Beam 6: PAR: CORROSION ALONG BOTH EDGES OF BOTTOM FLANGE UP TO 8 INCH LONG X 2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (7/16 INCH AVERAGE) WITH 2 INCH LONG X 1 INCH WIDE AREA OF SECTION LOSS IN BOTTOM FLANGE AT END BENT 2



Span 6 Beam 7: PAR: CORROSION ALONG EDGES OF BOTH FLANGES UP TO 12 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/8 INCH AVERAGE) WITH 2 INCH LONG X 1 INCH WIDE AREA OF SECTION LOSS IN TOP FLANGE, AND 9 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) WITH 2 INCH LONG X 1 INCH WIDE AREA OF SECTION LOSS IN BOTTOM FLANGE AT END BENT 2



End Bent 2 Abutment: 6 FOOT X 4 FOOT PATCH WITH HAIRLINE MAP CRACKING WITH EFFLORESCENCE IN FACE OF ABUTMENT BENEATH BEAM 7



End Bent 2 Abutment: 80 INCH LONG X 21 INCH HIGH AREA OF DELAMINATION AND UP TO 1/8 INCH DIAGONAL CRACK IN FACE OF ABUTMENT BENEATH BAYS 4 AND 5



End Bent 2 Abutment: PAR: 60 INCH X 5 INCH X 6 INCH DEEP SPALL IN FACE OF ABUTMENT AT GROUND LINE WITH UP TO 9 INCH UNDERMINING BENEATH BAYS 5 AND 6



End Bent 2 Abutment: 12 FOOT OF UP TO 0.025 INCH DIAGONAL AND HORIZONTAL CRACKS AND HAIRLINE MAP CRACKING WITH AND WITHOUT EFFLORESCENCE IN VARIOUS LOCATIONS THROUGHOUT



Bent 5 Cap 2: SPALLS UP TO 16 INCH X 8 INCH X 2 INCH DEEP IN SPAN 6 FACE OF CAP AT TOP IN VARIOUS LOCATIONS THROUGHOUT



Bent 5 Pile 1: UP TO 1/8 INCH HORIZONTAL CRACKS IN SPAN 6 FACE OF PIER WALL, APPROXIMATELY 2 FOOT FROM BOTTOM OF CAP



Bent 4 Pile 1: PAR: CORROSION ALONG BOTH FLANGES UP TO 2 INCH HIGH X 12 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT TOP OF FOOTING



Bent 4 Pile 2: PAR: CORROSION ALONG BOTH FLANGES AND WEB UP TO 3 INCH HIGH X 12 INCH WIDE DOWN TO KNIFES EDGE INCH RESIDUAL FLANGES (1/4 INCH AVERAGE) WITH 1 INCH DIAMETER HOLE IN NEAR FLANGE, AND 10 1/2 INCH WIDE X 5 INCH HIGH DOWN TO 1/8 INCH RESIDUAL WEB (3/4 INCH AVERAGE) AT TOP OF FOOTING



Bent 4 Pile 3: PAR: CORROSION ALONG BOTH FLANGES AND WEB UP TO 2 INCH HIGH X 12 INCH WIDE DOWN TO 1/4 INCH INCH RESIDUAL FLANGES (3/8 INCH AVERAGE), AND 10 1/2 INCH WIDE X 2 INCH HIGH DOWN TO 1/8 INCH RESIDUAL WEB (3/4 INCH AVERAGE) AT TOP OF FOOTING



Bent 4 Pile 4: SCATTERED FRECKLED CORROSION AND SURFACE CORROSION



Span 6 Right Bridge Rail: PAR: IMPROPERLY LAPPED GUARDRAIL END TREATMENT AT NORTHEAST CORNER WITH (2) CORROSION HOLES UP TO 2 1/2 INCH HIGH X 1 1/2 INCH LONG IN RAIL AT END BENT 2



Span 6 Right Bridge Rail: PAR: IMPROPERLY LAPPED GUARDRAIL END TREATMENT AT NORTHEAST CORNER WITH (2) CORROSION HOLES UP TO 2 1/2 INCH HIGH X 1 1/2 INCH LONG IN RAIL AT END BENT 2



Span 6 Right Bridge Rail: PAR: FIRST POST LAP SPLICE IMPROPERLY CONNECTED; TOO SHORT OF AN OVERLAP AND MISSING (2) BOLTS



Span 6 Left Bridge Rail: PAR: FIRST POST LAP SPLICE IMPROPERLY CONNECTED; TOO SHORT OF AN OVERLAP AND MISSING (2) BOLTS



Span 4 Wearing Surface: 90 INCH X 53 INCH PATCH IN RIGHT LANE AT BENT 4



Span 5 Wearing Surface: 15 FOOT WIDE X 7 FOOT LONG PATCH WITH RUTTING, POTHOLES, AND UNEVEN SURFACE THROUGHOUT EXTENDING FROM RIGHT SHOULDER AT BENT 5



UP TO 1 INCH SETTLEMENT IN APPROACH ASPHALT WEARING SURFACE AT NORTH APPROACH



Span 1 Deck: 8 FOOT X 30 INCH X 7/16 INCH THICK STEEL PLATE REPAIR IN BOTTOM OF DECK IN BAY 4 EXTENDING FROM END BENT 1



Span 1 Beam 1: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 6 INCH LONG X 1 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 72 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 10 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) AT BENT 1



Span 1 Beam 1: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 6 INCH LONG X 1 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 72 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 10 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 10 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) AT BENT 1



Span 1 Beam 1: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 32 INCH LONG X 3 INCH HIGH DOWN TO 1/4 INCH RESIDUAL WEB (5/16 INCH AVERAGE), 22 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE), AND 36 INCH LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (3/16 INCH AVERAGE) AT END BENT 1



Span 1 Beam 2: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 36 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/8 INCH AVERAGE) WITH HOLES UP TO 1 INCH DIAMETER IN WEB, 29 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE), AND 36 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) AT END BENT 1; BEAM HAS BUCKLED AND IS DISPLACED UP TO 1/2 INCH TO THE WEST



Span 1 Beam 2: PAR:CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 36 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/8 INCH AVERAGE) WITH HOLES UP TO 1 INCH DIAMETER IN WEB, 29 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE), AND 36 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) AT END BENT 1; BEAM HAS BUCKLED AND IS DISPLACED UP TO 1/2 INCH TO THE WEST



Span 1 Beam 2: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 11 FOOT LONG X 4 INCH HIGH DOWN TO 1/8 INCH RESIDUAL WEB (3/16 INCH AVERAGE), 15 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF LOSS OF SECTION UP TO 55 INCH LONG X 2 INCH WIDE, AND 15 FOOT LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) WITH AREAS OF LOSS OF SECTION UP TO 11 INCH LONG X 1/2 INCH WIDE EXTENDING FROM BENT 1



Span 1 Beam 2: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 11 FOOT LONG X 4 INCH HIGH DOWN TO 1/8 INCH RESIDUAL WEB (3/16 INCH AVERAGE), 15 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF LOSS OF SECTION UP TO 55 INCH LONG X 2 INCH WIDE, AND 15 FOOT LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL BOTTOM FLANGE (1/4 INCH AVERAGE) WITH AREAS OF LOSS OF SECTION UP TO 11 INCH LONG X 1/2 INCH WIDE EXTENDING FROM BENT 1



Span 1 Beam 3: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 4 FOOT LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/16 INCH AVERAGE) WITH PINHOLES IN WEB, 84 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (5/16 INCH AVERAGE), AND 55 INCH LONG X 7 3/4 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) AT END BENT 1; BEAM HAS BUCKLED AND IS DISPLACED UP TO 1 INCH TO THE WEST AND 1/2 INCH DOWNWARD



Span 1 Beam 3: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 4 FOOT LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/16 INCH AVERAGE) WITH PINHOLES IN WEB, 84 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (5/16 INCH AVERAGE), AND 55 INCH LONG X 7 3/4 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) AT END BENT 1; BEAM HAS BUCKLED AND IS DISPLACED UP TO 1 INCH TO THE WEST AND 1/2 INCH DOWNWARD



Span 1 Beam 3: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 4 FOOT LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/16 INCH AVERAGE) WITH PINHOLES IN WEB, 84 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (5/16 INCH AVERAGE), AND 55 INCH LONG X 7 3/4 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) AT END BENT 1; BEAM HAS BUCKLED AND IS DISPLACED UP TO 1 INCH TO THE WEST AND 1/2 INCH DOWNWARD



Span 1 Beam 3: PAR: CORROSION ALONG BOTH FLANGES UP TO 89 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) AND 53 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE), BEGINNING APPROXIMATELY 8 FOOT FROM END BENT 2



Span 1 Beam 3: PAR: CORROSION ALONG BOTH FLANGES UP TO 12 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 55 INCH LONG X 1 1/2 INCH WIDE IN TOP FLANGE, AND 50 INCH LONG X 3 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) EXTENDING FROM BENT 1



Span 1 Beam 3: PAR: CORROSION ALONG BOTH FLANGES UP TO 12 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 55 INCH LONG X 1 1/2 INCH WIDE IN TOP FLANGE, AND 50 INCH LONG X 3 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) EXTENDING FROM BENT 1



Span 1 Beam 4: PAR: CORROSION ALONG EDGES OF TOP FLANGE UP TO 26 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE (3/16 INCH AVERAGE) WITH AREAS OF LOSS OF SECTION UP TO 12 FOOT LONG X 2 INCH WIDE EXTENDING FROM PLATE REPAIR AT END BENT 1



Span 1 Beam 4: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 26 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/8 INCH AVERAGE) WITH 1 INCH DIAMETER HOLE, AND 88 INCH LONG X 7 3/4 INCH WIDE DOWN TO 3/16 INCH RESIDUAL FLANGE (5/16 INCH AVERAGE) EXTENDING FROM PLATE REPAIR IN BOTTOM FLANGE AT END BENT 1



Span 1 Beam 4: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 26 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/8 INCH AVERAGE) WITH 1 INCH DIAMETER HOLE, AND 88 INCH LONG X 7 3/4 INCH WIDE DOWN TO 3/16 INCH RESIDUAL FLANGE (5/16 INCH AVERAGE) EXTENDING FROM PLATE REPAIR IN BOTTOM FLANGE AT END BENT 1



Span 1 Beam 4: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 6 INCH LONG X 2 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/8 INCH AVERAGE) WITH LOSS OF SECTION 1 INCH LONG X 1/2 INCH HIGH, AND 78 INCH LONG X 7 3/4 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (1/4 INCH AVERAGE) AT BENT 1



Span 1 Beam 5: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 55 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH LONG X 1/2 INCH HIGH IN WEB, 88 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 12 INCH LONG X 1 INCH WIDE, AND 16 INCH LONG X 7 3/4 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (5/8 INCH AVERAGE) EXTENDING FROM PLATE REPAIR AT END BENT 1



Span 1 Beam 5: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 55 INCH LONG X 17 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/8 INCH AVERAGE) WITH HOLES UP TO 2 INCH LONG X 1/2 INCH HIGH IN WEB, 88 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 12 INCH LONG X 1 INCH WIDE, AND 16 INCH LONG X 7 3/4 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (5/8 INCH AVERAGE) EXTENDING FROM PLATE REPAIR AT END BENT 1



Span 1 Beam 5: PAR: CORROSION ALONG BOTH FLANGES UP TO 16 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 8 FOOT LONG X 1 1/2 INCH WIDE IN TOP FLANGE, AND 15 FOOT LONG X 7 3/4 INCH WIDE DOWN TO 3/16 INCH RESIDUAL BOTTOM FLANGE (5/16 INCH AVERAGE) EXTENDING FROM BENT 1



Span 1 Beam 6: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 62 INCH LONG X 6 INCH HIGH DOWN TO 1/16 INCH RESIDUAL WEB (3/16 INCH AVERAGE), 84 INCH LONG X 3 INCH WIDE DOWN TO 1/4 INCH RESIDUAL TOP FLANGE (3/8 INCH INCH AVERAGE), AND 19 INCH LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (7/16 INCH AVERAGE) EXTENDING FROM FROM PLATE REPAIRS AT END BENT 1



Span 1 Beam 6: PAR: CORROSION ALONG BOTH FLANGES UP TO 27 INCH LONG X 3 INCH WIDE DOWN TO 5/16 INCH RESIDUAL TOP FLANGE (7/16 INCH AVERAGE), AND 51 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT MIDSPAN



Span 1 Beam 6: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 37 INCH LONG X 3 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH HOLES UP TO 1 INCH DIAMETER IN WEB, 103 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 9 INCH LONG X 1 1/2 INCH WIDE IN TOP FLANGE, AND 60 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 1



Span 1 Beam 6: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 37 INCH LONG X 3 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/4 INCH AVERAGE) WITH HOLES UP TO 1 INCH DIAMETER IN WEB, 103 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 9 INCH LONG X 1 1/2 INCH WIDE IN TOP FLANGE, AND 60 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL BOTTOM FLANGE (3/8 INCH AVERAGE) AT BENT 1



Span 1 Beam 7: PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 24 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREA OF SECTION LOSS UP TO 21 INCH LONG X 1 INCH WIDE EXTENDING FROM FROM BENT 1



Span 1 Beam 7: PAR: (4) AREAS OF CORROSION ALONG BOTTOM FLANGE UP TO 26 INCH LONG X 7 1/2 INCH WIDE DOWN TO 3/8 INCH RESIDUAL BOTTOM FLANGE (9/16 INCH AVERAGE) IN VARIOUS LOCATIONS THROUGHOUT



Span 1 Beam 7: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 41 INCH LONG X 16 INCH HIGH DOWN TO 1/16 RESIDUAL WEB (1/8 INCH AVERAGE), AND 48 INCH LONG X 7 1/2 INCH WIDE DOWN TO 1/4 INCH RESIDUAL FLANGE (3/8 INCH AVERAGE) AT BENT 1



Span 1 Beam 8: PAR: CORROSION ALONG BOTH EDGES OF TOP FLANGE UP TO 30 FOOT LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 20 INCH LONG X 2 INCH WIDE THROUGHOUT TOP FLANGE



Span 1 Beam 8: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 15 FOOT LONG X 2 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/16 INCH AVERAGE) WITH HOLES UP TO 9 INCH LONG X 1/2 INCH HIGH IN WEB, AND 15 FOOT LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 6 INCH LONG X 1 INCH WIDE EXTENDING FROM END BENT 1



Span 1 Beam 8: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 15 FOOT LONG X 2 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/16 INCH AVERAGE) WITH HOLES UP TO 9 INCH LONG X 1/2 INCH HIGH IN WEB, AND 15 FOOT LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 6 INCH LONG X 1 INCH WIDE EXTENDING FROM END BENT 1



Span 1 Beam 8: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTTOM FLANGE UP TO 15 FOOT LONG X 2 INCH HIGH DOWN TO KNIFES EDGE RESIDUAL WEB (1/16 INCH AVERAGE) WITH HOLES UP TO 9 INCH LONG X 1/2 INCH HIGH IN WEB, AND 15 FOOT LONG X 7 1/2 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL FLANGE (3/16 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 6 INCH LONG X 1 INCH WIDE EXTENDING FROM END BENT 1



Span 1 Beam 8: PAR: CORROSION ALONG LEFT EDGE OF BOTTOM FLANGE UP TO 15 FOOT LONG X 3 INCH WIDE DOWN TO 3/8 INCH RESIDUAL FLANGE (7/16 INCH AVERAGE) EXTENDING FROM BENT 1



Span 2 Beam 1: PAR: CORROSION ALONG BOTH FACES OF WEB AND BOTH FLANGES UP TO 8 INCH LONG X 2 INCH HIGH DOWN TO 1/8 RESIDUAL WEB (5/16 INCH AVERAGE), 60 INCH LONG X 3 INCH WIDE DOWN TO KNIFES EDGE RESIDUAL TOP FLANGE (1/4 INCH AVERAGE) WITH AREAS OF SECTION LOSS UP TO 10 INCH LONG X 1 INCH WIDE IN TOP FLANGE, AND 30 INCH LONG X 7 1/2 INCH WIDE DOWN TO 5/16 INCH RESIDUAL BOTTOM FLANGE (9/16 INCH AVERAGE) AT BENT 1



Bent 1 Cap 1: PAR REPAIRS IN SPAN 1 FACE OF CAP BENEATH BAYS 3 THRU 6



Bent 1 Pile 1: UP TO 1/8 INCH HORIZONTAL CRACK AT COLD JOINT, APPROXIMATELY 2 FOOT FROM BOTTOM OF CAP



Bent 1 Pile 1: (4) SPALLS UP TO 60 INCH X 3 INCH X 1 INCH DEEP IN VARIOUS LOCATIONS THROUGHOUT ALONG COLD POUR JOINT



End Bent 1 Abutment: HAIRLINE MAP CRACKING WITH AND WITHOUT EFFLORESCENCE IN VARIOUS LOCATIONS THROUGHOUT



Bent 5 Concrete Cap: UP TO 0.025 INCH VERTICAL CRACKS IN BOTH FACES OF CAP IN VARIOUS LOCATIONS

Stream Bed Soundings

(Profile diagram on following sheet)

County FRANKLIN Structure Number: 340099 Sounding Date 01/21/2026

Sounding recorded from: Top of Bridge Rail

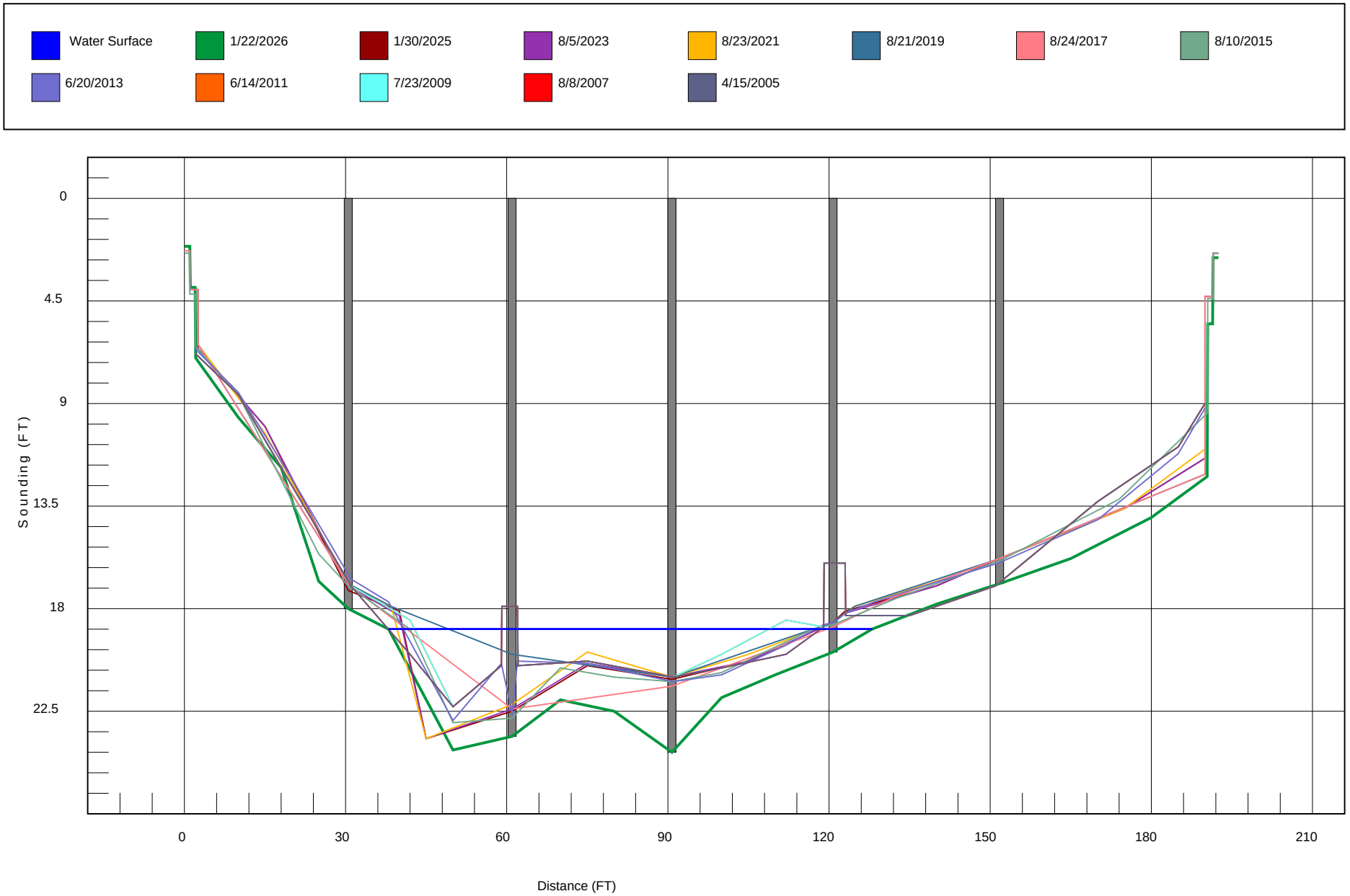
Highwater Mark Distance 17.9 Location of Highwater Mark Stains on Piles

Distance (Station) ft.	Downstream Sounding ft.	Upstream Sounding ft.	Description
0.000	2.100	0.000	TOP OF WINGWALL
1.000	2.100	0.000	TOP OF WINGWALL
1.100	3.900	0.000	TOP OF CAP
2.000	3.900	0.000	TOP OF CAP
2.100	7.000	6.000	GROUND AT CAP
10.000	9.600	0.000	GROUND
18.000	11.800	0.000	GROUND
25.000	16.800	0.000	GROUND
30.500	18.000	15.300	BENT 1
38.000	18.900	0.000	WSWE
50.000	24.200	0.000	STREAMBED
61.000	23.600	22.500	BENT 2
70.000	22.000	0.000	STREAMBED
80.000	22.500	0.000	STREAMBED
90.750	24.300	20.200	BENT 3
100.000	21.900	0.000	STREAMBED
110.000	20.900	0.000	STREAMBED
120.750	19.900	17.200	BENT 4
128.000	18.900	0.000	WSWE
140.000	17.800	0.000	GROUND
151.750	16.900	15.700	BENT 5
165.000	15.800	0.000	GROUND
180.000	14.000	0.000	GROUND
190.400	12.200	11.800	GROUND AT CAP
190.500	5.500	0.000	TOP OF CAP
191.400	5.500	0.000	TOP OF CAP
191.500	2.600	0.000	TOP OF WINGWALL
192.500	2.600	0.000	TOP OF WINGWALL

Bridge: 340099 County: FRANKLIN Date: 01/22/2026

STREAMBED PROFILE (Downstream)

Top of Rail = 0FT (Sounding)



Subsection 4.1: Features

B.F.01 Feature Type and Designation: W01

B.F.02 Feature Location B Below Bridge

B.F.03 Feature Name: Crooked Creek

Subsection 4.5: Navigable Waterway

B.N.01 Navigable Waterway: N - Not navigable waters

B.N.02 Minimum Vertical Clearance:

B.N.03 Maximum Navigation Vertical Clearance:

B.N.04 Channel Width:

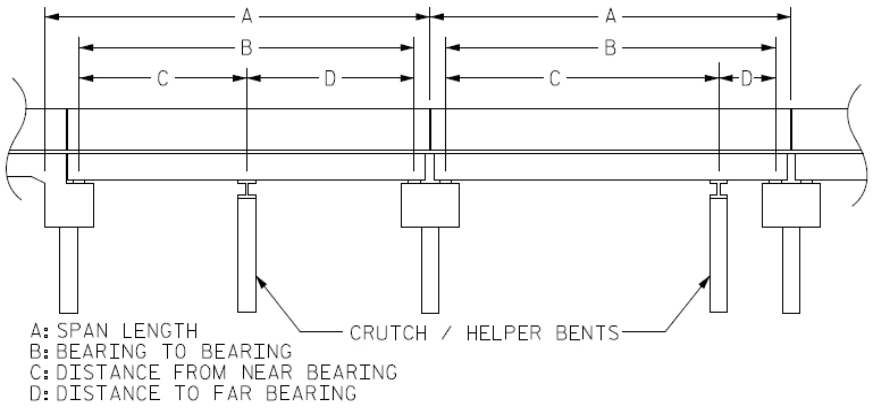
B.N.05 Channel Minimum Horizontal Clearance:

B.N.06 Substructure Navigation Protection:

Structure Data Worksheet

Span Profile

County: FRANKLIN Structure Number: 340099



Span Number	Span Length	Bearing to Bearing	Crutch/ Helper Bent	Distance to Near Bearing	Distance to Far Bearing
1	30.500	29.500			
2	30.500	30.000			
3	29.750	29.250			
4	30.000	29.500			
5	31.000	30.500			
6	40.750	39.750			

Structure Number: 340099 Span: 1 Carried

Route Name: SR1103 Type of Service Mainline

Direction of Traffic North and South



Maximum Usable Vertical Clearance	999.900	Feet
Minimum Vertical Clearance	999.900	Feet
Minimum Horizontal Clearance, Left		Feet
Minimum Horizontal Clearance, Right		Feet
Maximum Usable Surface Width	24.000	Feet

Subsection 4.1: Features

B.F.01 Feature Type and Designation: H01 B.F.02 Feature Location C Carried on Bridge

B.F.03 Feature Name: SR1103

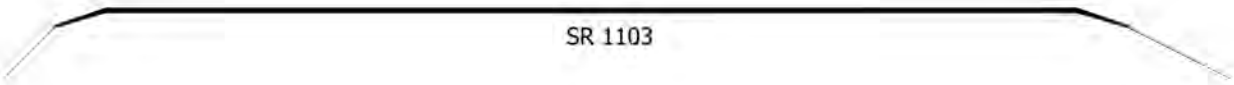
Subsection 4.2: Routes

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
R01	1103	NS - North and South	4 - County Route	1 - Mainline

Subsection 4.3: Highways

B.H.01 Functional Classification: 7	B.H.02 Urban Code: 99999	B.H.03 NHS: N	B.H.04 National Freight: N	B.H.05 STRAHNET Designation: N
B.H.06 LRS Route ID	B.H.07 LRS Mile Point	B.H.08 Lanes on the Highway: 2		
B.H.09 ADT: 1,000	B.H.10 Truck Traffic: 60	B.H.11 Year of ADT: 2022	B.H.12 Maximum Usable Vertical Clearance: 999.900	B.H.13 Minimum Vertical Clearance: 999.900
B.H.14 Minimum Horizontal Clearance, Left	B.H.15 Minimum Horizontal Clearance, Right	B.H.16 Maximum Usable Surface Width: 24.0	B.H.17 Bypass Detour Length: 5	
B.H.18 Crossing Bridge Number				

Bridge Inspection Field Sketch



Roadway	19.50ft Wide	2 Paved Lanes	Looking North
Left Shoulder	1.50ft Wide	0.50ft Paved	1.00ft Unpaved
Right Shoulder	3.00ft Wide	1.00ft Paved	2.00ft Unpaved
Left Guardrail			
Right Guardrail			

Measurements recorded approximately 20.00ft South of End Bent 1

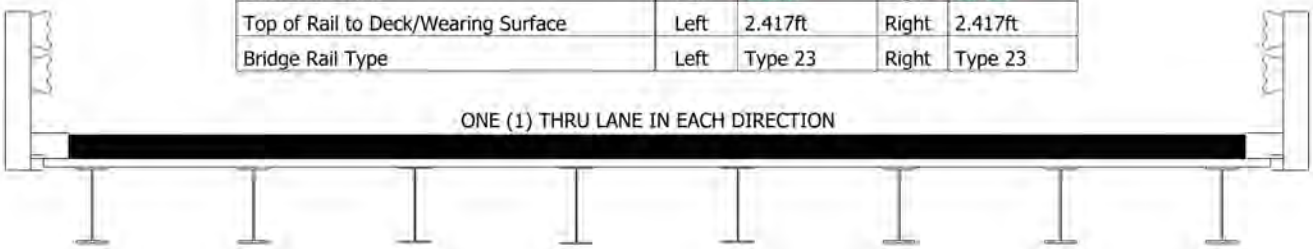
SKETCH REVISED BY RJH ON 1.22.2026

Title	Description
APPROACH ROADWAY	LOOKING NORTH

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000461.wes

Bridge Inspection Field Sketch

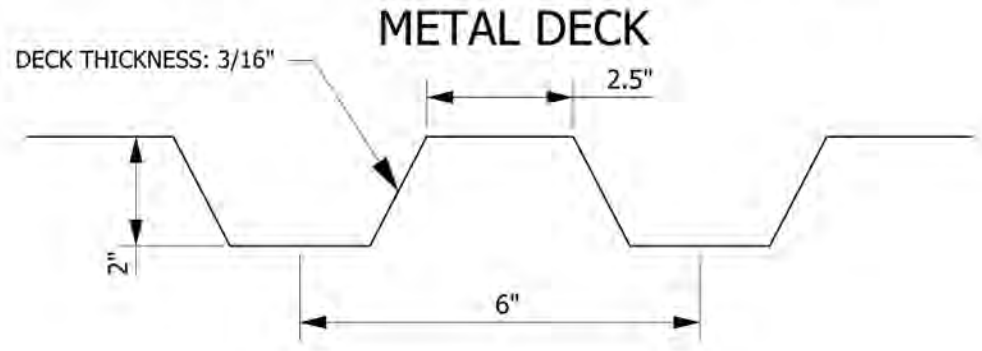
Deck Width/Out to Out	24.083ft	Between Rails			24.583ft
Clear Roadway	24.00ft	Wearing Surface			5.50in
Median Width		Median Height			
Curb Height		Left	5.00in	Right	5.00in
Curb Width		Left	6.00in	Right	6.00in
Clear Roadway (Rail to Median)		Left		Right	
Guardrail Width		Left	3.25in	Right	3.25in
Top of Rail to Deck/Wearing Surface		Left	2.417ft	Right	2.417ft
Bridge Rail Type		Left	Type 23	Right	Type 23



Measurements for Spans	1 thru 6		
Deck Thickness	2.00in	Left Overhang	0.958ft
Top of Rail to Bottom of Beam (Avg)	4.167ft	Right Overhang	0.958ft

Beam #	Beam Type	Width	Height	Spacing	From
1	Steel I Beam	7.50in	18.00in	0.958ft	Left Edge of Deck
2	Steel I Beam	7.50in	18.00in	3.167ft	Beam 1
3	Steel I Beam	7.75in	17.875in	3.167ft	Beam 2
4	Steel I Beam	7.75in	17.875in	3.167ft	Beam 3
5	Steel I Beam	7.75in	17.875in	3.167ft	Beam 4
6	Steel I Beam	7.50in	18.00in	3.167ft	Beam 5
7	Steel I Beam	7.50in	18.00in	3.167ft	Beam 6
8	Steel I Beam	7.50in	18.00in	3.167ft	Beam 7

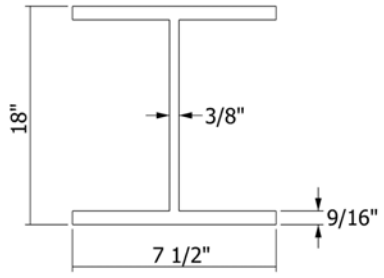
Note: AWS thickness verified in the field and build WIGINS Elements during insepction.



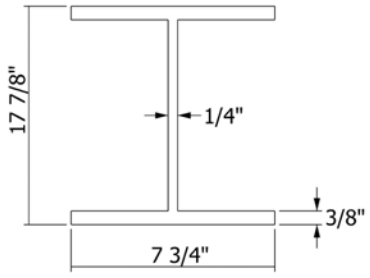
SKETCH REVISED BY RJH ON 1.22.2026

Title TYPICAL SECTION		Description 8 LINES OF STEEL I-BEAMS	
Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000462.wes

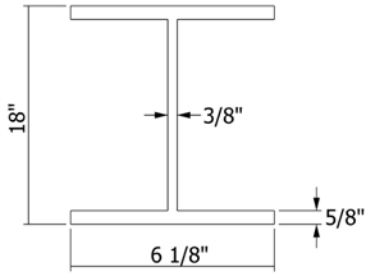
Bridge Inspection Field Sketch



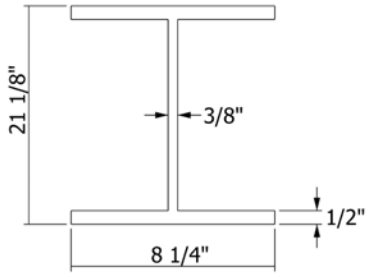
BEAM DETAILS
Span 1, Beams 1,2, and 6 thru 8
Span 5, Beams 1,2, 3 and 6 thru 8
Spans 2,3 and 4 Beams



BEAM DETAILS
Span 1, Beams 3 thru 5
S-Beam: Average Flange Thickness



BEAM DETAILS
Span 5, Beams 5 thru 7
S-Beam: Average Flange Thickness



BEAM DETAILS
Span 6 Beams

SKETCH REVISED BY RJH ON 1.22.2026

Title	Description
BEAM DETAILS	BEAM DETAILS

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000463.wes

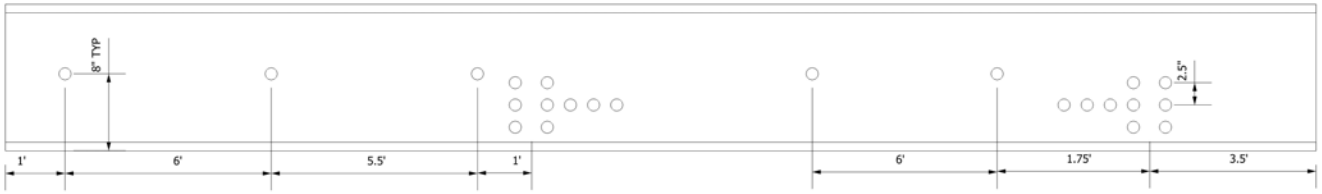
Bridge Inspection Field Sketch

NOTE: ALL HOLES ARE 3/4" DIAMETER

BENT 1 — BEAM 1: — END BENT 1



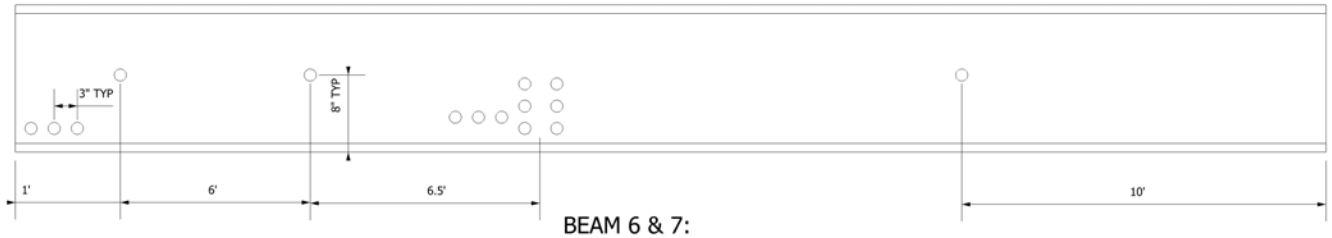
BEAM 2:



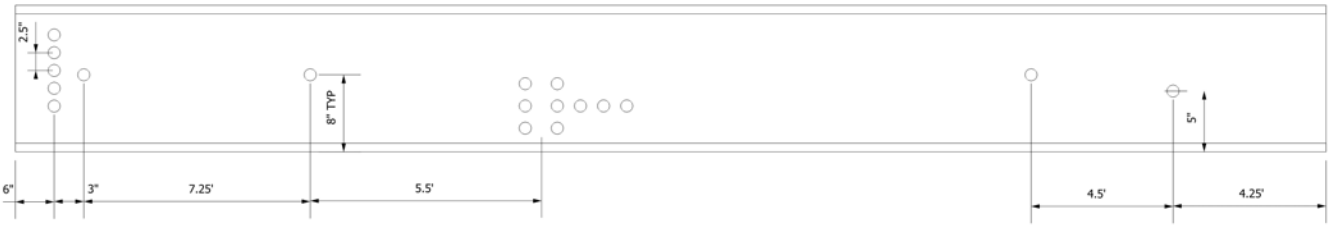
BEAM 3:



BEAM 4 & 5:



BEAM 6 & 7:



BEAM 8:



SKETCH VERIFIED BY RJH ON 1.22.2026

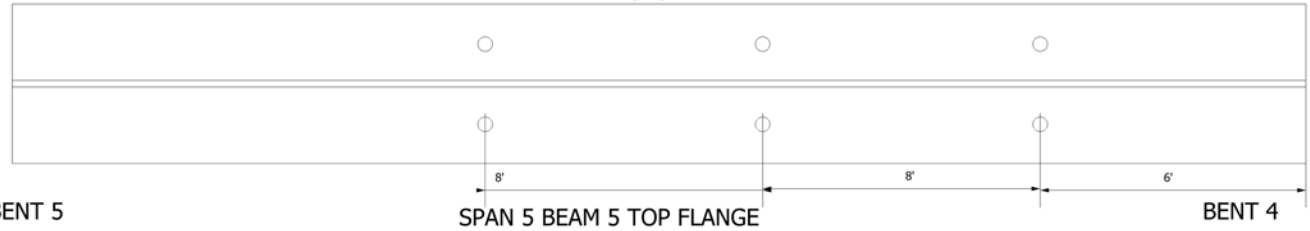
Title	Description
SPAN 1 SALVAGE BEAMS	DETAILS

Structure No:	Drawn By:	Date:	Filename:
340099	JJR	8/6/2023	S001002000466.wes

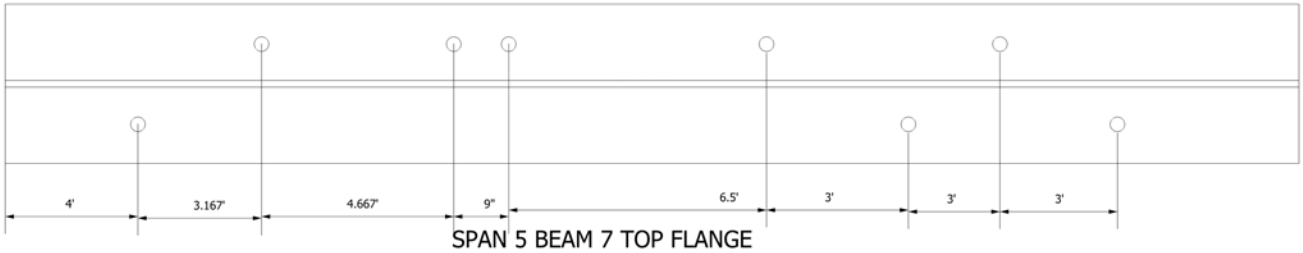
Bridge Inspection Field Sketch

NOTE: ALL HOLES ARE 3/4 INCH DIAMETER

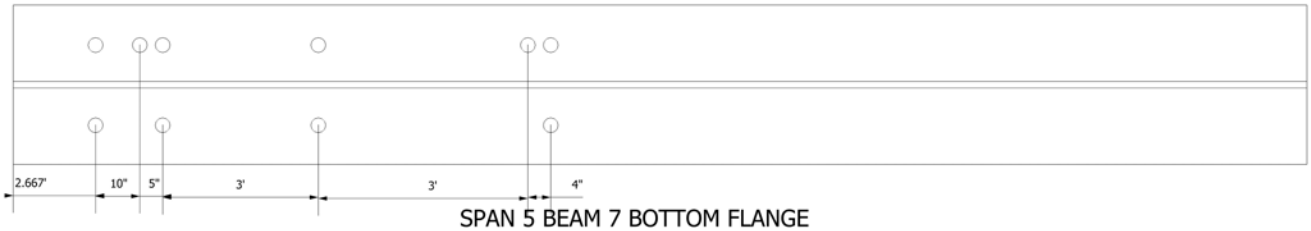
BENT 1 — SPAN 1 BEAMS 3, 4, 5 BOTTOM FLANGE — END BENT 1



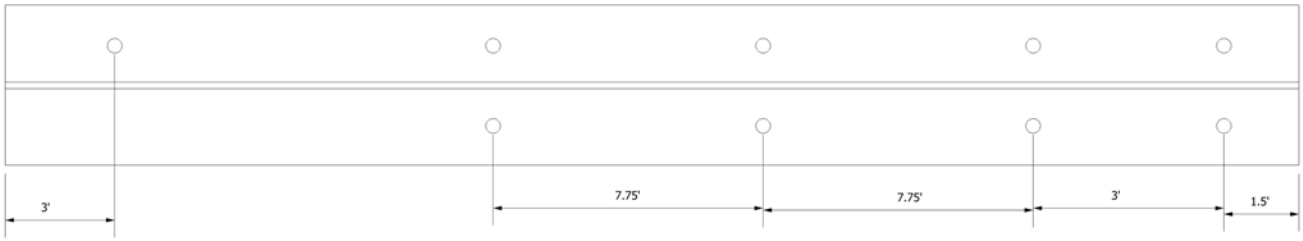
BENT 5 — SPAN 5 BEAM 5 TOP FLANGE — BENT 4



SPAN 5 BEAM 7 TOP FLANGE



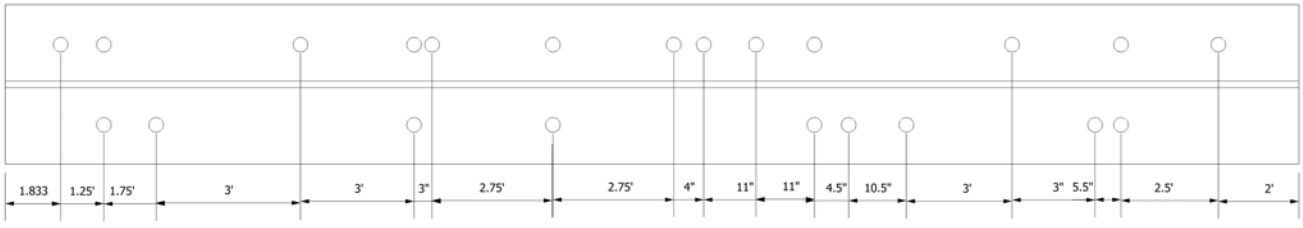
SPAN 5 BEAM 7 BOTTOM FLANGE



SPAN 5 BEAM 6 TOP FLANGE



SPAN 5 BEAM 6 BOTTOM FLANGE



SKETCH VERIFIED BY RJH ON 1.22.2026

Title	Description
SPANS 1 AND 5 FLANGE HOLES	DETAILS

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000472.wes

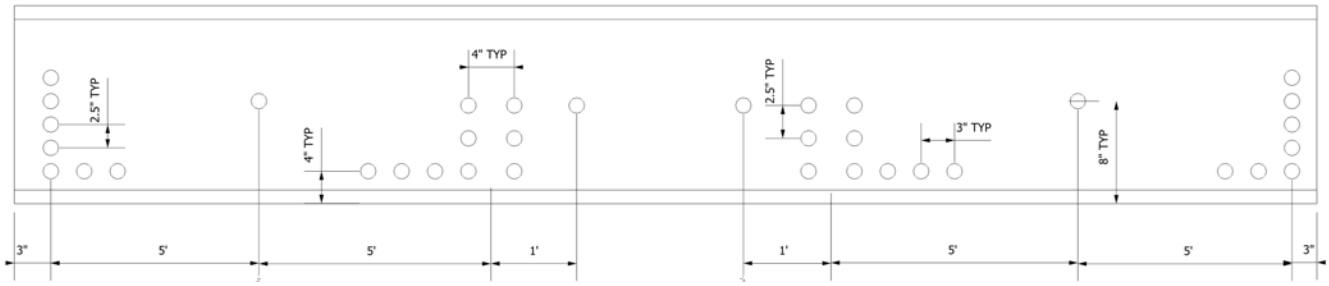
Bridge Inspection Field Sketch

NOTE: ALL HOLES ARE 3/4" DIAMETER

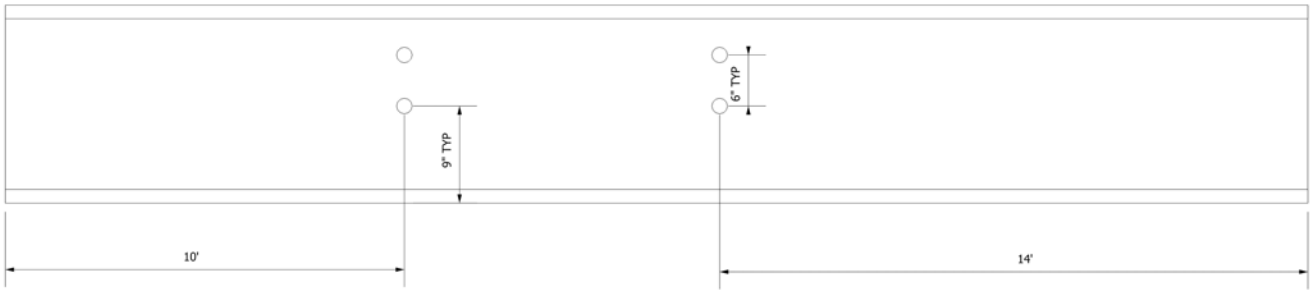
BENT 2

BEAM 1:

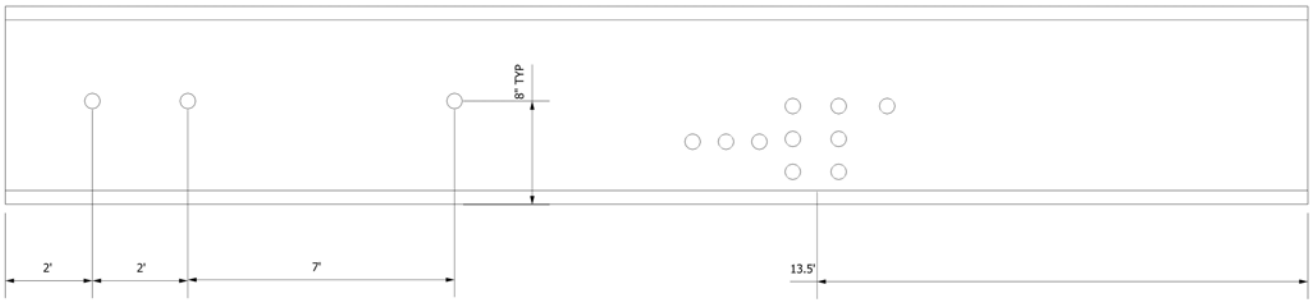
BENT 1



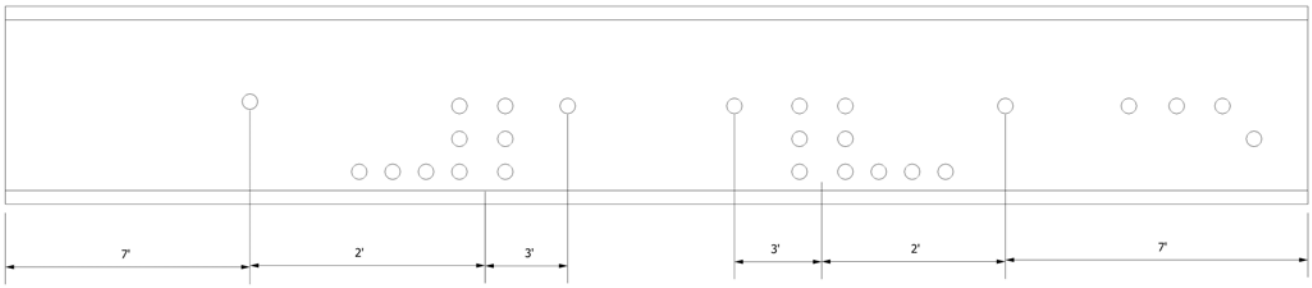
BEAM 2:



BEAM 7:



BEAM 8:



SKETCH VERIFIED BY RJH ON 1.22.2026

Title	Description
SPAN 2 SALVAGE BEAMS	DETAILS

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000467.wes

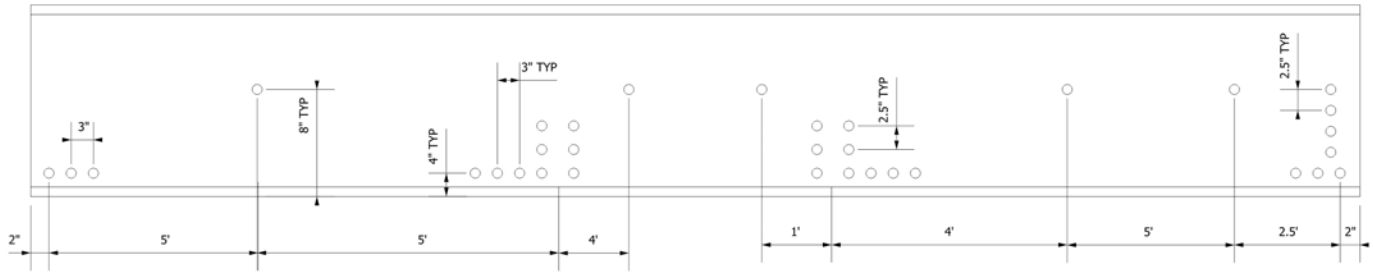
Bridge Inspection Field Sketch

NOTE: ALL HOLES ARE 3/4 INCH DIAMETER

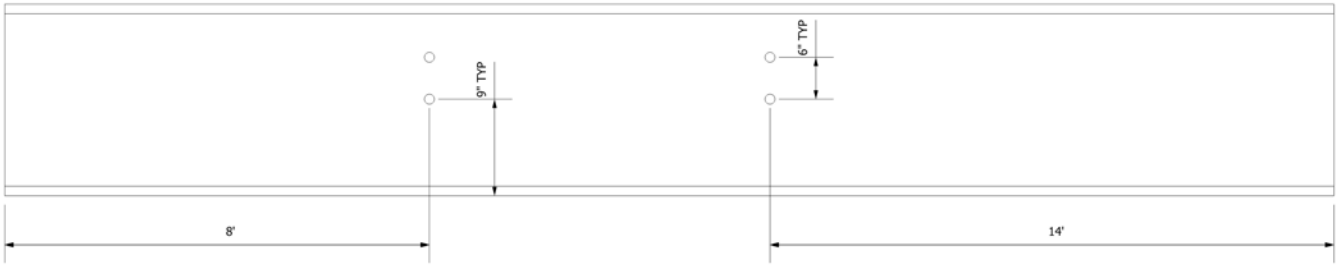
BENT 3

BEAM 1:

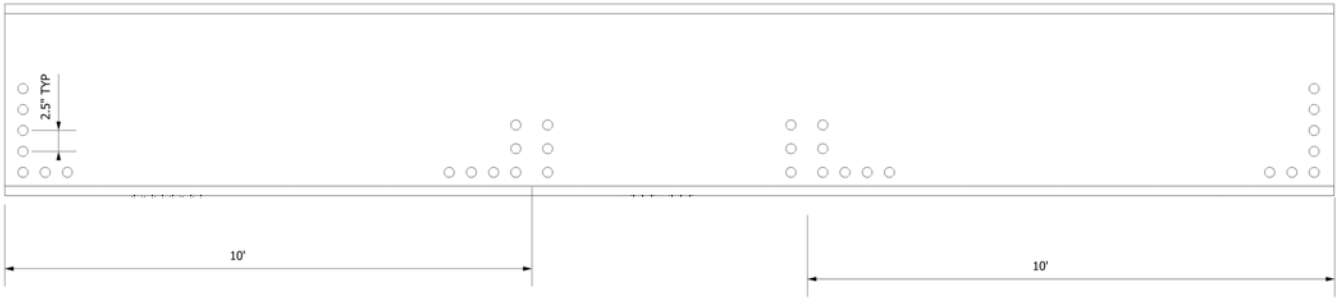
BENT 2



BEAM 3:



BEAM 8:



SKETCH VERIFIED BY RJH ON 1.22.2026

Title	Description
SPAN 3 SALVAGE BEAMS	DETAILS

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000468.wes

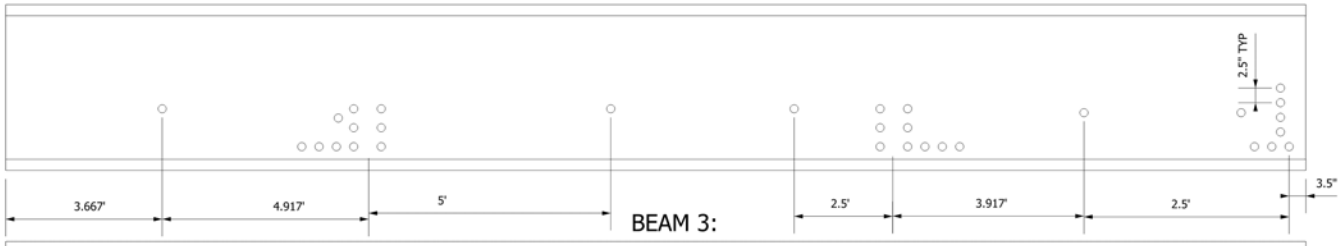
Bridge Inspection Field Sketch

NOTE: ALL HOLES ARE 3/4 INCH DIAMETER

BENT 4

BEAM 1:

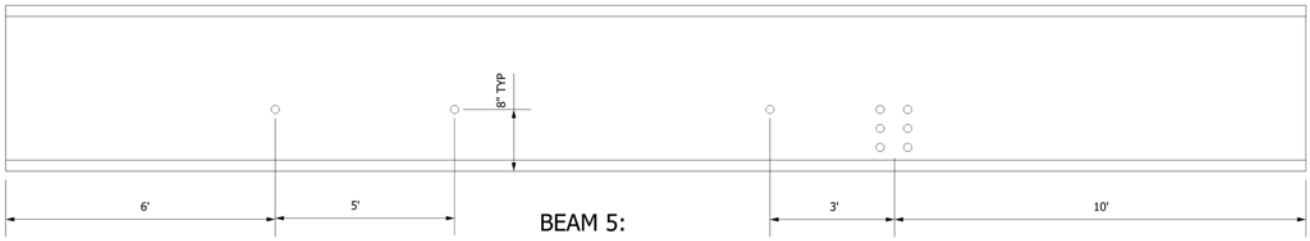
BENT 3



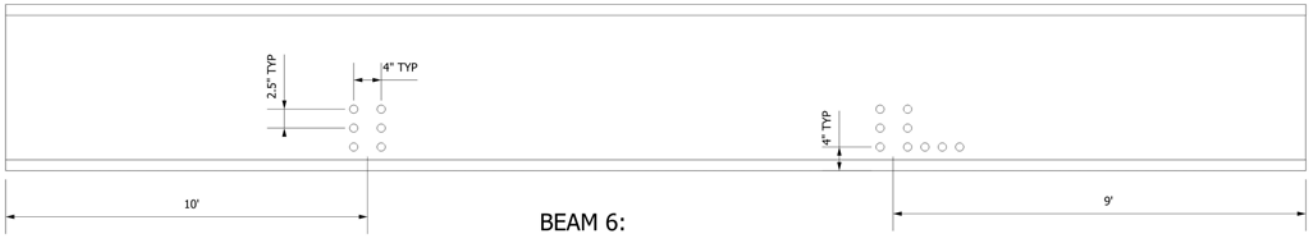
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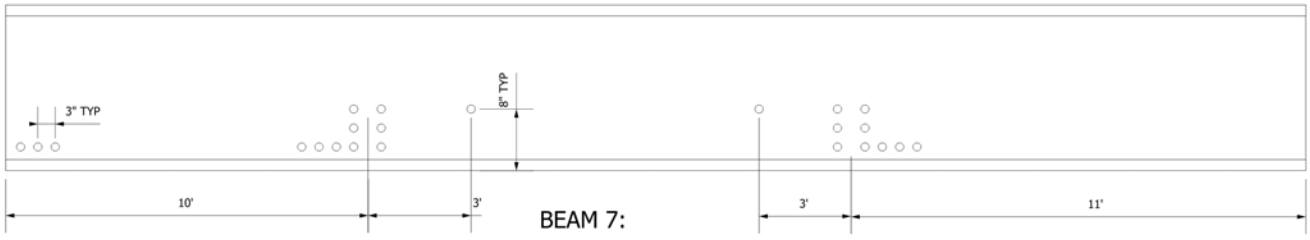
BEAM 4:



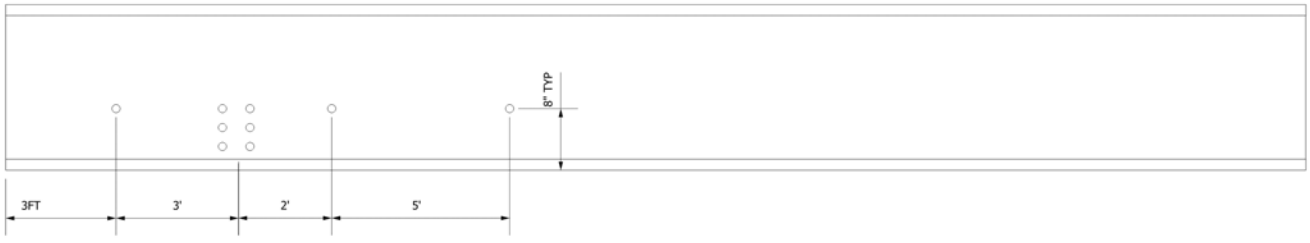
BEAM 5:



BEAM 6:



BEAM 7:



SKETCH VERIFIED BY RJH ON 1.22.2026

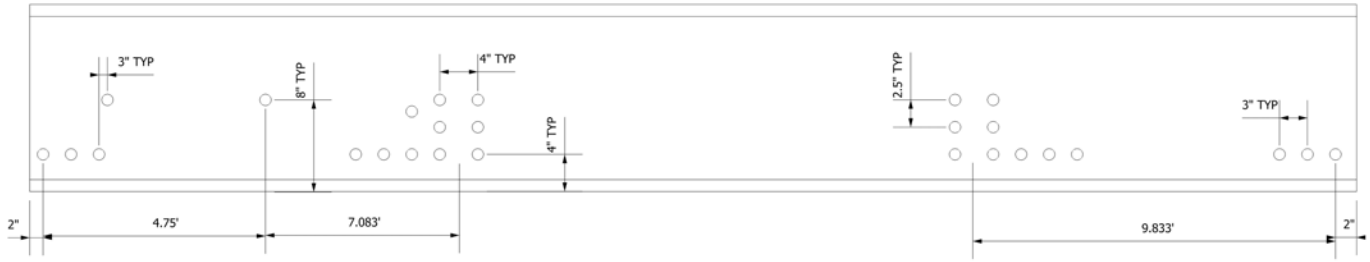
Title	Description
SPAN 4 SALVAGE BEAMS	DETAILS

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000469.wes

Bridge Inspection Field Sketch

NOTE: ALL HOLES ARE 3/4 INCH DIAMETER

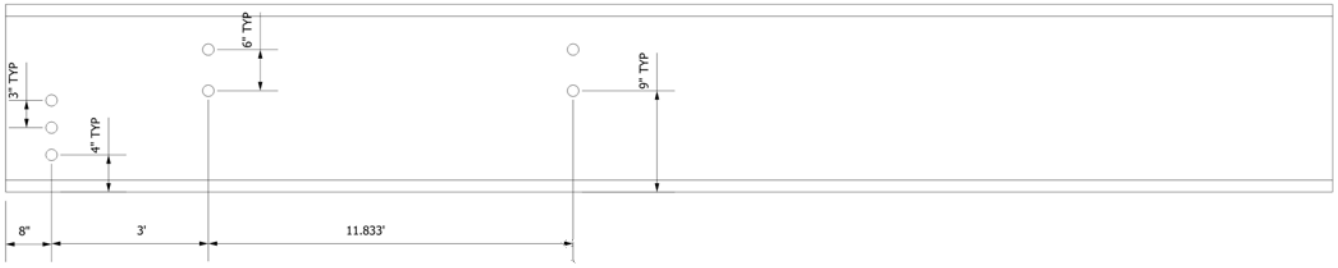
BENT 4 — SPAN 4 BEAM 8 — BENT 3



BENT 5 — SPAN 5 BEAMS 2 & 3 — BENT 4



SPAN 5 BEAM 7



SPAN 5 BEAM 8



SKETCH VERIFIED BY RJH ON 1.22.2026

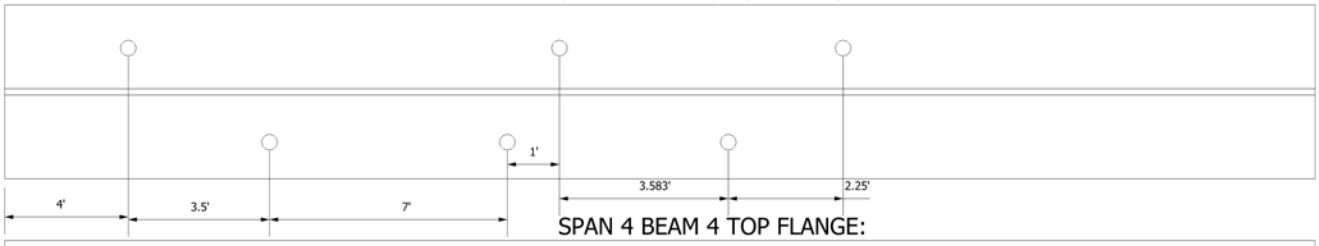
Title	Description
SPAN 4 AND 5 SALVAGE BEAMS	DETAILS

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000470.wes

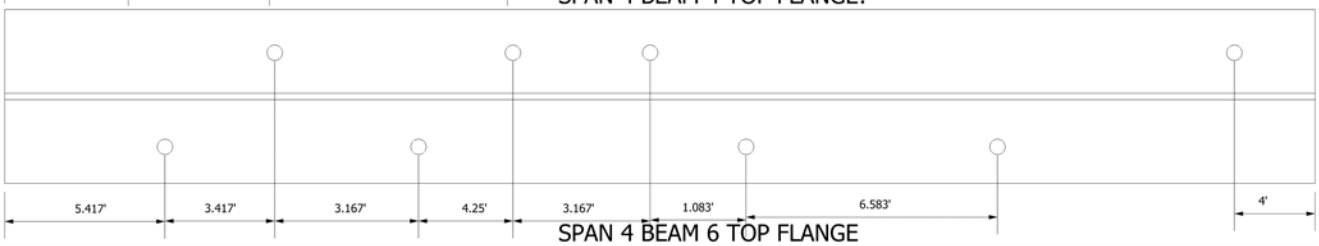
Bridge Inspection Field Sketch

NOTE: ALL HOLES ARE 3/4 INCH DIAMETER

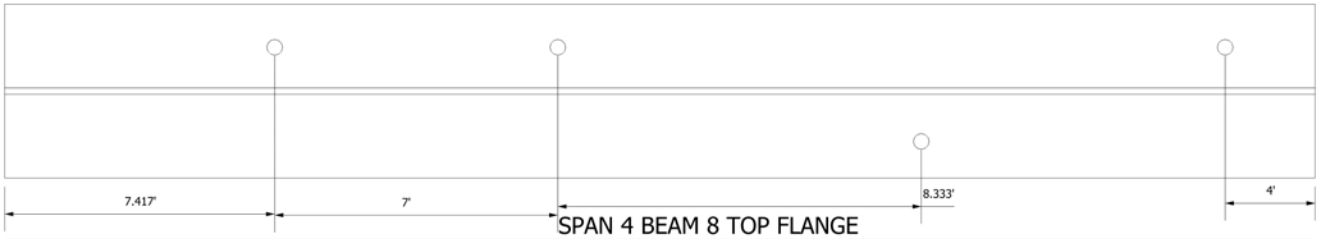
BENT 4 — SPAN 4 BEAM 3 TOP FLANGE — BENT 3



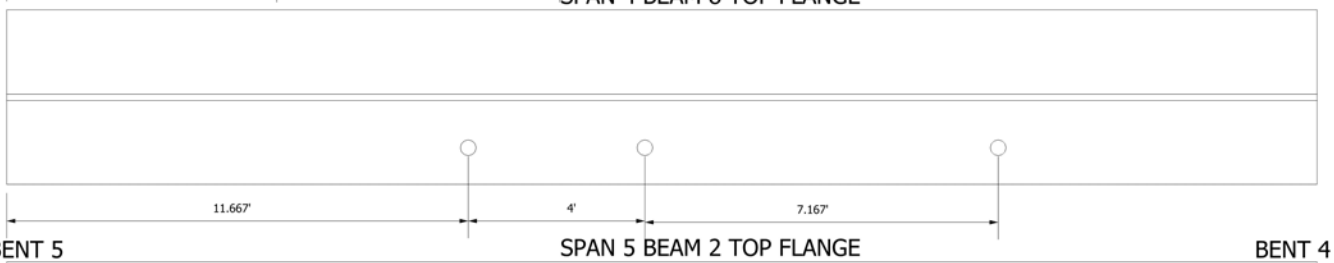
SPAN 4 BEAM 4 TOP FLANGE:



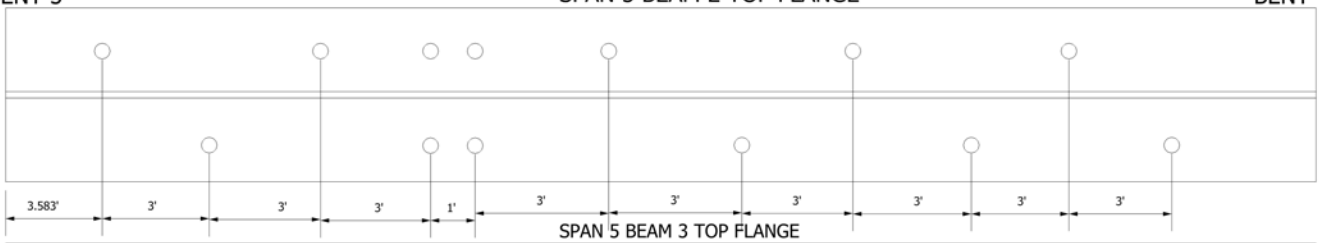
SPAN 4 BEAM 6 TOP FLANGE



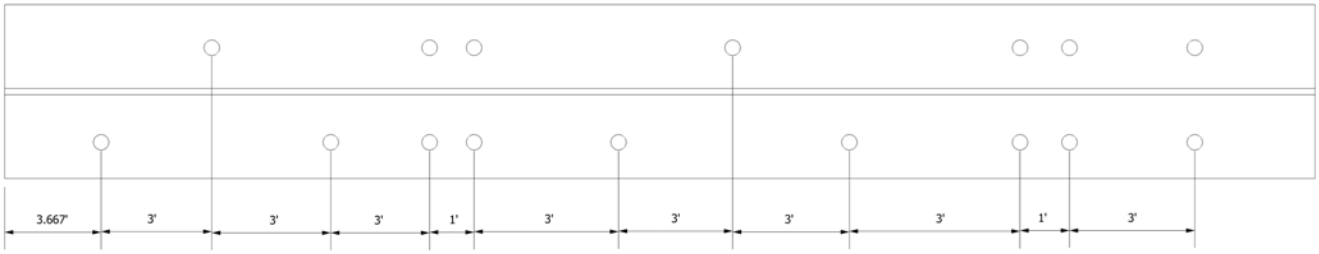
SPAN 4 BEAM 8 TOP FLANGE



BENT 5 — SPAN 5 BEAM 2 TOP FLANGE — BENT 4



SPAN 5 BEAM 3 TOP FLANGE



SKETCH VERIFIED BY RJH ON 1.22.2026

Title	Description
SPAN 6 TOP FLANGE HOLES	DETAILS

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000474.wes

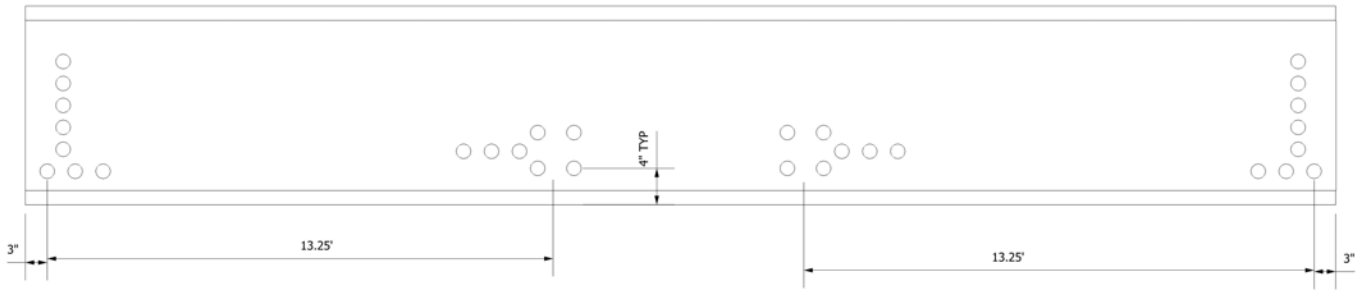
Bridge Inspection Field Sketch

NOTE: ALL HOLES ARE 3/4 INCH DIAMETER

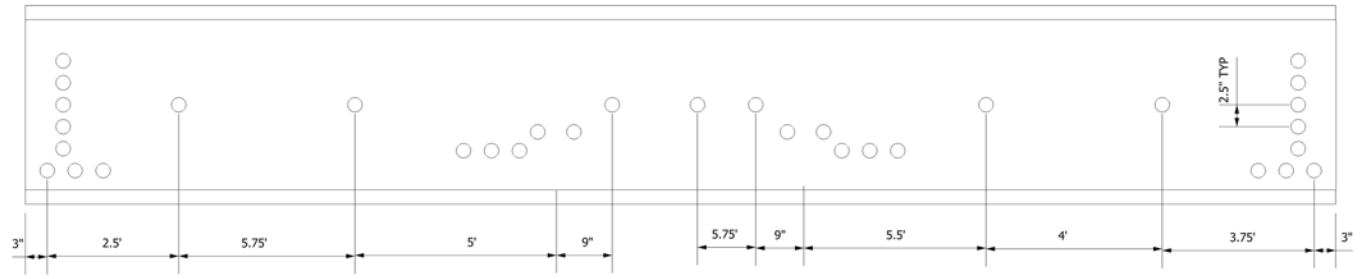
END BENT 2

BEAM 1:

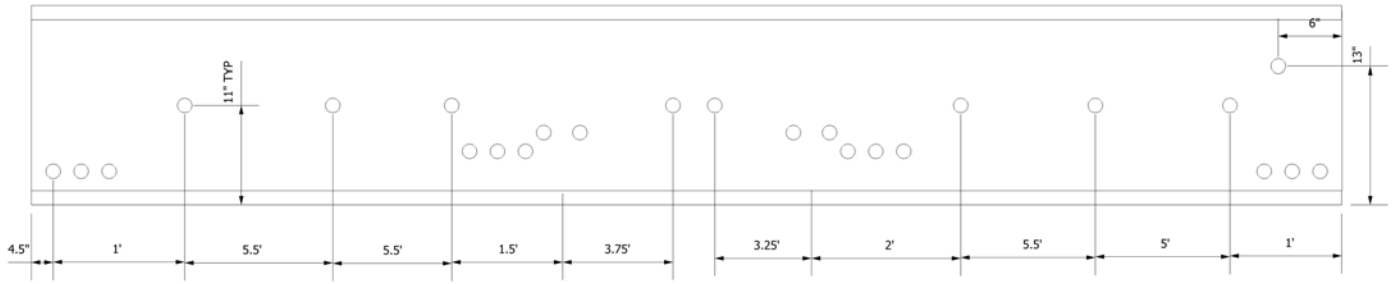
BENT 5



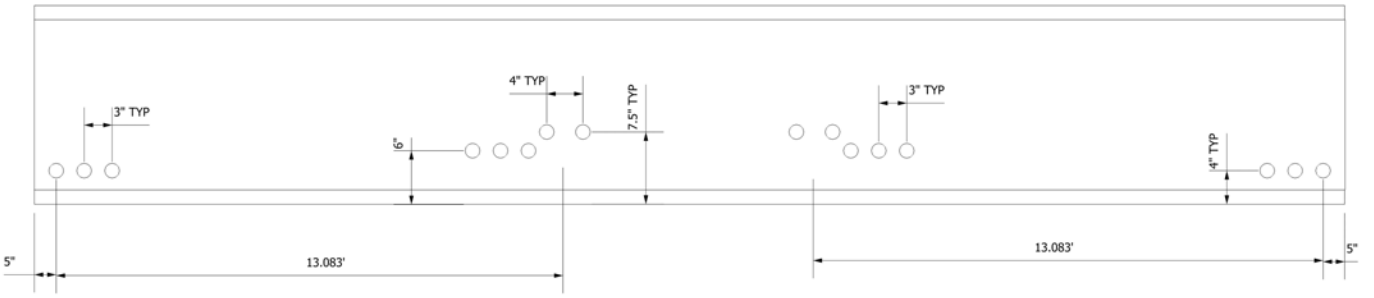
BEAMS 2, 4, 6, & 8:



BEAMS 3 & 5:



BEAM 7:



SKETCH VERIFIED BY RJH ON 1.22.2026

Title	Description
SPAN 6 SALVAGE BEAMS	DETAILS

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000471.wes

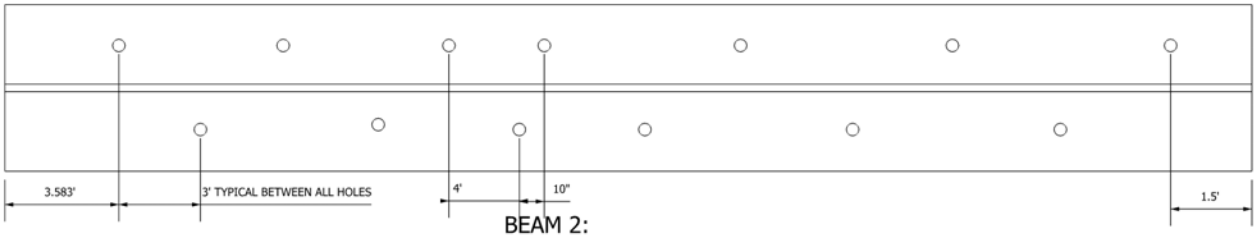
Bridge Inspection Field Sketch

NOTE: ALL HOLES ARE 3/4 INCH DIAMETER

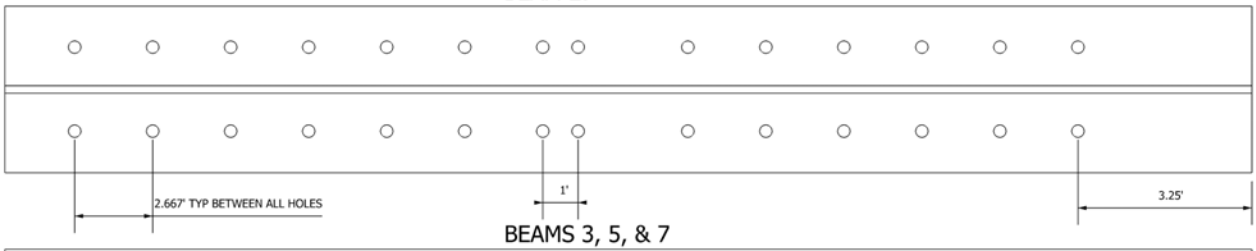
END BENT 2

BEAM 1:

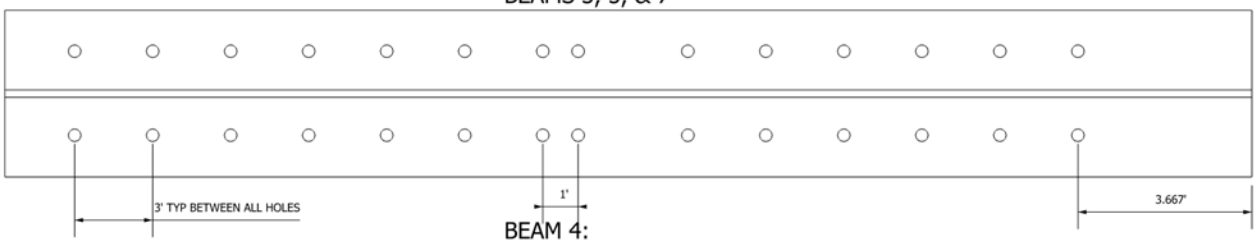
BENT 5



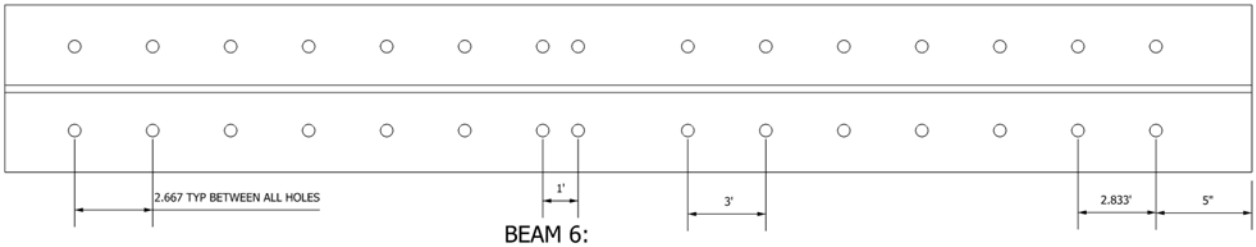
BEAM 2:



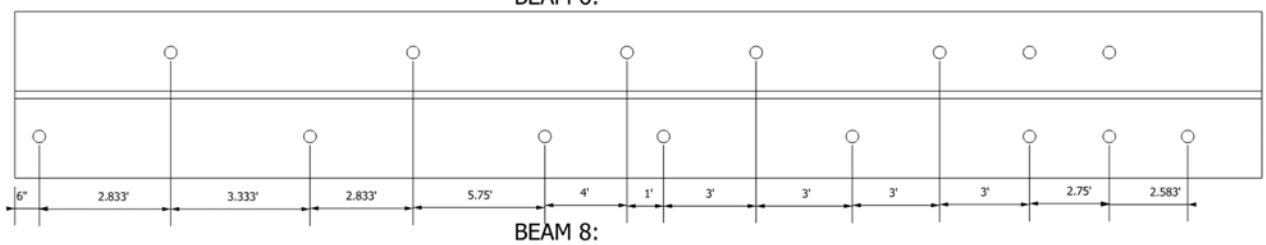
BEAMS 3, 5, & 7



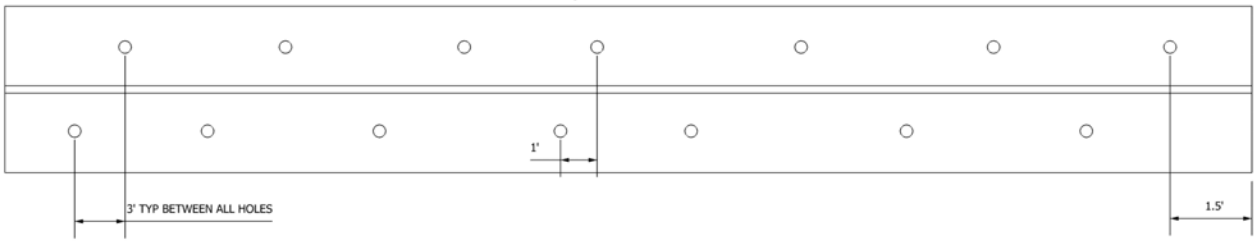
BEAM 4:



BEAM 6:



BEAM 8:

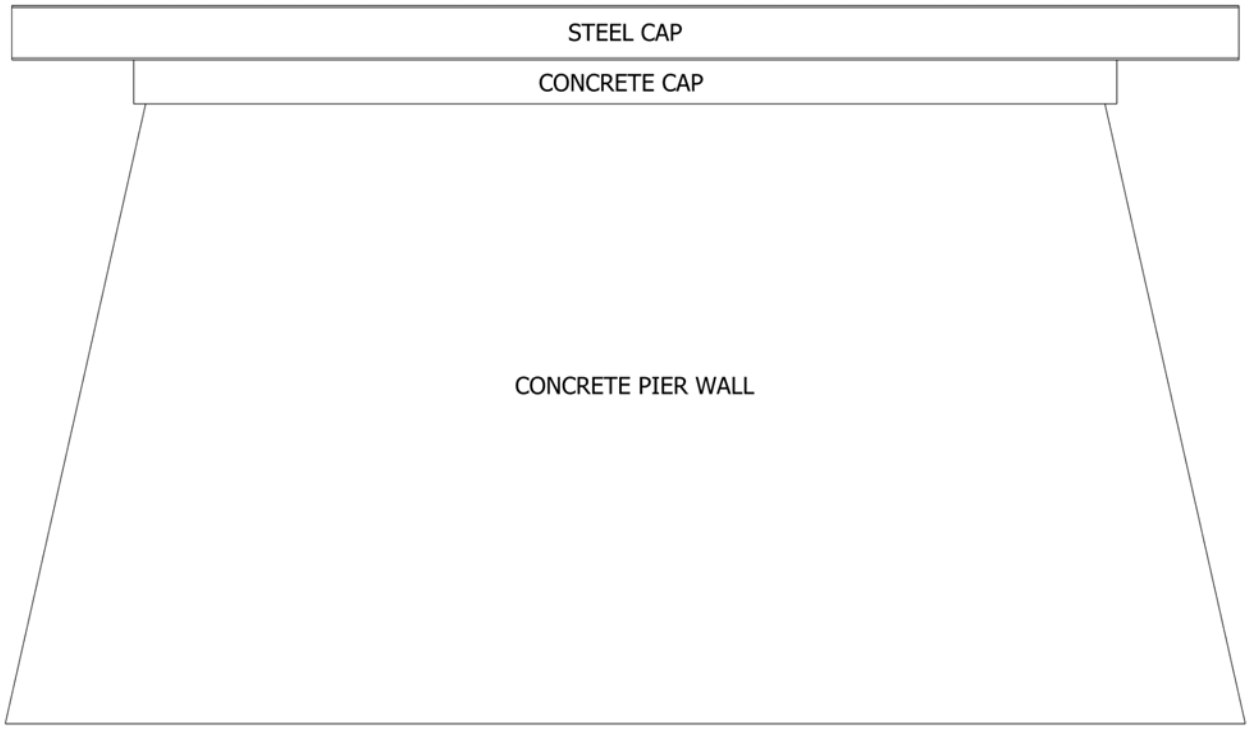


SKETCH VERIFIED BY RJH ON 1.22.2026

Title	Description
SPAN 6 TOP FLANGE HOLES	DETAILS

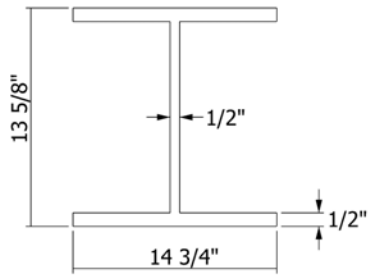
Structure No:	Drawn By:	Date:	Filename:
340099	JJR	8/6/2023	S001002000473.wes

Bridge Inspection Field Sketch



Caps							
#	Name	Type	Length	Width	Height	Left Beam to End of Cap	Right Beam to End of Cap
1	Cap 1	Steel Pier Cap	25.583ft	14.75in	13.625in	1.50ft	1.50ft
1	Concrete Cap 1	Reinforced Concrete Pier Cap	20.50ft	24.00in	11.00in	2.542ft	2.542ft

Piles							
#	Name	Type	Spacing	From	Height/Diam.	Width	Length
1	Pile 1	Reinforced Concrete Pier Wall	10.00ft	Left End of Bent	20.00ft	20.00in	



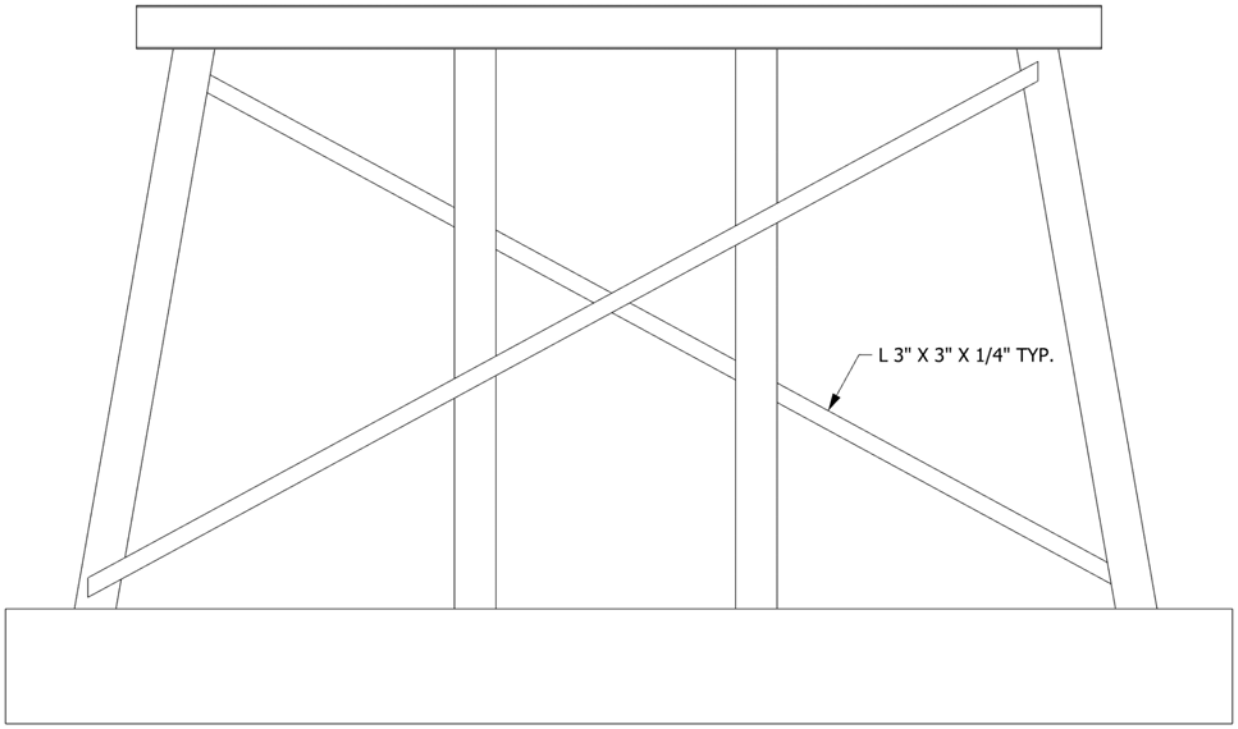
STEEL CAP DETAILS

SKETCH REVISED BY RJH ON 1.22.2026

Title	Description
BENT PROFILE	BENTS 1, 3, AND 5

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000464.wes

Bridge Inspection Field Sketch



Caps							
#	Name	Type	Length	Width	Height	Left Beam to End of Cap	Right Beam to End of Cap
1	Cap 1	Steel Pier Cap	25.167ft	14.50in	13.75in	1.583ft	1.583ft

Piles							
#	Name	Type	Spacing	From	Height/Diam.	Width	Length
1	Pile 1	Steel Pile	1.50ft	Left End of Bent	13.00in	12.00in	10.00ft
2	Pile 2	Steel Pile	7.333ft	Pile 1	13.00in	12.00in	10.00ft
3	Pile 3	Steel Pile	7.333ft	Pile 2	13.00in	12.00in	10.00ft
4	Pile 4	Steel Pile	7.333ft	Pile 3	13.00in	12.00in	10.00ft

Footings					
#	Name	Type	Length	Width	Height
1	Footing 1	Reinforced Concrete Footing	32.00ft	3.00ft	3.00ft

SKETCH VERIFIED BY RJH ON 1.22.2026

Title	Description
BENT PROFILE 1	BENTS 2 AND 4

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000465.wes

Bridge Inspection Field Sketch

FRANKLIN 340099 STONE DAM STREAMBED SOUNDINGS

STATION (SOUTH TO NORTH)	UPSTREAM SOUNDING (FT)	DESCRIPTION
22	0.2	
28	1	
33	2	
38	2.8	
43	3.8	
48	4.2	PIER
53	3.9	
58	4.5	
63	5.8	
68	4.4	
73	4.4	
78	4.2	
83	5.5	
88	5.5	
95	5	PIER
100	4.7	
105	5.5	
110	6.1	
115	5.5	
120	5.7	
125	5.4	
130	4.9	
135	4.1	
142	3.9	PIER
147	4.2	
152	3.2	
157	1.6	
162	0.7	
167	0	

Title	Description
STONE DAM STREAMBED	SOUNDINGS SOUTH TO NORTH

Structure No: 340099	Drawn By: JCB	Date: 11/6/2025	Filename: S000000020733.wes

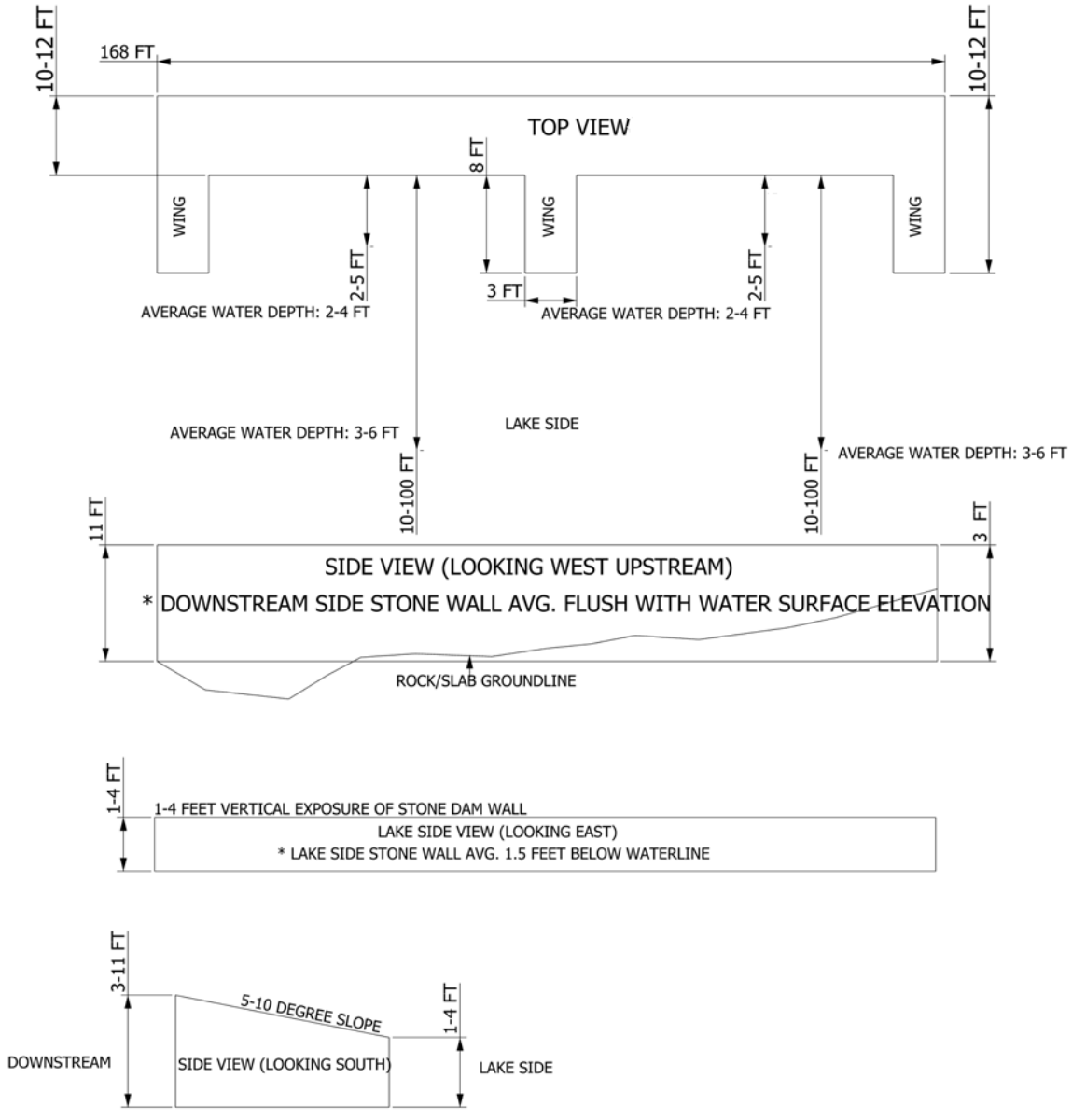
Bridge Inspection Field Sketch

FRANKLIN 340099

STONE WALL DAM (IRREGULAR SHAPES)

E

HEIGHT: 3-11 FEET
LENGTH: 168 FEET
WIDTH: 8-12 FEET
MATERIAL: STONE
CONDITION: POOR (VEGETATION OVERGROWTH, RANDOM LEAKS AND UNSTABLE STONES WITH MODERATE TO HEAVY DETERIORATION)
BOTTOM COMP: SILT, MUD WITH 1-2 FEET PROBE

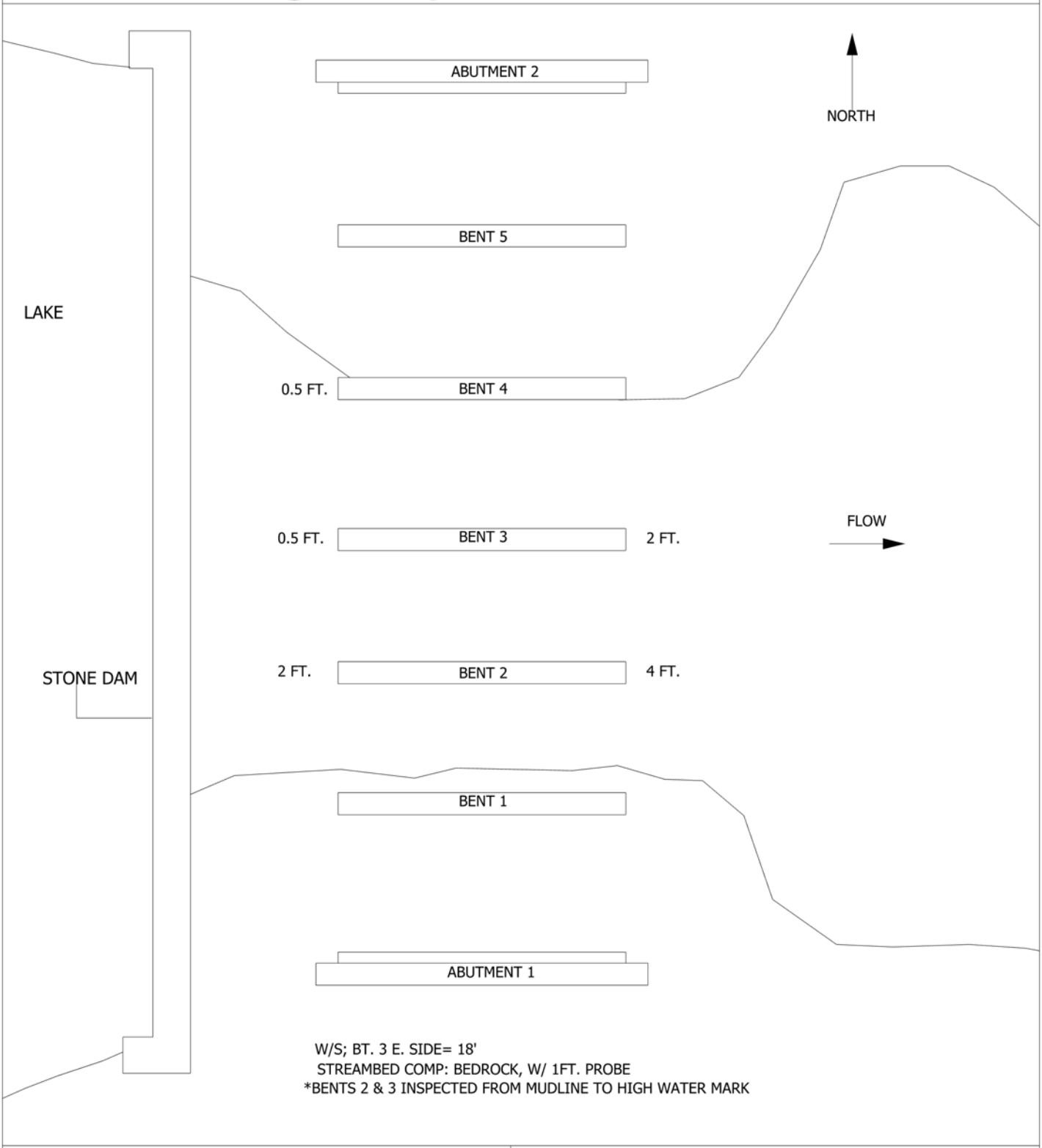


RALEIGH DIVE TEAM: J.C. BROUWER, D.S. BRADSHAW, G.T. KEANE

Title	Description
STONE DAM	168 FEET LONG STONE WALL/DAM

Structure No: 340099	Drawn By: JCB	Date: 11/5/2025	Filename: S000000020732.wes

Bridge Inspection Field Sketch



Title	Description
PLAN VIEW	WATERWAY

Structure No: 340099	Drawn By: DSB	Date: 6/18/2025	Filename: S000000020427.wes



TRANSITION ALONG END BENT 1 FILL FACE, TRANSITION ALONG END BENT 2 FILL FACE SIMILAR



LEFT RAIL, RIGHT RAIL SIMILAR



BENT 3, BENTS 1 AND 5 SIMILAR



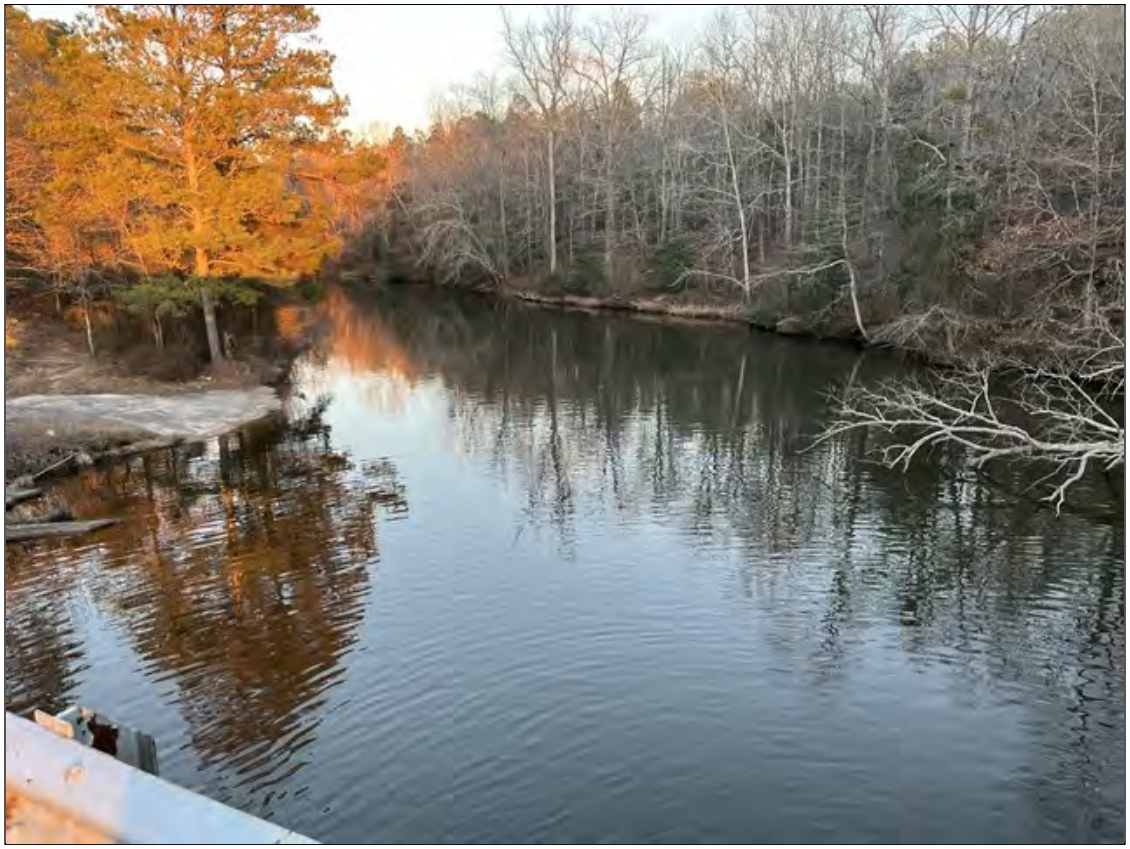
BEAM 5 BEARINGS AT BENT 3, OTHERS SIMILAR AT BENTS UNLESS OTHERWISE NOTED



LOOKING UPSTREAM, SOUTHWEST



LOOKING DOWNSTREAM, EAST



LOOKING DOWNSTREAM, NORTHEAST



LOOKING UPSTREAM, SOUTHWEST



SOUTH APPROACH



POSTING SIGN AT NORTH APPROACH, POSTING SIGN AT SOUTH APPROACH SIMILAR



NORTH APPROACH, LOOKING SOUTH



UPSTREAM PROFILE, LOOKING SOUTHEAST



NORTH APPROACH



DOWNSTREAM PROFILE, LOOKING NORTHWEST



LOOKING NORTH



SPAN 1 DOWNSTREAM PROFILE, LOOKING NORTHWEST



SPAN 2 DOWNSTREAM PROFILE, LOOKING NORTHWEST



SPAN 3 DOWNSTREAM PROFILE, LOOKING SOUTHWEST



SPAN 4 DOWNSTREAM PROFILE, LOOKING SOUTHWEST



SPAN 5 DOWNSTREAM PROFILE, LOOKING SOUTHWEST



SPAN 6 DOWNSTREAM PROFILE, LOOKING WEST



END BENT 2



SPAN 4 UNDERDECK,OTHERS SIMILAR



BENT 4 (LOOKING SOUTH), BENT 2 SIMILAR



BEAM 1 RESTING DIRECTLY ON CAP AT BENT 3, BEAMS 1 AND 7 SIMILAR AT BENTS 1 THRU 3



BEAM 7 BEARING AT END BENT 2, OTHERS SIMILAR AT END BENTS



END BENT 1

NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
STRUCTURE MANAGEMENT UNIT

ATTENTION: PRIORITY ACTION REQUEST; HYDRAPLATFORM USED; NEW REPAIRS

Structure Safety Report

Routine Element Inspection - Contract

STRUCTURE NUMBER: 340099 SAP STRUCTURE NO: 0350099 FHWA STRUCTURE NO: 000000000690099

DIVISION: 5 COUNTY: FRANKLIN INSPECTION DATE: 01/30/2025 FREQUENCY: 24 MONTHS

FACILITY CARRIED: SR1103 MILE POST:

LOCATION: 0.9 MI S JCT SR1706 0.9MI S JCT SR1706

FEATURE INTERSECTED: CROOKED CREEK

LATITUDE: 36° 0' 1.4" LONGITUDE: 78° 20' 49.88"

SUPERSTRUCTURE: STEEL PLANK FLOOR ON I-BEAMS

SUBSTRUCTURE: ABUTS:RC FULL HT,BTS1,3&5STL.CAP/RCPIER,BT2:STLCAP/H-PILE

SPANS: 6 SPANS. SEE SPAN PROFILE SHEET FOR SPAN DETAILS

☐ FRACTURE CRITICAL ☐ TEMPORARY SHORING ☐ SCOUR CRITICAL ☐ SCOUR PLAN OF ACTION

GRADES: (Inspector/NBI Coding) DECK 4 / 4 SUPERSTRUCTURE 3 / 3 SUBSTRUCTURE 3 / 3 CULVERT N / N

POSTED SV: 7 POSTED TTST: 7

OTHER SIGNS PRESENT: (4) DELINEATORS



SOUTH APPROACH LOOKING NORTH

Sign noticed issued for		Number Required
NO	WEIGHT LIMIT	0
NO	DELINEATORS	0
NO	NARROW BRIDGE	0
NO	ONE LANE BRIDGE	0
NO	LOW CLEARANCE	0

DIRECTION OF INSPECTION: S-N

DIRECTION MATCHES PLANS:

INSPECTED BY	SIGNATURE	ASSISTED BY
ERIC A. PATTERSON	Eric A Patterson	KEITH PROCTOR

IDENTIFICATION

(1) STATE NAME	NORTH CAROLINA	BRIDGE	340099
(8) STRUCTURE NUMBER (FEDERAL)			0690099
(5) INVENTORY ROUTE (ON/UNDER)	ON		131011030
(2) STATE HIGHWAY DEPARTMENT DISTRICT			5
(3) COUNTY CODE (FEDERAL)	69	(4) PLACE CODE	00000
(6) FEATURE INTERSECTED	CROOKED CREEK		
(7) FACILITY CARRIED	SR1103		
(9) LOCATION	0.9 MI S JCT SR1706		
(11) MILEPOINT			0.0
(12) BASE HIGHWAY NETWORK			0
(13) LRS INVENTORY ROUTE & SUBROUTE			
(16) LATITUDE	36° 0' 1.4"	(17) LONGITUDE	78° 20' 49.88"
(98) BORDER BRIDGE STATE CODE		PERCENT SHARED	
(99) BORDER BRIDGE STRUCTURE NUMBER			

STRUCTURE TYPE AND MATERIAL

(43) STRUCTURE TYPE MAIN			Steel
TYPE	Stringer/Multi-beam or girder	CODE	302
(44) STRUCTURE TYPE APPROACH			
TYPE		CODE	
(45) NUMBER OF SPANS IN MAIN UNIT			6
(46) NUMBER OF SPANS IN APPROACH			0
(107) DECK STRUCTURE TYPE		CODE	6
(108)WEARING SURFACE/PROTECTIVE SYSTEM			
(A) TYPE OF WEARING SURFACE		CODE	6
(B) TYPE OF MEMBRANE		CODE	0
(C) TYPE OF DECK PROTECTION		CODE	0

AGE AND SERVICE

(27) YEAR BUILT			1969
(106) YEAR RECONSTRUCTED			0
(42) TYPE OF SERVICE ON -			Highway
OFF -	Waterway	CODE	15
(28) LANES ON STRUCTURE	2	LANES UNDER STRUCTURE	0
(29) AVERAGE DAILY TRAFFIC			1000
(30) YEAR OF ADT	2022	(109) TRUCK ADT PCT	6
(19) BYPASS OR DETOUR LENGTH			7.0

GEOMETRIC DATA

(48) LENGTH OF MAXIMUM SPAN			31.0
(49) STRUCTURE LENGTH			193.0
(50) CURB OR SIDEWALK: LEFT	0.3	RIGHT	0.3
(51) BRIDGE ROADWAY WIDTH, CURB TO CURB			24.0
(52) DECK WIDTH OUT TO OUT			24.1
(32) APPROACH ROADWAY WIDTH (W/ SHOULDERS)			21.0
(33) BRIDGE MEDIAN	No median	CODE	0
(34) SKEW	0	(35) STRUCTURE FLARED	0
(10) INVENTORY ROUTE MIN VERT CLEAR			999.9
(47) INVENTORY ROUTE TOTAL HORIZ CLEAR			24.0
(53) MIN VERT CLEAR OVER BRIDGE RDWY			999.9
(54) MIN VERT UNDERCLEAR: REFERENCE			0.0
(55) MIN LAT UNDERCLEARANCE RT: REFERENCE	N		0.0
(56) MIN LAT UNDERCLEARANCE LT:			0.0

NAVIGATION DATA

(38) NAVIGATION CONTROL -	CODE	0
(111) PIER PROTECTION	CODE	
(39) NAVIGATION VERTICAL CLEARANCE		0.0
(116) VERT - LIFT BRIDGE NAV MIN VERT CLEAR		0.0
(40) NAVIGATION HORIZONTAL CLEARANCE		0.0

SUFFICIENCY RATING	13.56
STATUS =	Structurally Deficient

CLASSIFICATION

		CODE
(112) NBIS BRIDGE SYSTEM		YES
(104) HIGHWAY SYSTEM	Inventory Route not on NHS	0
(26) FUNCTIONAL CLASS	Rural Local	09
(100) STRAHNET HIGHWAY	Not a STRAHNET Route	0
(101) PARALLEL STRUCTURE	No parallel structure exists	N
(102) DIRECTION OF TRAFFIC	2-way traffic	2
(103) TEMPORARY STRUCTURE		
(110) DESIGNATED NATIONAL NETWORK - on national network for trucks		0
(20) TOLL	On Free Road	3
(21) MAINT -		01
(22) OWNER -		01
(37) HISTORICAL SIGNIFICANCE -		5

CONDITION

	CODE
(58) DECK	4
(59) SUPERSTRUCTURE	3
(60) SUBSTRUCTURE	3
(61) CHANNEL & CHANNEL PROTECTION	7
(62) CULVERTS	N

LOAD RATING AND POSTING

		CODE
(31) DESIGN LOAD	Unknown	0
(63) OPERATING RATING METHOD -	Load Factor	1
(64) OPERATING RATING -	HS-6	11
(65) INVENTORY RATING METHOD -		1
(66) INVENTORY RATING	HS-4	7
(70) BRIDGE POSTING	Posting Required	0
(41) STRUCTURE OPEN, POSTED, OR CLOSED		P
DESCRIPTION	Posted for Load	

APPRAISAL

	CODE
(67) STRUCTURAL EVALUATION	3
(68) DECK GEOMETRY	4
(69) UNDERCLEARANCES, VERT & HORIZ	N
(71) WATERWAY ADEQUACY	7
(72) APPROACH ROADWAY ALIGNMENT	8
(36) TRAFFIC SAFETY FEATURES	0000
(113) SCOUR CRITICAL BRIDGES	5

PROPOSED IMPROVEMENTS

(75) TYPE OF WORK	CODE
(76) LENGTH OF STRUCTURE IMPROVEMENT	
(94) BRIDGE IMPROVEMENT COST	
(95) ROADWAY IMPROVEMENT COST	
(96) TOTAL PROJECT COST	
(97) YEAR OF IMPROVEMENT COST ESTIMATE	
(114) FUTURE ADT 2,000	YEAR OF FUTURE ADT 2040

INSPECTION

(90) INSPECTION DATE	01/25	(91) FREQUENCY	12
(92) CRITICAL FEATURE INSPECTION		(93) CFI DATE	
A) FRACTURE CRIT DETAIL		A)	
B) UNDERWATER INSP	60	B)	06/21
C) OTHER SPECIAL INSP		C)	
SCOUR			

Superstructure Build Details

Span Number 1 Span Length 30.500 Skew 90.000

Number of Items	Type of Component	Element Name	Quantity		Protective System Applied	Quantity (Sq Ft)
1	Plate Girder	Steel Open Girder/Beam	30	Feet	Unknown	168
1	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	735	Square Feet	Galvanized Protective System	735
1	Asphalt Wearing Surface	Wearing Surface	732	Square Feet		
7	Other Bearing	Other Bearings	7	Each	Unknown	7
2	Steel Rail	Metal Bridge Railing	62	Feet	Galvanized Protective System	300
1	Weight Limit	Regulatory Sign	1	Each		
7	Plate Girder	Steel Open Girder/Beam	210	Feet	Legacy Red Lead Primer Systems with Various Topcoats	1176
2	Delineator	Warning Signs	2	Each		
5	Other Bearing	Other Bearings	5	Each	Legacy Red Lead Primer Systems with Various Topcoats	5

Span Number 2 Span Length 30.500 Skew 90.000

Number of Items	Type of Component	Element Name	Quantity		Protective System Applied	Quantity (Sq Ft)
12	Other Bearing	Other Bearings	12	Each	Legacy Red Lead Primer Systems with Various Topcoats	12
1	Asphalt Wearing Surface	Wearing Surface	732	Square Feet		
2	Steel Rail	Metal Bridge Railing	62	Feet	Galvanized Protective System	300
1	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	735	Square Feet	Galvanized Protective System	735
8	Plate Girder	Steel Open Girder/Beam	240	Feet	Legacy Red Lead Primer Systems with Various Topcoats	1344

Span Number 3 Span Length 29.750 Skew 90.000

Number of Items	Type of Component	Element Name	Quantity		Protective System Applied	Quantity (Sq Ft)
1	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	717	Square Feet	Galvanized Protective System	717
11	Other Bearing	Other Bearings	11	Each	Legacy Red Lead Primer Systems with Various Topcoats	11
1	Asphalt Wearing Surface	Wearing Surface	714	Square Feet		

Superstructure Build Details

2	Steel Rail	Metal Bridge Railing	60	Feet	Galvanized Protective System	300
1	Other Bearing	Other Bearings	1	Each	WS Uncoated	1
8	Plate Girder	Steel Open Girder/Beam	240	Feet	Legacy Red Lead Primer Systems with Various Topcoats	1336

Span Number 4 Span Length 30.000 Skew 90.000

Number of Items	Type of Component	Element Name	Quantity		Protective System Applied	Quantity (Sq Ft)
8	Plate Girder	Steel Open Girder/Beam	232	Feet	Legacy Red Lead Primer Systems with Various Topcoats	1304
1	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	723	Square Feet	Galvanized Protective System	723
12	Other Bearing	Other Bearings	12	Each	Legacy Red Lead Primer Systems with Various Topcoats	12
1	Asphalt Wearing Surface	Wearing Surface	720	Square Feet		
2	Steel Rail	Metal Bridge Railing	60	Feet	Galvanized Protective System	300
2	Other Bearing	Other Bearings	2	Each	Unknown	2

Span Number 5 Span Length 31.000 Skew 90.000

Number of Items	Type of Component	Element Name	Quantity		Protective System Applied	Quantity (Sq Ft)
1	Asphalt Wearing Surface	Wearing Surface	744	Square Feet		
11	Other Bearing	Other Bearings	11	Each	Legacy Red Lead Primer Systems with Various Topcoats	11
4	Other Bearing	Other Bearings	4	Each	Unknown	4
1	Other Bearing	Other Bearings	1	Each	WS Uncoated	1
1	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	747	Square Feet	Galvanized Protective System	747
8	Plate Girder	Steel Open Girder/Beam	240	Feet	Legacy Red Lead Primer Systems with Various Topcoats	1344
2	Steel Rail	Metal Bridge Railing	62	Feet	Galvanized Protective System	300

Span Number 6 Span Length 40.750 Skew 90.000

Number of Items	Type of Component	Element Name	Quantity		Protective System Applied	Quantity (Sq Ft)
1	Asphalt Wearing Surface	Wearing Surface	978	Square Feet		

Superstructure Build Details

6	Other Bearing	Other Bearings	6	Each	Unknown	6
6	Other Bearing	Other Bearings	6	Each	Legacy Red Lead Primer Systems with Various Topcoats	6
1	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	982	Square Feet	Galvanized Protective System	982
2	Delineator	Warning Signs	2	Each		
1	Weight Limit	Regulatory Sign	1	Each		
8	Plate Girder	Steel Open Girder/Beam	320	Feet	Legacy Red Lead Primer Systems with Various Topcoats	2048
2	Steel Rail	Metal Bridge Railing	82	Feet	Galvanized Protective System	400

Structure Element Scoring

Structure Number: 340099

Inspection Date 1/30/2025

Element Number	Parent Number	Element Name	Location	Total Quantity	Level 1 Quantity	Level 2 Quantity	Level 3 Quantity	Level 4 Quantity
30		Steel Deck Corrugated/Orthotropic/Etc.	Deck	4,639	1,446	1,637	1,336	220
515	30	Steel Protective Coating	Deck	4,639	2,325	0	0	2,314
107		Steel Open Girder/Beam	Beam	1,512	0	836	15	661
515	107	Steel Protective Coating	Beam	8,720	647	2,145	0	5,928
210		Reinforced Concrete Pier Wall	Piles and Columns	60	1	19	40	0
215		Reinforced Concrete Abutment	Abutments	76	38	26	12	0
220		Reinforced Concrete Pile Cap/Footing	Footing	64	0	64	0	0
225		Steel Pile	Piles and Columns	8	1	2	1	4
515	225	Steel Protective Coating	Piles and Columns	720	180	0	0	540
231		Steel Pier Cap	Caps	130	0	11	0	119
515	231	Steel Protective Coating	Caps	905	0	0	0	905
234		Reinforced Concrete Pier Cap	Caps	52	52	0	0	0
316		Other Bearings	Bearing Device	78	2	60	0	16
515	316	Steel Protective Coating	Bearing Device	78	0	0	0	78
330		Metal Bridge Railing	Bridge Rail	388	4	379	5	0
515	330	Steel Protective Coating	Bridge Rail	1,900	40	0	0	1,860
510		Wearing Surface	Wearing Surfaces	4,620	2,233	266	2,121	0
601		Regulatory Sign	Ground Mounted Signs	2	2	0	0	0
602		Warning Signs	Ground Mounted Signs	4	3	1	0	0

Summary of Maintenance Needs

Maintenance By Defect

Structure Number: 340099 Inspection Date: 01/30/2025

MMS Code	Element Name	Defect Name	Recommended Quantity
3328	Steel Deck Corrugated/Orthotropic/Etc.	Corrosion	1557 Square Feet
3314	Steel Open Girder/Beam	Connection	2 Feet
3314	Steel Open Girder/Beam	Corrosion	850 Feet
3348	Reinforced Concrete Pier Wall	Cracking (RC and Other)	40 Feet
3348	Reinforced Concrete Pier Wall	Delamination/Spall	15 Feet
3350	Reinforced Concrete Abutment	Delamination/Spall	1 Feet
3350	Reinforced Concrete Abutment	Cracking (RC and Other)	7 Feet
3350	Reinforced Concrete Abutment	Abrasion/Wear (PSC/RC)	5 Feet
3348	Reinforced Concrete Pile Cap/Footing	Abrasion/Wear (PSC/RC)	64 Feet
3354	Steel Pile	Corrosion	5 Feet
3354	Steel Pier Cap	Corrosion	130 Feet
3334	Other Bearings	Corrosion	1 Each
3334	Other Bearings	Connection	15 Each
3322	Metal Bridge Railing	Distortion	2 Feet
3322	Metal Bridge Railing	Connection	4 Feet
2816	Wearing Surface	Patched Area/Pothole (Wearing Surface)	52 Square Feet
2816	Wearing Surface	Crack (Wearing Surface)	2069 Square Feet
3342	Steel Protective Coating	Peeling/Bubbling/Cracking (steel Protective Coatings)	2145 Square Feet
3342	Steel Protective Coating	Effectiveness (Steel Protective Coatings)	1105 Square Feet
3342	Steel Protective Coating	Effectiveness (Steel Protective Coatings)	4231 Square Feet

Element Structure Maintenance Quantities

Structure Number: 340099 Inspection Date 01/30/2025

Location	MMS Code	Description	Maint Quantity	Total Quantity	Severe Quantity	Poor Quantity	Fair Quantity	Good Quantity
Beam	3314	Maintenance Steel Superstructure Components	852	1512	661.000	15.000	836.000	0.000
Beam	3342	Clean and Paint Steel	4496	8552	5800.000	0.000	2105.000	647.000
Beam	3342	Clean and Paint Steel	70	168	128.000	0.000	40.000	0.000
Bearing Device	3334	Bridge Bearing	16	78	16.000	0.000	60.000	2.000
Bearing Device	3342	Clean and Paint Steel	2	2	2.000	0.000	0.000	0.000
Bearing Device	3342	Clean and Paint Steel	57	57	57.000	0.000	0.000	0.000
Bearing Device	3342	Clean and Paint Steel	19	19	19.000	0.000	0.000	0.000
Bridge Rail	3322	Maintenance of Steel Bridge Rail	6	388	0.000	5.000	379.000	4.000
Bridge Rail	3342	Clean and Paint Steel	804	1900	1860.000	0.000	0.000	40.000
Deck	3328	Maintenance of Steel Plank Bridge Floor	1557	4639	220.000	1336.000	1637.000	1446.000
Deck	3342	Clean and Paint Steel	928	4639	2314.000	0.000	0.000	2325.000
Ground Mounted Signs	3250	Install or Replace Ground Mounted Signs	0	2	0.000	0.000	0.000	2.000
Ground Mounted Signs	3250	Install or Replace Ground Mounted Signs	0	4	0.000	0.000	1.000	3.000
Wearing Surfaces	2816	Asphalt Surface Repair	2121	4620	0.000	2121.000	266.000	2233.000
Abutments	3350	Maintenance of Concrete Wings and Wall	13	76	0.000	12.000	26.000	38.000
Caps	3342	Clean and Paint Steel	905	905	905.000	0.000	0.000	0.000
Caps	3348	Maintenance of Concrete Substructure	0	52	0.000	0.000	0.000	52.000
Caps	3354	Maintenance of Steel Substructure Components	130	130	119.000	0.000	11.000	0.000
Footing	3348	Maintenance of Concrete Substructure	64	64	0.000	0.000	64.000	0.000
Piles and Columns	3342	Clean and Paint Steel	200	720	540.000	0.000	0.000	180.000
Piles and Columns	3348	Maintenance of Concrete Substructure	55	60	0.000	40.000	19.000	1.000
Piles and Columns	3354	Maintenance of Steel Substructure Components	5	8	4.000	1.000	2.000	1.000

Priority Actions Request

Structure Number 340099

Span1

3314 Beam 1 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	6	Span 1 Beam 1: [PRIORITY ACTION REQUEST] AT BENT 1, TOP FLANGE, CORROSION WITH SECTION LOSS (6 FEET LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH AREAS OF MISSING SECTION AT BOTH SIDES STARTING AT 3 FEET FROM BEAM END (3 INCHES LONG X UP TO 1 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER 1 INCH OF THE WEB, 1/4 INCH AVERAGE REMAINING X 7 INCHES LONG; LOWER FLANGE, 3/16 INCH AVERAGE REMAINING X 7 INCHES LONG
3	Corrosion	3	Span 1 Beam 1: [PRIORITY ACTION REQUEST] BEAM END AT END BENT 1, LOWER FLANGE, CORROSION WITH SECTION LOSS, 1/4 INCH AVERAGE REMAINING X 3 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 2.5 FEET LONG WITH PERFORATIONS; UPPER FLANGE, 3/16 INCH AVERAGE REMAINING X 2 FEET LONG.

3314 Beam 2 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	12	Span 1 Beam 2: [PRIORITY ACTION REQUEST] AT 3 FEET FROM BENT 1, TOP FLANGE, CORROSION WITH SECTION LOSS (12 FEET LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH ONE (1) MISSING SECTION ON RIGHT SIDE AT 7 FEET FROM BEAM END (2 INCHES LONG X UP TO 2 INCHES WIDE X 100 PERCENT SECTION LOSS) AND THREE (3) MISSING SECTIONS ON LEFT SIDE AT 4 FEET FROM BEAM END (UP TO 3 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS)
2	Corrosion	8	Span 1 Beam 2: [PRIORITY ACTION REQUEST] AT 4 FEET FROM BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (8 FEET LONG X UP TO FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE)
2	Corrosion	10	Span 1 Beam 2: [PRIORITY ACTION REQUEST] AT BENT 1, LOWER WEB, CORROSION WITH SECTION LOSS (10 FEET LONG X 3 INCHES HIGH X 0.21 INCH AVERAGE REMAINING)
3	Corrosion	14	Span 1 Beam 2: [PRIORITY ACTION REQUEST] BEAM END AT END BENT 1, LOWER FLANGE, CORROSION WITH SECTION LOSS, 1/4 INCH AVERAGE REMAINING X 2 FEET LONG; WEB, 3/16 AVERAGE REMAINING FOR FULL HEIGHT X 6 INCHES LONG, THEN IN THE LOWER 2 INCHES OF THE WEB, 3/16 INCH AVERAGE REMAINING X NEXT 1.5 FEET LONG; UPPER FLANGE, 1/4 INCH AVERAGE REMAINING X 14 FEET LONG WITH KNIFE EDGING AND 1/2 INCH EDGE SCALLOPING.

3314 Beam 3 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	30	Span 1 Beam 3: [PRIORITY ACTION REQUEST] ALONG THE LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE)
4	Corrosion	3	Span 1 Beam 3: [PRIORITY ACTION REQUEST] BEAM END AT END BENT 1, LOWER FLANGE, CORROSION WITH SECTION LOSS, 1/4 INCH AVERAGE REMAINING X 3 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/16 INCH AVERAGE REMAINING X 1.5 FEET LONG WITH CRUSHING OF THE WEB, APPROXIMATELY 1/2 INCH.
2	Corrosion	3	Span 1 Beam 3: [PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (3 FEET LONG X FULL WIDTH X 0.35 INCH AVERAGE REMAINING)

? PAR Submitted 1 Routine Maintenance 2 Priority 24 Month 3 Priority 12 Month 4 Assigned Critical Find

Priority Actions Request

Structure Number 340099

3314 Beam 4 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	30	Span 1 Beam 4: [PRIORITY ACTION REQUEST] ALONG LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH AREAS OF MISSING SECTION AT BOTH SIDES THROUGHOUT (10 INCHES LONG X UP TO 2 INCHES WIDE X 100 PERCENT SECTION LOSS)
2	Corrosion	7	Span 1 Beam 4: [PRIORITY ACTION REQUEST] APPROXIMATELY 7 FEET OUT FROM END BENT 1, LOWER FLANGE, CORROSION WITH 3/8 INCH AVERAGE REMAINING X 4 FEET LONG; APPROXIMATELY 4 FEET OUT AT THE END OF THE WEB REPAIR PLATES, LOWER 4 INCHES, AVERAGE 3/16 INCH REMAINING X 3 FEET LONG.
2	Corrosion	6	Span 1 Beam 4: [PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (6 FEET LONG X FULL WIDTH X 0.37 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE AT BEAM END); LOWER 1 INCH OF THE WEB, CORROSION WITH 100 PERCENT SECTION LOSS X 2 INCHES LONG

3314 Beam 5 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	30	Span 1 Beam 5: [PRIORITY ACTION REQUEST] ALONG THE LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH SCATTERED AREAS OF MISSING SECTION AT BOTH SIDES (UP TO 10 INCHES LONG X 2 INCHES WIDE X 100 PERCENT SECTION LOSS)
2	Corrosion	15	Span 1 Beam 5: [PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (15 FEET LONG X FULL WIDTH X 0.26 INCH AVERAGE REMAINING); LOWER 1 INCH OF THE WEB, 1/4 INCH AVERAGE REMAINING X 3 INCHES LONG
3	Corrosion	10	Span 1 Beam 5: [PRIORITY ACTION REQUEST] BEAM END AT END BENT 1, UPPER FLANGE, CORROSION WITH SECTION LOSS, 3/16 INCH AVERAGE REMAINING WITH KNIFE EDGING X 10 FEET LONG; APPROXIMATELY 4 FEET OUT, LOWER 2 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 2.5 FEET LONG WITH A 1 INCH HIGH X 5 INCHES LONG HOLE AT 2 FEET FROM THE REPAIR PLATE.

3314 Beam 6 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	3	Span 1 Beam 6: [PRIORITY ACTION REQUEST] AT BENT 1, LOWER 2 INCHES OF THE WEB, CORROSION WITH SECTION LOSS [AVERAGE 3/16 INCH REMAINING X 1.5 FEET LONG, THEN AVERAGE 1/16 INCH REMAINING FOR NEXT 1.5 FEET WITH SCATTERED CORROSION HOLES UP TO 3/4 INCH DIAMETER]
3	Corrosion	12	Span 1 Beam 6: [PRIORITY ACTION REQUEST] AT BENT 1, TOP FLANGE, CORROSION WITH SECTION LOSS (12 FEET LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING) WITH MISSING SECTION ON THE RIGHT SIDE AT 4 FEET FROM BENT 1 (4 INCHES LONG X 2 INCHES WIDE X 100 PERCENT SECTION LOSS)
2	Corrosion	24	Span 1 Beam 6: [PRIORITY ACTION REQUEST] SCTATTERED ALONG THE LENGTH, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (24 FEET LONG X FULL WIDTH X 0.39 INCH AVERAGE REMAINING)

3314 Beam 7 Plate Girder

? PAR Submitted 1 Routine Maintenance 2 Priority 24 Month 3 Priority 12 Month 4 Assigned Critical Find

Priority Actions Request

Structure Number 340099

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	30	Span 1 Beam 7: [PRIORITY ACTION REQUEST] ALONG LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.24 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES AT BENT 1 (UP TO 2 FEET LONG X 0.25 INCH WIDE X 100 PERCENT SECTION LOSS)
2	Corrosion	3	Span 1 Beam 7: [PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (3 FEET LONG X FULL WIDTH X 1/4 INCH AVERAGE REMAINING)
2	Corrosion	3	Span 1 Beam 7: [PRIORITY ACTION REQUEST] AT BENT 1, LOWER AND UPPER 2 INCHES OF THE WEB, CORROSION WITH SECTION LOSS [1/8 INCH AVERAGE REMAINING X 6 INCHES LONG, THEN 1/4 INCH AVERAGE REMAINING X NEXT 2.5 FEET LONG]
3	Corrosion	10	Span 1 Beam 7: [PRIORITY ACTION REQUEST] BEAM END AT END BENT 1, LOWER FLANGE AT 8 FEET OUT, 3/8 INCH AVERAGE REMAINING X 6 FEET LONG; UPPER FLANGE AT 6 FEET OUT, 1/8 INCH AVERAGE REMAINING WITH KNIFE EDGING AND SCATTERED 1 INCH SCALLOPING ON BOTH SIDES X 10 FEET LONG.

3314 Beam 8 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	30	Span 1 Beam 8: [PRIORITY ACTION REQUEST] ALONG THE LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.25 INCH AVERAGE REMAINING) WITH MISSING SECTIONS AT BOTH SIDES (SCATTERED ALONG THE LENGTH X 2 INCHES WIDE X 100 PERCENT SECTION LOSS)
4	Corrosion	4	Span 1 Beam 8: [PRIORITY ACTION REQUEST] AT 7 FEET OUT FROM END BENT 1, LOWER FLANGE, CORROSION WITH 1/16 INCH AVERAGE REMAINING WITH KNIFE EDGING AND SCALLOPING UP TO 1/2 INCH WIDE X 2 FEET LONG, THEN 3/16 INCH AVERAGE REMAINING X NEXT 2 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/16 INCH AVERAGE REMAINING WITH HOLES UP TO 8 INCHES LONG X 1/2 INCH HIGH X 4 FEET LONG.
4	Corrosion	4	Span 1 Beam 8: [PRIORITY ACTION REQUEST] BEAM END AT END BENT 1, LOWER FLANGE IN THE FIRST 2 FEET, 1/8 INCH AVERAGE REMAINING WITH SCATTERED AREAS OF COMPLETE SECTION LOSS UP TO 1.5 INCHES WIDE, THEN 3/16 AVERAGE REMAINING X NEXT 1.25 FEET LONG; LOWER 2 INCHES OF THE WEB FOR 2.5 FEE LONG, 1/16 INCH AVERAGE REMAINING WITH SCATTERED HOLES UP TO 1/2 INCH HIGH X 2 INCHES LONG.
2	Corrosion	12	Span 1 Beam 8: [PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (12 FEET LONG X FULL WIDTH X 0.40 INCH AVERAGE REMAINING)

3322 Left Bridge Rail Steel Rail

Priority Level	Defect Type	Quantity	Defect Description
1	Connection	1	Span 1 Left Bridge Rail: [PRIORITY ACTION REQUEST] NEAR END, END TREATMENT IS LAPPED AGAINST TRAFFIC
2	Distortion	2	Span 1 Left Bridge Rail: [PRIORITY ACTION REQUEST] RAIL POSTS 4 AND 5 AT THE TOP ARE LEANING AND TWISTED 2 INCHES AWAY FROM ROADWAY

Span2

3328 Deck Steel Deck Corrugated

? PAR Submitted 1 Routine Maintenance 2 Priority 24 Month 3 Priority 12 Month 4 Assigned Critical Find

Priority Actions Request

Structure Number 340099

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	12	Span 2 Deck: [PRIORITY ACTION REQUEST] BAY 7 AT MID SPAN, 7/16 INCH THICK STEEL DECKING HAS BEEN PLACED TO REPAIR PAST DECK CORROSION [SURFACE CORROSION PRESENT ON PLATE]; STEEL DIAPHRAGM, UPPER FLANGE, LEFT HALF, CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH KNIFE EDGING AND SCALLOPING UP TO 3/4 INCH BACK, AND THE LOWER FLANGE, LEFT HALF, CORROSION WITH 1/4 INCH AVERAGE REMAINING; SCATTERED FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH PITTING UP TO 1/16 INCH DEEP ON BALANCE OF THE DIAPHRAGM

3314 Beam 1 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	3	Span 2 Beam 1: [PRIORITY ACTION REQUEST] AT BENT 1, TOP FLANGE, CORROSION WITH SECTION LOSS (3 FEET LONG X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTIONS (UP TO 3 INCHES LONG X 2 INCHES WIDE X 100 PERCENT SECTION); LOWER 1 INCH OF THE WEB, 5/16 INCH AVERAGE REMAINING X 3 FEET LONG

3314 Beam 2 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	1	Span 2 Beam 2: [PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.19 INCH AVERAGE REMAINING)
2	Corrosion	1	Span 2 Beam 2: [PRIORITY ACTION REQUEST] AT BENT 1, CORROSION WITH SECTION LOSS, TOP FLANGE (1 FOOT LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING) WITH MISSING SECTION AT BOTH SIDES (UP TO 4 INCHES LONG X UP TO 3 INCHES WIDE X 100 PERCENT SECTION LOSS), UPPER WEB AT END, MISSING SECTION (1 INCH LONG X 2 INCHES HIGH X 100 PERCENT SECTION LOSS)
2	Corrosion	4	Span 2 Beam 2: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (4 FEET LONG X FULL WIDTH X 0.1 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT LEFT SIDE (INTERMITTENT 4 FEET LONG X 1 INCH WIDE X 100 PERCENT SECTION); UPPER AND LOWER 3 INCHES OF THE WEB, CORROSION WITH AVERAGE 3/16 INCH REMAINING X 4 INCHES LONG.

3314 Beam 3 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	5	Span 2 Beam 3: [PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (5 FEET LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING)
3	Corrosion	7	Span 2 Beam 3: [PRIORITY ACTION REQUEST] AT BENT 1, TOP FLANGE, CORROSION WITH SECTION LOSS (7 FEET LONG X FULL WIDTH X 0.13 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION ON BOTH SIDES AT BEAM END (3 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS)
2	Corrosion	15	Span 2 Beam 3: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (15 FEET LONG X FULL WIDTH X 0.3 INCH AVERAGE REMAINING); LOWER 3 INCHES OF THE WEB, AVERAGE 3/16 INCH REMAINING X 8 INCHES LONG; LOWER RIGHT FLANGE, AVERAGE 3/16 INCH REMAINING X 10 INCHES LONG.
2	Corrosion	4	Span 2 Beam 3: [PRIORITY ACTION REQUEST] AT MID SPAN, TOP FLANGE,

Priority Actions Request

Structure Number 340099

			CORROSION WITH SECTION LOSS (4 FEET LONG X FULL WIDTH X 5/16 INCH AVERAGE REMAINING)

3314 Beam 4 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	1	Span 2 Beam 4: [PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.24 INCH AVERAGE REMAINING)
3	Corrosion	10	Span 2 Beam 4: [PRIORITY ACTION REQUEST] AT BENT 1, TOP FLANGE, CORROSION WITH SECTION LOSS (10 FEET LONG X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MULTIPLE AREAS OF MISSING SECTION AT BOTH SIDES NEAR BEAM END (UP TO 3 INCHES LONG X 3 INCHES WIDE X 100 PERCENT SECTION LOSS)
3	Corrosion	15	Span 2 Beam 4: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (15 FEET LONG X FULL WIDTH X 0.11 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE); LOWER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 1 INCH LONG THEN AVERAGE 3/16 INCH REMAINING FOR NEXT 6 INCHES.
3	Corrosion	6	Span 2 Beam 4: [PRIORITY ACTION REQUEST] NEAR MID SPAN, TOP FLANGE, CORROSION WITH SECTION LOSS (6 FEET LONG X FULL WIDTH X 1/4 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE WITH SCALLOPING UP TO 3/4 INCH BACK)

3314 Beam 5 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	30	Span 2 Beam 5: [PRIORITY ACTION REQUEST] ALONG THE LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION: ON BOTH SIDES AT MID SPAN (UP TO 3 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS), ON LEFT SIDE AT BENT 1 (3.5 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS), ON RIGHT SIDE AT BENT 1 (UP TO 14 INCHES LONG X UP TO 2 INCHES WIDE X 100 PERCENT SECTION LOSS); NEAR MID SPAN IN THE LOWER 2 INCHES OF THE WEB, 1/4 INCH AVERAGE REMAINING X 4 FEET LONG; AT THE SAME AREA, LOWER FLANGE, CORROSION WITH 5/16 INCH AVERAGE REMAINING X 4 FEET LONG
3	Corrosion	1	Span 2 Beam 5: [PRIORITY ACTION REQUEST] APPROXIMATELY 4.5 FEET OUT FROM BENT 2, UPPER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS FOR 8 INCHES LONG TAPERING TO FULL SECTION ON BOTH ENDS OVER 2 INCHES OF LENGTH.
4	Corrosion	1	Span 2 Beam 5: [PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT RIGHT SIDE NEAR BEAM END (6 INCHES LONG X 100 PERCENT SECTION LOSS); LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 7 INCHES LONG
4	Corrosion	2	Span 2 Beam 5: [PRIORITY ACTION REQUEST] AT BENT 2, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (2 FEET LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING); LOWER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS FOR 8 INCHES LONG, THEN 1/8 INCH AVERAGE REMAINING FOR NEXT 4 INCHES.
2	Corrosion	3	Span 2 Beam 5: [PRIORITY ACTION REQUEST] AT MID SPAN, LOWER 3 INCHES OF THE WEB, CORROSION WITH 1/4 INCH AVERAGE REMAINING X 3 FEET LONG

3314 Beam 6 Plate Girder

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Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	30	Span 2 Beam 6: [PRIORITY ACTION REQUEST] ALONG LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION: ON BOTH SIDES AT MID SPAN (3 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS), ON LEFT SIDE AT BENT 1 (4 INCHES LONG X UP TO 2.5 INCHES WIDE X 100 PERCENT SECTION LOSS)
2	Corrosion	3	Span 2 Beam 6: [PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS [RIGHT SIDE, 5/16 INCH AVERAGE REMAINING AND LEFT SIDE, 3/16 INCH AVERAGE REMAINING WITH KNIFE EDGING] X 3 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/4 INCH AVERAGE REMAINING X 2.5 FEET LONG
3	Corrosion	1	Span 2 Beam 6: [PRIORITY ACTION REQUEST] BEAM END AT BENT 2, LOWER FLANGE, CORROSION WITH SECTION LOSS, AVERAGE 1/4 INCH REMAINING X 1 FOOT LONG; LOWER 2 INCHES OF THE WEB, AVERAGE 3/16 INCH REMAINING X 1 FOOT LONG.

3314 Beam 7 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
4	Corrosion	30	Span 2 Beam 7: [PRIORITY ACTION REQUEST] ALONG THE LENGTH, THE UPPER FLANGE HAS SUBSTANTIALLY FAILED. CENTERED AROUND MID SPAN IN THE UPPER 1 INCH OF THE WEB, CORROSION WITH 1/16 INCH AVERAGE REMAINING WITH SCATTERED AREAS OF 100 PERCENT SECTION LOSS UP TO 4 INCHES LONG OVER AN 18 FOOT LENGTH, AND AT THE SAME AREA FOR THE SAME LENGTH IN THE LOWER 5 INCHES OF THE WEB, SUBSTANTIAL FAILURE HAS OCCURRED. LOWER FLANGE AT 6 FEET OUT FROM BENT 1, PLATES HAVE BEEN ADDED TO THE BOTTOM OF THE LOWER FLANGE FOR THE BALANCE OF THE LENGTH. THESE PLATES ARE 2 FEET LONG X 10 INCHES WIDE X 1/2 INCH THICK. WELDING IS GENERALLY POOR WITH PINHOLES, GAPPING AND SOME SEAMS NOT WELDED. PLATES ARE MISALIGNED IN MANY AREAS. AT BENT 2, THE FULL HEIGHT OF THE WEB HAS BEEN SECTIONED FOR 6 FEET LONG. THIS AREA HAS BEEN REPLACED WITH A CHECKERBOARD OF 1/2 INCH THICK PLATES. THE WELDS SHOW SIMILAR INFERIOR QUALITY WITH PINHOLES AND GAPPING, AND SOME SEAMS HAVE NOT BEEN WELDED.
4	Corrosion	3	Span 2 Beam 7: [PRIORITY ACTION REQUEST] BEAM END AT BENT 1, UPPER 2 INCHES OF THE WEB, CORROSION WITH 100 PERCENT SECTION LOSS X 4 INCHES LONG, THEN 3/16 INCH AVERAGE REMAINING X NEXT 2 FEET LONG.

3314 Beam 8 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Connection	2	Span 2 Beam 8: [PRIORITY ACTION REQUEST] AT MID SPAN, BOTH SIDES OF UPPER WEB, FOUR STEEL ANGLES (1 FOOT LONG X 6 INCHES HIGH X 4 INCHES WIDE X 3/8 INCH THICK EACH) IN TWO LOCATIONS SPACED 6 INCHES APART HAVE BEEN BOLTED TOGETHER, SANDWICHING THE WEB. THE ANGLES ARE NOT IN CONTACT WITH THE UPPER FLANGE, AND THE FAR SET IS NOT SEATED AGAINST THE WEB.
2	Corrosion	2	Span 2 Beam 8: [PRIORITY ACTION REQUEST] AT 5 FEET FROM BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (2 FEET LONG X UP TO FULL WIDTH X 0.125 INCH AVERAGE REMAINING).
4	Corrosion	2	Span 2 Beam 8: [PRIORITY ACTION REQUEST] AT BENT 1, LOWER WEB, CORROSION WITH SECTION LOSS (2.5 FEET LONG X 6 INCHES HIGH X 0.18 INCH AVERAGE REMAINING) WITH CORROSION HOLES (UP TO 2 INCHES LONG X 0.75 INCH HIGH)
3	Corrosion	20	Span 2 Beam 8: [PRIORITY ACTION REQUEST] AT BENT 1, TOP FLANGE, CORROSION WITH SECTION LOSS (20 FEET LONG X FULL WIDTH X 0.18 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION ON

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			LEFT SIDE AT BEAM END (UP TO 16 INCHES LONG X 1.5 INCH WIDE X 100 PERCENT SECTION LOSS)
4	Corrosion	15	Span 2 Beam 8: [PRIORITY ACTION REQUEST] CENTERED AROUND MID SPAN IN THE LOWER 2 INCHES OF THE WEB, CORROSION WITH 1/8 INCH AVERAGE REMAINING WITH SCATTERED HOLES UP TO 1/2 INCH DIAMETER
4	Corrosion	4	Span 2 Beam 8: [PRIORITY ACTION REQUEST] NEAR MID SPAN, CORROSION WITH SECTION LOSS, LEFT BOTTOM FLANGE (UP TO 3 FEET LONG X 3 INCHES WIDE X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE), LOWER WEB (3.5 FEET LONG X 3 INCHES HIGH X 0.125 INCH AVERAGE REMAINING) WITH CORROSION HOLES (12 INCHES LONG X 1 INCH HIGH X 100 PERCENT SECTION LOSS). A STEEL PLATE HAS BEEN ADDED TO THE LOWER FLANGE [3 FEET LONG X 8 INCHES WIDE X 7/16 INCH THICK]. THE WELDS ATTACHING THIS PLATE ALONG THE RIGHT AND LEFT LENGTHS ARE OF INFERIOR QUALITY WITH PINHOLES AND GAPPING, AND THE PLATE IS NOT WELDED AT ITS ENDS. THERE IS A STEEL PLATE NEAR THE CENTER ON THE RIGHT SIDE, POORLY WELDED TO THE LOWER FLANGE, AND NOT WELDED ON THE THREE REMAINING SIDES [1 FOOT LONG X 4 INCHES HIGH X 1/2 INCH THICK].

Span3

3328 Deck Steel Deck Corrugated

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	60	Span 3 Deck: [PRIORITY ACTION REQUEST] SCATTERED ON THE UNDERSIDE OF THE DECK, CONCENTRATED AT JOINT CONNECTIONS AND AROUND UPPER FLANGES, CORROSION WITH SECTION LOSS (3 INCHES LONG X 2.5 FEET WIDE X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE AT WEEP HOLE EDGES) WITH EXPOSED ASPHALT AT SOME RANDOM LOCATIONS

3314 Beam 1 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	3	Span 3 Beam 1: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (3 FEET LONG X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION ON BOTH SIDES AT BEAM END (3 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER FLANGE, 3/8 INCH AVERAGE REMAINING X 6 INCHES LONG; LOWER 1 INCH OF THE WEB, 5/16 INCH AVERAGE REMAINING X 6 INCHES LONG.
2	Corrosion	2	Span 3 Beam 1: [PRIORITY ACTION REQUEST] BEAM END AT BENT 3, LOWER FLANGE, CORROSION WITH SECTION LOSS [AVERAGE 1/4 INCH REMAINING X 9 INCHES LONG; LOWER 1 INCH OF THE WEB, 5/16 INCH REMAINING X 18 INCHES LONG

3314 Beam 2 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
4	Corrosion	5	Span 3 Beam 2: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (5 FEET LONG X FULL WIDTH X 0.13 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH SCATTERED AREAS OF MISSING SECTION AT BOTH SIDES (6 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER LEFT FLANGE, 1/8 INCH AVERAGE REMAINING X 6 INCHES LONG AND LOWER RIGHT FLANGE, 3/8 INCH AVERAGE REMAINING X 4 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/16 INCH AVERAGE REMAINING WITH PERFORATIONS X 3.5 FEET LONG; UPPER

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			4 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING WITH PERFORATIONS X 4 INCHES LONG. AT THE TOP, THE BEAM HAS DEFLECTED TO THE LEFT APPROXIMATELY 1 INCH.
3	Corrosion	1	Span 3 Beam 2: [PRIORITY ACTION REQUEST] BEAM END AT BENT 3, LOWER RIGHT FLANGE, CORROSION WITH SECTION LOSS [AVERAGE 1/4 INCH REMAINING X 5 INCHES LONG AND LOWER LEFT FLANGE, 100 PERCENT SECTION LOSS X 5 INCHES LONG; LOWER 2 INCHES OF THE WEB, 1/16 INCH REMAINING X 6 INCHES LONG WITH PINHOLES.

3314 Beam 3 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
4	Corrosion	6	Span 3 Beam 3: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (6 FEET LONG X FULL WIDTH X 0.09 INCH AVERAGE REMAINING) WITH MISSING SECTION AT BOTH SIDES (12 INCHES LONG X 1.5 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER LEFT FLANGE, 5/16 INCH AVERAGE REMAINING X 6 INCHES LONG AND LOWER RIGHT FLANGE, 5/16 INCH AVERAGE REMAINING WITH 1 INCH WIDE X 2 INCH LONG CUT HOLE X 6 INCHES LONG; LOWER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 3 INCHES LONG THEN 1/8 INCH AVERAGE REMAINING FOR NEXT 9 INCHES; UPPER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 3 INCHES LONG.
4	Corrosion	2	Span 3 Beam 3: [PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (2 FEET LONG X FULL WIDTH X 0.1 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT RIGHT SIDE (12 INCHES LONG X UP TO 1 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER FLANGE, CORROSION WITH SECTION LOSS, AVERAGE 3/16 INCH REMAINING X 11 INCHES LONG; LOWER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS FOR 5 INCHES LONG, THEN 1/8 INCH AVERAGE REMAINING X NEXT 1 FOOT LONG; UPPER 2 INCHES OF THE WEB, 3/16 INCH AVERAGE REMAINING X 6 INCHES LONG.

3314 Beam 4 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
4	Corrosion	4	Span 3 Beam 4: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (4 FEET LONG X FULL WIDTH X 0.09 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (1.5 FEET LONG X UP TO 1.5 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER FLANGE, 3/8 INCH AVERAGE REMAINING X 1 FOOT LONG; LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 3 INCHES LONG THEN 3/16 INCH AVERAGE REMAINING FOR NEXT 9 INCHES; UPPER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 3 INCHES LONG.
3	Corrosion	2	Span 3 Beam 4: [PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (2 FEET LONG X FULL WIDTH X 0.13 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE); LOWER FLANGE, CORROSION WITH SECTION LOSS, AVERAGE 5/16 INCH REMAINING X 5 INCHES LONG; LOWER 2 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 9 INCHES LONG WITH PINHOLES.

3314 Beam 5 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	9	Span 3 Beam 5: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (5 FEET LONG X FULL WIDTH X 0.11 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT RIGHT SIDE (12 INCHES LONG X 1.25 INCH WIDE X 100 PERCENT SECTION

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			LOSS), SIMILAR AT MID SPAN FOR 4 FEET LONG; LOWER FLANGE, 3/8 INCH AVERAGE REMAINING X 1.5 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING FOR 1.5 FEET LONG WITH PINHOLES; UPPER 7 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 3 INCHES LONG.
4	Corrosion	4	Span 3 Beam 5: [PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (4 FEET LONG X FULL WIDTH X 0.19 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (INTERMITTENT 1.5 FEET LONG X UP TO 2 INCHES WIDE X 100 PERCENT SECTION LOSS); LOWER FLANGE, CORROSION WITH SECTION LOSS, AVERAGE 3/16 INCH REMAINING X 6 INCHES LONG; LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS FOR 6 INCHES LONG; UPPER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 2 INCHES LONG.

3314 Beam 6 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	7	Span 3 Beam 6: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (2 FEET LONG X FULL WIDTH X 0.2 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (10 INCHES LONG X 3 INCHES WIDE X 100 PERCENT SECTION LOSS), SIMILAR AT MID SPAN WITH 1/4 INCH AVERAGE REMAINING; LOWER LEFT FLANGE, 3/16 INCH AVERAGE REMAINING X 2 FEET LONG AND LOWER RIGHT FLANGE, 1/16 INCH AVERAGE REMAINING X 1 FOOT LONG; LOWER 2 INCHES OF THE WEB, 3/16 INCH AVERAGE REMAINING FOR 1 FOOT LONG; UPPER 7 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 3 INCHES LONG.
3	Corrosion	5	Span 3 Beam 6: [PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (5 FEET LONG X FULL WIDTH X 0.09 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (3 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER FLANGE, CORROSION WITH SECTION LOSS, AVERAGE 1/4 INCH REMAINING X 8 INCHES LONG; LOWER 1 INCH OF THE WEB, 1/16 INCH SECTION LOSS X 2 FEET LONG.

3314 Beam 7 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
4	Corrosion	30	Span 3 Beam 7: [PRIORITY ACTION REQUEST] ALONG LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.15 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH AREAS OF MISSING SECTION ON BOTH SIDES THROUGHOUT (4 INCHES LONG X 1.5 INCH WIDE X 100 PERCENT SECTION); BEAM END AT BENT 2, LOWER FLANGE, 1/4 INCH AVERAGE REMAINING X 3 FEET LONG [SIMILAR AT SCATTERED AREAS ALONG THE FULL LENGTH]; LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 8 INCHES LONG THEN 1/8 INCH AVERAGE REMAINING FOR NEXT 3 FEET; UPPER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 3 INCHES LONG. THE BEAM HAS CRUSHED APPROXIMATELY 1/2 INCH AT THE AREA OF 100 PERCENT SECTION LOSS IN THE LOWER WEB; UPPER 3 INCHES OF THE WEB AND LOWER 4 INCHES OF THE WEB, SCATTERED CORROSION WITH SECTION LOSS [AVERAGE 3/16 INCH REMAINING] ALONG THE LENGTH; AT 45 INCHES OUT FROM BENT 3, LOWER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS FOR 9 INCHES LONG.

3314 Beam 8 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	1	Span 3 Beam 8: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.05 INCH

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			AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (1 FOOT LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER FLANGE, SURFACE CORROSION; LOWER 1 INCH OF THE WEB, 5/16 INCH AVERAGE REMAINING FOR 1 FOOT LONG; UPPER 2 INCHES OF THE WEB, 5/16 INCH AVERAGE REMAINING X 4 INCHES LONG.
2	Corrosion	2	Span 3 Beam 8: [PRIORITY ACTION REQUEST] AT BENT 3, LOWER RIGHT FLANGE, CORROSION WITH SECTION LOSS, AVERAGE 3/16 INCH REMAINING X 11 INCHES LONG; LOWER 1 INCH OF THE WEB, 3/16 INCH AVERAGE REMAINING X 15 INCHES LONG.

Span4

3328 Deck Steel Deck Corrugated

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	40	Span 4 Deck: [PRIORITY ACTION REQUEST] SCATTERED ON THE UNDERSIDE OF THE DECK, CONCENTRATED AT JOINT CONNECTIONS AND ABOVE UPPER FLANGES, CORROSION WITH SECTION LOSS (3 INCHES LONG X 2.5 FEET WIDE X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE AT WEEP HOLE EDGES) WITH EXPOSED ASPHALT AT SOME RANDOM LOCATIONS

3334 Beam 1 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Connection	1	Span 4 Beam 1 - Beam 1 Far Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.
2	Corrosion	4	Span 4 Beam 1: [PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (4 FEET LONG X FULL WIDTH X 0.11 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) X 4 FEET LONG.
2	Corrosion	1	Span 4 Beam 1: [PRIORITY ACTION REQUEST] AT BENT 4, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (8 INCHES LONG X FULL WIDTH X 1/8 INCH AVERAGE REMAINING); LOWER 2 INCHES OF THE WEB, AVERAGE 1/4 INCH REMAINING X 8 INCHES LONG.

3334 Beam 2 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Connection	1	Span 4 Beam 2 - Beam 2 Far Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.
3	Corrosion	5	Span 4 Beam 2: [PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (5 FEET LONG X FULL WIDTH X 0.17 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES AT 2 FEET FROM BEAM END (3 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER WEB, CORROSION WITH SECTION LOSS (1 FOOT LONG X 6 INCHES HIGH X 0.1 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BEAM END (3 INCHES LONG X 1 INCH HIGH X 100 PERCENT SECTION LOSS); BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.29 INCH AVERAGE REMAINING).
4	Corrosion	1	Span 4 Beam 2: [PRIORITY ACTION REQUEST] AT BENT 4, LOWER FLANGE, CORROSION WITH SECTION LOSS (6 INCHES LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (6 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 5 INCHES LONG, THEN 1/8 INCH AVERAGE REMAINING FOR NEXT 4 INCHES

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LONG.

3334 Beam 3 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Connection	1	Span 4 Beam 3 - Beam 3 Far Bearing: [PRIORITY ACTION REQUEST] LEFT ANCHOR NUT AND BOLT HAS SUBSTANTIALLY FAILED.
3	Corrosion	6	Span 4 Beam 3: [PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (6 FEET LONG X FULL WIDTH X 0.16 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT RIGHT SIDE NEAR BEAM END (5 INCHES LONG X 1.25 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER FLANGE, 5/16 INCH AVERAGE REMAINING X 5 INCHES LONG; LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 1 INCH LONG, THEN 3/16 INCH AVERAGE REMAINING FOR NEXT 4 INCHES LONG.
4	Corrosion	1	Span 4 Beam 3: [PRIORITY ACTION REQUEST] AT BENT 4, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (2 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 5 INCHES LONG, THEN 1/8 INCH AVERAGE REMAINING FOR NEXT 3 INCHES LONG.

3334 Beam 4 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Connection	1	Span 4 Beam 4 - Beam 4 Far Bearing: [PRIORITY ACTION REQUEST] RIGHT ANCHOR NUT AND BOLT HAVE SUBSTANTIALLY FAILED.
3	Corrosion	5	Span 4 Beam 4: [PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (5 FEET LONG X FULL WIDTH X 0.15 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES NEAR BEAM END (3 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS)
3	Corrosion	1	Span 4 Beam 4: [PRIORITY ACTION REQUEST] AT BENT 4, LEFT LOWER FLANGE, 3/16 INCH AVERAGE REMAINING X 8 INCHES LONG AND RIGHT LOWER FLANGE, 1/16 INCH AVERAGE REMAINING WITH 1/2 INCH DIAMETER HOLE X 8 INCHES LONG; LOWER 2 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING FOR 1 FOOT LONG.

3334 Beam 5 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Connection	1	Span 4 Beam 5 - Beam 5 Far Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.
2	Corrosion	10	Span 4 Beam 5: [PRIORITY ACTION REQUEST] AT BENT 4, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.14 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH ONE (1) CORRODED SALVAGE HOLE AT EACH SIDE OF FLANGE (1 INCH DIAMETER X 100 PERCENT SECTION LOSS); AT 1 FOOT FROM BENT 4, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (9 FEET LONG X FULL WIDTH X 0.15 INCH AVERAGE REMAINING)
2	Corrosion	6	Span 4 Beam 5: [PRIORITY ACTION REQUEST] AT MID SPAN, LOWER FLANGE, CORROSION WITH AVERAGE 1/4 INCH REMAINING X 6 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/4 INCH AVERAGE REMAINING X 4 FEET LONG.
4	Corrosion	3	Span 4 Beam 5: [PRIORITY ACTION REQUEST] BEAM END AT BENT 3, AT 9 INCHES OUT, THE LOWER 8 INCHES OF THE WEB HAS BEEN SECTIONED AND REMOVED FOR 24 INCHES LONG. ON THE LEFT LOWER FLANGE AT THE

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SAME LOCATION, A STEEL PLATE [27 INCHES LONG X 4 INCHES WIDE X 1/2 INCH THICK] HAS BEEN WELDED AT THE NEAR AND FAR ENDS TO THE LOWER FLANGE, BUT THERE IS NO WELD ALONG THE FLANGE LENGTH. A STEEL PLATE [27 INCHES LONG X 9 INCHES HIGH X 1/2 INCHES THICK] IS WELDED TO THE LOWER FLANGE PLATE AT A 90 DEGREE ANGLE, COVERING THE SECTIONED AREA OF THE WEB. HOWEVER THERE ARE NO WELDS ATTACHING THIS PLATE TO THE BEAM.

3334 Beam 6 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Connection	1	Span 4 Beam 6 - Beam 6 Far Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.
3	Corrosion	7	Span 4 Beam 6: [PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (7 FEET LONG X FULL WIDTH X 0.32 INCH AVERAGE REMAINING); BOTTOM FLANGE, CORROSION WITH SECTION LOSS (4 FEET LONG X FULL WIDTH X 0.13 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE); LOWER 3 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 3 FEET LONG WITH SCATTERED 1/2 INCH DIAMETER HOLES.
3	Corrosion	10	Span 4 Beam 6: [PRIORITY ACTION REQUEST] AT BENT 4, LOWER WEB, CORROSION WITH SECTION LOSS (5 FEET LONG X 4 INCHES HIGH X 0.15 INCH AVERAGE REMAINING) WITH TWO (2) CORROSION HOLES (UP TO 0.25 INCH DIAMETER X 100 PERCENT SECTION LOSS); BOTTOM FLANGE (10 FEET LONG X FULL WIDTH X 0.3 INCH AVERAGE REMAINING), EXCEPT FOR THE FIRST 6 INCHES WHICH HAS 1/8 INCH AVERAGE REMAINING.

3334 Beam 7 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Connection	1	Span 4 Beam 7 - Beam 7 Far Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.
3	Corrosion	29	Span 4 Beam 7: [PRIORITY ACTION REQUEST] ALONG THE LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.14 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES THROUGHOUT (INTERMITTENT FULL LENGTH X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS); AT BENT 3, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (UP TO 20 FEET LONG X FULL WIDTH X 0.27 INCH AVERAGE REMAINING); UPPER AND LOWER 3 INCHES OF THE WEB, SCATTERED 1/16 INCH SECTION LOSS; AT BENT 4, LOWER 2 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 7 INCHES LONG.

3334 Beam 8 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Connection	1	Span 4 Beam 8 - Beam 8 Far Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.
3	Corrosion	10	Span 4 Beam 8: [PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (10 FEET LONG X FULL WIDTH X 0.19 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE); LOWER 1 INCH OF THE WEB, 5/16 INCH REMAINING X 15 INCHES LONG.
3	Corrosion	10	Span 4 Beam 8: [PRIORITY ACTION REQUEST] AT BENT 4, TOP FLANGE, CORROSION WITH SECTION LOSS (10 FEET LONG X FULL WIDTH X 0.21 INCH AVERAGE REMAINING); LOWER FLANGE, 100 PERCENT SECTION LOSS X 6 INCHES LONG; LOWER 1 INCH OF THE WEB, 1/16 INCH SECTION LOSS X 6 INCHES LONG.

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Span5

3328 Deck Steel Deck Corrugated

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	1	Span 5 Deck: [PRIORITY ACTION REQUEST] RIGHT SIDE AT BENT 4, ASPHALT WEARING SURFACE EDGE RETAINER HAS 100 PERCENT SECTION LOSS OVER A 1 FOOT LENGTH.
3	Corrosion	60	Span 5 Deck: [PRIORITY ACTION REQUEST] SCATTERED BUT CONCENTRATED AT JOINT CONNECTIONS AND TOP FLANGES, CORROSION WITH SECTION LOSS (3 INCHES LONG X 2.5 FEET WIDE X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE AT WEEP HOLE EDGES) WITH SOME AREAS OF EXPOSED ASPHALT WEARING SURFACE.

3334 Beam 1 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Connection	1	Span 5 Beam 1 - Beam 1 Near Bearing: [PRIORITY ACTION REQUEST] LEFT ANCHOR NUT AND BOLT HAS SUBSTANTIALLY FAILED.
4	Corrosion	1	Span 5 Beam 1: [PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER FLANGE, CORROSION WITH 1/4 INCH AVERAGE REMAINING X 6 INCHES LONG; LOWER 3 INCHES OF THE WEB, CORROSION WITH 1/8 INCH AVERAGE REMAINING WITH PERFORATIONS X 1 FOOT LONG.

3334 Beam 2 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Connection	1	Span 5 Beam 2 - Beam 2 Near Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.
3	Corrosion	1	Span 5 Beam 2: [PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER LEFT FLANGE, CORROSION WITH 3/8 INCH AVERAGE REMAINING, AND LOWER RIGHT FLANGE, CORROSION WITH 1/16 INCH AVERAGE REMAINING, BOTH X 5 INCHES LONG; LOWER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS FOR 2 INCHES LONG, THEN 1/8 INCH AVERAGE REMAINING X NEXT 10 INCHES LONG.

3334 Beam 3 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Connection	1	Span 5 Beam 3 - Beam 3 Near Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.
4	Corrosion	1	Span 5 Beam 3: [PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER FLANGE, CORROSION WITH 3/16 INCH AVERAGE REMAINING X 6 INCHES LONG; LOWER 2 INCHES OF THE WEB, CORROSION WITH 1/16 INCH AVERAGE REMAINING X 6 INCHES LONG.

3334 Beam 4 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	1	Span 5 Beam 4 - Beam 4 Near Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.
3	Corrosion	1	Span 5 Beam 4: [PRIORITY ACTION REQUEST] AT BENT 5, BOTTOM FLANGE,

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			CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.18 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE)
2	Corrosion	2	Span 5 Beam 4: [PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER FLANGE, CORROSION WITH 1/8 INCH AVERAGE REMAINING X 6 INCHES LONG; AND THE WEB AT THIS LOCATION HAS BEEN SECTIONED WITH A STEEL PLATE WELDED TO REPLACE WHAT WAS REMOVED [17 INCHES LONG X 9 INCHES HIGH X 1/2 INCH THICK]; SCATTERED SURFACE CORROSION PRESENT.
3	Corrosion	20	Span 5 Beam 4: [PRIORITY ACTION REQUEST] NEAR MID SPAN, TOP FLANGE, CORROSION WITH SECTION LOSS (20 FEET LONG X FULL WIDTH X 0.22 INCH AVERAGE REMAINING) WITH SCATTERED KNIFE EDGING AN SCALLOPING

3334 Beam 5 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Connection	1	Span 5 Beam 5 - Beam 5 Near Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.
2	Corrosion	1	Span 5 Beam 5: [PRIORITY ACTION REQUEST] AT BENT 5, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.20 INCH AVERAGE REMAINING)
2	Corrosion	2	Span 5 Beam 5: [PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER FLANGE, CORROSION WITH 1/4 INCH AVERAGE REMAINING X UP TO 2 FEET LONG; ON BOTH SIDES OF THE WEB, PLATES HAVE BEEN WELDED INTO PLACE [2 FEET LONG X FULL HEIGHT X 1/4 INCH THICK]; SURFACE CORROSION PRESENT
2	Corrosion	18	Span 5 Beam 5: [PRIORITY ACTION REQUEST] NEAR MID SPAN, TOP FLANGE, CORROSION WITH SECTION LOSS (15 FEET LONG X FULL WIDTH X 0.27 INCH AVERAGE REMAINING); INTERMEDIATE DIAPHRAGM IN BAY 5, CORROSION WITH SECTION LOSS ON BOTH FLANGES (FULL LENGTH X FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE ON TOP FLANGE)

3334 Beam 6 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Connection	1	Span 5 Beam 6 - Beam 6 Near Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.
2	Corrosion	3	Span 5 Beam 6: [PRIORITY ACTION REQUEST] AT BENT 5, TOP FLANGE, CORROSION WITH SECTION LOSS (3 FEET LONG X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE)
2	Corrosion	1	Span 5 Beam 6: [PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER FLANGE, CORROSION WITH 1/4 INCH AVERAGE REMAINING X 5 INCHES LONG; THE WEB HAS SCATTERED SURFACE CORROSION.
2	Corrosion	3	Span 5 Beam 6: [PRIORITY ACTION REQUEST] INTERMEDIATE DIAPHRAGM IN BAY 6, CORROSION WITH SECTION LOSS ON BOTH FLANGES (FULL LENGTH X FULL WIDTH X 0.25 INCH AVERAGE REMAINING)

3334 Beam 7 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Connection	1	Span 5 Beam 7 - Beam 7 Near Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.
3	Corrosion	1	Span 5 Beam 7: [PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER FLANGE, CORROSION WITH 1/4 INCH AVERAGE REMAINING X 5 INCHES LONG WITH THE OVERALL WIDTH BEING REDUCED BY 1 INCH; LOWER 2 INCHES OF THE WEB, CORROSION WITH 1/16 INCH AVERAGE REMAINING X 3 INCHES LONG.

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3	Corrosion	18	Span 5 Beam 7: [PRIORITY ACTION REQUEST] BETWEEN MID SPAN AND BENT 5, TOP FLANGE, CORROSION WITH SECTION LOSS (15 FEET LONG X FULL WIDTH X 0.2 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE); INTERMEDIATE DIAPHRAGM IN BAY 7, CORROSION WITH SECTION LOSS ON BOTH FLANGES (FULL LENGTH X FULL WIDTH X 0.25 INCH AVERAGE REMAINING, DOWN TO KNIFE EDGE ON TOP FLANGE) WITH MISSING SECTION ON TOP FLANGE (FULL LENGTH X 1 INCH WIDE X 100 PERCENT SECTION LOSS); AT MID SPAN, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (10 FEET LONG X FULL WIDTH X 0.32 INCH AVERAGE REMAINING).

3334 Beam 8 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
3	Connection	1	Span 5 Beam 8 - Beam 8 Near Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.
2	Corrosion	3	Span 5 Beam 8: [PRIORITY ACTION REQUEST] AT MID SPAN, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (3 FEET LONG X FULL WIDTH X 0.28 INCH AVERAGE REMAINING).
2	Corrosion	1	Span 5 Beam 8: [PRIORITY ACTION REQUEST] AT BENT 5, TOP FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.26 INCH AVERAGE REMAINING)
4	Corrosion	1	Span 5 Beam 8: [PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER FLANGE, CORROSION WITH 1/4 INCH AVERAGE REMAINING X 5 INCHES LONG; LOWER 1 INCH OF THE WEB, CORROSION WITH 100 PERCENT SECTION LOSS X 10 INCHES LONG.

Span6

3328 Deck Steel Deck Corrugated

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	60	Span 6 Deck: [PRIORITY ACTION REQUEST] SCATTERED BUT CONCENTRATED AT JOINT CONNECTIONS AND TOP FLANGES, CORROSION WITH SECTION LOSS (3 INCHES LONG X 2.5 FEET WIDE X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE AT WEEP HOLE EDGES) WITH ASPHALT EXPOSED AT SOME LOCATIONS

3314 Beam 3 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	1	Span 6 Beam 3: [PRIORITY ACTION REQUEST] AT END BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 1/4 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (3 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS)

3314 Beam 4 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	3	Span 6 Beam 4: [PRIORITY ACTION REQUEST] AT BENT 5, TOP FLANGE, CORROSION WITH SECTION LOSS (32 INCHES LONG X FULL WIDTH X 0.375 INCH AVERAGE REMAINING)

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3314 Beam 5 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	1	Span 6 Beam 5: [PRIORITY ACTION REQUEST] AT END BENT 2, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (7 INCHES LONG X FULL WIDTH X 0.31 INCH AVERAGE REMAINING) WITH ONE CORRODED SALVAGE HOLE AT RIGHT SIDE (1 INCH DIAMETER X 100 PERCENT SECTION)
2	Corrosion	4	Span 6 Beam 5: [PRIORITY ACTION REQUEST] AT BENT 5, TOP FLANGE, CORROSION WITH SECTION LOSS (4 FEET LONG X FULL WIDTH X 0.375 INCH AVERAGE REMAINING)

3314 Beam 6 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	1	Span 6 Beam 6: [PRIORITY ACTION REQUEST] AT END BENT 2, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (7 INCHES LONG X FULL WIDTH X 0.31 INCH AVERAGE REMAINING) WITH MISSING SECTION AT RIGHT SIDE (1 INCH LONG X 2 INCHES WIDE X 100 PERCENT SECTION)
2	Corrosion	2	Span 6 Beam 6: [PRIORITY ACTION REQUEST] AT BENT 5, TOP FLANGE, CORROSION WITH SECTION LOSS (2 FEET LONG X FULL WIDTH X 0.375 INCH AVERAGE REMAINING)

3314 Beam 7 Plate Girder

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	26	Span 6 Beam 7: [PRIORITY ACTION REQUEST] AT BENT 5, TOP FLANGE, CORROSION WITH SECTION LOSS (26 FEET LONG X FULL WIDTH X 0.22 INCH AVERAGE REMAINING)
3	Corrosion	1	Span 6 Beam 7: [PRIORITY ACTION REQUEST] AT END BENT 2, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (8 INCHES LONG X FULL WIDTH X 1/8 INCH AVERAGE REMAINING) WITH MISSING SECTION AT LEFT SIDE (2 INCHES LONG X 2 INCHES WIDE X 100 PERCENT SECTION LOSS); TOP FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 1/8 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT LEFT SIDE (2 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS).

3322 Left Bridge Rail Steel Rail

Priority Level	Defect Type	Quantity	Defect Description
2	Connection	1	Span 6 Left Bridge Rail: [PRIORITY ACTION REQUEST] FIRST POST LAP SPLICE IMPROPERLY CONNECTED [TOO SHORT OF AN OVERLAP AND MISSING TWO BOLTS]

3322 Right Bridge Rail Steel Rail

Priority Level	Defect Type	Quantity	Defect Description
1	Connection	1	Span 6 Right Bridge Rail: [PRIORITY ACTION REQUEST] FAR END, END TREATMENT IS LAPPED AGAINST TRAFFIC
2	Connection	1	Span 6 Right Bridge Rail: [PRIORITY ACTION REQUEST] FIRST POST LAP SPLICE IMPROPERLY CONNECTED [TOO SHORT OF AN OVERLAP AND

Priority Actions Request

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MISSING TWO BOLTS]

Bent 1

3354 Cap 1 Steel Pier Cap

Priority Level	Defect Type	Quantity	Defect Description
4	Corrosion	3	Bent 1 Cap 1: [PRIORITY ACTION REQUEST] BETWEEN BEAMS 3 AND 4, THE UPPER FLANGE HAS CORROSION WITH AVERAGE 3/16 INCH REMAINING WITH SCALLOPING AND KNIFE EDGING; BETWEEN STIFFENERS 5 AND 6, THE LOWER 6 INCHES OF THE WEB HAS CORROSION WITH 3/8 INCH AVERAGE REMAINING; BETWEEN STIFFENERS 6 AND 7, THE LOWER 4 INCHES OF THE WEB HAS CORROSION WITH 1/16 INCH AVERAGE REMAINING WITH PERFORATIONS; THE LOWER FLANGE HAS CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH SCALLOPING UP TO 1 INCH BACK AND KNIFE EDGING; STIFFENER 6 HAS FAILED ON THE NEAR SIDE; STIFFENER 6 ON THE FAR SIDE HAS FAILED; STIFFENER 7 ON THE FAR SIDE HAS AVERAGE 1/8 INCH REMAINING IN THE LOWER 5 INCHES.
4	Corrosion	4	Bent 1 Cap 1: [PRIORITY ACTION REQUEST] BETWEEN BEAMS 4 AND 5, THE UPPER FLANGE HAS CORROSION WITH AVERAGE 3/16 INCH REMAINING WITH SCALLOPING AND KNIFE EDGING; BETWEEN STIFFENERS 7 AND 8, THE LOWER 4 INCHES OF THE WEB HAS CORROSION WITH 1/16 INCH AVERAGE REMAINING WITH PERFORATIONS; BETWEEN STIFFENERS 8 AND 9, THE LOWER 4 INCHES OF THE WEB HAS SURFACE CORROSION; THE LOWER FLANGE HAS CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH SCALLOPING UP TO 1 INCH BACK AND KNIFE EDGING; STIFFENER 9 HAS FAILED ON THE NEAR SIDE; STIFFENERS 8 AND 9 HAVE FAILED ON THE FAR SIDE.
4	Corrosion	3	Bent 1 Cap 1: [PRIORITY ACTION REQUEST] BETWEEN BEAMS 5 AND 6, THE UPPER FLANGE HAS CORROSION WITH AVERAGE 3/8 INCH REMAINING ON THE NEAR SIDE AND 3/16 INCH REMAINING WITH KNIFE EDGING ON THE FAR SIDE; BETWEEN STIFFENERS 9 AND 10, THE LOWER 6 INCHES OF THE WEB HAS CORROSION WITH 5/16 INCH AVERAGE REMAINING; THE LOWER FLANGE HAS CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH SCALLOPING UP TO 1 INCH BACK, KNIFE EDGING AND PERFORATIONS.
4	Corrosion	12	Bent 1 Cap 1: [PRIORITY ACTION REQUEST] BETWEEN BEAMS 6 AND 7, THE UPPER FLANGE HAS CORROSION WITH AVERAGE 3/16 INCH REMAINING WITH KNIFE EDGING, EXCEPT FOR THE FAR SIDE BETWEEN STIFFENERS 11 AND 12 WHICH HAS 3/8 INCH AVERAGE REMAINING; BETWEEN STIFFENERS 10 AND 11, THE LOWER 6 INCHES OF THE WEB HAS CORROSION WITH 3/8 INCH AVERAGE REMAINING; BETWEEN STIFFENERS 11 AND 12, THE LOWER 4 INCHES OF THE WEB HAS CORROSION WITH 1/4 INCH AVERAGE REMAINING; THE LOWER FLANGE HAS CORROSION WITH AVERAGE 1/4 INCH REMAINING; STIFFENER 11 ON THE NEAR SIDE HAS FAILED; STIFFENER 11 ON THE FAR SIDE HAS CORROSION IN THE LOWER 5 INCHES WITH 1/4 INCH AVERAGE REMAINING; STIFFENER 12 ON THE FAR SIDE HAS FAILED.
4	Corrosion	4	Bent 1 Cap 1: [PRIORITY ACTION REQUEST] BETWEEN BEAMS 7 AND 8, THE UPPER FLANGE HAS CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH SCALLOPING UP TO 1 INCH BACK AND KNIFE EDGING; THE WEB HAS CORROSION WITH 1/4 INCH AVERAGE REMAINING; THE LOWER FLANGE HAS CORROSION WITH AVERAGE 1/16 INCH REMAINING WITH SCALLOPING UP TO 2 INCHES BACK AND KNIFE EDGING; STIFFENER 13 ON THE FAR SIDE HAS FAILED; STIFFENER 14 ON THE NEAR SIDE HAS FAILED.

Bent 2

3354 Cap 1 Steel Pier Cap

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Priority Level	Defect Type	Quantity	Defect Description
4	Corrosion	26	Bent 2 Cap 1: [PRIORITY ACTION REQUEST] ALONG THE LENGTH OF THE CAP ON THE NEAR SIDE, THE UPPER FLANGE REMAINING SECTION VARIES FROM 3/8 INCH TO 1/8 INCH, WITH THE AVERAGE REMAINING BEING 3/16 INCH. THE LOWER FLANGE IS SIMILAR ON THE NER SIDE. ON THE FAR SIDE, THE UPPER FLANGE REMAINING SECTION VARIES FROM 1/2 INCH TO 1/8 INCH WITH THE AVERAGE REMAINING BEING 1/4 INCH, WITH 100 PERCENT SECTION LOSS BETWEEN BEAMS 6 AND 7. THE LOWER FLANGE ON THE FAR SIDE IS SIMILAR WITH 100 PERCENT SECTION LOSS BETWEEN BEAMS 1 AND 2. ON THE NEAR SIDE, ALONG THE LENGTH OF THE WEB, THE REMAINING SECTION VARIES BETWEEN 1/4 INCH AND FULL SECTION LOSS. FULL SECTION LOSS IS PREVALENT IN THE LOWER 5 INCHES OF THE WEB FROM BEAMS 2 THROUGH 7. PAST 100 PERCENT SECTION LOSS IN THE WEB HAS BEEN CUT AWAY AND COVERED WITH STEEL PLATES, HOWEVER THE PLATES ARE NOT SEATED AGAINST THE WEB OR LOWER FLANGE, AND ARE NOT FULLY WELDED. THE WEB REPAIRS APPEAR TO NOT BE FUNCTIOING, AS THE CAP HAS DEFLECTED DOWNWARD UP TO 1.5 INCHES OVER PILES 2 AND 3. THE WEB EXHIBITS BUCKLING AND SPLITTING NEAR PILE 3. ON THE NEAR SIDE, STIFFENERS 2 AND 10 HAVE FAILED. ON THE FAR SIDE, STIFFENERS 3, 7, 10, 12, AND 13 HAVE FAILED,

3354 Pile 2 Steel Pile

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	1	Bent 2 Pile 2: [PRIORITY ACTION REQUEST] AT THE WATERLINE ON THE FLANGES AND WEB, CORROSION WITH AVERAGE 1/4 INCH REMAINING X UP TO 6 INCHES HIGH

3354 Pile 3 Steel Pile

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	1	Bent 2 Pile 3: [PRIORITY ACTION REQUEST] AT THE WATERLINE ON THE FLANGES, CORROSION WITH AVERAGE 1/4 INCH REMAINING X UP TO 6 INCHES HIGH; ON THE WEB, CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH PINHOLES.

Bent 3

3354 Cap 1 Steel Pier Cap

Priority Level	Defect Type	Quantity	Defect Description
4	Corrosion	26	Bent 3 Cap 1: [PRIORITY ACTION REQUEST] ALONG THE LENGTH OF THE CAP ON THE NEAR SIDE, THE UPPER FLANGE REMAINING SECTION VARIES FROM 5/8 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 1/4 INCH. THE LOWER FLANGE REMAINING SECTION VARIES FROM 5/8 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 1/8 INCH, WITH A SECTION OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 2 AND 3. THE UPPER FLANGE ON THE FAR SIDE VARIES FROM 5/8 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 5/16 INCH. THE LOWER FLANGE ON THE FAR SIDE VARIES FROM 5/8 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING AND SCALLOPING UP TO 2 INCHES BACK, WITH THE AVERAGE REMAINING BEING 3/16 INCH. ALONG THE LENGTH OF THE WEB, THE REMAINING SECTION VARIES BETWEEN 7/16 INCH AND 1/16 INCH. FULL SECTION LOSS IS PREVALENT IN THE LOWER 5 INCHES OF THE WEB FROM BEAMS 2 THROUGH 8. THE CAP HAS DEFLECTED DOWNWARD

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UP TO 0.75 INCH ALONG THE LENGTH IN SCATTERED AREAS. ON THE NEAR SIDE, STIFFENERS 3 AND 8 HAVE FAILED, AND STIFFENERS 2, 7, AND 9 HAVE 1/8 INCH AVERAGE REMAINING IN THE LOWER 4 INCHES. ON THE FAR SIDE, STIFFENERS 1, 2, AND 10 HAVE SUBSTANTIALLY FAILED, AND NUMBER 4 HAS 1/8 INCH AVERAGE REMAINING IN THE LOWER 4 INCHES.

Bent 4

3354 Cap 1 Steel Pier Cap

Priority Level	Defect Type	Quantity	Defect Description
4	Corrosion	26	Bent 4 Cap 1: [PRIORITY ACTION REQUEST] ALONG THE LENGTH OF THE CAP ON THE NEAR SIDE, THE UPPER FLANGE REMAINING SECTION VARIES FROM 7/16 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 1/4 INCH. THE LOWER FLANGE REMAINING SECTION VARIES FROM 7/16 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 5/16 INCH, WITH A SECTION OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 5 AND 6. THE UPPER FLANGE ON THE FAR SIDE VARIES FROM 7/16 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 1/4 INCH. THE LOWER FLANGE ON THE FAR SIDE VARIES FROM 7/16 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING AND SCALLOPING, WITH THE AVERAGE REMAINING BEING 5/16 INCH, WITH AREAS OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 5 AND 6, AND BETWEEN BEAMS 7 AND 8. ALONG THE LENGTH OF THE WEB, THE REMAINING SECTION VARIES BETWEEN 7/16 INCH AND 1/16 INCH WITH AREAS OF PERFORATIONS. THE CAP DEFLECTS DOWNWARD AT THE RIGHT END UP TO 1/2 INCH. ON THE NEAR SIDE, STIFFENERS 2, 4, 8, AND 10 HAVE FAILED, AND STIFFENER 3 HAS 1/8 INCH AVERAGE REMAINING IN THE LOWER 3 INCHES. ON THE FAR SIDE, STIFFENERS 1, 2, 3, 5, 10, AND 13 HAVE FAILED.

3354 Pile 1 Steel Pile

Priority Level	Defect Type	Quantity	Defect Description
2	Corrosion	1	Bent 4 Pile 1: [PRIORITY ACTION REQUEST] NEAR FLANGE AT THE BASE, RIGHT SIDE, CORROSION WITH SECTION LOSS [AVERAGE 3/16 INCH REMAINING] FOR 2 INCHES HIGH X 4 INCHES WIDE; ON THE BALANCE OF THE FLANGES AND WEB, 1/16 INCH SECTION LOSS UP TO 2 INCHES HIGH.

3354 Pile 2 Steel Pile

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	1	Bent 4 Pile 2: [PRIORITY ACTION REQUEST] NEAR FLANGE AT THE BASE, RIGHT SIDE, CORROSION WITH SECTION LOSS [AVERAGE 1/16 INCH REMAINING WITH 1/2 INCH DIAMETER HOLES] FOR 2 INCHES HIGH X 4 INCHES WIDE; ON THE BALANCE OF THE FLANGES AND WEB, 1/4 INCH AVERAGE REMAINING FOR UP TO 2 INCHES HIGH.

3354 Pile 3 Steel Pile

Priority Level	Defect Type	Quantity	Defect Description
3	Corrosion	1	Bent 4 Pile 3: [PRIORITY ACTION REQUEST] AT THE BASE, ON THE FLANGES AND WEB, 1/4 INCH AVERAGE REMAINING FOR UP TO 2 INCHES HIGH.

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Bent 5

3354 Cap 1 Steel Pier Cap

Priority Level	Defect Type	Quantity	Defect Description
4	Corrosion	26	Bent 5 Cap 1: [PRIORITY ACTION REQUEST] ALONG THE LENGTH OF THE CAP ON THE NEAR SIDE, THE UPPER FLANGE REMAINING SECTION VARIES FROM 1/2 INCH TO 1/8 INCH, WITH THE AVERAGE REMAINING BEING 3/8 INCH. THE LOWER FLANGE REMAINING SECTION VARIES FROM 1 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING AND PERFORATIONS, WITH THE AVERAGE REMAINING BEING 3/4 INCH, WITH A SECTION OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 7 AND 8. THE UPPER FLANGE ON THE FAR SIDE VARIES FROM 1/2 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 3/8 INCH, AND AN AREA OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 5 AND 6. THE LOWER FLANGE ON THE FAR SIDE VARIES FROM 1 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 3/4 INCH, WITH AN AREA OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 5 AND 6. ALONG THE LENGTH OF THE WEB, THE REMAINING SECTION VARIES BETWEEN 7/16 INCH AND 1/16 INCH WITH 1/4 INCH AVERAGE REMAINING. ON THE NEAR SIDE, STIFFENERS 3, 5, 7, 8, 9 AND 10 HAVE FAILED. ON THE FAR SIDE, STIFFENERS 2 AND 9 HAVE FAILED. BETWEEN BEAMS 7 AND 8 AT AN AREA OF PAST 100 PERCENT SECTION LOSS, A STEEL PLATE HAS BEEN PLACED OVER THE AREA, BUT NOT FULLY WELDED.

Element Condition and Maintenance Data

Structure Number: 340099 Inspection Date: 01/30/2025

Span 1 Deck

Steel Deck Corrugated

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
30	Steel Deck Corrugated/Orthotropic/Etc.	735	0	511	224	0	Square Feet
515	Steel Protective Coating	735	362	0	0	373	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	30	Corrosion	AT RANDOM AND AROUND DRAINAGE HOLES AND AT TOP FLANGE, CORROSION WITH SECTION LOSS (UP TO 3 INCHES LONG X 2.5 FEET WIDE X 0.20 INCH AVERAGE REMAINING); AT BAYS 6 AND 7 APPROXIMATELY 8 FEET OUT FROM BENT 1, 3 INCHES X 3 INCHES X 7/16 INCH THICK ANGLES WELDED TO THE TOP FLANGES OF THE BEAM ON EITHER END.	3	224	224	Square Feet
☑	30	Corrosion	(3 FEET LONG X 3 FEET WIDE) PAST REPAIR IN BAY 6 AT BENT 1, DECK REPLACED WITH STEEL PLATE [7/16 INCH THICK] AND ANGLES [ANGLES ARE 1 FOOT APART] WITHIN 3 FEET OF END BENT 1 IN BAY 6 (SIMILAR IN BAY 2); SURFACE CORROSION THROUGHOUT	2	18		Square Feet
☑	30	Corrosion	BAY 4 WITHIN 8 FEET OF END BENT 1, DECK REPLACED IN THE PAST WITH STEEL PLATE [7/16 INCH THICK] AND ANGLES [SPACED AT 1 FOOT APART]; SURFACE CORROSION THROUGHOUT	2	120		Square Feet
☑	30	Corrosion	SURFACE RUST AT RANDOM, AROUND DRAINAGE HOLES AND AT TOP FLANGES.	2	373		Square Feet
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING HAS FAILED AT RANDOM THROUGHOUT UNDERSIDE OF DECK AROUND TOP FLANGE AND DRAINAGE HOLES	4	373	94	Square Feet

General Comments

Span 1 Beam 1

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	21	0	9	Feet
515	Steel Protective Coating	168	0	20	0	148	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 1, TOP FLANGE, CORROSION WITH SECTION LOSS (6 FEET LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH AREAS OF MISSING SECTION AT BOTH SIDES STARTING AT 3 FEET FROM BEAM END (3 INCHES LONG X UP TO 1 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER 1 INCH OF THE WEB, 1/4 INCH AVERAGE REMAINING X 7 INCHES LONG; LOWER FLANGE, 3/16 INCH AVERAGE REMAINING X 7 INCHES LONG	4	6	6	Feet

☑ 107	Corrosion	[PRIORITY ACTION REQUEST] BEAM END AT END BENT 1, LOWER FLANGE, CORROSION WITH SECTION LOSS, 1/4 INCH AVERAGE REMAINING X 3 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 2.5 FEET LONG WITH PERFORATIONS; UPPER FLANGE, 3/16 INCH AVERAGE REMAINING X 2 FEET LONG.	4	3	3	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND PITTING UP TO 1/16 INCH DEEP	2	21		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	148	15	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	20	20	Square Feet

General Comments

Span 1 Beam 2

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	1	0	29	Feet
515	Steel Protective Coating	168	0	40	0	128	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT 3 FEET FROM BENT 1, TOP FLANGE, CORROSION WITH SECTION LOSS (12 FEET LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH ONE (1) MISSING SECTION ON RIGHT SIDE AT 7 FEET FROM BEAM END (2 INCHES LONG X UP TO 2 INCHES WIDE X 100 PERCENT SECTION LOSS) AND THREE (3) MISSING SECTIONS ON LEFT SIDE AT 4 FEET FROM BEAM END (UP TO 3 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS)	4	4	12	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT 4 FEET FROM BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (8 FEET LONG X UP TO FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE)	4	8	8	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 1, LOWER WEB, CORROSION WITH SECTION LOSS (10 FEET LONG X 3 INCHES HIGH X 0.21 INCH AVERAGE REMAINING)	4	3	10	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] BEAM END AT END BENT 1, LOWER FLANGE, CORROSION WITH SECTION LOSS, 1/4 INCH AVERAGE REMAINING X 2 FEET LONG; WEB, 3/16 AVERAGE REMAINING FOR FULL HEIGHT X 6 INCHES LONG, THEN IN THE LOWER 2 INCHES OF THE WEB, 3/16 INCH AVERAGE REMAINING X NEXT 1.5 FEET LONG; UPPER FLANGE, 1/4 INCH AVERAGE REMAINING X 14 FEET LONG WITH KNIFE EDGING AND 1/2 INCH EDGE SCALLOPING.	4	14	14	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND PITTING UP TO 1/16 INCH DEEP	2	1		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	128	15	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	40	40	Square Feet

General Comments

Span 1 Beam 3

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	0	0	30	Feet
515	Steel Protective Coating	168	0	40	0	128	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] ALONG THE LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE)	4	27	30	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] BEAM END AT END BENT 1, LOWER FLANGE, CORROSION WITH SECTION LOSS, 1/4 INCH AVERAGE REMAINING X 3 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/16 INCH AVERAGE REMAINING X 1.5 FEET LONG WITH CRUSHING OF THE WEB, APPROXIMATELY 1/2 INCH.	4	3	3	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (3 FEET LONG X FULL WIDTH X 0.35 INCH AVERAGE REMAINING)	3		3	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND PITTING UP TO 1/16 INCH DEEP	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	128	30	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	40	40	Square Feet

General Comments

Span 1 Beam 4

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	0	0	30	Feet
515	Steel Protective Coating	168	0	40	0	128	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] ALONG LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH AREAS OF MISSING SECTION AT BOTH SIDES THROUGHOUT (10 INCHES LONG X UP TO 2 INCHES WIDE X 100 PERCENT SECTION LOSS)	4	17	30	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] APPROXIMATELY 7 FEET OUT FROM END BENT 1, LOWER FLANGE, CORROSION WITH 3/8 INCH AVERAGE REMAINING X 4 FEET LONG; APPROXIMATELY 4 FEET OUT AT THE END OF THE WEB REPAIR PLATES, LOWER 4 INCHES, AVERAGE 3/16 INCH REMAINING X 3 FEET LONG.	4	7	7	Feet

☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (6 FEET LONG X FULL WIDTH X 0.37 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE AT BEAM END); LOWER 1 INCH OF THE WEB, CORROSION WITH 100 PERCENT SECTION LOSS X 2 INCHES LONG	4	6	6	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND PITTING UP TO 1/16 INCH DEEP	2			Feet
☑ 107	Corrosion	BEAM END AT END BENT 1, STEEL PLATES HAVE BEEN WELDED TO THE BEAM IN THE PAST: LOWER FLANGE, 6 FEET LONG X 10 INCHES WIDE X 7/16 INCH THICK; BOTH SIDES OF THE WEB, 49 INCHES LONG X FULL HEIGHT X 7/16 INCH THICK. SURFACE CORROSION PRESENT.	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	128	64	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	40	40	Square Feet

General Comments

Span 1 Beam 5

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	0	0	30	Feet
515	Steel Protective Coating	168	0	17	0	151	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] ALONG THE LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH SCATTERED AREAS OF MISSING SECTION AT BOTH SIDES (UP TO 10 INCHES LONG X 2 INCHES WIDE X 100 PERCENT SECTION LOSS)	4	20	30	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (15 FEET LONG X FULL WIDTH X 0.26 INCH AVERAGE REMAINING); LOWER 1 INCH OF THE WEB, 1/4 INCH AVERAGE REMAINING X 3 INCHES LONG	4		15	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] BEAM END AT END BENT 1, UPPER FLANGE, CORROSION WITH SECTION LOSS, 3/16 INCH AVERAGE REMAINING WITH KNIFE EDGING X 10 FEET LONG; APPROXIMATELY 4 FEET OUT, LOWER 2 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 2.5 FEET LONG WITH A 1 INCH HIGH X 5 INCHES LONG HOLE AT 2 FEET FROM THE REPAIR PLATE.	4	10	10	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND PITTING UP TO 1/16 INCH DEEP	2			Feet
☑ 107	Corrosion	BOTH FACES OF WEB AT END BENT 1, WELDED REPAIR PLATES (4 FEET LONG X FULL HEIGHT X 7/16 INCH THICK); LOWER FLANGE, (7 FEET LONG X 10 INCHES WIDE X 7/16 INCH THICK); SURFACE CORROSION PRESENT.	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	151	75	Square Feet

☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	17	17	Square Feet

General Comments

Span 1 Beam 6

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	18	0	12	Feet
515	Steel Protective Coating	168	0	51	0	117	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 1, LOWER 2 INCHES OF THE WEB, CORROSION WITH SECTION LOSS [AVERAGE 3/16 INCH REMAINING X 1.5 FEET LONG, THEN AVERAGE 1/16 INCH REMAINING FOR NEXT 1.5 FEET WITH SCATTERED CORROSION HOLES UP TO 3/4 INCH DIAMETER]	4		3	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 1, TOP FLANGE, CORROSION WITH SECTION LOSS (12 FEET LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING) WITH MISSING SECTION ON THE RIGHT SIDE AT 4 FEET FROM BENT 1 (4 INCHES LONG X 2 INCHES WIDE X 100 PERCENT SECTION LOSS)	4	12	12	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] SCATTERED ALONG THE LENGTH, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (24 FEET LONG X FULL WIDTH X 0.39 INCH AVERAGE REMAINING)	3		24	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND PITTING UP TO 1/16 INCH DEEP	2	18		Feet
☑ 107	Corrosion	BOTH FACES OF WEB AT END BENT 1, WELDED REPAIR PLATES (4 FEET LONG X FULL HEIGHT X 7/16 INCH THICK); AND LOWER FLANGE (3 FEET LONG X 10 INCHES WIDE X 7/16 INCH)	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	117	57	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 1 Beam 7

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	0	0	30	Feet
515	Steel Protective Coating	168	0	42	0	126	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑	107	Corrosion	[PRIORITY ACTION REQUEST] ALONG LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.24 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES AT BENT 1 (UP TO 2 FEET LONG X 0.25 INCH WIDE X 100 PERCENT SECTION LOSS)	4	20	30	Feet
☑	107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (3 FEET LONG X FULL WIDTH X 1/4 INCH AVERAGE REMAINING)	4		3	Feet
☑	107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 1, LOWER AND UPPER 2 INCHES OF THE WEB, CORROSION WITH SECTION LOSS [1/8 INCH AVERAGE REMAINING X 6 INCHES LONG, THEN 1/4 INCH AVERAGE REMAINING X NEXT 2.5 FEET LONG]	4		3	Feet
☑	107	Corrosion	[PRIORITY ACTION REQUEST] BEAM END AT END BENT 1, LOWER FLANGE AT 8 FEET OUT, 3/8 INCH AVERAGE REMAINING X 6 FEET LONG; UPPER FLANGE AT 6 FEET OUT, 1/8 INCH AVERAGE REMAINING WITH KNIFE EDGING AND SCATTERED 1 INCH SCALLOPING ON BOTH SIDES X 10 FEET LONG.	4	10	10	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND PITTING UP TO 1/16 INCH DEEP	2			Feet
☑	107	Corrosion	BOTH FACES OF WEB AT END BENT 1, WELDED REPAIR PLATES (4 FEET LONG X FULL HEIGHT X 7/16 INCH THICK); AND LOWER FLANGE (2 FEET LONG X 10 INCHES WIDE X 7/16 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑	515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	126	63	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	42	42	Square Feet

General Comments

Span 1 Beam 8

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	0	0	30	Feet
515	Steel Protective Coating	168	0	51	0	117	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	107	Corrosion	[PRIORITY ACTION REQUEST] ALONG THE LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.25 INCH AVERAGE REMAINING) WITH MISSING SECTIONS AT BOTH SIDES (SCATTERED ALONG THE LENGTH X 2 INCHES WIDE X 100 PERCENT SECTION LOSS)	4	22	30	Feet
☑	107	Corrosion	[PRIORITY ACTION REQUEST] AT 7 FEET OUT FROM END BENT 1, LOWER FLANGE, CORROSION WITH 1/16 INCH AVERAGE REMAINING WITH KNIFE EDGING AND SCALLOPING UP TO 1/2 INCH WIDE X 2 FEET LONG, THEN 3/16 INCH AVERAGE REMAINING X NEXT 2 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/16 INCH AVERAGE REMAINING WITH HOLES UP TO 8 INCHES LONG X 1/2 INCH HIGH X 4 FEET LONG.	4	4	4	Feet

☑	107	Corrosion	[PRIORITY ACTION REQUEST] BEAM END AT END BENT 1, LOWER FLANGE IN THE FIRST 2 FEET, 1/8 INCH AVERAGE REMAINING WITH SCATTERED AREAS OF COMPLETE SECTION LOSS UP TO 1.5 INCHES WIDE, THEN 3/16 AVERAGE REMAINING X NEXT 1.25 FEET LONG; LOWER 2 INCHES OF THE WEB FOR 2.5 FEE LONG, 1/16 INCH AVERAGE REMAINING WITH SCATTERED HOLES UP TO 1/2 INCH HIGH X 2 INCHES LONG.	4	4	4	Feet
☑	107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (12 FEET LONG X FULL WIDTH X 0.40 INCH AVERAGE REMAINING)	3		12	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND PITTING UP TO 1/16 INCH DEEP	2			Feet
☑	515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	117	57	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 1 Wearing Surface

Asphalt Wearing Surface

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
510	Wearing Surface	732	271	76	385	0	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 510	Crack (Wearing Surface)	FULL WIDTH TRANSVERSE CRACKS AT 2 FEET ON CENTER UP TO 1/16 INCHES WIDE, SCATTERED	3	366	366	Square Feet
☑ 510	Patched Area/Pothole (Wearing Surface)	AT BENT 1, LEFT LANE AT THE CENTERLINE, APPROXIMATELY 16 SQUARE FOOT AREA OF FAILED PATCHING WITH ASSOCIATED CRACKING UP TO 3/16 INCH WIDE AND DELAMINATION	3	16	16	Square Feet
☑ 510	Patched Area/Pothole (Wearing Surface)	RIGHT LANE AT END BENT 1, APPROXIMATELY 3 SQUARE FEET FAILED PATCHING [SETTLED UP TO 1 INCH WITH CRACKING UP TO 1/8 INCH WIDE]	3	3	3	Square Feet
☑ 510	Patched Area/Pothole (Wearing Surface)	AT THE CENTERLINE NEAR MID SPAN, APPROXIMATELY 11 SQUARE FEET SOUND PATCHING	2	11		Square Feet
☑ 510	Patched Area/Pothole (Wearing Surface)	IN MIDDLE OF TRAVEL LANES ADJACENT TO END BENT 1, PATCHED AREA (7 FEET LONG X UP TO 7 FEET WIDE)	2	49		Square Feet
☑ 510	Patched Area/Pothole (Wearing Surface)	RIGHT LANE AT THE GUTTERLINE JUST PAST MID SPAN, APPROXIMATELY 16 SQUARE FEET SOUND PATCHING	2	16		Square Feet

General Comments

Span 1 Left Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	31	0	28	3	0	Feet
515	Steel Protective Coating	150	40	0	0	110	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 330	Connection	[PRIORITY ACTION REQUEST] NEAR END, END TREATMENT IS LAPPED AGAINST TRAFFIC	3	1	1	Feet
☑ 330	Distortion	[PRIORITY ACTION REQUEST] RAIL POSTS 4 AND 5 AT THE TOP ARE LEANING AND TWISTED 2 INCHES AWAY FROM ROADWAY	3	2	2	Feet
☑ 330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	28		Square Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	110	55	Square Feet

General Comments

Span 1 Right Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	31	2	29	0	0	Feet
515	Steel Protective Coating	150	0	0	0	150	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	26		Square Feet
☑ 330	Distortion	NEAR END, DAMAGE TO FRONT FACE OF RAIL (3 FEET LONG X UP TO 2 INCHES HIGH X UP TO 1/4 INCH DEPRESSION)	2	3		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	150	55	Square Feet

General Comments

Span 1 Beam 2 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 1 Beam 3 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 1 Beam 4 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 1 Beam 5 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 1 Beam 6 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each

☑ 515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 1 Beam 7 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 1 Beam 2 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 1 Beam 3 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 1 Beam 4 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 1 Beam 5 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 1 Beam 6 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	1	0	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2			Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 1 Beam 7 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	1	0	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2			Each

☑ 515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet	

General Comments

Span 1 Southwest Delineator

Delineator

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
602	Warning Signs	1	0	1	0	0	Each

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 602	General Condition	SCATTERED DEFLECTIONS, UP TO TO 4 INCHES HIGH X 3 INCHES WIDE X 1 INCH; SIGN IS LEGIBLE	2	1		Each

General Comments

Span 2 Deck

Steel Deck Corrugated

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
30	Steel Deck Corrugated/Orthotropic/Etc.	735	329	144	262	0	Square Feet
515	Steel Protective Coating	735	329	0	0	406	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 30	Corrosion	[PRIORITY ACTION REQUEST] BAY 7 AT MID SPAN, 7/16 INCH THICK STEEL DECKING HAS BEEN PLACED TO REPAIR PAST DECK CORROSION [SURFACE CORROSION PRESENT ON PLATE]; STEEL DIAPHRAGM, UPPER FLANGE, LEFT HALF, CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH KNIFE EDGING AND SCALLOPING UP TO 3/4 INCH BACK, AND THE LOWER FLANGE, LEFT HALF, CORROSION WITH 1/4 INCH AVERAGE REMAINING; SCATTERED FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH PITTING UP TO 1/16 INCH DEEP ON BALANCE OF THE DIAPHRAGM	3	12	12	Square Feet
☑ 30	Corrosion	AT RANDOM AND AROUND DRAINAGE HOLES AND AT TOP FLANGE, CORROSION WITH SECTION LOSS (UP TO 3 INCHES LONG X 2.5 FEET WIDE X 0.21 INCH AVERAGE REMAINING)	3	250	250	Square Feet
☑ 30	Corrosion	AT BAY 6, DECK REPLACED WITH STEEL PLATE AND ANGLES (FULL LENGTH X FULL WIDTH X 7/16 INCH THICK); SURFACE CORROSION PRESENT ON REPAIR PLATE	2	120		Square Feet
☑ 30	Corrosion	BAYS 4 AND 5 AT MID SPAN, 7/16 INCH THICK STEEL DECKING HAS BEEN PLACED TO REPAIR PAST DECK CORROSION [SURFACE CORROSION PRESENT ON PLATE]; AT THIS AREA, THE STEEL DIAPHRAGMS HAVE 3/16 INCH AVERAGE REMAINING IN THEIR UPPER FLANGES WITH SCATTERED SURFACE CORROSION AND 1/16 INCH PITTING THROUGHOUT THE WEBS AND LOWER FLANGES	2	24		Square Feet
☑ 515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING HAS FAILED AT RANDOM THROUGHOUT UNDERSIDE OF DECK AROUND TOP FLANGE AND DRAIN HOLES	4	406	102	Square Feet

General Comments

Span 2 Beam 1

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	27	0	3	Feet
515	Steel Protective Coating	168	0	20	0	148	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 1, TOP FLANGE, CORROSION WITH SECTION LOSS (3 FEET LONG X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTIONS (UP TO 3 INCHES LONG X 2 INCHES WIDE X 100 PERCENT SECTION); LOWER 1 INCH OF THE WEB, 5/16 INCH AVERAGE REMAINING X 3 FEET LONG	4	3	3	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND PITTING UP TO 1/16 INCH DEEP	2	27		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	148	15	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	20	20	Square Feet

General Comments

Span 2 Beam 2

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	25	0	5	Feet
515	Steel Protective Coating	168	0	40	0	128	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.19 INCH AVERAGE REMAINING)	4	1	1	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 1, CORROSION WITH SECTION LOSS, TOP FLANGE (1 FOOT LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING) WITH MISSING SECTION AT BOTH SIDES (UP TO 4 INCHES LONG X UP TO 3 INCHES WIDE X 100 PERCENT SECTION LOSS), UPPER WEB AT END, MISSING SECTION (1 INCH LONG X 2 INCHES HIGH X 100 PERCENT SECTION LOSS)	4		1	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (4 FEET LONG X FULL WIDTH X 0.1 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT LEFT SIDE (INTERMITTENT 4 FEET LONG X 1 INCH WIDE X 100 PERCENT SECTION); UPPER AND LOWER 3 INCHES OF THE WEB, CORROSION WITH AVERAGE 3/16 INCH REMAINING X 4 INCHES LONG.	4	4	4	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	21		Feet

☑ 107	Distortion	AT 10 FEET FROM BENT 1, DISTORTION (14 INCHES LONG X 3 INCHES WIDE X UP TO 1/2 INCH DEFLECTION) ALONG BOTTOM FLANGE	2	2		Feet
☑ 107	Distortion	AT 12 FEET FROM BENT 2, DISTORTION (8 INCHES LONG X 2 INCHES WIDE X UP TO 1/2 INCH DEFLECTION) ALONG BOTTOM FLANGE	2	1		Feet
☑ 107	Distortion	AT 3 FEET FROM BENT 1, DISTORTION (6 INCHES LONG X 2 INCHES WIDE X UP TO 1/2 INCH DEFLECTION) ALONG BOTTOM FLANGE	2	1		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	128	64	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	40	40	Square Feet

General Comments

Span 2 Beam 3

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	4	4	22	Feet
515	Steel Protective Coating	168	0	34	0	134	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (5 FEET LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING)	4		5	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 1, TOP FLANGE, CORROSION WITH SECTION LOSS (7 FEET LONG X FULL WIDTH X 0.13 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION ON BOTH SIDES AT BEAM END (3 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS)	4	7	7	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (15 FEET LONG X FULL WIDTH X 0.3 INCH AVERAGE REMAINING); LOWER 3 INCHES OF THE WEB, AVERAGE 3/16 INCH REMAINING X 8 INCHES LONG; LOWER RIGHT FLANGE, AVERAGE 3/16 INCH REMAINING X 10 INCHES LONG.	4	15	15	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT MID SPAN, TOP FLANGE, CORROSION WITH SECTION LOSS (4 FEET LONG X FULL WIDTH X 5/16 INCH AVERAGE REMAINING)	3	4	4	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	4		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	134	67	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	34	34	Square Feet

General Comments

Span 2 Beam 4

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	0	0	30	Feet
515	Steel Protective Coating	168	0	34	0	134	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.24 INCH AVERAGE REMAINING)	4		1	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 1, TOP FLANGE, CORROSION WITH SECTION LOSS (10 FEET LONG X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MULTIPLE AREAS OF MISSING SECTION AT BOTH SIDES NEAR BEAM END (UP TO 3 INCHES LONG X 3 INCHES WIDE X 100 PERCENT SECTION LOSS)	4	10	10	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (15 FEET LONG X FULL WIDTH X 0.11 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE); LOWER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 1 INCH LONG THEN AVERAGE 3/16 INCH REMAINING FOR NEXT 6 INCHES.	4	14	15	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] NEAR MID SPAN, TOP FLANGE, CORROSION WITH SECTION LOSS (6 FEET LONG X FULL WIDTH X 1/4 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE WITH SCALLOPING UP TO 3/4 INCH BACK)	4	6	6	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	134	67	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	34	34	Square Feet

General Comments

Span 2 Beam 5

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	1	0	29	Feet
515	Steel Protective Coating	168	0	51	0	117	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑ 107	Corrosion	[PRIORITY ACTION REQUEST] ALONG THE LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION: ON BOTH SIDES AT MID SPAN (UP TO 3 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS), ON LEFT SIDE AT BENT 1 (3.5 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS), ON RIGHT SIDE AT BENT 1 (UP TO 14 INCHES LONG X UP TO 2 INCHES WIDE X 100 PERCENT SECTION LOSS); NEAR MID SPAN IN THE LOWER 2 INCHES OF THE WEB, 1/4 INCH AVERAGE REMAINING X 4 FEET LONG; AT THE SAME AREA, LOWER FLANGE, CORROSION WITH 5/16 INCH AVERAGE REMAINING X 4 FEET LONG	4	28	30	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] APPROXIMATELY 4.5 FEET OUT FROM BENT 2, UPPER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS FOR 8 INCHES LONG TAPERING TO FULL SECTION ON BOTH ENDS OVER 2 INCHES OF LENGTH.	4	1	1	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT RIGHT SIDE NEAR BEAM END (6 INCHES LONG X 100 PERCENT SECTION LOSS); LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 7 INCHES LONG	4		1	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 2, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (2 FEET LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING); LOWER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS FOR 8 INCHES LONG, THEN 1/8 INCH AVERAGE REMAINING FOR NEXT 4 INCHES.	4		2	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT MID SPAN, LOWER 3 INCHES OF THE WEB, CORROSION WITH 1/4 INCH AVERAGE REMAINING X 3 FEET LONG	4		3	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2			Feet
☑ 107	Distortion	AT 2 FEET FROM BENT 1, LEFT BOTTOM FLANGE, DISTORTION (3 INCHES LONG X 1.5 INCH WIDE X 1/4 INCH DEFLECTION)	2	1		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	117	57	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 2 Beam 6

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	0	0	30	Feet
515	Steel Protective Coating	168	0	34	0	134	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑	107	Corrosion	[PRIORITY ACTION REQUEST] ALONG LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION: ON BOTH SIDES AT MID SPAN (3 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS), ON LEFT SIDE AT BENT 1 (4 INCHES LONG X UP TO 2.5 INCHES WIDE X 100 PERCENT SECTION LOSS)	4	30	30	Feet
☑	107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS [RIGHT SIDE, 5/16 INCH AVERAGE REMAINING AND LEFT SIDE, 3/16 INCH AVERAGE REMAINING WITH KNIFE EDGING] X 3 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/4 INCH AVERAGE REMAINING X 2.5 FEET LONG	4		3	Feet
☑	107	Corrosion	[PRIORITY ACTION REQUEST] BEAM END AT BENT 2, LOWER FLANGE, CORROSION WITH SECTION LOSS, AVERAGE 1/4 INCH REMAINING X 1 FOOT LONG; LOWER 2 INCHES OF THE WEB, AVERAGE 3/16 INCH REMAINING X 1 FOOT LONG.	4		1	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2			Feet
☑	515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	134	67	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	34	34	Square Feet

General Comments

Span 2 Beam 7

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	0	0	30	Feet
515	Steel Protective Coating	168	0	51	0	117	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	107	Corrosion	[PRIORITY ACTION REQUEST] ALONG THE LENGTH, THE UPPER FLANGE HAS SUBSTANTIALLY FAILED. CENTERED AROUND MID SPAN IN THE UPPER 1 INCH OF THE WEB, CORROSION WITH 1/16 INCH AVERAGE REMAINING WITH SCATTERED AREAS OF 100 PERCENT SECTION LOSS UP TO 4 INCHES LONG OVER AN 18 FOOT LENGTH, AND AT THE SAME AREA FOR THE SAME LENGTH IN THE LOWER 5 INCHES OF THE WEB, SUBSTANTIAL FAILURE HAS OCCURRED. LOWER FLANGE AT 6 FEET OUT FROM BENT 1, PLATES HAVE BEEN ADDED TO THE BOTTOM OF THE LOWER FLANGE FOR THE BALANCE OF THE LENGTH. THESE PLATES ARE 2 FEET LONG X 10 INCHES WIDE X 1/2 INCH THICK. WELDING IS GENERALLY POOR WITH PINHOLES, GAPPING AND SOME SEAMS NOT WELDED. PLATES ARE MISALIGNED IN MANY AREAS. AT BENT 2, THE FULL HEIGHT OF THE WEB HAS BEEN SECTIONED FOR 6 FEET LONG. THIS AREA HAS BEEN REPLACED WITH A CHECKERBOARD OF 1/2 INCH THICK PLATES. THE WELDS SHOW SIMILAR INFERIOR QUALITY WITH PINHOLES AND GAPPING, AND SOME SEAMS HAVE NOT BEEN WELDED.	4	30	30	Feet

☑	107	Corrosion	[PRIORITY ACTION REQUEST] BEAM END AT BENT 1, UPPER 2 INCHES OF THE WEB, CORROSION WITH 100 PERCENT SECTION LOSS X 4 INCHES LONG, THEN 3/16 INCH AVERAGE REMAINING X NEXT 2 FEET LONG.	4		3	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2			Feet
☑	107	Corrosion	AT MID SPAN, BOTH SIDES OF UPPER WEB, STEEL ANGLE PLATES (2 FEET LONG X 6 INCHES HIGH X 4 INCHES WIDE X 0.5 INCH THICK); ANGLES ARE BOLTED TOGETHER, SANDWICHING THE WEB; SURFACE CORROSION PRESENT	2			Feet
☑	107	Corrosion	BEAM END AT BENT 1, FROM THE BEARING OUT, WELDED REPAIR PLATE ON BOTTOM SIDE OF BOTTOM FLANGE (6 FEET LONG X 8.5 INCHES WIDE X 1/2 INCH THICK); FRECKLED CORROSION AND SCATTERED SURFACE CORROSION PRESENT ON PLATE	2			Feet
☑	107	Corrosion	WELDED REPAIR PLATES ON BOTH FACES OF WEB AT BENT 1 (5.5 FEET LONG X 8 INCHES HIGH X 1/2 INCH THICK); FRECKLED CORROSION AND SCATTERED SURFACE CORROSION ON PLATES	2			Feet
☑	515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	117	57	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 2 Beam 8

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	7	0	23	Feet
515	Steel Protective Coating	168	0	51	0	117	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	107	Connection	[PRIORITY ACTION REQUEST] AT MID SPAN, BOTH SIDES OF UPPER WEB, FOUR STEEL ANGLES (1 FOOT LONG X 6 INCHES HIGH X 4 INCHES WIDE X 3/8 INCH THICK EACH) IN TWO LOCATIONS SPACED 6 INCHES APART HAVE BEEN BOLTED TOGETHER, SANDWICHING THE WEB. THE ANGLES ARE NOT IN CONTACT WITH THE UPPER FLANGE, AND THE FAR SET IS NOT SEATED AGAINST THE WEB.	4		2	Feet
☑	107	Corrosion	[PRIORITY ACTION REQUEST] AT 5 FEET FROM BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (2 FEET LONG X UP TO FULL WIDTH X 0.125 INCH AVERAGE REMAINING).	4		2	Feet
☑	107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 1, LOWER WEB, CORROSION WITH SECTION LOSS (2.5 FEET LONG X 6 INCHES HIGH X 0.18 INCH AVERAGE REMAINING) WITH CORROSION HOLES (UP TO 2 INCHES LONG X 0.75 INCH HIGH)	4		2	Feet

☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 1, TOP FLANGE, CORROSION WITH SECTION LOSS (20 FEET LONG X FULL WIDTH X 0.18 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION ON LEFT SIDE AT BEAM END (UP TO 16 INCHES LONG X 1.5 INCH WIDE X 100 PERCENT SECTION LOSS)	4	20	20	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] CENTERED AROUND MID SPAN IN THE LOWER 2 INCHES OF THE WEB, CORROSION WITH 1/8 INCH AVERAGE REMAINING WITH SCATTERED HOLES UP TO 1/2 INCH DIAMETER	4	3	15	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] NEAR MID SPAN, CORROSION WITH SECTION LOSS, LEFT BOTTOM FLANGE (UP TO 3 FEET LONG X 3 INCHES WIDE X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE), LOWER WEB (3.5 FEET LONG X 3 INCHES HIGH X 0.125 INCH AVERAGE REMAINING) WITH CORROSION HOLES (12 INCHES LONG X 1 INCH HIGH X 100 PERCENT SECTION LOSS). A STEEL PLATE HAS BEEN ADDED TO THE LOWER FLANGE [3 FEET LONG X 8 INCHES WIDE X 7/16 INCH THICK]. THE WELDS ATTACHING THIS PLATE ALONG THE RIGHT AND LEFT LENGTHS ARE OF INFERIOR QUALITY WITH PINHOLES AND GAPPING, AND THE PLATE IS NOT WELDED AT ITS ENDS. THERE IS A STEEL PLATE NEAR THE CENTER ON THE RIGHT SIDE, POORLY WELDED TO THE LOWER FLANGE, AND NOT WELDED ON THE THREE REMAINING SIDES [1 FOOT LONG X 4 INCHES HIGH X 1/2 INCH THICK].	4		4	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	7		Feet
☑ 107	Corrosion	BEAM END AT BENT 2, STEEL PLATES HAVE BEEN WELDED TO BOTH SIDES OF THE WEB [2 FEET LONG X FULL HEIGHT X 1/4 INCH THICK], ON THE TOP OF THE LEFT AND RIGHT SIDES OF THE LOWER FLANGE [1 FOOT LONG X FULL WIDTH OF EACH SIDE X 1/4 INCH THICK], AND ON THE LOWER SIDE OF THE LOWER FLANGE [2 FEET LONG X 8.5 INCHES WIDE X 1/4 INCH THICK]; PLATES HAVE FRECKLED CORROSION AND SCATTERED SURFACE CORROSION.	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	117	57	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 2 Wearing Surface

Asphalt Wearing Surface

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
510	Wearing Surface	732	441	126	165	0	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 510	Crack (Wearing Surface)	FULL WIDTH TRANSVERSE CRACK UP TO 1/4 INCH WIDE OVER BENT 1	3	24	24	Square Feet
☑ 510	Crack (Wearing Surface)	SCATTERED TRANSVERSE CRACKING AND MAP CRACKING UP TO 1/8 INCH WIDE	3	125	125	Square Feet

☑ 510	Patched Area/Pothole (Wearing Surface)	AT THE CENTERLINE NEAR BENT 2, APPROXIMATELY 16 SQUARE FEET OF UNSOUND PATCHING WITH SETTLEMENT UP TO 1/2 INCH, CRACKING UP TO 1/8 INCH WIDE, AND POPOUTS UP TO 1 INCH DEEP	3	16	16	Square Feet
☑ 510	Patched Area/Pothole (Wearing Surface)	NEAR MID SPAN AT THE CENTERLINE AND IN THE RIGHT LANE, APPROXIMATELY 126 SQUARE FEET SOUND PATCHING	2	126		Square Feet

General Comments

Span 2 — Left Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	31	0	31	0	0	Feet
515	Steel Protective Coating	150	0	0	0	150	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	31		Square Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	150	55	Square Feet

General Comments

Span 2 — Right Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	31	0	31	0	0	Feet
515	Steel Protective Coating	150	0	0	0	150	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	31		Square Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	150	55	Square Feet

General Comments

Span 2 — Beam 2 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Structure Number: 340099 Inspection Date: 01/30/2025

Span 2 Beam 2 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 2 Beam 3 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS .	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 2 Beam 3 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 2 Beam 4 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑ 316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 2 Beam 4 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 2 Beam 5 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 2 Beam 5 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 2 Beam 6 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 2 Beam 6 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 2 Beam 7 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 2 Beam 7 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each

☑ 515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 3 Deck

Steel Deck Corrugated

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
30	Steel Deck Corrugated/Orthotropic/Etc.	717	95	562	0	60	Square Feet
515	Steel Protective Coating	717	612	0	0	105	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 30	Corrosion	[PRIORITY ACTION REQUEST] SCATTERED ON THE UNDERSIDE OF THE DECK, CONCENTRATED AT JOINT CONNECTIONS AND AROUND UPPER FLANGES, CORROSION WITH SECTION LOSS (3 INCHES LONG X 2.5 FEET WIDE X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE AT WEEP HOLE EDGES) WITH EXPOSED ASPHALT AT SOME RANDOM LOCATIONS	4	60	60	Square Feet
☑ 30	Corrosion	AT BAY 6, DECK REPLACED WITH STEEL PLATE AND ANGLES (FULL LENGTH X FULL WIDTH); SURFACE CORROSION PRESENT	2	120		Square Feet
☑ 30	Corrosion	BAY 4 AT BENT 2, DECK REPLACED WITH STEEL PLATE AND ANGLES (3 FEET LONG X FULL WIDTH OF BAY); SURFACE CORROSION PRESENT	2	3		Square Feet
☑ 30	Corrosion	SURFACE RUST AT RANDOM AROUND DRAIN HOLES AND AT TOP FLANGES	2	419		Square Feet
☑ 30	Corrosion	UNDERSIDE OF THE DECK, BAY 4 JUST PAST MID SPAN HEADING STATIONS AHEAD, STEEL REPAIR PLATE [APPROXIMATELY 3.25 FEET LONG X 3 FEET WIDE X 3/4 INCH THICK]; SURFACE CORROSION PRESENT; REPAIR PLATE IN BAY 5 IS SIMILAR.	2	20		Square Feet
☑ 515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING HAS FAILED AT RANDOM THROUGHOUT UNDERSIDE OF DECK AROUND TOP FLANGE AND DRAIN HOLES	4	105	105	Square Feet

General Comments

Span 3 Beam 1

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	25	0	5	Feet
515	Steel Protective Coating	167	0	34	0	133	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (3 FEET LONG X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION ON BOTH SIDES AT BEAM END (3 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER FLANGE, 3/8 INCH AVERAGE REMAINING X 6 INCHES LONG; LOWER 1 INCH OF THE WEB, 5/16 INCH AVERAGE REMAINING X 6 INCHES LONG.	4	3	3	Feet

☑ 107	Corrosion	[PRIORITY ACTION REQUEST] BEAM END AT BENT 3, LOWER FLANGE, CORROSION WITH SECTION LOSS [AVERAGE 1/4 INCH REMAINING X 9 INCHES LONG; LOWER 1 INCH OF THE WEB, 5/16 INCH REMAINING X 18 INCHES LONG	4	2	2	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	25		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	133	66	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	34	34	Square Feet

General Comments

Span 3 Beam 2

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	24	0	6	Feet
515	Steel Protective Coating	167	0	34	0	133	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (5 FEET LONG X FULL WIDTH X 0.13 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH SCATTERED AREAS OF MISSING SECTION AT BOTH SIDES (6 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER LEFT FLANGE, 1/8 INCH AVERAGE REMAINING X 6 INCHES LONG AND LOWER RIGHT FLANGE, 3/8 INCH AVERAGE REMAINING X 4 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/16 INCH AVERAGE REMAINING WITH PERFORATIONS X 3.5 FEET LONG; UPPER 4 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING WITH PERFORATIONS X 4 INCHES LONG. AT THE TOP, THE BEAM HAS DEFLECTED TO THE LEFT APPROXIMATELY 1 INCH.	4	5	5	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] BEAM END AT BENT 3, LOWER RIGHT FLANGE, CORROSION WITH SECTION LOSS [AVERAGE 1/4 INCH REMAINING X 5 INCHES LONG AND LOWER LEFT FLANGE, 100 PERCENT SECTION LOSS X 5 INCHES LONG; LOWER 2 INCHES OF THE WEB, 1/16 INCH REMAINING X 6 INCHES LONG WITH PINHOLES.	4	1	1	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	24		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	133	66	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	34	34	Square Feet

General Comments

Span 3 Beam 3

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	22	0	8	Feet
515	Steel Protective Coating	167	0	51	0	116	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (6 FEET LONG X FULL WIDTH X 0.09 INCH AVERAGE REMAINING) WITH MISSING SECTION AT BOTH SIDES (12 INCHES LONG X 1.5 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER LEFT FLANGE, 5/16 INCH AVERAGE REMAINING X 6 INCHES LONG AND LOWER RIGHT FLANGE, 5/16 INCH AVERAGE REMAINING WITH 1 INCH WIDE X 2 INCH LONG CUT HOLE X 6 INCHES LONG; LOWER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 3 INCHES LONG THEN 1/8 INCH AVERAGE REMAINING FOR NEXT 9 INCHES; UPPER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 3 INCHES LONG.	4	6	6	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (2 FEET LONG X FULL WIDTH X 0.1 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT RIGHT SIDE (12 INCHES LONG X UP TO 1 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER FLANGE, CORROSION WITH SECTION LOSS, AVERAGE 3/16 INCH REMAINING X 11 INCHES LONG; LOWER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS FOR 5 INCHES LONG, THEN 1/8 INCH AVERAGE REMAINING X NEXT 1 FOOT LONG; UPPER 2 INCHES OF THE WEB, 3/16 INCH AVERAGE REMAINING X 6 INCHES LONG.	4	2	2	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	22		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	116	58	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 3 Beam 4

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	24	0	6	Feet
515	Steel Protective Coating	167	0	51	0	116	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (4 FEET LONG X FULL WIDTH X 0.09 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (1.5 FEET LONG X UP TO 1.5 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER FLANGE, 3/8 INCH AVERAGE REMAINING X 1 FOOT LONG; LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 3 INCHES LONG THEN 3/16 INCH AVERAGE REMAINING FOR NEXT 9 INCHES; UPPER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 3 INCHES LONG.	4	4	4	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (2 FEET LONG X FULL WIDTH X 0.13 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE); LOWER FLANGE, CORROSION WITH SECTION LOSS, AVERAGE 5/16 INCH REMAINING X 5 INCHES LONG; LOWER 2 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 9 INCHES LONG WITH PINHOLES.	4	2	2	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	24		Feet
☑ 107	Distortion	AT 2 FEET FROM BENT 2, DISTORTION (4 INCHES LONG X 2 INCHES WIDE X 1/2 INCH DEFLECTION) ALONG BOTTOM FLANGE	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	116	58	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 3 Beam 5

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	17	0	13	Feet
515	Steel Protective Coating	167	0	51	0	116	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (5 FEET LONG X FULL WIDTH X 0.11 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT RIGHT SIDE (12 INCHES LONG X 1.25 INCH WIDE X 100 PERCENT SECTION LOSS), SIMILAR AT MID SPAN FOR 4 FEET LONG; LOWER FLANGE, 3/8 INCH AVERAGE REMAINING X 1.5 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING FOR 1.5 FEET LONG WITH PINHOLES; UPPER 7 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 3 INCHES LONG.	4	9	9	Feet

☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (4 FEET LONG X FULL WIDTH X 0.19 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (INTERMITTENT 1.5 FEET LONG X UP TO 2 INCHES WIDE X 100 PERCENT SECTION LOSS); LOWER FLANGE, CORROSION WITH SECTION LOSS, AVERAGE 3/16 INCH REMAINING X 6 INCHES LONG; LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS FOR 6 INCHES LONG; UPPER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 2 INCHES LONG.	4	4	4	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	16		Feet
☑ 107	Distortion	AT 2 FEET FROM BENT 2, DISTORTION (6 INCHES LONG X 2 INCHES WIDE X 1/2 INCH DEFLECTION) ALONG BOTTOM FLANGE	2	1		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	116	58	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 3 Beam 6

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	18	0	12	Feet
515	Steel Protective Coating	167	0	51	0	116	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (2 FEET LONG X FULL WIDTH X 0.2 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (10 INCHES LONG X 3 INCHES WIDE X 100 PERCENT SECTION LOSS), SIMILAR AT MID SPAN WITH 1/4 INCH AVERAGE REMAINING; LOWER LEFT FLANGE, 3/16 INCH AVERAGE REMAINING X 2 FEET LONG AND LOWER RIGHT FLANGE, 1/16 INCH AVERAGE REMAINING X 1 FOOT LONG; LOWER 2 INCHES OF THE WEB, 3/16 INCH AVERAGE REMAINING FOR 1 FOOT LONG; UPPER 7 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 3 INCHES LONG.	4	7	7	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (5 FEET LONG X FULL WIDTH X 0.09 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (3 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER FLANGE, CORROSION WITH SECTION LOSS, AVERAGE 1/4 INCH REMAINING X 8 INCHES LONG; LOWER 1 INCH OF THE WEB, 1/16 INCH SECTION LOSS X 2 FEET LONG.	4	5	5	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	18		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	116	58	Square Feet

☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet	

General Comments

Span 3 Beam 7

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	0	0	30	Feet
515	Steel Protective Coating	167	0	51	0	116	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] ALONG LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.15 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH AREAS OF MISSING SECTION ON BOTH SIDES THROUGHOUT (4 INCHES LONG X 1.5 INCH WIDE X 100 PERCENT SECTION); BEAM END AT BENT 2, LOWER FLANGE, 1/4 INCH AVERAGE REMAINING X 3 FEET LONG [SIMILAR AT SCATTERED AREAS ALONG THE FULL LENGTH]; LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 8 INCHES LONG THEN 1/8 INCH AVERAGE REMAINING FOR NEXT 3 FEET; UPPER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 3 INCHES LONG. THE BEAM HAS CRUSHED APPROXIMATELY 1/2 INCH AT THE AREA OF 100 PERCENT SECTION LOSS IN THE LOWER WEB; UPPER 3 INCHES OF THE WEB AND LOWER 4 INCHES OF THE WEB, SCATTERED CORROSION WITH SECTION LOSS [AVERAGE 3/16 INCH REMAINING] ALONG THE LENGTH; AT 45 INCHES OUT FROM BENT 3, LOWER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS FOR 9 INCHES LONG.	4	30	30	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2			Feet
☑ 107	Corrosion	TOP FLANGE BEGINNING AT MID SPAN, REPAIR WELDED PLATE (5 FEET LONG X 8 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	116	58	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 3 Beam 8

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	27	0	3	Feet
515	Steel Protective Coating	167	0	34	0	133	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	

☑	107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.05 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (1 FOOT LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER FLANGE, SURFACE CORROSION; LOWER 1 INCH OF THE WEB, 5/16 INCH AVERAGE REMAINING FOR 1 FOOT LONG; UPPER 2 INCHES OF THE WEB, 5/16 INCH AVERAGE REMAINING X 4 INCHES LONG.	4	1	1	Feet
☑	107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 3, LOWER RIGHT FLANGE, CORROSION WITH SECTION LOSS, AVERAGE 3/16 INCH REMAINING X 11 INCHES LONG; LOWER 1 INCH OF THE WEB, 3/16 INCH AVERAGE REMAINING X 15 INCHES LONG.	4	2	2	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	27		Feet
☑	515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	133	66	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	34	34	Square Feet

General Comments

Span 3 Wearing Surface

Asphalt Wearing Surface

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
510	Wearing Surface	714	584	32	98	0	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	510	Crack (Wearing Surface)	FULL WIDTH TRANSVERSE CRACK UP TO 1/8 INCH WIDE OVER BENT 2	3	24	24	Square Feet
☑	510	Crack (Wearing Surface)	MIDDLE OF BOTH TRAVEL LANES, LONGITUDINAL CRACK (FULL LENGTH X UP TO 1/16 INCH WIDE)	3	30	30	Square Feet
☑	510	Crack (Wearing Surface)	NORTHBOUND LANE AT 2 FEET FROM BRIDGE RAIL, MAP CRACKING (4 FEET LONG X 3 FEET WIDE X UP TO 1/8 INCH WIDE)	3	12	12	Square Feet
☑	510	Crack (Wearing Surface)	SCATTERED TRANSVERSE CRACKS (UP TO FULL WIDTH OF ROADWAY X 1/16 INCH WIDE) AT 2 FEET CENTERS	3	32	32	Square Feet
☑	510	Patched Area/Pothole (Wearing Surface)	AT 12 FEET FROM BENT 3, CENTER OF TRAVEL LANES, PATCHED AREA (4.5 FEET LONG X 7 FEET WIDE)	2	32		Square Feet

General Comments

Span 3 Left Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	30	0	30	0	0	Feet
515	Steel Protective Coating	150	0	0	0	150	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑ 330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	30		Square Feet
☑ 515	Effectiveness (Steel Protective Coatings)	PAINT SYSTEM ON ALL RAIL POST HAS FAILED	4	150	155	Square Feet

General Comments

Span 3 Right Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	30	0	30	0	0	Feet
515	Steel Protective Coating	150	0	0	0	150	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	30		Square Feet
☑ 515	Effectiveness (Steel Protective Coatings)	PAINT SYSTEM ON ALL RAIL POST HAS FAILED	4	150	55	Square Feet

General Comments

Span 3 Beam 2 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 3 Beam 2 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 3 Beam 3 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 3 Beam 3 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 3 Beam 4 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 3 Beam 4 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each

☑ 515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 3 Beam 5 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 3 Beam 5 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 3 Beam 6 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 3 Beam 6 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 3 Beam 7 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 3 Beam 7 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 4 Deck

Steel Deck Corrugated

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
30	Steel Deck Corrugated/Orthotropic/Etc.	723	380	303	0	40	Square Feet
515	Steel Protective Coating	723	380	0	0	343	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑ 30	Corrosion	[PRIORITY ACTION REQUEST] SCATTERED ON THE UNDERSIDE OF THE DECK, CONCENTRATED AT JOINT CONNECTIONS AND ABOVE UPPER FLANGES, CORROSION WITH SECTION LOSS (3 INCHES LONG X 2.5 FEET WIDE X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE AT WEEP HOLE EDGES) WITH EXPOSED ASPHALT AT SOME RANDOM LOCATIONS	4	40	40	Square Feet
☑ 30	Corrosion	CORROSION WITH SECTION LOSS UP TO 1/16 DEEP AT RANDOM AND AROUND DRAIN HOLES AND AT TOP FLANGES	2	90		Square Feet
☑ 30	Corrosion	DECK REPLACED WITH STEEL PLATE AND ANGLES ALONG 10 FEET OF BAY 5 AT BENT 4; SURFACE CORROSION PRESENT	2	30		Square Feet
☑ 30	Corrosion	DECK REPLACED WITH STEEL PLATE AND ANGLES ALONG 3 FEET OF BAY 3 AT BENT 4; SURFACE CORROSION PRESENT	2	9		Square Feet
☑ 30	Corrosion	DECK REPLACED WITH STEEL PLATE AND ANGLES ALONG 3 FEET OF BAY 4 AT BENT 3 AND 8 FEET AT BENT 4; SURFACE CORROSION PRESENT	2	33		Square Feet
☑ 30	Corrosion	DECK REPLACED WITH STEEL PLATE AND ANGLES ALONG 3 FEET OF BAY 7 AT BENT 3 AND 6 FEET AT MID SPAN; SURFACE CORROSION PRESENT	2	27		Square Feet
☑ 30	Corrosion	DECK REPLACED WITH STEEL PLATE AND ANGLES ALONG 4 FEET OF BAY 2 AT BENT 4; SIMILAR AT BENT 3; SURFACE CORROSION PRESENT	2	24		Square Feet
☑ 30	Corrosion	DECK REPLACED WITH STEEL PLATE AND ANGLES ALONG FULL LENGTH OF BAY 6; SURFACE CORROSION PRESENT	2	90		Square Feet
☑ 515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING HAS FAILED AT RANDOM THROUGHOUT UNDERSIDE OF DECK AROUND TOP FLANGE AND DRAIN HOLES	4	343	172	Square Feet

General Comments

Span 4 Beam 1

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	29	0	24	0	5	Feet
515	Steel Protective Coating	163	0	51	0	112	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (4 FEET LONG X FULL WIDTH X 0.11 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) X 4 FEET LONG.	4	4	4	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 4, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (8 INCHES LONG X FULL WIDTH X 1/8 INCH AVERAGE REMAINING); LOWER 2 INCHES OF THE WEB, AVERAGE 1/4 INCH REMAINING X 8 INCHES LONG.	4	1	1	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	24		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	112	56	Square Feet

☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 4 Beam 2

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	29	0	23	0	6	Feet
515	Steel Protective Coating	163	0	51	0	112	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (5 FEET LONG X FULL WIDTH X 0.17 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES AT 2 FEET FROM BEAM END (3 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER WEB, CORROSION WITH SECTION LOSS (1 FOOT LONG X 6 INCHES HIGH X 0.1 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BEAM END (3 INCHES LONG X 1 INCH HIGH X 100 PERCENT SECTION LOSS); BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.29 INCH AVERAGE REMAINING).	4	5	5	Feet
☑	107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 4, LOWER FLANGE, CORROSION WITH SECTION LOSS (6 INCHES LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (6 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 5 INCHES LONG, THEN 1/8 INCH AVERAGE REMAINING FOR NEXT 4 INCHES LONG.	4	1	1	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	21		Feet
☑	107	Corrosion	TOP FLANGE AT MID SPAN, RUST SCALE AND CORROSION WITH SECTION LOSS (2 FEET LONG X FULL WIDTH X 1/2 INCH AVERAGE REMAINING)	2	2		Feet
☑	107	Distortion	AT 3 FEET FROM BENT 4, DISTORTION (6 INCHES LONG X UP TO 3 INCHES WIDE X 1/2 INCH DEFLECTION) ALONG BOTTOM FLANGE	2			Feet
☑	515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	112	56	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 4 Beam 3

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	29	0	22	0	7	Feet
515	Steel Protective Coating	163	0	34	0	129	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (6 FEET LONG X FULL WIDTH X 0.16 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT RIGHT SIDE NEAR BEAM END (5 INCHES LONG X 1.25 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER FLANGE, 5/16 INCH AVERAGE REMAINING X 5 INCHES LONG; LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 1 INCH LONG, THEN 3/16 INCH AVERAGE REMAINING FOR NEXT 4 INCHES LONG.	4	6	6	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 4, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (2 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 5 INCHES LONG, THEN 1/8 INCH AVERAGE REMAINING FOR NEXT 3 INCHES LONG.	4	1	1	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	22		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	129	65	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	34	34	Square Feet

General Comments

Span 4 Beam 4

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	29	0	23	0	6	Feet
515	Steel Protective Coating	163	0	34	0	129	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (5 FEET LONG X FULL WIDTH X 0.15 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES NEAR BEAM END (3 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS)	4	5	5	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 4, LEFT LOWER FLANGE, 3/16 INCH AVERAGE REMAINING X 8 INCHES LONG AND RIGHT LOWER FLANGE, 1/16 INCH AVERAGE REMAINING WITH 1/2 INCH DIAMETER HOLE X 8 INCHES LONG; LOWER 2 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING FOR 1 FOOT LONG.	4	1	1	Feet

☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	20		Feet
☑	107	Corrosion	AT BENT 4, REPAIR PLATE AT TOP FLANGE, (4 FEET LONG X UP TO FULL WIDTH X 1/2 INCH AVERAGE REMAINING); SURFACE CORROSION PRESENT	2	3		Feet
☑	515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	129	65	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	34	34	Square Feet

General Comments

Span 4 Beam 5

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	29	0	10	0	19	Feet
515	Steel Protective Coating	163	0	51	0	112	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 4, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.14 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH ONE (1) CORRODED SALVAGE HOLE AT EACH SIDE OF FLANGE (1 INCH DIAMETER X 100 PERCENT SECTION LOSS); AT 1 FOOT FROM BENT 4, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (9 FEET LONG X FULL WIDTH X 0.15 INCH AVERAGE REMAINING)	4	10	10	Feet
☑	107	Corrosion	[PRIORITY ACTION REQUEST] AT MID SPAN, LOWER FLANGE, CORROSION WITH AVERAGE 1/4 INCH REMAINING X 6 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/4 INCH AVERAGE REMAINING X 4 FEET LONG.	4	6	6	Feet
☑	107	Corrosion	[PRIORITY ACTION REQUEST] BEAM END AT BENT 3, AT 9 INCHES OUT, THE LOWER 8 INCHES OF THE WEB HAS BEEN SECTIONED AND REMOVED FOR 24 INCHES LONG. ON THE LEFT LOWER FLANGE AT THE SAME LOCATION, A STEEL PLATE [27 INCHES LONG X 4 INCHES WIDE X 1/2 INCH THICK] HAS BEEN WELDED AT THE NEAR AND FAR ENDS TO THE LOWER FLANGE, BUT THERE IS NO WELD ALONG THE FLANGE LENGTH. A STEEL PLATE [27 INCHES LONG X 9 INCHES HIGH X 1/2 INCHES THICK] IS WELDED TO THE LOWER FLANGE PLATE AT A 90 DEGREE ANGLE, COVERING THE SECTIONED AREA OF THE WEB. HOWEVER THERE ARE NO WELDS ATTACHING THIS PLATE TO THE BEAM.	4	3	3	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	10		Feet
☑	107	Corrosion	AT BENT 3, WELDED REPAIR PLATES, TOP FLANGE (3 FEET LONG X 3 INCHES WIDE X 1/2 INCH THICK), WEB (4 INCHES LONG X FULL HEIGHT X 0.5 INCH THICK); SURFACE CORROSION THROUGHOUT PLATES	2			Feet
☑	107	Corrosion	AT BENT 4 AND 9.5 FEET FROM BENT 4, WELDED REPAIR PLATE ON BOTH FACES OF WEB (42 INCHES LONG X 8 INCHES HIGH X 1/4 INCH THICK), SURFACE CORROSION THROUGHOUT	2			Feet

☑ 107	Corrosion	AT MID SPAN, WELDED REPAIR PLATE ON TOP FLANGE (15 FEET LONG X 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION THROUGHOUT	2			Feet
☑ 107	Corrosion	BEAM END AT BENT 4, STEEL PLATES ARE WELDED TO BOTH SIDES OF THE WEB [4 FEET LONG X FULL HEIGHT X 3/8 INCH THICK]; SURFACE CORROSION PRESENT	2			Feet
☑ 107	Distortion	AT 5 AND 7 FEET FROM BENT 3, DISTORTION (2 FEET LONG X UP TO 3 INCHES WIDE X UP TO 1/2 DEFLECTION) ALONG BOTTOM FLANGE	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	112	56	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 4 Beam 6

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	29	0	12	0	17	Feet
515	Steel Protective Coating	163	0	51	0	112	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (7 FEET LONG X FULL WIDTH X 0.32 INCH AVERAGE REMAINING); BOTTOM FLANGE, CORROSION WITH SECTION LOSS (4 FEET LONG X FULL WIDTH X 0.13 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE); LOWER 3 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 3 FEET LONG WITH SCATTERED 1/2 INCH DIAMETER HOLES.	4	7	7	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 4, LOWER WEB, CORROSION WITH SECTION LOSS (5 FEET LONG X 4 INCHES HIGH X 0.15 INCH AVERAGE REMAINING) WITH TWO (2) CORROSION HOLES (UP TO 0.25 INCH DIAMETER X 100 PERCENT SECTION LOSS); BOTTOM FLANGE (10 FEET LONG X FULL WIDTH X 0.3 INCH AVERAGE REMAINING), EXCEPT FOR THE FIRST 6 INCHES WHICH HAS 1/8 INCH AVERAGE REMAINING.	4	10	10	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	12		Feet
☑ 107	Corrosion	AT BENT 3, WELDED REPAIR PLATE ON TOP FLANGE, BOTH SIDES (2 FEET LONG X 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 107	Corrosion	AT BENT 4, WELDED REPAIR PLATE ON TOP FLANGE (12 FEET LONG X UP TO 3 INCHES WIDE X 1/2 THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	112	56	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 4 Beam 7

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	29	0	0	0	29	Feet
515	Steel Protective Coating	163	0	51	0	112	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] ALONG THE LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.14 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES THROUGHOUT (INTERMITTENT FULL LENGTH X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS); AT BENT 3, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (UP TO 20 FEET LONG X FULL WIDTH X 0.27 INCH AVERAGE REMAINING); UPPER AND LOWER 3 INCHES OF THE WEB, SCATTERED 1/16 INCH SECTION LOSS; AT BENT 4, LOWER 2 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 7 INCHES LONG.	4	29	29	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2			Feet
☑ 107	Corrosion	AT BENT 3, WELDED REPAIR PLATE ON TOP FLANGE (42 INCHES LONG X 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 107	Corrosion	AT BENT 4, WELDED REPAIR PLATE ON TOP FLANGE (15 FEET LONG X 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	112	56	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 4 Beam 8

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	29	0	9	0	20	Feet
515	Steel Protective Coating	163	0	51	0	112	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (10 FEET LONG X FULL WIDTH X 0.19 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE); LOWER 1 INCH OF THE WEB, 5/16 INCH REMAINING X 15 INCHES LONG.	4	10	10	Feet

☑	107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 4, TOP FLANGE, CORROSION WITH SECTION LOSS (10 FEET LONG X FULL WIDTH X 0.21 INCH AVERAGE REMAINING); LOWER FLANGE, 100 PERCENT SECTION LOSS X 6 INCHES LONG; LOWER 1 INCH OF THE WEB, 1/16 INCH SECTION LOSS X 6 INCHES LONG.	4	10	10	Feet
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	9		Feet
☑	107	Corrosion	AT BENT 3, WELDED REPAIR PLATE ON TOP FLANGE (18 INCHES LONG X 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑	515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	112	56	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 4 Wearing Surface

Asphalt Wearing Surface

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
510	Wearing Surface	720	235	32	453	0	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	510	Crack (Wearing Surface)	FULL WIDTH TRANSVERSE CRACK UP TO 1/8 INCH WIDE OVER BENT 3	3	24	24	Square Feet
☑	510	Crack (Wearing Surface)	MAP CRACKING IN RIGHT LANE NEAR BENT 4 (7 FEET LONG X 4 FEET WIDE X UP TO 1/8 INCH WIDE)	3	28	28	Square Feet
☑	510	Crack (Wearing Surface)	MIDDLE OF BOTH TRAVEL LANES, LONGITUDINAL CRACK (FULL LENGTH X UP TO 1/16 INCH WIDE)	3	29	29	Square Feet
☑	510	Crack (Wearing Surface)	TRANSVERSE CRACKS, SCATTERED (UP TO FULL WIDTH OF ROADWAY X 1/16 INCH WIDE) AT 2 FEET CENTERS	3	360	360	Square Feet
☑	510	Patched Area/Pothole (Wearing Surface)	RIGHT LANE NEAR BENT 4, APPROXIMATELY 12 SQUARE FEET UNSOUND PATCHING, SETTLED UP TO 3/4 INCH WITH STRESS CRACKING UP TO 3/16 INCH WIDE	3	12	12	Square Feet
☑	510	Patched Area/Pothole (Wearing Surface)	PATCHED AREA (4.25 FEET LONG X 7.5 FEET WIDE), CENTER OF BRIDGE AT BENT 4	2	32		Square Feet

General Comments

Span 4 Left Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	30	0	30	0	0	Feet
515	Steel Protective Coating	150	0	0	0	150	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	30		Square Feet

☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	150	55	Square Feet

General Comments

Span 4 Right Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	30	1	29	0	0	Feet
515	Steel Protective Coating	150	0	0	0	150	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	28		Square Feet
☑ 330	Distortion	DAMAGE NEAR BENT 4 IN FRONT FACE (1 FOOT LONG X UP TO 2 INCHES HIGH X UP TO 1/4 INCH DEEP)	2	1		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	150	55	Square Feet

General Comments

Span 4 Beam 2 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 2 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	0	1	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Connection	[PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.	4	1	1	Each
☑ 316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2			Each
☑ 515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 3 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 3 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	0	1	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	[PRIORITY ACTION REQUEST] LEFT ANCHOR NUT AND BOLT HAS SUBSTANTIALLY FAILED.	4	1	1	Each
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2			Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 4 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 4 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	0	1	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑	316	Connection	[PRIORITY ACTION REQUEST] RIGHT ANCHOR NUT AND BOLT HAVE SUBSTANTIALLY FAILED.	4	1	1	Each
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2			Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 5 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 5 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	0	1	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	[PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.	4	1	1	Each
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2			Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 6 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 6 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	0	1	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	[PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.	4	1	1	Each
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2			Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 7 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 7 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	0	1	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	[PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.	4	1	1	Each
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2			Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 8 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	0	1	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	[PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.	4	1	1	Each
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2			Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 4 Beam 1 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	0	1	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	[PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.	4	1	1	Each
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2			Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 5 Deck

Steel Deck Corrugated

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
30	Steel Deck Corrugated/Orthotropic/Etc.	747	247	90	350	60	Square Feet
515	Steel Protective Coating	747	247	0	0	500	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	30	Corrosion	[PRIORITY ACTION REQUEST] RIGHT SIDE AT BENT 4, ASPHALT WEARING SURFACE EDGE RETAINER HAS 100 PERCENT SECTION LOSS OVER A 1 FOOT LENGTH.	4		1	Square Feet
☑	30	Corrosion	[PRIORITY ACTION REQUEST] SCATTERED BUT CONCENTRATED AT JOINT CONNECTIONS AND TOP FLANGES, CORROSION WITH SECTION LOSS (3 INCHES LONG X 2.5 FEET WIDE X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE AT WEEP HOLE EDGES) WITH SOME AREAS OF EXPOSED ASPHALT WEARING SURFACE.	4	60	60	Square Feet

☑ 30	Corrosion	RUST SCALE AND CORROSION WITH SECTION LOSS AT RANDOM, AROUND DRAIN HOLES AND AT TOP FLANGES (0.2 INCH AVERAGE REMAINING)	3	350	350	Square Feet
☑ 30	Corrosion	DECK REPLACED WITH STEEL PLATE AND ANGLES ALONG 10 FEET OF BAY 7 NEAR MID SPAN; SURFACE CORROSION PRESENT	2	30		Square Feet
☑ 30	Corrosion	DECK REPLACED WITH STEEL PLATE AND ANGLES ALONG FIRST HALF OF BAY 6; SURFACE CORROSION PRESENT	2	60		Square Feet
☑ 515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING HAS FAILED AT RANDOM THROUGHOUT UNDERSIDE OF DECK AROUND TOP FLANGE AND DRAIN HOLES	4	500	250	Square Feet

General Comments

Span 5 Beam 1

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	29	0	1	Feet
515	Steel Protective Coating	168	0	34	0	134	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER FLANGE, CORROSION WITH 1/4 INCH AVERAGE REMAINING X 6 INCHES LONG; LOWER 3 INCHES OF THE WEB, CORROSION WITH 1/8 INCH AVERAGE REMAINING WITH PERFORATIONS X 1 FOOT LONG.	4	1	1	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	29		Feet
☑ 107	Corrosion	AT BENT 4, WELDED REPAIR PLATES (2 FEET LONG X 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	134	30	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	34	34	Square Feet

General Comments

Span 5 Beam 2

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	29	0	1	Feet
515	Steel Protective Coating	168	0	34	0	134	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑ 107	Corrosion	[PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER LEFT FLANGE, CORROSION WITH 3/8 INCH AVERAGE REMAINING, AND LOWER RIGHT FLANGE, CORROSION WITH 1/16 INCH AVERAGE REMAINING, BOTH X 5 INCHES LONG; LOWER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS FOR 2 INCHES LONG, THEN 1/8 INCH AVERAGE REMAINING X NEXT 10 INCHES LONG.	4	1	1	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	29		Feet
☑ 107	Corrosion	AT BENT 4, WELDED REPAIR PLATES ON TOP FLANGE (21 INCHES LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 107	Corrosion	AT BENT 5, WELDED REPAIR PLATES ON TOP FLANGE (1 FOOT LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	134	30	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	34	34	Square Feet

General Comments

Span 5 Beam 3

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	29	0	1	Feet
515	Steel Protective Coating	168	0	34	0	134	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER FLANGE, CORROSION WITH 3/16 INCH AVERAGE REMAINING X 6 INCHES LONG; LOWER 2 INCHES OF THE WEB, CORROSION WITH 1/16 INCH AVERAGE REMAINING X 6 INCHES LONG.	4	1	1	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	29		Feet
☑ 107	Corrosion	AT BENT 4, WELDED REPAIR PLATES ON TOP FLANGE (2 FEET LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 107	Corrosion	AT BENT 5, WELDED REPAIR PLATES ON TOP FLANGE (1 FOOT LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	134	30	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	34	34	Square Feet

General Comments

Span 5 Beam 4

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	7	0	23	Feet
515	Steel Protective Coating	168	0	51	0	117	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 5, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.18 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE)	4	1	1	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER FLANGE, CORROSION WITH 1/8 INCH AVERAGE REMAINING X 6 INCHES LONG; AND THE WEB AT THIS LOCATION HAS BEEN SECTIONED WITH A STEEL PLATE WELDED TO REPLACE WHAT WAS REMOVED [17 INCHES LONG X 9 INCHES HIGH X 1/2 INCH THICK]; SCATTERED SURFACE CORROSION PRESENT.	4	2	2	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] NEAR MID SPAN, TOP FLANGE, CORROSION WITH SECTION LOSS (20 FEET LONG X FULL WIDTH X 0.22 INCH AVERAGE REMAINING) WITH SCATTERED KNIFE EDGING AN SCALLOPING	4	20	20	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	7		Feet
☑ 107	Corrosion	AT BENT 4, WELDED REPAIR PLATES ON TOP FLANGE (2 FEET LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 107	Corrosion	AT BENT 5, WELDED REPAIR PLATES ON TOP FLANGE (2 FEET LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	117	60	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 5 Beam 5

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	12	0	18	Feet
515	Steel Protective Coating	168	0	51	0	117	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 5, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.20 INCH AVERAGE REMAINING)	4	1	1	Feet

☑ 107	Corrosion	[PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER FLANGE, CORROSION WITH 1/4 INCH AVERAGE REMAINING X UP TO 2 FEET LONG; ON BOTH SIDES OF THE WEB, PLATES HAVE BEEN WELDED INTO PLACE [2 FEET LONG X FULL HEIGHT X 1/4 INCH THICK]; SURFACE CORROSION PRESENT	4	2	2	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] NEAR MID SPAN, TOP FLANGE, CORROSION WITH SECTION LOSS (15 FEET LONG X FULL WIDTH X 0.27 INCH AVERAGE REMAINING); INTERMEDIATE DIAPHRAGM IN BAY 5, CORROSION WITH SECTION LOSS ON BOTH FLANGES (FULL LENGTH X FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE ON TOP FLANGE)	4	15	18	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	12		Feet
☑ 107	Corrosion	AT BENT 4, WELDED REPAIR PLATES ON TOP FLANGE AND WEB (2 FEET LONG X UP TO 3 INCHES WIDE X FULL HEIGHT X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 107	Corrosion	AT BENT 5, WELDED REPAIR PLATES ON TOP FLANGE AND WEB (2 FEET LONG X UP TO 3 INCHES WIDE X FULL HEIGHT X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	117	60	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 5 Beam 6

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	26	0	4	Feet
515	Steel Protective Coating	168	0	51	0	117	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 5, TOP FLANGE, CORROSION WITH SECTION LOSS (3 FEET LONG X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE)	4	3	3	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER FLANGE, CORROSION WITH 1/4 INCH AVERAGE REMAINING X 5 INCHES LONG; THE WEB HAS SCATTERED SURFACE CORROSION.	4	1	1	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] INTERMEDIATE DIAPHRAGM IN BAY 6, CORROSION WITH SECTION LOSS ON BOTH FLANGES (FULL LENGTH X FULL WIDTH X 0.25 INCH AVERAGE REMAINING)	4		3	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	26		Feet

☑ 107	Corrosion	AT BENT 4, WELDED REPAIR PLATES ON TOP FLANGE AND WEB (2 FEET LONG X UP TO 3 INCHES WIDE X FULL HEIGHT X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	117	60	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 5 Beam 7

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	14	0	16	Feet
515	Steel Protective Coating	168	0	51	0	117	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER FLANGE, CORROSION WITH 1/4 INCH AVERAGE REMAINING X 5 INCHES LONG WITH THE OVERALL WIDTH BEING REDUCED BY 1 INCH; LOWER 2 INCHES OF THE WEB, CORROSION WITH 1/16 INCH AVERAGE REMAINING X 3 INCHES LONG.	4	1	1	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] BETWEEN MID SPAN AND BENT 5, TOP FLANGE, CORROSION WITH SECTION LOSS (15 FEET LONG X FULL WIDTH X 0.2 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE); INTERMEDIATE DIAPHRAGM IN BAY 7, CORROSION WITH SECTION LOSS ON BOTH FLANGES (FULL LENGTH X FULL WIDTH X 0.25 INCH AVERAGE REMAINING, DOWN TO KNIFE EDGE ON TOP FLANGE) WITH MISSING SECTION ON TOP FLANGE (FULL LENGTH X 1 INCH WIDE X 100 PERCENT SECTION LOSS); AT MID SPAN, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (10 FEET LONG X FULL WIDTH X 0.32 INCH AVERAGE REMAINING).	4	15	18	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	14		Feet
☑ 107	Corrosion	AT BENT 5, WELDED REPAIR PLATE ON LEFT TOP FLANGE (1 FOOT LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 107	Corrosion	BETWEEN BENT 4 AND MID SPAN, WELDED REPAIR PLATE ON TOP FLANGE (15 FEET LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	117	60	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 5 Beam 8

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	30	0	25	0	5	Feet
515	Steel Protective Coating	168	0	51	0	117	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT MID SPAN, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (3 FEET LONG X FULL WIDTH X 0.28 INCH AVERAGE REMAINING).	4	3	3	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 5, TOP FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.26 INCH AVERAGE REMAINING)	4	1	1	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER FLANGE, CORROSION WITH 1/4 INCH AVERAGE REMAINING X 5 INCHES LONG; LOWER 1 INCH OF THE WEB, CORROSION WITH 100 PERCENT SECTION LOSS X 10 INCHES LONG.	4	1	1	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	25		Feet
☑ 107	Corrosion	AT BENT 4, WELDED REPAIR PLATES ON TOP FLANGE AND WEB (2 FEET LONG X UP TO 3 INCHES WIDE X FULL HEIGHT X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	117	60	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	51	51	Square Feet

General Comments

Span 5 Wearing Surface

Asphalt Wearing Surface

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
510	Wearing Surface	744	301	0	443	0	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 510	Crack (Wearing Surface)	FULL WIDTH TRANSVERSE CRACK UP TO 1/2 INCH WIDE WITH SEDIMENT BUILD UP AND VEGETATION GROWTH IN LEFT LANE OVER BENT 4	3	24	24	Square Feet
☑ 510	Crack (Wearing Surface)	MAP CRACKING UP TO 1/8 INCH WIDE IN RIGHT LANE AT BENT 4 (3 FEET LONG X 4 FEET WIDE)	3	12	12	Square Feet
☑ 510	Crack (Wearing Surface)	MIDDLE OF BOTH TRAVEL LANES, LONGITUDINAL CRACK (FULL LENGTH X UP TO 1/16 INCH WIDE)	3	30	30	Square Feet
☑ 510	Crack (Wearing Surface)	TRANSVERSE CRACKS, SCATTERED (UP TO FULL WIDTH OF ROADWAY X 1/16 INCH WIDE) AT 2 FEET CENTERS	3	372	372	Square Feet
☑ 510	Patched Area/Pothole (Wearing Surface)	AT BENT 5, NORTHBOUND LANE IN RIGHT WHEEL PATH, SETTLEMENT (1 FOOT LONG X 5 FEET WIDE X 1/2 INCH DEEP) WITH MAP CRACKING (UP TO 1/4 INCH WIDE)	3	5	5	Square Feet

General Comments

Span 5 Left Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	31	0	31	0	0	Feet
515	Steel Protective Coating	150	0	0	0	150	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	31		Square Feet
☑	515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	150	55	Square Feet

General Comments

Span 5 Right Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	31	1	30	0	0	Feet
515	Steel Protective Coating	150	0	0	0	150	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	30		Square Feet
☑	515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	150	55	Square Feet

General Comments

Span 5 Beam 2 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	0	1	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	[PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.	4	1	1	Each
☑	316	Corrosion	CORROSION WITH SECTION LOSS (1/32 INCH LOSS)	2			Each
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Structure Number: 340099 Inspection Date: 01/30/2025

Span 5 Beam 2 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH SECTION LOSS (1/32 INCH LOSS)	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Span 5 Beam 3 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	0	1	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	[PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.	4	1	1	Each
☑	316	Corrosion	CORROSION WITH SECTION LOSS (1/32 INCH LOSS)	2			Each
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Span 5 Beam 3 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH SECTION LOSS (1/32 INCH LOSS)	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Span 5 Beam 4 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	0	1	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	[PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.	4	1	1	Each
☑	316	Corrosion	CORROSION WITH SECTION LOSS (1/32 INCH LOSS)	2			Each
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Span 5 Beam 4 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH SECTION LOSS (1/32 INCH LOSS)	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Span 5 Beam 5 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	0	1	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	[PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.	4	1	1	Each
☑	316	Corrosion	CORROSION WITH SECTION LOSS (1/32 INCH LOSS)	2			Each
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Structure Number: 340099 Inspection Date: 01/30/2025

Span 5 Beam 5 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH SECTION LOSS (1/32 INCH LOSS)	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Span 5 Beam 6 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	0	1	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	[PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.	4	1	1	Each
☑	316	Corrosion	CORROSION WITH SECTION LOSS (1/32 INCH LOSS)	2			Each
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Span 5 Beam 6 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH SECTION LOSS (1/32 INCH LOSS)	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Span 5 Beam 7 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	0	1	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	[PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.	4	1	1	Each
☑	316	Corrosion	CORROSION WITH SECTION LOSS (1/32 INCH LOSS)	2			Each
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Span 5 Beam 7 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH SECTION LOSS (1/32 INCH LOSS)	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Span 5 Beam 8 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	0	1	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	[PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.	4	1	1	Each
☑	316	Corrosion	CORROSION WITH SECTION LOSS (1/32 INCH LOSS)	2			Each
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Span 5 Beam 8 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH SECTION LOSS (1/32 INCH LOSS)	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Span 5 Beam 1 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	0	0	1	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Connection	[PRIORITY ACTION REQUEST] LEFT ANCHOR NUT AND BOLT HAS SUBSTANTIALLY FAILED.	4	1	1	Each
☑	316	Corrosion	CORROSION WITH SECTION LOSS (1/32 INCH LOSS)	2			Each
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Span 5 Beam 1 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	CORROSION WITH SECTION LOSS (1/32 INCH LOSS)	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Span 6 Deck

Steel Deck Corrugated

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
30	Steel Deck Corrugated/Orthotropic/Etc.	982	395	27	500	60	Square Feet
515	Steel Protective Coating	982	395	0	0	587	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑	30	Corrosion	[PRIORITY ACTION REQUEST] SCATTERED BUT CONCENTRATED AT JOINT CONNECTIONS AND TOP FLANGES, CORROSION WITH SECTION LOSS (3 INCHES LONG X 2.5 FEET WIDE X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE AT WEEP HOLE EDGES) WITH ASPHALT EXPOSED AT SOME LOCATIONS	4	60	60	Square Feet
☑	30	Corrosion	RUST SCALE AND CORROSION WITH SECTION LOSS AT RANDOM, AROUND DRAIN HOLES AND AT TOP FLANGES (0.2 INCH AVERAGE REMAINING)	3	500	500	Square Feet
☑	30	Corrosion	DECK REPLACED WITH STEEL PLATE AND ANGLES 3 FEET OF BAY 2, BAY 4, AND BAY 6 AT BENT 5; SURFACE CORROSION PRESENT	2	27		Square Feet
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING HAS FAILED AT RANDOM THROUGHOUT UNDERSIDE OF DECK AROUND TOP FLANGE AND DRAIN HOLES	4	587	205	Square Feet

General Comments

Span 6 Beam 1

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	40	0	40	0	0	Feet
515	Steel Protective Coating	256	84	52	0	120	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	40		Feet
☑	515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	120	30	Square Feet
☑	515	Peeling/Bubbling/Cracking (steel Protective Coatings)	BOTH FLANGES AND WEB SCATTERED THROUGHOUT, TOP COATING PEELED	2	52	52	Square Feet

General Comments

Span 6 Beam 2

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	40	0	40	0	0	Feet
515	Steel Protective Coating	256	84	52	0	120	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	40		Feet
☑	107	Corrosion	AT BENT 5, WELDED REPAIR PLATE ON RIGHT TOP FLANGE (1 FOOT LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑	515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	120	30	Square Feet

☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	52	52	Square Feet

General Comments

Span 6 Beam 3

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	40	0	39	1	0	Feet
515	Steel Protective Coating	256	84	52	0	120	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT END BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 1/4 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (3 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS)	3	1	1	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	39		Feet
☑ 107	Corrosion	AT BENT 5, WELDED REPAIR PLATES ON TOP FLANGE (1 FOOT LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	120	30	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	52	52	Square Feet

General Comments

Span 6 Beam 4

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	40	0	37	3	0	Feet
515	Steel Protective Coating	256	84	52	0	120	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 5, TOP FLANGE, CORROSION WITH SECTION LOSS (32 INCHES LONG X FULL WIDTH X 0.375 INCH AVERAGE REMAINING)	3	3	3	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	37		Feet
☑ 107	Corrosion	AT BENT 5, WELDED REPAIR PLATE ON RIGHT TOP FLANGE (1 FOOT LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	120	30	Square Feet

☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	52	52	Square Feet

General Comments

Span 6 Beam 5

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	40	0	35	5	0	Feet
515	Steel Protective Coating	256	84	52	0	120	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT END BENT 2, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (7 INCHES LONG X FULL WIDTH X 0.31 INCH AVERAGE REMAINING) WITH ONE CORRODED SALVAGE HOLE AT RIGHT SIDE (1 INCH DIAMETER X 100 PERCENT SECTION)	3	1	1	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 5, TOP FLANGE, CORROSION WITH SECTION LOSS (4 FEET LONG X FULL WIDTH X 0.375 INCH AVERAGE REMAINING)	3	4	4	Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	35		Feet
☑ 107	Corrosion	AT BENT 5, WELDED REPAIR PLATES ON TOP FLANGE (19 INCHES LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	120	30	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	52	52	Square Feet

General Comments

Span 6 Beam 6

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	40	0	37	2	1	Feet
515	Steel Protective Coating	256	84	52	0	120	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT END BENT 2, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (7 INCHES LONG X FULL WIDTH X 0.31 INCH AVERAGE REMAINING) WITH MISSING SECTION AT RIGHT SIDE (1 INCH LONG X 2 INCHES WIDE X 100 PERCENT SECTION)	4	1	1	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 5, TOP FLANGE, CORROSION WITH SECTION LOSS (2 FEET LONG X FULL WIDTH X 0.375 INCH AVERAGE REMAINING)	3	2	2	Feet

☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	37		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	120	30	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	52	52	Square Feet

General Comments

Span 6 Beam 7

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	40	0	13	0	27	Feet
515	Steel Protective Coating	256	59	77	0	120	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT BENT 5, TOP FLANGE, CORROSION WITH SECTION LOSS (26 FEET LONG X FULL WIDTH X 0.22 INCH AVERAGE REMAINING)	4	26	26	Feet
☑ 107	Corrosion	[PRIORITY ACTION REQUEST] AT END BENT 2, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (8 INCHES LONG X FULL WIDTH X 1/8 INCH AVERAGE REMAINING) WITH MISSING SECTION AT LEFT SIDE (2 INCHES LONG X 2 INCHES WIDE X 100 PERCENT SECTION LOSS); TOP FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 1/8 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT LEFT SIDE (2 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS).	4	1	1	Feet
☑ 107	Corrosion	A BENT 5, WELDED REPAIR PLATE ON LEFT TOP FLANGE (1 FOOT LONG X UP TO 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT	2			Feet
☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	13		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	120	40	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	77	77	Square Feet

General Comments

Span 6 Beam 8

Plate Girder

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
107	Steel Open Girder/Beam	40	0	40	0	0	Feet
515	Steel Protective Coating	256	84	52	0	120	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑ 107	Corrosion	ALONG THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	40		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	120	30	Square Feet
☑ 515	Peeling/Bubbling/Cracking (steel Protective Coatings)	SCATTERED THROUGHOUT THE LENGTH OF THE BEAM, PAINT PEELING	2	52	52	Square Feet

General Comments

Span 6 Wearing Surface

Asphalt Wearing Surface

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
510	Wearing Surface	978	401	0	577	0	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 510	Crack (Wearing Surface)	FULL WIDTH TRANSVERSE CRACK UP TO 1/4 INCH WIDE WITH SEDIMENT BUILD UP IN LEFT LANE OVER END BENT 2	3	21	21	Square Feet
☑ 510	Crack (Wearing Surface)	FULL WIDTH TRANSVERSE CRACK UP TO 1/4 INCH WIDE WITH SEDIMENT BUILDUP AND VEGETATION GROWTH IN LEFT LANE OVER BENT 5	3	24	24	Square Feet
☑ 510	Crack (Wearing Surface)	LEFT LANE AT END BENT 2, APPROXIMATELY 3 SQUARE FEET DENSE PATTERN MAP CRACKING UP TO 1/2 INCH WIDE WITH SETTLEMENT UP TO 1 INCH DEEP	3	3	3	Square Feet
☑ 510	Crack (Wearing Surface)	MIDDLE OF BOTH TRAVEL LANES, LONGITUDINAL CRACK (FULL LENGTH X UP TO 1/16 INCH WIDE)	3	40	40	Square Feet
☑ 510	Crack (Wearing Surface)	TRANSVERSE CRACKS, SCATTERED (UP TO FULL WIDTH OF ROADWAY X 1/16 INCH WIDE) AT 2 FEET CENTERS	3	489	489	Square Feet

General Comments

Span 6 Left Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	41	0	40	1	0	Feet
515	Steel Protective Coating	200	0	0	0	200	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 330	Connection	[PRIORITY ACTION REQUEST] FIRST POST LAP SPLICE IMPROPERLY CONNECTED [TOO SHORT OF AN OVERLAP AND MISSING TWO BOLTS]	3	1	1	Feet
☑ 330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	40		Square Feet
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	200	77	Square Feet

General Comments

Span 6 Right Bridge Rail

Steel Rail

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
330	Metal Bridge Railing	41	0	40	1	0	Feet
515	Steel Protective Coating	200	0	0	0	200	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	330	Connection	[PRIORITY ACTION REQUEST] FAR END, END TREATMENT IS LAPPED AGAINST TRAFFIC	3	1	1	Feet
☑	330	Connection	[PRIORITY ACTION REQUEST] FIRST POST LAP SPLICE IMPROPERLY CONNECTED [TOO SHORT OF AN OVERLAP AND MISSING TWO BOLTS]	3		1	Feet
☑	330	Corrosion	ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS	2	40		Square Feet
☑	515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	200	77	Square Feet

General Comments

Span 6 Beam 2 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/32 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Span 6 Beam 3 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/32 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Span 6 Beam 4 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 6 Beam 5 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 6 Beam 6 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet

General Comments

Span 6 Beam 7 Near Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	SURFACE CORROSION WITH LAYERED RUST AND UP TO 1/16 INCH SECTION LOSS	2	1		Each

☑ 515	Effectiveness (Steel Protective Coatings)	FAILED PROTECTIVE COATING	4	1	1	Square Feet	

General Comments

Span 6 Beam 2 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	BEARING ASSEMBLY HAS SURFACE RUST	2	1		Each
☑ 515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Span 6 Beam 3 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	BEARING ASSEMBLY HAS SURFACE RUST	2	1		Each
☑ 515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Span 6 Beam 4 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 316	Corrosion	BEARING ASSEMBLY HAS SURFACE RUST	2	1		Each
☑ 515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Span 6 Beam 5 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	BEARING ASSEMBLY HAS SURFACE RUST	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Span 6 Beam 6 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	BEARING ASSEMBLY HAS SURFACE RUST	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Span 6 Beam 7 Far Bearing

Other Bearing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
316	Other Bearings	1	0	1	0	0	Each
515	Steel Protective Coating	1	0	0	0	1	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	316	Corrosion	BEARING ASSEMBLY HAS SURFACE RUST	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING IS FAILING	4	1	1	Square Feet

General Comments

Bent 1 Pile 1

Reinforced Concrete Pier Wall

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
210	Reinforced Concrete Pier Wall	20	0	0	20	0	Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	210	Cracking (RC and Other)	20 FEET HORIZONTAL CRACK UP TO 2 INCHES WIDE, SOUTH AND NORTH FACE, 18 INCHES BELOW CAP	3	20	20	Feet

☑ 210	Delamination/Spall	SPALLING (10 INCHES LONG X 5 INCHES HIGH X UP TO 3.5 INCHES DEEP) AT SOUTHWEST AND NORTHWEST CORNERS, 20 INCHES BELOW CAP; SIMILAR SPALLING AT THE RIGHT END	3		2	Feet
☑ 210	Efflorescence/Rust Staining	SCATTERED VERTICAL HAIRLINE CRACKS WITH EFFLORESCENCE, UP TO 36 INCHES HIGH, AT RANDOM, BEGINNING 2 FEET BELOW CAP	2			Feet
☑ 210	Cracking (RC and Other)	FAR SIDE, SCATTERED HAIRLINE MAP CRACKING	1			Feet
☑ 210	Cracking (RC and Other)	LEFT END, SCATTERED HAIRLINE MAP CRACKING	1			Feet

General Comments

Bent 1 Cap 1

Steel Pier Cap

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
231	Steel Pier Cap	26	0	11	0	15	Feet
515	Steel Protective Coating	181	0	0	0	181	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 231	Corrosion	[PRIORITY ACTION REQUEST] BETWEEN BEAMS 3 AND 4, THE UPPER FLANGE HAS CORROSION WITH AVERAGE 3/16 INCH REMAINING WITH SCALLOPING AND KNIFE EDGING; BETWEEN STIFFENERS 5 AND 6, THE LOWER 6 INCHES OF THE WEB HAS CORROSION WITH 3/8 INCH AVERAGE REMAINING; BETWEEN STIFFENERS 6 AND 7, THE LOWER 4 INCHES OF THE WEB HAS CORROSION WITH 1/16 INCH AVERAGE REMAINING WITH PERFORATIONS; THE LOWER FLANGE HAS CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH SCALLOPING UP TO 1 INCH BACK AND KNIFE EDGING; STIFFENER 6 HAS FAILED ON THE NEAR SIDE; STIFFENER 6 ON THE FAR SIDE HAS FAILED; STIFFENER 7 ON THE FAR SIDE HAS AVERAGE 1/8 INCH REMAINING IN THE LOWER 5 INCHES.	4	3	3	Feet
☑ 231	Corrosion	[PRIORITY ACTION REQUEST] BETWEEN BEAMS 4 AND 5, THE UPPER FLANGE HAS CORROSION WITH AVERAGE 3/16 INCH REMAINING WITH SCALLOPING AND KNIFE EDGING; BETWEEN STIFFENERS 7 AND 8, THE LOWER 4 INCHES OF THE WEB HAS CORROSION WITH 1/16 INCH AVERAGE REMAINING WITH PERFORATIONS; BETWEEN STIFFENERS 8 AND 9, THE LOWER 4 INCHES OF THE WEB HAS SURFACE CORROSION; THE LOWER FLANGE HAS CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH SCALLOPING UP TO 1 INCH BACK AND KNIFE EDGING; STIFFENER 9 HAS FAILED ON THE NEAR SIDE; STIFFENERS 8 AND 9 HAVE FAILED ON THE FAR SIDE.	4	4	4	Feet
☑ 231	Corrosion	[PRIORITY ACTION REQUEST] BETWEEN BEAMS 5 AND 6, THE UPPER FLANGE HAS CORROSION WITH AVERAGE 3/8 INCH REMAINING ON THE NEAR SIDE AND 3/16 INCH REMAINING WITH KNIFE EDGING ON THE FAR SIDE; BETWEEN STIFFENERS 9 AND 10, THE LOWER 6 INCHES OF THE WEB HAS CORROSION WITH 5/16 INCH AVERAGE REMAINING; THE LOWER FLANGE HAS CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH SCALLOPING UP TO 1 INCH BACK, KNIFE EDGING AND PERFORATIONS.	4	3	3	Feet

☑ 231	Corrosion	[PRIORITY ACTION REQUEST] BETWEEN BEAMS 6 AND 7, THE UPPER FLANGE HAS CORROSION WITH AVERAGE 3/16 INCH REMAINING WITH KNIFE EDGING, EXCEPT FOR THE FAR SIDE BETWEEN STIFFENERS 11 AND 12 WHICH HAS 3/8 INCH AVERAGE REMAINING; BETWEEN STIFFENERS 10 AND 11, THE LOWER 6 INCHES OF THE WEB HAS CORROSION WITH 3/8 INCH AVERAGE REMAINING; BETWEEN STIFFENERS 11 AND 12, THE LOWER 4 INCHES OF THE WEB HAS CORROSION WITH 1/4 INCH AVERAGE REMAINING; THE LOWER FLANGE HAS CORROSION WITH AVERAGE 1/4 INCH REMAINING; STIFFENER 11 ON THE NEAR SIDE HAS FAILED; STIFFENER 11 ON THE FAR SIDE HAS CORROSION IN THE LOWER 5 INCHES WITH 1/4 INCH AVERAGE REMAINING; STIFFENER 12 ON THE FAR SIDE HAS FAILED.	4	1	12	Feet
☑ 231	Corrosion	[PRIORITY ACTION REQUEST] BETWEEN BEAMS 7 AND 8, THE UPPER FLANGE HAS CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH SCALLOPING UP TO 1 INCH BACK AND KNIFE EDGING; THE WEB HAS CORROSION WITH 1/4 INCH AVERAGE REMAINING; THE LOWER FLANGE HAS CORROSION WITH AVERAGE 1/16 INCH REMAINING WITH SCALLOPING UP TO 2 INCHES BACK AND KNIFE EDGING; STIFFENER 13 ON THE FAR SIDE HAS FAILED; STIFFENER 14 ON THE NEAR SIDE HAS FAILED.	4	4	4	Feet
☑ 231	Corrosion	FROM BEAM 8 TO THE RIGHT END, THE CAP HAS FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH PITTING UP TO 1/16 INCH DEEP.	2	2		Feet
☑ 231	Corrosion	FROM THE LEFT END TO BEAM 3, THE UPPER AND LOWER FLANGES HAVE BEEN REPAIRED IN THE PAST WITH 1/2 INCH THICK PLATES WELDED TO THE REMAINING SECTIONS OF THE ORIGINAL FLANGES [EXCEPT THE TOP FLANGE FROM THE LEFT END TO BEAM 1, WHICH HAS THE ORIGINAL 7/16 INCH FLANGE SECTION REMAINING]. THESE PLATES HAVE FRECKLED CORROSION AND SCATTERED SURFACE CORROSION. THE WEB IN THIS AREA HAS FRECKLED CORROSION AND SCATTERED SURFACE CORROSION. BETWEEN BEAMS 2 AND 3, THE LOWER 3 INCHES OF THE WEB HAS CORROSION WITH AVERAGE 3/8 INCH REMAINING.	2	9		Feet
☑ 515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING HAS FAILED	4	181	181	Square Feet

General Comments

Bent 2 Footing

Reinforced Concrete Footing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
220	Reinforced Concrete Pile Cap/Footing	32	0	32	0	0	Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☐ 220	Abrasion/Wear (PSC/RC)	UNDERWATER INSPECTION: IRREGULAR CONCRETE SURFACES WITH SCALE 0.25 TO 0.50 INCH.	2	32	32	Feet
☐ 220	Scour	UNDERWATER INSPECTION: 6 INCH TO 1 FOOT WITH POCKETS OF UP TO 2 FEET OF VERTICAL TOE WALL EXPOSURE AROUND ENTIRE SILL. SILL IS KEYED INTO NATURAL BEDROCK AND STABLE.	2			Feet

General Comments

Bent 2 Cap 1

Steel Pier Cap

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
231	Steel Pier Cap	26	0	0	0	26	Feet
515	Steel Protective Coating	181	0	0	0	181	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	231	Corrosion	[PRIORITY ACTION REQUEST] ALONG THE LENGTH OF THE CAP ON THE NEAR SIDE, THE UPPER FLANGE REMAINING SECTION VARIES FROM 3/8 INCH TO 1/8 INCH, WITH THE AVERAGE REMAINING BEING 3/16 INCH WITH KNIFE EDGING AND SCALLOPING UP TO 1.5 INCHES BACK. THE LOWER FLANGE IS SIMILAR ON THE NEAR SIDE. ON THE FAR SIDE, THE UPPER FLANGE REMAINING SECTION VARIES FROM 1/2 INCH TO 1/8 INCH WITH THE AVERAGE REMAINING BEING 1/4 INCH WITH KNIFE EDGING AND SCALLOPING UP TO 1.5 INCHES BACK, WITH 100 PERCENT SECTION LOSS BETWEEN BEAMS 6 AND 7. THE LOWER FLANGE ON THE FAR SIDE IS SIMILAR WITH 100 PERCENT SECTION LOSS BETWEEN BEAMS 1 AND 2. ON THE NEAR SIDE, ALONG THE LENGTH OF THE WEB, THE REMAINING SECTION VARIES BETWEEN 1/4 INCH AND 1/16 INCH. FULL SECTION LOSS IS PREVALENT IN THE LOWER 5 INCHES OF THE WEB FROM BEAMS 2 THROUGH 7. PAST 100 PERCENT SECTION LOSS IN THE WEB HAS BEEN CUT AWAY AND COVERED WITH STEEL PLATES, HOWEVER THE PLATES ARE NOT SEATED AGAINST THE WEB OR LOWER FLANGE, AND ARE NOT FULLY WELDED. THE WEB REPAIRS APPEAR TO NOT BE FUNCTIOING, AS THE CAP HAS DEFLECTED DOWNWARD UP TO 1.5 INCHES OVER PILES 2 AND 3. THE WEB EXHIBITS BUCKLING AND SPLITTING NEAR PILE 3. ON THE NEAR SIDE, STIFFENERS 2 AND 10 HAVE FAILED. ON THE FAR SIDE, STIFFENERS 3, 7, 10, 12, AND 13 HAVE FAILED.	4	26	26	Feet
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING HAS FAILED	4	181	181	Square Feet

General Comments

Bent 2 Pile 1

Steel Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
225	Steel Pile	1	0	1	0	0	Each
515	Steel Protective Coating	90	0	0	0	90	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	225	Corrosion	AT BASE, RUST SCALE AND CORROSION (FULL CIRCUMFERENCE X 1 FOOT HIGH X NO SECTION LOSS)	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	90	45	Square Feet

General Comments

Structure Number: 340099 Inspection Date: 01/30/2025

Bent 2 Pile 2

Steel Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
225	Steel Pile	1	0	0	0	1	Each
515	Steel Protective Coating	90	0	0	0	90	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	225	Corrosion	[PRIORITY ACTION REQUEST] AT THE WATERLINE ON THE FLANGES AND WEB, CORROSION WITH AVERAGE 1/4 INCH REMAINING X UP TO 6 INCHES HIGH	4	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	90	45	Square Feet

General Comments

Bent 2 Pile 3

Steel Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
225	Steel Pile	1	0	0	0	1	Each
515	Steel Protective Coating	90	0	0	0	90	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	225	Corrosion	[PRIORITY ACTION REQUEST] AT THE WATERLINE ON THE FLANGES, CORROSION WITH AVERAGE 1/4 INCH REMAINING X UP TO 6 INCHES HIGH; ON THE WEB, CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH PINHOLES.	4	1	1	Each
☑	515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	90	45	Square Feet

General Comments

Bent 2 Pile 4

Steel Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
225	Steel Pile	1	0	1	0	0	Each
515	Steel Protective Coating	90	0	0	0	90	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	225	Corrosion	AT BASE, RUST SCALE AND CORROSION (FULL CIRCUMFERENCE X 1 FOOT HIGH X NO SECTION LOSS)	2	1		Each
☑	515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	90	45	Square Feet

General Comments

Structure Number: 340099 Inspection Date: 01/30/2025

End Bent 2 Abutment

Reinforced Concrete Abutment

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
215	Reinforced Concrete Abutment	38	0	26	12	0	Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 215	Abrasion/Wear (PSC/RC)	BELOW GIRDERS 5 AND 6, AREA OF VOID/HONEYCOMBING (APPROXIMATELY 4 FEET LONG X UP TO 3 INCHES HIGH X UP TO 9 INCHES BACK); ABUT IS POURED ON SOLID ROCK	3	5	5	Feet
☑ 215	Cracking (RC and Other)	BEGINNING AT BOTTOM OF ABUTMENT WALL, BELOW BEAMS 4 AND 5, DIAGONAL CRACK (7 FEET LONG X UP TO 1/8 INCH WIDE) WITH ADJACENT DELAMINATION (7 FEET LONG X 10 INCHES WIDE)	3	7	7	Feet
☑ 215	Abrasion/Wear (PSC/RC)	AT BASE OF WALL FROM LEFT END TO GIRDER 5, ABRASION (15 FEET LONG X UP TO 10 INCHES HIGH X 1 INCH DEEP)	2	8		Feet
☑ 215	Cracking (RC and Other)	AT BAY 7, THREE (3) DIAGONAL CRACKS (UP TO 3 FEET X 1/32 INCH WIDE)	2	3		Feet
☑ 215	Delamination/Spall	MID HEIGHT OF WALL BETWEEEN GIRDER 7 AND 8, SPALL (6 INCHES LONG X 5 INCHES HIGH X 1/4 INCH DEEP)	2	1	1	Feet
☑ 215	Patched Area	BETWEEN GIRDER 7 AND 8 AT BASE, SOUND PATCHED AREA (6 FEET LONG X 2 FEET HIGH)	2	14		Feet

General Comments

Bent 3 Cap 1

Steel Pier Cap

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
231	Steel Pier Cap	26	0	0	0	26	Feet
515	Steel Protective Coating	181	0	0	0	181	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty

☑ 231	Corrosion	[PRIORITY ACTION REQUEST] ALONG THE LENGTH OF THE CAP ON THE NEAR SIDE, THE UPPER FLANGE REMAINING SECTION VARIES FROM 5/8 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 1/4 INCH. THE LOWER FLANGE REMAINING SECTION VARIES FROM 5/8 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 1/8 INCH, WITH A SECTION OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 2 AND 3. THE UPPER FLANGE ON THE FAR SIDE VARIES FROM 5/8 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 5/16 INCH. THE LOWER FLANGE ON THE FAR SIDE VARIES FROM 5/8 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING AND SCALLOPING UP TO 2 INCHES BACK, WITH THE AVERAGE REMAINING BEING 3/16 INCH. ALONG THE LENGTH OF THE WEB, THE REMAINING SECTION VARIES BETWEEN 7/16 INCH AND 1/16 INCH. FULL SECTION LOSS IS PREVALENT IN THE LOWER 5 INCHES OF THE WEB FROM BEAMS 2 THROUGH 8. THE CAP HAS DEFLECTED DOWNWARD UP TO 0.75 INCH ALONG THE LENGTH IN SCATTERED AREAS. ON THE NEAR SIDE, STIFFENERS 3 AND 8 HAVE FAILED, AND STIFFENERS 2, 7, AND 9 HAVE 1/8 INCH AVERAGE REMAINING IN THE LOWER 4 INCHES. ON THE FAR SIDE, STIFFENERS 1, 2, AND 10 HAVE SUBSTANTIALLY FAILED, AND NUMBER 4 HAS 1/8 INCH AVERAGE REMAINING IN THE LOWER 4 INCHES.	4	26	26	Feet
☑ 515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING HAS FAILED	4	181	181	Square Feet

General Comments

Bent 3 Pile 1

Reinforced Concrete Pier Wall

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
210	Reinforced Concrete Pier Wall	20	1	19	0	0	Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 210	Abrasion/Wear (PSC/RC)	ABRASION (FULL CIRCUMFERENCE X UP TO 1/2 INCH DEEP) AT WATERLINE	2			Feet
☐ 210	Abrasion/Wear (PSC/RC)	UNDERWATER INSPECTION: ABRASION UP TO 0.50 INCH ALONG THE WATERLINE.	2			Feet
☑ 210	Cracking (RC and Other)	SCATTERED MAP CRACKING UP TO 1/64 INCH WIDE	2	19		Feet
☐ 210	Cracking (RC and Other)	UNDERWATER INSPECTION: 9 FEET OF 0.0625 INCH VERTICAL CRACKING FROM WATERLINE TO MUDLINE.	2			Feet
☑ 210	Cracking (RC and Other)	VERTICAL CRACKING (1 FOOT HIGH X HAIRLINE) AT WATERLINE	1	1		Feet

General Comments

Bent 4 Footing

Reinforced Concrete Footing

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
220	Reinforced Concrete Pile Cap/Footing	32	0	32	0	0	Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☐ 220	Abrasion/Wear (PSC/RC)	UNDERWATER INSPECTION: ABRASION UP TO 0.25 INCH ALONG WATERLINE.	2	32	32	Feet

General Comments

Bent 4 Cap 1

Steel Pier Cap

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
231	Steel Pier Cap	26	0	0	0	26	Feet
515	Steel Protective Coating	181	0	0	0	181	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 231	Corrosion	[PRIORITY ACTION REQUEST] ALONG THE LENGTH OF THE CAP ON THE NEAR SIDE, THE UPPER FLANGE REMAINING SECTION VARIES FROM 7/16 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 1/4 INCH. THE LOWER FLANGE REMAINING SECTION VARIES FROM 7/16 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 5/16 INCH, WITH A SECTION OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 5 AND 6. THE UPPER FLANGE ON THE FAR SIDE VARIES FROM 7/16 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 1/4 INCH. THE LOWER FLANGE ON THE FAR SIDE VARIES FROM 7/16 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING AND SCALLOPING, WITH THE AVERAGE REMAINING BEING 5/16 INCH, WITH AREAS OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 5 AND 6, AND BETWEEN BEAMS 7 AND 8. ALONG THE LENGTH OF THE WEB, THE REMAINING SECTION VARIES BETWEEN 7/16 INCH AND 1/16 INCH WITH AREAS OF PERFORATIONS. THE CAP DEFLECTS DOWNWARD AT THE RIGHT END UP TO 1/2 INCH. ON THE NEAR SIDE, STIFFENERS 2, 4, 8, AND 10 HAVE FAILED, AND STIFFENER 3 HAS 1/8 INCH AVERAGE REMAINING IN THE LOWER 3 INCHES. ON THE FAR SIDE, STIFFENERS 1, 2, 3, 5, 10, AND 13 HAVE FAILED.	4	26	26	Feet
☑ 231	Damage	(10 INCHES LONG X 15 INCHES WIDE X 1/2 INCH THICK) WELDED REPAIR PLATE ON BOTTOM FLANGE BELOW GIRDER 2; SURFACE CORROSION PRESENT.	2			Feet
☑ 515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING HAS FAILED	4	181	181	Square Feet

General Comments

Bent 4 Pile 1

Steel Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
225	Steel Pile	1	0	0	1	0	Each
515	Steel Protective Coating	90	45	0	0	45	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 225	Corrosion	[PRIORITY ACTION REQUEST] NEAR FLANGE AT THE BASE, RIGHT SIDE, CORROSION WITH SECTION LOSS [AVERAGE 3/16 INCH REMAINING] FOR 2 INCHES HIGH X 4 INCHES WIDE; ON THE BALANCE OF THE FLANGES AND WEB, 1/16 INCH SECTION LOSS UP TO 2 INCHES HIGH.	3	1	1	Each
☑ 225	Corrosion	SCATTERED FRECKLED CORROSION AND SURFACE CORROSION	2			Each

☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	45	5	Square Feet	

General Comments

Bent 4 Pile 2

Steel Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
225	Steel Pile	1	0	0	0	1	Each
515	Steel Protective Coating	90	45	0	0	45	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 225	Corrosion	[PRIORITY ACTION REQUEST] NEAR FLANGE AT THE BASE, RIGHT SIDE, CORROSION WITH SECTION LOSS [AVERAGE 1/16 INCH REMAINING WITH 1/2 INCH DIAMETER HOLES] FOR 2 INCHES HIGH X 4 INCHES WIDE; ON THE BALANCE OF THE FLANGES AND WEB, 1/4 INCH AVERAGE REMAINING FOR UP TO 2 INCHES HIGH.	4	1	1	Each
☑ 225	Corrosion	SCATTERED FRECKLED CORROSION AND SURFACE CORROSION	2			Each
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	45	5	Square Feet

General Comments

Bent 4 Pile 3

Steel Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
225	Steel Pile	1	0	0	0	1	Each
515	Steel Protective Coating	90	45	0	0	45	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 225	Corrosion	[PRIORITY ACTION REQUEST] AT THE BASE, ON THE FLANGES AND WEB, 1/4 INCH AVERAGE REMAINING FOR UP TO 2 INCHES HIGH.	4	1	1	Each
☑ 225	Corrosion	SCATTERED FRECKLED CORROSION AND SURFACE CORROSION	2			Each
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	45	5	Square Feet

General Comments

Bent 4 Pile 4

Steel Pile

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
225	Steel Pile	1	1	0	0	0	Each
515	Steel Protective Coating	90	45	0	0	45	Square Feet

Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑ 225	Corrosion	SCATTERED FRECKLED CORROSION AND SURFACE CORROSION	2			Each
☑ 515	Effectiveness (Steel Protective Coatings)	SCATTERED PROTECTIVE COATING FAILURE	4	45	5	Square Feet

General Comments

Bent 5 Cap 1

Steel Pier Cap

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
231	Steel Pier Cap	26	0	0	0	26	Feet
515	Steel Protective Coating	181	0	0	0	181	Square Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	231	Corrosion	[PRIORITY ACTION REQUEST] ALONG THE LENGTH OF THE CAP ON THE NEAR SIDE, THE UPPER FLANGE REMAINING SECTION VARIES FROM 1/2 INCH TO 1/8 INCH, WITH THE AVERAGE REMAINING BEING 3/8 INCH. THE LOWER FLANGE REMAINING SECTION VARIES FROM 1 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING AND PERFORATIONS, WITH THE AVERAGE REMAINING BEING 3/4 INCH, WITH A SECTION OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 7 AND 8. THE UPPER FLANGE ON THE FAR SIDE VARIES FROM 1/2 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 3/8 INCH, AND AN AREA OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 5 AND 6. THE LOWER FLANGE ON THE FAR SIDE VARIES FROM 1 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 3/4 INCH, WITH AN AREA OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 5 AND 6. ALONG THE LENGTH OF THE WEB, THE REMAINING SECTION VARIES BETWEEN 7/16 INCH AND 1/16 INCH WITH 1/4 INCH AVERAGE REMAINING. ON THE NEAR SIDE, STIFFENERS 3, 5, 7, 8, 9 AND 10 HAVE FAILED. ON THE FAR SIDE, STIFFENERS 2 AND 9 HAVE FAILED. BETWEEN BEAMS 7 AND 8 AT AN AREA OF PAST 100 PERCENT SECTION LOSS, A STEEL PLATE HAS BEEN PLACED OVER THE AREA, BUT NOT FULLY WELDED.	4	26	26	Feet
☑	515	Effectiveness (Steel Protective Coatings)	PROTECTIVE COATING HAS FAILED	4	181	181	Square Feet

General Comments

Bent 5 Pile 1

Reinforced Concrete Pier Wall

Element Number	Element Name	Total Qty	CS1 Qty	CS2 Qty	CS3 Qty	CS4 Qty	
210	Reinforced Concrete Pier Wall	20	0	0	20	0	Feet

	Element Number	Defect Type	Defect Description	CS	CS Qty	Maint Qty	
☑	210	Cracking (RC and Other)	FAR SIDE, APPROXIMATELY 3 FEET DOWN, HORIZONTAL CRACKING UP TO 1/16 INCH WIDE WITH SCATTERED EDGE CHIPPING UP TO 1.5 INCHES WIDE	3	20	20	Feet
☑	210	Delamination/Spall	FAR SIDE AT THE TOP, SCATTERED ALONG THE LENGTH, SPALLS (UP TO 18 INCHES LONG X 8 INCHES HIGH X 2 INCHES DEEP)	3		10	Feet
☑	210	Delamination/Spall	RIGHT END, SCATTERED SPALLING UP TO 2 FEET LONG X 3.5 INCHES HIGH X UP TO 2 INCHES DEEP	3		3	Feet
☑	210	Cracking (RC and Other)	ALL FACES, SCATTERED MAP CRACKING UP TO 1/64 INCH WIDE	2			Feet
☑	210	Cracking (RC and Other)	SOUTH FACE, SCATTERED VERTICAL CRACKS (4 FEET HIGH X UP TO 1/32 INCH WIDE)	2			Feet

General Comments

Elements Verfied

Location	Name	Component	Element Name	Amount
Span 1	Deck	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	735
Span 1	Beam 1	Plate Girder	Steel Open Girder/Beam	30
Span 1	Beam 2	Plate Girder	Steel Open Girder/Beam	30
Span 1	Beam 3	Plate Girder	Steel Open Girder/Beam	30
Span 1	Beam 4	Plate Girder	Steel Open Girder/Beam	30
Span 1	Beam 5	Plate Girder	Steel Open Girder/Beam	30
Span 1	Beam 6	Plate Girder	Steel Open Girder/Beam	30
Span 1	Beam 7	Plate Girder	Steel Open Girder/Beam	30
Span 1	Beam 8	Plate Girder	Steel Open Girder/Beam	30
Span 1	Left Bridge Rail	Steel Rail	Metal Bridge Railing	31
Span 1	Right Bridge Rail	Steel Rail	Metal Bridge Railing	31
Span 1	Wearing Surface	Asphalt Wearing Surface	Wearing Surface	732
Span 1	Beam 2 Far Bearing	Other Bearing	Other Bearings	1
Span 1	Beam 2 Near Bearing	Other Bearing	Other Bearings	1
Span 1	Beam 3 Far Bearing	Other Bearing	Other Bearings	1
Span 1	Beam 3 Near Bearing	Other Bearing	Other Bearings	1
Span 1	Beam 4 Far Bearing	Other Bearing	Other Bearings	1
Span 1	Beam 4 Near Bearing	Other Bearing	Other Bearings	1
Span 1	Beam 5 Far Bearing	Other Bearing	Other Bearings	1
Span 1	Beam 5 Near Bearing	Other Bearing	Other Bearings	1
Span 1	Beam 6 Far Bearing	Other Bearing	Other Bearings	1
Span 1	Beam 6 Near Bearing	Other Bearing	Other Bearings	1
Span 1	Beam 7 Far Bearing	Other Bearing	Other Bearings	1
Span 1	Beam 7 Near Bearing	Other Bearing	Other Bearings	1
Span 1	Southeast Delineator	Delineator	Warning Signs	1
Span 1	Southeast Weight Limit Sign	Weight Limit	Regulatory Sign	1
Span 1	Southwest Delineator	Delineator	Warning Signs	1
Span 2	Deck	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	735
Span 2	Beam 1	Plate Girder	Steel Open Girder/Beam	30
Span 2	Beam 2	Plate Girder	Steel Open Girder/Beam	30
Span 2	Beam 3	Plate Girder	Steel Open Girder/Beam	30
Span 2	Beam 4	Plate Girder	Steel Open Girder/Beam	30
Span 2	Beam 5	Plate Girder	Steel Open Girder/Beam	30
Span 2	Beam 6	Plate Girder	Steel Open Girder/Beam	30
Span 2	Beam 7	Plate Girder	Steel Open Girder/Beam	30
Span 2	Beam 8	Plate Girder	Steel Open Girder/Beam	30
Span 2	Left Bridge Rail	Steel Rail	Metal Bridge Railing	31
Span 2	Right Bridge Rail	Steel Rail	Metal Bridge Railing	31
Span 2	Wearing Surface	Asphalt Wearing Surface	Wearing Surface	732
Span 2	Beam 2 Far Bearing	Other Bearing	Other Bearings	1
Span 2	Beam 2 Near Bearing	Other Bearing	Other Bearings	1
Span 2	Beam 3 Far Bearing	Other Bearing	Other Bearings	1
Span 2	Beam 3 Near Bearing	Other Bearing	Other Bearings	1
Span 2	Beam 4 Far Bearing	Other Bearing	Other Bearings	1

Elements Verfied

Location	Name	Component	Element Name	Amount
Span 2	Beam 4 Near Bearing	Other Bearing	Other Bearings	1
Span 2	Beam 5 Far Bearing	Other Bearing	Other Bearings	1
Span 2	Beam 5 Near Bearing	Other Bearing	Other Bearings	1
Span 2	Beam 6 Far Bearing	Other Bearing	Other Bearings	1
Span 2	Beam 6 Near Bearing	Other Bearing	Other Bearings	1
Span 2	Beam 7 Far Bearing	Other Bearing	Other Bearings	1
Span 2	Beam 7 Near Bearing	Other Bearing	Other Bearings	1
Span 3	Deck	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	717
Span 3	Beam 1	Plate Girder	Steel Open Girder/Beam	30
Span 3	Beam 2	Plate Girder	Steel Open Girder/Beam	30
Span 3	Beam 3	Plate Girder	Steel Open Girder/Beam	30
Span 3	Beam 4	Plate Girder	Steel Open Girder/Beam	30
Span 3	Beam 5	Plate Girder	Steel Open Girder/Beam	30
Span 3	Beam 6	Plate Girder	Steel Open Girder/Beam	30
Span 3	Beam 7	Plate Girder	Steel Open Girder/Beam	30
Span 3	Beam 8	Plate Girder	Steel Open Girder/Beam	30
Span 3	Left Bridge Rail	Steel Rail	Metal Bridge Railing	30
Span 3	Right Bridge Rail	Steel Rail	Metal Bridge Railing	30
Span 3	Wearing Surface	Asphalt Wearing Surface	Wearing Surface	714
Span 3	Beam 2 Far Bearing	Other Bearing	Other Bearings	1
Span 3	Beam 2 Near Bearing	Other Bearing	Other Bearings	1
Span 3	Beam 3 Far Bearing	Other Bearing	Other Bearings	1
Span 3	Beam 3 Near Bearing	Other Bearing	Other Bearings	1
Span 3	Beam 4 Far Bearing	Other Bearing	Other Bearings	1
Span 3	Beam 4 Near Bearing	Other Bearing	Other Bearings	1
Span 3	Beam 5 Far Bearing	Other Bearing	Other Bearings	1
Span 3	Beam 5 Near Bearing	Other Bearing	Other Bearings	1
Span 3	Beam 6 Far Bearing	Other Bearing	Other Bearings	1
Span 3	Beam 6 Near Bearing	Other Bearing	Other Bearings	1
Span 3	Beam 7 Far Bearing	Other Bearing	Other Bearings	1
Span 3	Beam 7 Near Bearing	Other Bearing	Other Bearings	1
Span 4	Deck	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	723
Span 4	Beam 1	Plate Girder	Steel Open Girder/Beam	29
Span 4	Beam 2	Plate Girder	Steel Open Girder/Beam	29
Span 4	Beam 3	Plate Girder	Steel Open Girder/Beam	29
Span 4	Beam 4	Plate Girder	Steel Open Girder/Beam	29
Span 4	Beam 5	Plate Girder	Steel Open Girder/Beam	29
Span 4	Beam 6	Plate Girder	Steel Open Girder/Beam	29
Span 4	Beam 7	Plate Girder	Steel Open Girder/Beam	29
Span 4	Beam 8	Plate Girder	Steel Open Girder/Beam	29
Span 4	Left Bridge Rail	Steel Rail	Metal Bridge Railing	30
Span 4	Right Bridge Rail	Steel Rail	Metal Bridge Railing	30
Span 4	Wearing Surface	Asphalt Wearing Surface	Wearing Surface	720
Span 4	Beam 1 Far Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 2 Far Bearing	Other Bearing	Other Bearings	1

Elements Verfied

Location	Name	Component	Element Name	Amount
Span 4	Beam 2 Near Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 3 Far Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 3 Near Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 4 Far Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 4 Near Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 5 Far Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 5 Near Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 6 Far Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 6 Near Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 7 Far Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 7 Near Bearing	Other Bearing	Other Bearings	1
Span 4	Beam 8 Far Bearing	Other Bearing	Other Bearings	1
Span 5	Deck	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	747
Span 5	Beam 1	Plate Girder	Steel Open Girder/Beam	30
Span 5	Beam 2	Plate Girder	Steel Open Girder/Beam	30
Span 5	Beam 3	Plate Girder	Steel Open Girder/Beam	30
Span 5	Beam 4	Plate Girder	Steel Open Girder/Beam	30
Span 5	Beam 5	Plate Girder	Steel Open Girder/Beam	30
Span 5	Beam 6	Plate Girder	Steel Open Girder/Beam	30
Span 5	Beam 7	Plate Girder	Steel Open Girder/Beam	30
Span 5	Beam 8	Plate Girder	Steel Open Girder/Beam	30
Span 5	Left Bridge Rail	Steel Rail	Metal Bridge Railing	31
Span 5	Right Bridge Rail	Steel Rail	Metal Bridge Railing	31
Span 5	Wearing Surface	Asphalt Wearing Surface	Wearing Surface	744
Span 5	Beam 1 Far Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 1 Near Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 2 Far Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 2 Near Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 3 Far Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 3 Near Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 4 Far Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 4 Near Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 5 Far Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 5 Near Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 6 Far Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 6 Near Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 7 Far Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 7 Near Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 8 Far Bearing	Other Bearing	Other Bearings	1
Span 5	Beam 8 Near Bearing	Other Bearing	Other Bearings	1
Span 6	Deck	Steel Deck Corrugated	Steel Deck Corrugated/Orthotropic/Etc.	982
Span 6	Beam 1	Plate Girder	Steel Open Girder/Beam	40
Span 6	Beam 2	Plate Girder	Steel Open Girder/Beam	40
Span 6	Beam 3	Plate Girder	Steel Open Girder/Beam	40
Span 6	Beam 4	Plate Girder	Steel Open Girder/Beam	40

Elements Verfied

Location	Name	Component	Element Name	Amount
Span 6	Beam 5	Plate Girder	Steel Open Girder/Beam	40
Span 6	Beam 6	Plate Girder	Steel Open Girder/Beam	40
Span 6	Beam 7	Plate Girder	Steel Open Girder/Beam	40
Span 6	Beam 8	Plate Girder	Steel Open Girder/Beam	40
Span 6	Left Bridge Rail	Steel Rail	Metal Bridge Railing	41
Span 6	Right Bridge Rail	Steel Rail	Metal Bridge Railing	41
Span 6	Wearing Surface	Asphalt Wearing Surface	Wearing Surface	978
Span 6	Beam 2 Far Bearing	Other Bearing	Other Bearings	1
Span 6	Beam 2 Near Bearing	Other Bearing	Other Bearings	1
Span 6	Beam 3 Far Bearing	Other Bearing	Other Bearings	1
Span 6	Beam 3 Near Bearing	Other Bearing	Other Bearings	1
Span 6	Beam 4 Far Bearing	Other Bearing	Other Bearings	1
Span 6	Beam 4 Near Bearing	Other Bearing	Other Bearings	1
Span 6	Beam 5 Far Bearing	Other Bearing	Other Bearings	1
Span 6	Beam 5 Near Bearing	Other Bearing	Other Bearings	1
Span 6	Beam 6 Far Bearing	Other Bearing	Other Bearings	1
Span 6	Beam 6 Near Bearing	Other Bearing	Other Bearings	1
Span 6	Beam 7 Far Bearing	Other Bearing	Other Bearings	1
Span 6	Beam 7 Near Bearing	Other Bearing	Other Bearings	1
Span 6	Northeast Delineator	Delineator	Warning Signs	1
Span 6	Northwest Delineator	Delineator	Warning Signs	1
Span 6	Northwest Weight Limit Sign	Weight Limit	Regulatory Sign	1
Bent 1	Cap 1	Steel Pier Cap	Steel Pier Cap	26
Bent 1	Pile 1	Reinforced Concrete Pier Wall	Reinforced Concrete Pier Wall	20
End Bent 1	Cap 1	Reinforced Concrete Pier Cap	Reinforced Concrete Pier Cap	26
End Bent 1	Abutment	Reinforced Concrete Abutment	Reinforced Concrete Abutment	38
Bent 2	Cap 1	Steel Pier Cap	Steel Pier Cap	26
Bent 2	Pile 1	Steel Pile	Steel Pile	1
Bent 2	Pile 2	Steel Pile	Steel Pile	1
Bent 2	Pile 3	Steel Pile	Steel Pile	1
Bent 2	Pile 4	Steel Pile	Steel Pile	1
End Bent 2	Cap 1	Reinforced Concrete Pier Cap	Reinforced Concrete Pier Cap	26
End Bent 2	Abutment	Reinforced Concrete Abutment	Reinforced Concrete Abutment	38
Bent 3	Cap 1	Steel Pier Cap	Steel Pier Cap	26
Bent 3	Pile 1	Reinforced Concrete Pier Wall	Reinforced Concrete Pier Wall	20
Bent 4	Cap 1	Steel Pier Cap	Steel Pier Cap	26
Bent 4	Pile 1	Steel Pile	Steel Pile	1
Bent 4	Pile 2	Steel Pile	Steel Pile	1
Bent 4	Pile 3	Steel Pile	Steel Pile	1
Bent 4	Pile 4	Steel Pile	Steel Pile	1
Bent 4	Footing	Reinforced Concrete Footing	Reinforced Concrete Pile Cap/Footing	32
Bent 5	Cap 1	Steel Pier Cap	Steel Pier Cap	26
Bent 5	Pile 1	Reinforced Concrete Pier Wall	Reinforced Concrete Pier Wall	20

General Inspection Notes

National Bridge and NC Inspection Items

Structure Number: 340099 Inspection Date: 01/30/2025

National Bridge Inventory Items

Item	Grade Scale	Grade
Item 58: Deck	0 - 9 , N	4
Item 59: Superstructure	0 - 9 , N	3
Item 60: Substructure	0 - 9 , N	3
Item 61: Channel and Channel Protection	0 - 9 , N	7
Item 62: Culvert	0 - 9 , N	N
Item 71: Waterway Adequacy	0 - 9 , N	7
Item 72: Approach Roadway Alignment	0 - 9 , N	8

Note:

Items 58,59,60,62 reflect this inspection only.

For overall NBI coding grade, see cover sheet.

Note: If NBI Inspection Item is not present, code NBI item with "N"

NC SMU Inspection Items

Item	Grade Scale	Grade	Maint. Qty.	Maint. Code
Deck Debris	G, F, P, or C	F	4639	3376
Drainage System	G, F, P, or C	G	0	3332
Utilities	G, F, P, or C			
Slope Protection	G, F, P, or C		0	3352
Scour	G, F, P, or C	G		
Wingwall	G, F, P, or C	G	0	3350
Field Scour Evaluation		L		
Drift	G, F, P, or C	G	0	3366
Fender System	G, F, P, or C		0	3364
Movable Span Machinery	G, F, P, or C			
Response to Live Load	G, F, P, or C	P		
Superstructure Paint Code		A		

Note: If NC SMU Insepction Item is not present, leave NC SMU item blank

Inspection Information

Item	Grade Scale	Grade
Sign Noticed Issued	YES/NO	N
Priority Maintenance Request Submitted	YES/NO	Y
Inspection Time	Hours	60
Traffic Control Time	Hours	20
Snooper Time	Hours	20
Ladder, Drone, or Camera Pole Used	YES/NO	Y
Bucket Truck Used	YES/NO	N
Boat Used	YES/NO	N
Other Equipment Used	YES/NO	N
Portion of Structure in > 3' of water	YES/NO	Y

National Bridge and NC SMU Inspection Item Details

Structure Number: 340099 Inspection Date: 01/30/2025

Item	NCDOT Deck - Item 58	Grade	4	Maint Code		Qty.	0
Details	GRADING MAINTAINED - CORROSION THROUGHOUT ALL SPANS WITH SCATTERED AREAS OF FULL DEPTH SECTION LOSS, AND PAST DECK REPAIRS ARE SCATTERED THROUGHOUT ALL SPANS						
Item	NCDOT Superstructure - Item 59	Grade	3	Maint Code		Qty.	0
Details	GRADING MAINTAINED - CORROSION THROUGHOUT ALL SPANS WITH SCATTERED AREAS OF 100 PERCENT SECTION LOSS AND WIDELY SCATTERED AREAS OF BEAM END CRUSHING/BUCKLING NEW REPAIRS TO SPAN 2, BEAM 7						
Item	NCDOT Substructure - Item 60	Grade	3	Maint Code		Qty.	0
Details	GRADING MAINTAINED - UBIQUITOUS CORROSION THROUGHOUT THE INTERIOR BENT CAPS WITH SCATTERED AREAS OF 100 PERCENT SECTION LOSS, BUCKLING AT CAP 2, AND SCATTERED DEFLECTION OF THE CAPS NEW REPAIRS TO BENT 2 AND BENT 7 CAPS						
Item	Ladder, Drone, or Camera Pole Used	Grade	Y	Maint Code		Qty.	0
Details	LADDER						
Item	Deck Debris	Grade	F	Maint Code	3376	Qty.	4639
Details	RIGHT AND LEFT GUTTERLINES, DEBRIS ACCUMULATION ALONG THE LENGTHS						
Item	Response to live load	Grade	P	Maint Code		Qty.	0
Details	EXCESSIVE DEFLECTION AND REBOUNDING NOTED UNDER LIVE LOADING						
Item	Portion of structure in > 3' of water (Y or N)	Grade	Y	Maint Code		Qty.	0
Details	BENTS 2 AND 3						



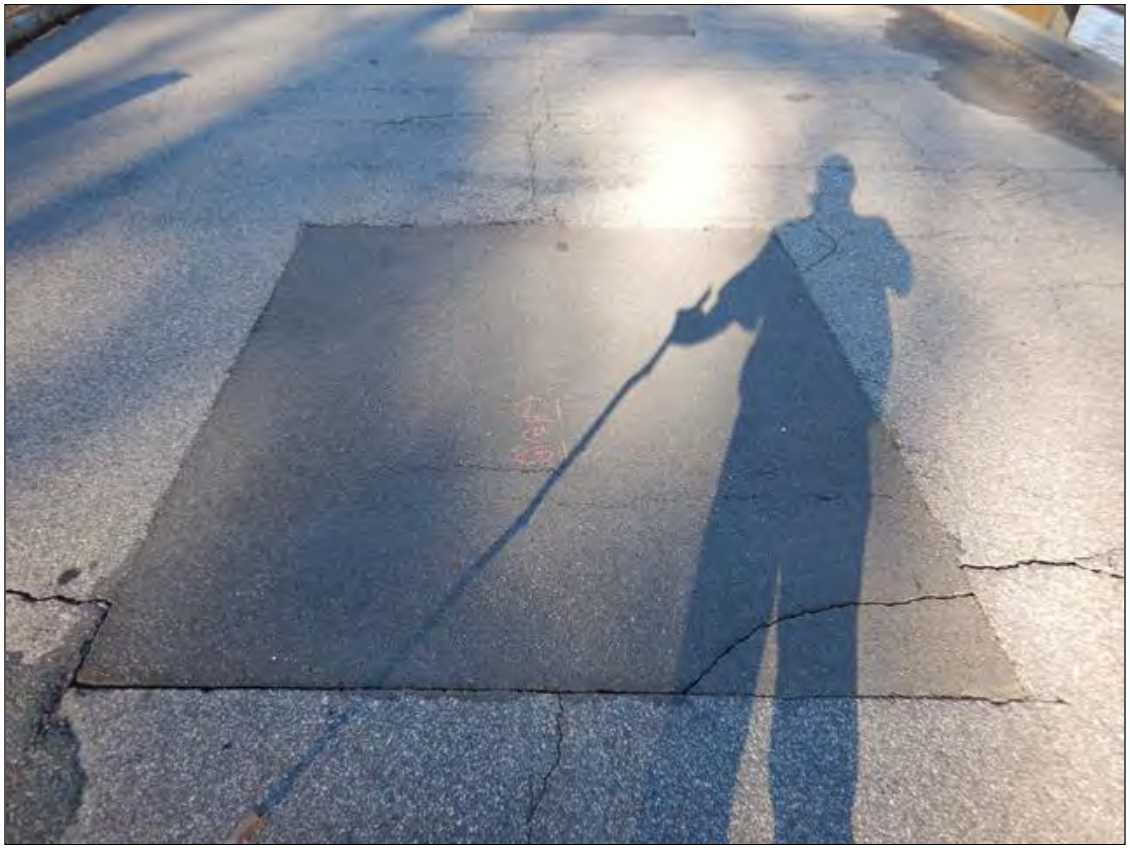
Span 1 Left Bridge Rail: [PRIORITY ACTION REQUEST] NEAR END, END TREATMENT IS LAPPED AGAINST TRAFFIC



Span 1 Left Bridge Rail: ALONG THE THE LENGTH, FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH NO MEASURABLE SECTION LOSS



Span 1 Wearing Surface: RIGHT LANE AT END BENT 1, APPROXIMATELY 3 SQUARE FEET FAILED PATCHING [SETTLED UP TO 1 INCH WITH CRACKING UP TO 1/8 INCH WIDE]



Span 1 Wearing Surface: IN MIDDLE OF TRAVEL LANES ADJACENT TO END BENT 1, PATCHED AREA (7 FEET LONG X UP TO 7 FEET WIDE)



Span 1 Wearing Surface: FULL WIDTH TRANSVERSE CRACKS AT 2 FEET ON CENTER UP TO 1/16 INCHES WIDE, SCATTERED



Span 1 Wearing Surface: AT THE CENTERLINE NEAR MID SPAN, APPROXIMATELY 11 SQUARE FEET SOUND PATCHING



Span 1 Wearing Surface: RIGHT LANE AT THE GUTTERLINE JUST PAST MID SPAN, APPROXIMATELY 16 SQUARE FEET SOUND PATCHING



Span 1 Wearing Surface: AT BENT 1, LEFT LANE AT THE CENTERLINE, APPROXIMATELY 16 SQUARE FOOT AREA OF FAILED PATCHING WITH ASSOCIATED CRACKING UP TO 3/16 INCH WIDE AND DELAMINATION



Span 1 Left Bridge Rail: [PRIORITY ACTION REQUEST] RAIL POSTS 4 AND 5 AT THE TOP ARE LEANING AND TWISTED 2 INCHES AWAY FROM ROADWAY



Span 1 Left Bridge Rail: [PRIORITY ACTION REQUEST] RAIL POSTS 4 AND 5 AT THE TOP ARE LEANING AND TWISTED 2 INCHES AWAY FROM ROADWAY



Span 1 Left Bridge Rail: [PRIORITY ACTION REQUEST] RAIL POSTS 4 AND 5 AT THE TOP ARE LEANING AND TWISTED 2 INCHES AWAY FROM ROADWAY



Span 1 Left Bridge Rail: [PRIORITY ACTION REQUEST] RAIL POSTS 4 AND 5 AT THE TOP ARE LEANING AND TWISTED 2 INCHES AWAY FROM ROADWAY



Span 1 Right Bridge Rail: NEAR END, DAMAGE TO FRONT FACE OF RAIL (3 FEET LONG X UP TO 2 INCHES HIGH X UP TO 1/4 INCH DEPRESSION)



Span 2 Wearing Surface: NEAR MID SPAN AT THE CENTERLINE AND IN THE RIGHT LANE, APPROXIMATELY 126 SQUARE FEET SOUND PATCHING



Span 2 Wearing Surface: AT THE CENTERLINE NEAR BENT 2, APPROXIMATELY 16 SQUARE FEET OF UNSOUND PATCHING WITH SETTLEMENT UP TO 1/2 INCH, CRACKING UP TO 1/8 INCH WIDE, AND POPOUTS UP TO 1 INCH DEEP



Span 2 Wearing Surface: AT THE CENTERLINE NEAR BENT 2, APPROXIMATELY 16 SQUARE FEET OF UNSOUND PATCHING WITH SETTLEMENT UP TO 1/2 INCH, CRACKING UP TO 1/8 INCH WIDE, AND POPOUTS UP TO 1 INCH DEEP



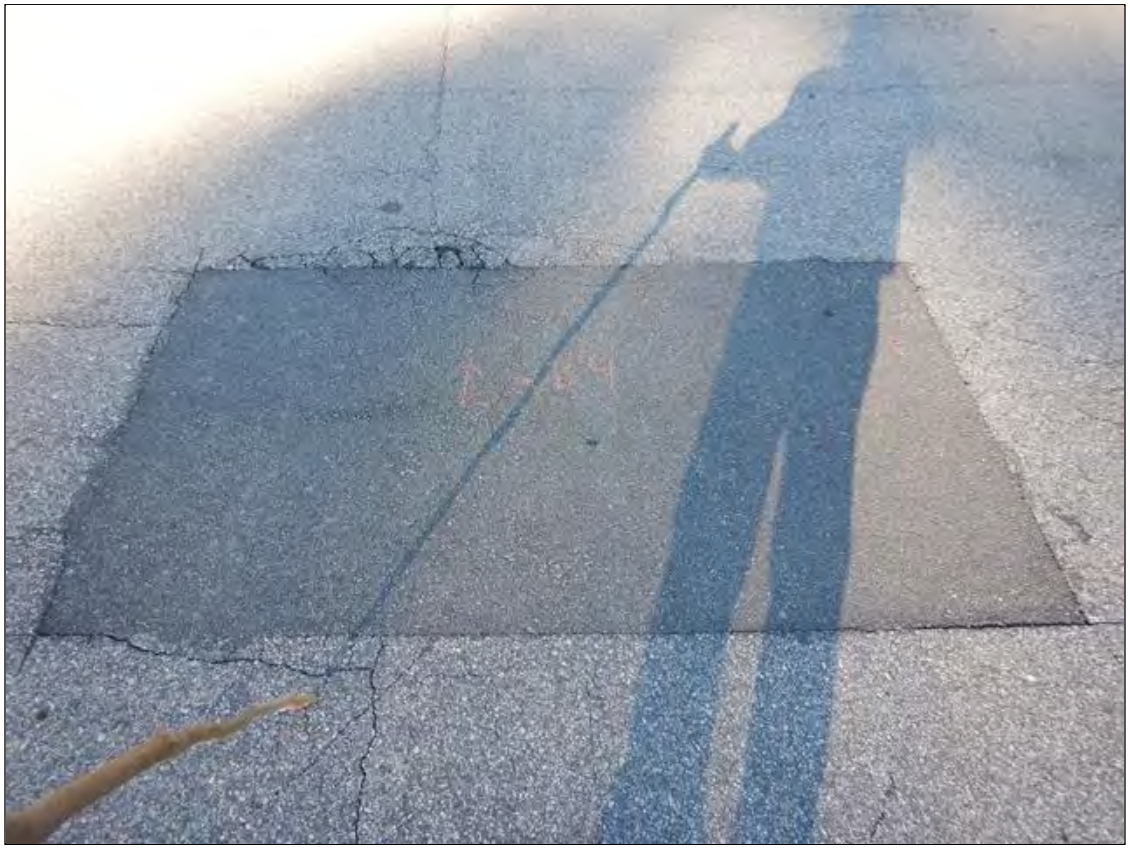
Span 2 Wearing Surface: SCATTERED TRANSVERSE CRACKING AND MAP CRACKING UP TO 1/8 INCH WIDE



Span 3 Wearing Surface: AT 12 FEET FROM BENT 3, CENTER OF TRAVEL LANES, PATCHED AREA (4.5 FEET LONG X 7 FEET WIDE)



Span 3 Wearing Surface: NORTHBOUND LANE AT 2 FEET FROM BRIDGE RAIL, MAP CRACKING (4 FEET LONG X 3 FEET WIDE X UP TO 1/8 INCH WIDE)



Span 4 Wearing Surface: PATCHED AREA (4.25 FEET LONG X 7.5 FEET WIDE), CENTER OF BRIDGE AT BENT 4



Span 4 Wearing Surface: RIGHT LANE NEAR BENT 4, APPROXIMATELY 12 SQUARE FEET UNSOUND PATCHING SETTLED UP TO 3/4 INCH WITH STRESS CRACKING UP TO 3/16 INCH WIDE



Span 5 Wearing Surface: AT BENT 5, NORTHBOUND LANE IN RIGHT WHEEL PATH, SETTLEMENT (1 FOOT LONG X 5 FEET WIDE X 1/2 INCH DEEP) WITH MAP CRACKING (UP TO 1/4 INCH WIDE)



Span 6 Wearing Surface: TRANSVERSE CRACKS, SCATTERED (UP TO FULL WIDTH OF ROADWAY X 1/16 INCH WIDE) AT 2 FEET CENTERS



Span 6 Wearing Surface: LEFT LANE AT END BENT 2, APPROXIMATELY 3 SQUARE FEET DENSE PATTERN MAP CRACKING UP TO 1/2 INCH WIDE WITH SETTLEMENT UP TO 1 INCH DEEP



Span 6 Right Bridge Rail: [PRIORITY ACTION REQUEST] FAR END, END TREATMENT IS LAPPED AGAINST TRAFFIC



Span 6 Left Bridge Rail: [PRIORITY ACTION REQUEST] FIRST POST LAP SPLICE IMPROPERLY CONNECTED [TOO SHORT OF AN OVERLAP AND MISSING TWO BOLTS]



Span 6 Right Bridge Rail: [PRIORITY ACTION REQUEST] FIRST POST LAP SPLICE IMPROPERLY CONNECTED [TOO SHORT OF AN OVERLAP AND MISSING TWO BOLTS]



Bent 1 Pile 1: SPALL (10 INCHES LONG X 5 INCHES HIGH X UP TO 3.5 INCHES DEEP) AT SOUTHWEST AND NORTHWEST CORNERS, 20 INCHES BELOW CAP



Bent 1 Pile 1: SPALL (10 INCHES LONG X 5 INCHES HIGH X UP TO 3.5 INCHES DEEP) AT SOUTHWEST AND NORTHWEST CORNERS, 20 INCHES BELOW CAP



Bent 1 Cap 1: FROM THE LEFT END TO BEAM 3, THE UPPER AND LOWER FLANGES HAVE BEEN REPAIRED IN THE PAST WITH 1/2 INCH THICK PLATES WELDED TO THE REMAINING SECTIONS OF THE ORIGINAL FLANGES [EXCEPT THE TOP FLANGE FROM THE LEFT END TO BEAM 1, WHICH HAS THE ORIGINAL 7/16 INCH FLANGE SECTION REMAINING]. THESE PLATES HAVE FRECKLED CORROSION AND SCATTERED SURFACE CORROSION. THE WEB IN THIS AREA HAS FRECKLED CORROSION AND SCATTERED SURFACE CORROSION. BETWEEN BEAMS 2 AND 3, THE LOWER 3 INCHES OF THE WEB HAS CORROSION WITH AVERAGE 3/8 INCH REMAINING.



Bent 1 Cap 1: FROM THE LEFT END TO BEAM 3, THE UPPER AND LOWER FLANGES HAVE BEEN REPAIRED IN THE PAST WITH 1/2 INCH THICK PLATES WELDED TO THE REMAINING SECTIONS OF THE ORIGINAL FLANGES [EXCEPT THE TOP FLANGE FROM THE LEFT END TO BEAM 1, WHICH HAS THE ORIGINAL 7/16 INCH FLANGE SECTION REMAINING]. THESE PLATES HAVE FRECKLED CORROSION AND SCATTERED SURFACE CORROSION. THE WEB IN THIS AREA HAS FRECKLED CORROSION AND SCATTERED SURFACE CORROSION. BETWEEN BEAMS 2 AND 3, THE LOWER 3 INCHES OF THE WEB HAS CORROSION WITH AVERAGE 3/8 INCH REMAINING.



Bent 1 Cap 1: FROM THE LEFT END TO BEAM 3, THE UPPER AND LOWER FLANGES HAVE BEEN REPAIRED IN THE PAST WITH 1/2 INCH THICK PLATES WELDED TO THE REMAINING SECTIONS OF THE ORIGINAL FLANGES [EXCEPT THE TOP FLANGE FROM THE LEFT END TO BEAM 1, WHICH HAS THE ORIGINAL 7/16 INCH FLANGE SECTION REMAINING]. THESE PLATES HAVE FRECKLED CORROSION AND SCATTERED SURFACE CORROSION. THE WEB IN THIS AREA HAS FRECKLED CORROSION AND SCATTERED SURFACE CORROSION. BETWEEN BEAMS 2 AND 3, THE LOWER 3 INCHES OF THE WEB HAS CORROSION WITH AVERAGE 3/8 INCH REMAINING.



Bent 1 Cap 1: FROM THE LEFT END TO BEAM 3, THE UPPER AND LOWER FLANGES HAVE BEEN REPAIRED IN THE PAST WITH 1/2 INCH THICK PLATES WELDED TO THE REMAINING SECTIONS OF THE ORIGINAL FLANGES [EXCEPT THE TOP FLANGE FROM THE LEFT END TO BEAM 1, WHICH HAS THE ORIGINAL 7/16 INCH FLANGE SECTION REMAINING]. THESE PLATES HAVE FRECKLED CORROSION AND SCATTERED SURFACE CORROSION. THE WEB IN THIS AREA HAS FRECKLED CORROSION AND SCATTERED SURFACE CORROSION. BETWEEN BEAMS 2 AND 3, THE LOWER 3 INCHES OF THE WEB HAS CORROSION WITH AVERAGE 3/8 INCH REMAINING.



Bent 1 Cap 1: FROM THE LEFT END TO BEAM 3, THE UPPER AND LOWER FLANGES HAVE BEEN REPAIRED IN THE PAST WITH 1/2 INCH THICK PLATES WELDED TO THE REMAINING SECTIONS OF THE ORIGINAL FLANGES [EXCEPT THE TOP FLANGE FROM THE LEFT END TO BEAM 1, WHICH HAS THE ORIGINAL 7/16 INCH FLANGE SECTION REMAINING]. THESE PLATES HAVE FRECKLED CORROSION AND SCATTERED SURFACE CORROSION. THE WEB IN THIS AREA HAS FRECKLED CORROSION AND SCATTERED SURFACE CORROSION. BETWEEN BEAMS 2 AND 3, THE LOWER 3 INCHES OF THE WEB HAS CORROSION WITH AVERAGE 3/8 INCH REMAINING.



Bent 1 Cap 1: [PRIORITY ACTION REQUEST] BETWEEN BEAMS 6 AND 7, THE UPPER FLANGE HAS CORROSION WITH AVERAGE 3/16 INCH REMAINING WITH KNIFE EDGING, EXCEPT FOR THE FAR SIDE BETWEEN STIFFENERS 11 AND 12 WHICH HAS 3/8 INCH AVERAGE REMAINING; BETWEEN STIFFENERS 10 AND 11, THE LOWER 6 INCHES OF THE WEB HAS CORROSION WITH 3/8 INCH AVERAGE REMAINING; BETWEEN STIFFENERS 11 AND 12, THE LOWER 4 INCHES OF THE WEB HAS CORROSION WITH 1/4 INCH AVERAGE REMAINING; THE LOWER FLANGE HAS CORROSION WITH AVERAGE 1/4 INCH REMAINING; STIFFENER 11 ON THE NEAR SIDE HAS FAILED; STIFFENER 11 ON THE FAR SIDE HAS CORROSION IN THE LOWER 5 INCHES WITH 1/4 INCH AVERAGE REMAINING; STIFFENER 12 ON THE FAR SIDE HAS FAILED.



Bent 1 Cap 1: [PRIORITY ACTION REQUEST] BETWEEN BEAMS 6 AND 7, THE UPPER FLANGE HAS CORROSION WITH AVERAGE 3/16 INCH REMAINING WITH KNIFE EDGING, EXCEPT FOR THE FAR SIDE BETWEEN STIFFENERS 11 AND 12 WHICH HAS 3/8 INCH AVERAGE REMAINING; BETWEEN STIFFENERS 10 AND 11, THE LOWER 6 INCHES OF THE WEB HAS CORROSION WITH 3/8 INCH AVERAGE REMAINING; BETWEEN STIFFENERS 11 AND 12, THE LOWER 4 INCHES OF THE WEB HAS CORROSION WITH 1/4 INCH AVERAGE REMAINING; THE LOWER FLANGE HAS CORROSION WITH AVERAGE 1/4 INCH REMAINING; STIFFENER 11 ON THE NEAR SIDE HAS FAILED; STIFFENER 11 ON THE FAR SIDE HAS CORROSION IN THE LOWER 5 INCHES WITH 1/4 INCH AVERAGE REMAINING; STIFFENER 12 ON THE FAR SIDE HAS FAILED.



Bent 1 Cap 1: [PRIORITY ACTION REQUEST] BETWEEN BEAMS 7 AND 8, THE UPPER FLANGE HAS CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH SCALLOPING UP TO 1 INCH BACK AND KNIFE EDGING; THE WEB HAS CORROSION WITH 1/4 INCH AVERAGE REMAINING; THE LOWER FLANGE HAS CORROSION WITH AVERAGE 1/16 INCH REMAINING WITH SCALLOPING UP TO 2 INCHES BACK AND KNIFE EDGING; STIFFENER 13 ON THE FAR SIDE HAS FAILED; STIFFENER 14 ON THE NEAR SIDE HAS FAILED.



Bent 1 Cap 1: [PRIORITY ACTION REQUEST] BETWEEN BEAMS 7 AND 8, THE UPPER FLANGE HAS CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH SCALLOPING UP TO 1 INCH BACK AND KNIFE EDGING; THE WEB HAS CORROSION WITH 1/4 INCH AVERAGE REMAINING; THE LOWER FLANGE HAS CORROSION WITH AVERAGE 1/16 INCH REMAINING WITH SCALLOPING UP TO 2 INCHES BACK AND KNIFE EDGING; STIFFENER 13 ON THE FAR SIDE HAS FAILED; STIFFENER 14 ON THE NEAR SIDE HAS FAILED.



Bent 1 Cap 1: FROM BEAM 8 TO THE RIGHT END, THE CAP HAS FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH PITTING UP TO 1/16 INCH DEEP.



Bent 1 Cap 1: [PRIORITY ACTION REQUEST] BETWEEN BEAMS 3 AND 4, THE UPPER FLANGE HAS CORROSION WITH AVERAGE 3/16 INCH REMAINING WITH SCALLOPING AND KNIFE EDGING; BETWEEN STIFFENERS 5 AND 6, THE LOWER 6 INCHES OF THE WEB HAS CORROSION WITH 3/8 INCH AVERAGE REMAINING; BETWEEN STIFFENERS 6 AND 7, THE LOWER 4 INCHES OF THE WEB HAS CORROSION WITH 1/16 INCH AVERAGE REMAINING WITH PERFORATIONS; THE LOWER FLANGE HAS CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH SCALLOPING UP TO 1 INCH BACK AND KNIFE EDGING; STIFFENER 6 HAS FAILED ON THE NEAR SIDE; STIFFENER 6 ON THE FAR SIDE HAS FAILED; STIFFENER 7 ON THE FAR SIDE HAS AVERAGE 1/8 INCH REMAINING IN THE LOWER 5 INCHES.



Bent 1 Cap 1: [PRIORITY ACTION REQUEST] BETWEEN BEAMS 3 AND 4, THE UPPER FLANGE HAS CORROSION WITH AVERAGE 3/16 INCH REMAINING WITH SCALLOPING AND KNIFE EDGING; BETWEEN STIFFENERS 5 AND 6, THE LOWER 6 INCHES OF THE WEB HAS CORROSION WITH 3/8 INCH AVERAGE REMAINING; BETWEEN STIFFENERS 6 AND 7, THE LOWER 4 INCHES OF THE WEB HAS CORROSION WITH 1/16 INCH AVERAGE REMAINING WITH PERFORATIONS; THE LOWER FLANGE HAS CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH SCALLOPING UP TO 1 INCH BACK AND KNIFE EDGING; STIFFENER 6 HAS FAILED ON THE NEAR SIDE; STIFFENER 6 ON THE FAR SIDE HAS FAILED; STIFFENER 7 ON THE FAR SIDE HAS AVERAGE 1/8 INCH REMAINING IN THE LOWER 5 INCHES.



Bent 1 Cap 1: [PRIORITY ACTION REQUEST] BETWEEN BEAMS 4 AND 5, THE UPPER FLANGE HAS CORROSION WITH AVERAGE 3/16 INCH REMAINING WITH SCALLOPING AND KNIFE EDGING; BETWEEN STIFFENERS 7 AND 8, THE LOWER 4 INCHES OF THE WEB HAS CORROSION WITH 1/16 INCH AVERAGE REMAINING WITH PERFORATIONS; BETWEEN STIFFENERS 8 AND 9, THE LOWER 4 INCHES OF THE WEB HAS SURFACE CORROSION; THE LOWER FLANGE HAS CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH SCALLOPING UP TO 1 INCH BACK AND KNIFE EDGING; STIFFENER 9 HAS FAILED ON THE NEAR SIDE; STIFFENERS 8 AND 9 HAVE FAILED ON THE FAR SIDE.



Bent 1 Cap 1: [PRIORITY ACTION REQUEST] BETWEEN BEAMS 4 AND 5, THE UPPER FLANGE HAS CORROSION WITH AVERAGE 3/16 INCH REMAINING WITH SCALLOPING AND KNIFE EDGING; BETWEEN STIFFENERS 7 AND 8, THE LOWER 4 INCHES OF THE WEB HAS CORROSION WITH 1/16 INCH AVERAGE REMAINING WITH PERFORATIONS; BETWEEN STIFFENERS 8 AND 9, THE LOWER 4 INCHES OF THE WEB HAS SURFACE CORROSION; THE LOWER FLANGE HAS CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH SCALLOPING UP TO 1 INCH BACK AND KNIFE EDGING; STIFFENER 9 HAS FAILED ON THE NEAR SIDE; STIFFENERS 8 AND 9 HAVE FAILED ON THE FAR SIDE.



Span 1 Deck: (3 FEET LONG X 3 FEET WIDE) PAST REPAIR IN BAY 6 AT BENT 1, DECK REPLACED WITH STEEL PLATE [7/16 INCH THICK] AND ANGLES [ANGLES ARE 1 FOOT APART] WITHIN 3 FEET OF END BENT 1 IN BAY 6 (SIMILAR IN BAY 2); SURFACE CORROSION THROUGHOUT



Span 1 Deck: AT RANDOM AND AROUND DRAINAGE HOLES AND AT TOP FLANGE, CORROSION WITH SECTION LOSS (UP TO 3 INCHES LONG X 2.5 FEET WIDE X 0.20 INCH AVERAGE REMAINING); AT BAYS 6 AND 7 APPROXIMATELY 8 FEET OUT FROM BENT 1, 3 INCHES X 3 INCHES X 7/16 INCH THICK ANGLES WELDED TO THE TOP FLANGES OF THE BEAM ON EITHER END.



Span 1 Deck: AT RANDOM AND AROUND DRAINAGE HOLES AND AT TOP FLANGE, CORROSION WITH SECTION LOSS (UP TO 3 INCHES LONG X 2.5 FEET WIDE X 0.20 INCH AVERAGE REMAINING); AT BAYS 6 AND 7 APPROXIMATELY 8 FEET OUT FROM BENT 1, 3 INCHES X 3 INCHES X 7/16 INCH THICK ANGLES WELDED TO THE TOP FLANGES OF THE BEAM ON EITHER END.



Span 1 Beam 1: [PRIORITY ACTION REQUEST] AT BENT 1, TOP FLANGE, CORROSION WITH SECTION LOSS (6 FEET LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH AREAS OF MISSING SECTION AT BOTH SIDES STARTING AT 3 FEET FROM BEAM END (3 INCHES LONG X UP TO 1 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER 1 INCH OF THE WEB, 1/4 INCH AVERAGE REMAINING X 7 INCHES LONG; LOWER FLANGE, 3/16 INCH AVERAGE REMAINING X 7 INCHES LONG



Span 1 Beam 2: [PRIORITY ACTION REQUEST] AT 3 FEET FROM BENT 1, TOP FLANGE, CORROSION WITH SECTION LOSS (12 FEET LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH ONE (1) MISSING SECTION ON RIGHT SIDE AT 7 FEET FROM BEAM END (2 INCHES LONG X UP TO 2 INCHES WIDE X 100 PERCENT SECTION LOSS) AND THREE (3) MISSING SECTIONS ON LEFT SIDE AT 4 FEET FROM BEAM END (UP TO 3 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS)



Span 1 Beam 2: [PRIORITY ACTION REQUEST] AT 4 FEET FROM BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (8 FEET LONG X UP TO FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE)



Span 1 Beam 2: [PRIORITY ACTION REQUEST] AT BENT 1, LOWER WEB, CORROSION WITH SECTION LOSS (10 FEET LONG X 3 INCHES HIGH X 0.21 INCH AVERAGE REMAINING)



Span 1 Beam 3: [PRIORITY ACTION REQUEST] ALONG THE LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE)



Span 1 Beam 3: [PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (3 FEET LONG X FULL WIDTH X 0.35 INCH AVERAGE REMAINING)



Span 1 Beam 4: [PRIORITY ACTION REQUEST] ALONG LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH AREAS OF MISSING SECTION AT BOTH SIDES THROUGHOUT (10 INCHES LONG X UP TO 2 INCHES WIDE X 100 PERCENT SECTION LOSS)



Span 1 Beam 4: [PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (6 FEET LONG X FULL WIDTH X 0.37 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE AT BEAM END); LOWER 1 INCH OF THE WEB, CORROSION WITH 100 PERCENT SECTION LOSS X 2 INCHES LONG



Span 1 Beam 4: [PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (6 FEET LONG X FULL WIDTH X 0.37 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE AT BEAM END); LOWER 1 INCH OF THE WEB, CORROSION WITH 100 PERCENT SECTION LOSS X 2 INCHES LONG



Span 1 Beam 5: [PRIORITY ACTION REQUEST] ALONG THE LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH SCATTERED AREAS OF MISSING SECTION AT BOTH SIDES (UP TO 10 INCHES LONG X 2 INCHES WIDE X 100 PERCENT SECTION LOSS)



Span 1 Beam 5: [PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (15 FEET LONG X FULL WIDTH X 0.26 INCH AVERAGE REMAINING); LOWER 1 INCH OF THE WEB, 1/4 INCH AVERAGE REMAINING X 3 INCHES LONG



Span 1 Beam 6: [PRIORITY ACTION REQUEST] AT BENT 1, TOP FLANGE, CORROSION WITH SECTION LOSS (12 FEET LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING) WITH MISSING SECTION ON THE RIGHT SIDE AT 4 FEET FROM BENT 1 (4 INCHES LONG X 2 INCHES WIDE X 100 PERCENT SECTION LOSS)



Span 1 Beam 6: [PRIORITY ACTION REQUEST] SCATTERED ALONG THE LENGTH, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (24 FEET LONG X FULL WIDTH X 0.39 INCH AVERAGE REMAINING)



Span 1 Beam 6: [PRIORITY ACTION REQUEST] AT BENT 1, LOWER 2 INCHES OF THE WEB, CORROSION WITH SECTION LOSS [AVERAGE 3/16 INCH REMAINING X 1.5 FEET LONG, THEN AVERAGE 1/16 INCH REMAINING FOR NEXT 1.5 FEET WITH SCATTERED CORROSION HOLES UP TO 3/4 INCH DIAMETER]



Span 1 Beam 7: [PRIORITY ACTION REQUEST] ALONG LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.24 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES AT BENT 1 (UP TO 2 FEET LONG X 0.25 INCH WIDE X 100 PERCENT SECTION LOSS)



Span 1 Beam 7: [PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (3 FEET LONG X FULL WIDTH X 1/4 INCH AVERAGE REMAINING)



Span 1 Beam 7: [PRIORITY ACTION REQUEST] AT BENT 1, LOWER AND UPPER 2 INCHES OF THE WEB, CORROSION WITH SECTION LOSS [1/8 INCH AVERAGE REMAINING X 6 INCHES LONG, THEN 1/4 INCH AVERAGE REMAINING X NEXT 2.5 FEET LONG]



Span 1 Beam 8: [PRIORITY ACTION REQUEST] ALONG THE LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.25 INCH AVERAGE REMAINING) WITH MISSING SECTIONS AT BOTH SIDES (SCATTERED ALONG THE LENGTH X 2 INCHES WIDE X 100 PERCENT SECTION LOSS)



Span 1 Beam 8: [PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (12 FEET LONG X FULL WIDTH X 0.40 INCH AVERAGE REMAINING)



Span 2 Deck: BAYS 4 AND 5 AT MID SPAN, 7/16 INCH THICK STEEL DECKING HAS BEEN PLACED TO REPAIR PAST DECK CORROSION [SURFACE CORROSION PRESENT ON PLATE]; AT THIS AREA, THE STEEL DIAPHRAGMS HAVE 3/16 INCH AVERAGE REMAINING IN THEIR UPPER FLANGES WITH SCATTERED SURFACE CORROSION AND 1/16 INCH PITTING THROUGHOUT THE WEBS AND LOWER FLANGES



Span 2 Deck: BAYS 4 AND 5 AT MID SPAN, 7/16 INCH THICK STEEL DECKING HAS BEEN PLACED TO REPAIR PAST DECK CORROSION [SURFACE CORROSION PRESENT ON PLATE]; AT THIS AREA, THE STEEL DIAPHRAGMS HAVE 3/16 INCH AVERAGE REMAINING IN THEIR UPPER FLANGES WITH SCATTERED SURFACE CORROSION AND 1/16 INCH PITTING THROUGHOUT THE WEBS AND LOWER FLANGES



Span 2 Deck: [PRIORITY ACTION REQUEST] BAY 7 AT MID SPAN, 7/16 INCH THICK STEEL DECKING HAS BEEN PLACED TO REPAIR PAST DECK CORROSION [SURFACE CORROSION PRESENT ON PLATE]; STEEL DIAPHRAGM, UPPER FLANGE, LEFT HALF, CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH KNIFE EDGING AND SCALLOPING UP TO 3/4 INCH BACK, AND THE LOWER FLANGE, LEFT HALF, CORROSION WITH 1/4 INCH AVERAGE REMAINING; SCATTERED FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH PITTING UP TO 1/16 INCH DEEP ON BALANCE OF THE DIAPHRAGM



Span 2 Deck: [PRIORITY ACTION REQUEST] BAY 7 AT MID SPAN, 7/16 INCH THICK STEEL DECKING HAS BEEN PLACED TO REPAIR PAST DECK CORROSION [SURFACE CORROSION PRESENT ON PLATE]; STEEL DIAPHRAGM, UPPER FLANGE, LEFT HALF, CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH KNIFE EDGING AND SCALLOPING UP TO 3/4 INCH BACK, AND THE LOWER FLANGE, LEFT HALF, CORROSION WITH 1/4 INCH AVERAGE REMAINING; SCATTERED FRECKLED CORROSION AND SCATTERED SURFACE CORROSION WITH PITTING UP TO 1/16 INCH DEEP ON BALANCE OF THE DIAPHRAGM



Span 2 Deck: AT BAY 6, DECK REPLACED WITH STEEL PLATE AND ANGLES (FULL LENGTH X FULL WIDTH X 7/16 INCH THICK); SURFACE CORROSION PRESENT ON REPAIR PLATE



Span 2 Beam 1: [PRIORITY ACTION REQUEST] AT BENT 1, TOP FLANGE, CORROSION WITH SECTION LOSS (3 FEET LONG X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTIONS (UP TO 3 INCHES LONG X 2 INCHES WIDE X 100 PERCENT SECTION); LOWER 1 INCH OF THE WEB, 5/16 INCH AVERAGE REMAINING X 3 FEET LONG



Span 2 Beam 1: [PRIORITY ACTION REQUEST] AT BENT 1, TOP FLANGE, CORROSION WITH SECTION LOSS (3 FEET LONG X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTIONS (UP TO 3 INCHES LONG X 2 INCHES WIDE X 100 PERCENT SECTION); LOWER 1 INCH OF THE WEB, 5/16 INCH AVERAGE REMAINING X 3 FEET LONG



Span 2 Beam 2: [PRIORITY ACTION REQUEST] AT BENT 1, CORROSION WITH SECTION LOSS, TOP FLANGE (1 FOOT LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING) WITH MISSING SECTION AT BOTH SIDES (UP TO 4 INCHES LONG X UP TO 3 INCHES WIDE X 100 PERCENT SECTION LOSS), UPPER WEB AT END, MISSING SECTION (1 INCH LONG X 2 INCHES HIGH X 100 PERCENT SECTION LOSS)



Span 2 Beam 2: [PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.19 INCH AVERAGE REMAINING)



Span 2 Beam 2: AT 3 FEET FROM BENT 1, DISTORTION (6 INCHES LONG X 2 INCHES WIDE X UP TO 1/2 INCH DEFLECTION) ALONG BOTTOM FLANGE



Span 2 Beam 3: [PRIORITY ACTION REQUEST] AT BENT 1, TOP FLANGE, CORROSION WITH SECTION LOSS (7 FEET LONG X FULL WIDTH X 0.13 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION ON BOTH SIDES AT BEAM END (3 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS)



Span 2 Beam 3: [PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (5 FEET LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING)



Span 2 Beam 3: [PRIORITY ACTION REQUEST] AT MID SPAN, TOP FLANGE, CORROSION WITH SECTION LOSS (4 FEET LONG X FULL WIDTH X 5/16 INCH AVERAGE REMAINING)



Span 2 Beam 4: [PRIORITY ACTION REQUEST] AT BENT 1, TOP FLANGE, CORROSION WITH SECTION LOSS (10 FEET LONG X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MULTIPLE AREAS OF MISSING SECTION AT BOTH SIDES NEAR BEAM END (UP TO 3 INCHES LONG X 3 INCHES WIDE X 100 PERCENT SECTION LOSS)



Span 2 Beam 4: [PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.24 INCH AVERAGE REMAINING)



Span 2 Beam 4: [PRIORITY ACTION REQUEST] NEAR MID SPAN, TOP FLANGE, CORROSION WITH SECTION LOSS (6 FEET LONG X FULL WIDTH X 1/4 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE WITH SCALLOPING UP TO 3/4 INCH BACK)



Span 2 Beam 5: [PRIORITY ACTION REQUEST] ALONG THE LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION: ON BOTH SIDES AT MID SPAN (UP TO 3 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS), ON LEFT SIDE AT BENT 1 (3.5 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS), ON RIGHT SIDE AT BENT 1 (UP TO 14 INCHES LONG X UP TO 2 INCHES WIDE X 100 PERCENT SECTION LOSS); NEAR MID SPAN IN THE LOWER 2 INCHES OF THE WEB, 1/4 INCH AVERAGE REMAINING X 4 FEET LONG; AT THE SAME AREA, LOWER FLANGE, CORROSION WITH 5/16 INCH AVERAGE REMAINING X 4 FEET LONG



Span 2 Beam 5: [PRIORITY ACTION REQUEST] ALONG THE LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION: ON BOTH SIDES AT MID SPAN (UP TO 3 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS), ON LEFT SIDE AT BENT 1 (3.5 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS), ON RIGHT SIDE AT BENT 1 (UP TO 14 INCHES LONG X UP TO 2 INCHES WIDE X 100 PERCENT SECTION LOSS); NEAR MID SPAN IN THE LOWER 2 INCHES OF THE WEB, 1/4 INCH AVERAGE REMAINING X 4 FEET LONG; AT THE SAME AREA, LOWER FLANGE, CORROSION WITH 5/16 INCH AVERAGE REMAINING X 4 FEET LONG



Span 2 Beam 5: [PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT RIGHT SIDE NEAR BEAM END (6 INCHES LONG X 100 PERCENT SECTION LOSS); LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 7 INCHES LONG



Span 2 Beam 5: [PRIORITY ACTION REQUEST] AT MID SPAN, LOWER 3 INCHES OF THE WEB, CORROSION WITH 1/4 INCH AVERAGE REMAINING X 3 FEET LONG



Span 2 Beam 6: [PRIORITY ACTION REQUEST] ALONG LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION: ON BOTH SIDES AT MID SPAN (3 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS), ON LEFT SIDE AT BENT 1 (4 INCHES LONG X UP TO 2.5 INCHES WIDE X 100 PERCENT SECTION LOSS)



Span 2 Beam 6: [PRIORITY ACTION REQUEST] AT BENT 1, BOTTOM FLANGE, CORROSION WITH SECTION LOSS [RIGHT SIDE, 5/16 INCH AVERAGE REMAINING AND LEFT SIDE, 3/16 INCH AVERAGE REMAINING WITH KNIFE EDGING] X 3 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/4 INCH AVERAGE REMAINING X 2.5 FEET LONG



Span 2 Beam 7: [PRIORITY ACTION REQUEST] ALONG THE LENGTH, THE UPPER FLANGE HAS SUBSTANTIALLY FAILED. CENTERED AROUND MID SPAN IN THE UPPER 1 INCH OF THE WEB, CORROSION WITH 1/16 INCH AVERAGE REMAINING WITH SCATTERED AREAS OF 100 PERCENT SECTION LOSS UP TO 4 INCHES LONG OVER AN 18 FOOT LENGTH, AND AT THE SAME AREA FOR THE SAME LENGTH IN THE LOWER 5 INCHES OF THE WEB, SUBSTANTIAL FAILURE HAS OCCURRED. LOWER FLANGE AT 6 FEET OUT FROM BENT 1, PLATES HAVE BEEN ADDED TO THE BOTTOM OF THE LOWER FLANGE FOR THE BALANCE OF THE LENGTH. THESE PLATES ARE 2 FEET LONG X 10 INCHES WIDE X 1/2 INCH THICK. WELDING IS GENERALLY POOR WITH PINHOLES, GAPPING AND SOME SEAMS NOT WELDED. PLATES ARE MISALIGNED IN MANY AREAS. AT BENT 2, THE FULL HEIGHT OF THE WEB HAS BEEN SECTIONED FOR 6 FEET LONG. THIS AREA HAS BEEN REPLACED WITH A CHECKERBOARD OF 1/2 INCH THICK PLATES. THE WELDS SHOW SIMILAR INFERIOR QUALITY WITH PINHOLES AND GAPPING, AND SOME SEAMS HAVE NOT BEEN WELDED.



Span 2 Beam 7: [PRIORITY ACTION REQUEST] ALONG THE LENGTH, THE UPPER FLANGE HAS SUBSTANTIALLY FAILED. CENTERED AROUND MID SPAN IN THE UPPER 1 INCH OF THE WEB, CORROSION WITH 1/16 INCH AVERAGE REMAINING WITH SCATTERED AREAS OF 100 PERCENT SECTION LOSS UP TO 4 INCHES LONG OVER AN 18 FOOT LENGTH, AND AT THE SAME AREA FOR THE SAME LENGTH IN THE LOWER 5 INCHES OF THE WEB, SUBSTANTIAL FAILURE HAS OCCURRED. LOWER FLANGE AT 6 FEET OUT FROM BENT 1, PLATES HAVE BEEN ADDED TO THE BOTTOM OF THE LOWER FLANGE FOR THE BALANCE OF THE LENGTH. THESE PLATES ARE 2 FEET LONG X 10 INCHES WIDE X 1/2 INCH THICK. WELDING IS GENERALLY POOR WITH PINHOLES, GAPPING AND SOME SEAMS NOT WELDED. PLATES ARE MISALIGNED IN MANY AREAS. AT BENT 2, THE FULL HEIGHT OF THE WEB HAS BEEN SECTIONED FOR 6 FEET LONG. THIS AREA HAS BEEN REPLACED WITH A CHECKERBOARD OF 1/2 INCH THICK PLATES. THE WELDS SHOW SIMILAR INFERIOR QUALITY WITH PINHOLES AND GAPPING, AND SOME SEAMS HAVE NOT BEEN WELDED.



Span 2 Beam 7: [PRIORITY ACTION REQUEST] ALONG THE LENGTH, THE UPPER FLANGE HAS SUBSTANTIALLY FAILED. CENTERED AROUND MID SPAN IN THE UPPER 1 INCH OF THE WEB, CORROSION WITH 1/16 INCH AVERAGE REMAINING WITH SCATTERED AREAS OF 100 PERCENT SECTION LOSS UP TO 4 INCHES LONG OVER AN 18 FOOT LENGTH, AND AT THE SAME AREA FOR THE SAME LENGTH IN THE LOWER 5 INCHES OF THE WEB, SUBSTANTIAL FAILURE HAS OCCURRED. LOWER FLANGE AT 6 FEET OUT FROM BENT 1, PLATES HAVE BEEN ADDED TO THE BOTTOM OF THE LOWER FLANGE FOR THE BALANCE OF THE LENGTH. THESE PLATES ARE 2 FEET LONG X 10 INCHES WIDE X 1/2 INCH THICK. WELDING IS GENERALLY POOR WITH PINHOLES, GAPPING AND SOME SEAMS NOT WELDED. PLATES ARE MISALIGNED IN MANY AREAS. AT BENT 2, THE FULL HEIGHT OF THE WEB HAS BEEN SECTIONED FOR 6 FEET LONG. THIS AREA HAS BEEN REPLACED WITH A CHECKERBOARD OF 1/2 INCH THICK PLATES. THE WELDS SHOW SIMILAR INFERIOR QUALITY WITH PINHOLES AND GAPPING, AND SOME SEAMS HAVE NOT BEEN WELDED.



Span 2 Beam 7: [PRIORITY ACTION REQUEST] ALONG THE LENGTH, THE UPPER FLANGE HAS SUBSTANTIALLY FAILED. CENTERED AROUND MID SPAN IN THE UPPER 1 INCH OF THE WEB, CORROSION WITH 1/16 INCH AVERAGE REMAINING WITH SCATTERED AREAS OF 100 PERCENT SECTION LOSS UP TO 4 INCHES LONG OVER AN 18 FOOT LENGTH, AND AT THE SAME AREA FOR THE SAME LENGTH IN THE LOWER 5 INCHES OF THE WEB, SUBSTANTIAL FAILURE HAS OCCURRED. LOWER FLANGE AT 6 FEET OUT FROM BENT 1, PLATES HAVE BEEN ADDED TO THE BOTTOM OF THE LOWER FLANGE FOR THE BALANCE OF THE LENGTH. THESE PLATES ARE 2 FEET LONG X 10 INCHES WIDE X 1/2 INCH THICK. WELDING IS GENERALLY POOR WITH PINHOLES, GAPPING AND SOME SEAMS NOT WELDED. PLATES ARE MISALIGNED IN MANY AREAS. AT BENT 2, THE FULL HEIGHT OF THE WEB HAS BEEN SECTIONED FOR 6 FEET LONG. THIS AREA HAS BEEN REPLACED WITH A CHECKERBOARD OF 1/2 INCH THICK PLATES. THE WELDS SHOW SIMILAR INFERIOR QUALITY WITH PINHOLES AND GAPPING, AND SOME SEAMS HAVE NOT BEEN WELDED.



Span 2 Beam 7: [PRIORITY ACTION REQUEST] ALONG THE LENGTH, THE UPPER FLANGE HAS SUBSTANTIALLY FAILED. CENTERED AROUND MID SPAN IN THE UPPER 1 INCH OF THE WEB, CORROSION WITH 1/16 INCH AVERAGE REMAINING WITH SCATTERED AREAS OF 100 PERCENT SECTION LOSS UP TO 4 INCHES LONG OVER AN 18 FOOT LENGTH, AND AT THE SAME AREA FOR THE SAME LENGTH IN THE LOWER 5 INCHES OF THE WEB, SUBSTANTIAL FAILURE HAS OCCURRED. LOWER FLANGE AT 6 FEET OUT FROM BENT 1, PLATES HAVE BEEN ADDED TO THE BOTTOM OF THE LOWER FLANGE FOR THE BALANCE OF THE LENGTH. THESE PLATES ARE 2 FEET LONG X 10 INCHES WIDE X 1/2 INCH THICK. WELDING IS GENERALLY POOR WITH PINHOLES, GAPPING AND SOME SEAMS NOT WELDED. PLATES ARE MISALIGNED IN MANY AREAS. AT BENT 2, THE FULL HEIGHT OF THE WEB HAS BEEN SECTIONED FOR 6 FEET LONG. THIS AREA HAS BEEN REPLACED WITH A CHECKERBOARD OF 1/2 INCH THICK PLATES. THE WELDS SHOW SIMILAR INFERIOR QUALITY WITH PINHOLES AND GAPPING, AND SOME SEAMS HAVE NOT BEEN WELDED.



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Span 2 Beam 7: AT MID SPAN, BOTH SIDES OF UPPER WEB, STEEL ANGLE PLATES (2 FEET LONG X 6 INCHES HIGH X 4 INCHES WIDE X 0.5 INCH THICK); ANGLES ARE BOLTED TOGETHER, SANDWICHING THE WEB; SURFACE CORROSION PRESENT



Span 2 Beam 8: [PRIORITY ACTION REQUEST] AT BENT 1, TOP FLANGE, CORROSION WITH SECTION LOSS (20 FEET LONG X FULL WIDTH X 0.18 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION ON LEFT SIDE AT BEAM END (UP TO 16 INCHES LONG X 1.5 INCH WIDE X 100 PERCENT SECTION LOSS)



Span 2 Beam 8: [PRIORITY ACTION REQUEST] AT BENT 1, LOWER WEB, CORROSION WITH SECTION LOSS (2.5 FEET LONG X 6 INCHES HIGH X 0.18 INCH AVERAGE REMAINING) WITH CORROSION HOLES (UP TO 2 INCHES LONG X 0.75 INCH HIGH)



Span 2 Beam 8: [PRIORITY ACTION REQUEST] NEAR MID SPAN, CORROSION WITH SECTION LOSS, LEFT BOTTOM FLANGE (UP TO 3 FEET LONG X 3 INCHES WIDE X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE), LOWER WEB (3.5 FEET LONG X 3 INCHES HIGH X 0.125 INCH AVERAGE REMAINING) WITH CORROSION HOLES (12 INCHES LONG X 1 INCH HIGH X 100 PERCENT SECTION LOSS). A STEEL PLATE HAS BEEN ADDED TO THE LOWER FLANGE [3 FEET LONG X 8 INCHES WIDE X 7/16 INCH THICK]. THE WELDS ATTACHING THIS PLATE ALONG THE RIGHT AND LEFT LENGTHS ARE OF INFERIOR QUALITY WITH PINHOLES AND GAPPING, AND THE PLATE IS NOT WELDED AT ITS ENDS. THERE IS A STEEL PLATE NEAR THE CENTER ON THE RIGHT SIDE, POORLY WELDED TO THE LOWER FLANGE, AND NOT WELDED ON THE THREE REMAINING SIDES [1 FOOT LONG X 4 INCHES HIGH X 1/2 INCH THICK].



Span 2 Beam 8: [PRIORITY ACTION REQUEST] NEAR MID SPAN, CORROSION WITH SECTION LOSS, LEFT BOTTOM FLANGE (UP TO 3 FEET LONG X 3 INCHES WIDE X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE), LOWER WEB (3.5 FEET LONG X 3 INCHES HIGH X 0.125 INCH AVERAGE REMAINING) WITH CORROSION HOLES (12 INCHES LONG X 1 INCH HIGH X 100 PERCENT SECTION LOSS). A STEEL PLATE HAS BEEN ADDED TO THE LOWER FLANGE [3 FEET LONG X 8 INCHES WIDE X 7/16 INCH THICK]. THE WELDS ATTACHING THIS PLATE ALONG THE RIGHT AND LEFT LENGTHS ARE OF INFERIOR QUALITY WITH PINHOLES AND GAPPING, AND THE PLATE IS NOT WELDED AT ITS ENDS. THERE IS A STEEL PLATE NEAR THE CENTER ON THE RIGHT SIDE, POORLY WELDED TO THE LOWER FLANGE, AND NOT WELDED ON THE THREE REMAINING SIDES [1 FOOT LONG X 4 INCHES HIGH X 1/2 INCH THICK].



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Span 2 Beam 8: [PRIORITY ACTION REQUEST] CENTERED AROUND MID SPAN IN THE LOWER 2 INCHES OF THE WEB, CORROSION WITH 1/8 INCH AVERAGE REMAINING WITH SCATTERED HOLES UP TO 1/2 INCH DIAMETER



Span 2 Beam 8: [PRIORITY ACTION REQUEST] AT MID SPAN, BOTH SIDES OF UPPER WEB, FOUR STEEL ANGLES (1 FOOT LONG X 6 INCHES HIGH X 4 INCHES WIDE X 3/8 INCH THICK EACH) IN TWO LOCATIONS SPACED 6 INCHES APART HAVE BEEN BOLTED TOGETHER, SANDWICHING THE WEB. THE ANGLES ARE NOT IN CONTACT WITH THE UPPER FLANGE, AND THE FAR SET IS NOT SEATED AGAINST THE WEB.



Span 2 Beam 8: [PRIORITY ACTION REQUEST] AT MID SPAN, BOTH SIDES OF UPPER WEB, FOUR STEEL ANGLES (1 FOOT LONG X 6 INCHES HIGH X 4 INCHES WIDE X 3/8 INCH THICK EACH) IN TWO LOCATIONS SPACED 6 INCHES APART HAVE BEEN BOLTED TOGETHER, SANDWICHING THE WEB. THE ANGLES ARE NOT IN CONTACT WITH THE UPPER FLANGE, AND THE FAR SET IS NOT SEATED AGAINST THE WEB.



Span 2 Beam 7: [PRIORITY ACTION REQUEST] BEAM END AT BENT 1, UPPER 2 INCHES OF THE WEB, CORROSION WITH 100 PERCENT SECTION LOSS X 4 INCHES LONG, THEN 3/16 INCH AVERAGE REMAINING X NEXT 2 FEET LONG.



Span 2 Beam 7: WELDED REPAIR PLATES ON BOTH FACES OF WEB AT BENT 1 (5.5 FEET LONG X 8 INCHES HIGH X 1/2 INCH THICK); FRECKLED CORROSION AND SCATTERED SURFACE CORROSION ON PLATES



Span 2 Beam 7: BEAM END AT BENT 1, FROM THE BEARING OUT, WELDED REPAIR PLATE ON BOTTOM SIDE OF BOTTOM FLANGE (6 FEET LONG X 8.5 INCHES WIDE X 1/2 INCH THICK); FRECKLED CORROSION AND SCATTERED SURFACE CORROSION PRESENT ON PLATE



Bent 1 Cap 1: [PRIORITY ACTION REQUEST] BETWEEN BEAMS 5 AND 6, THE UPPER FLANGE HAS CORROSION WITH AVERAGE 3/8 INCH REMAINING ON THE NEAR SIDE AND 3/16 INCH REMAINING WITH KNIFE EDGING ON THE FAR SIDE; BETWEEN STIFFENERS 9 AND 10, THE LOWER 6 INCHES OF THE WEB HAS CORROSION WITH 5/16 INCH AVERAGE REMAINING; THE LOWER FLANGE HAS CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH SCALLOPING UP TO 1 INCH BACK, KNIFE EDGING AND PERFORATIONS.



Bent 2 Cap 1: [PRIORITY ACTION REQUEST] ALONG THE LENGTH OF THE CAP ON THE NEAR SIDE, THE UPPER FLANGE REMAINING SECTION VARIES FROM 3/8 INCH TO 1/8 INCH, WITH THE AVERAGE REMAINING BEING 3/16 INCH WITH KNIFE EDGING AND SCALLOPING UP TO 1.5 INCHES BACK. THE LOWER FLANGE IS SIMILAR ON THE NEAR SIDE. ON THE FAR SIDE, THE UPPER FLANGE REMAINING SECTION VARIES FROM 1/2 INCH TO 1/8 INCH WITH THE AVERAGE REMAINING BEING 1/4 INCH WITH KNIFE EDGING AND SCALLOPING UP TO 1.5 INCHES BACK, WITH 100 PERCENT SECTION LOSS BETWEEN BEAMS 6 AND 7. THE LOWER FLANGE ON THE FAR SIDE IS SIMILAR WITH 100 PERCENT SECTION LOSS BETWEEN BEAMS 1 AND 2. ON THE NEAR SIDE, ALONG THE LENGTH OF THE WEB, THE REMAINING SECTION VARIES BETWEEN 1/4 INCH AND 1/16 INCH. FULL SECTION LOSS IS PREVALENT IN THE LOWER 5 INCHES OF THE WEB FROM BEAMS 2 THROUGH 7. PAST 100 PERCENT SECTION LOSS IN THE WEB HAS BEEN CUT AWAY AND COVERED WITH STEEL PLATES, HOWEVER THE PLATES ARE NOT SEATED AGAINST THE WEB OR LOWER FLANGE, AND ARE NOT FULLY WELDED. THE WEB REPAIRS APPEAR TO NOT BE FUNCTIOING, AS THE CAP HAS DEFLECTED DOWNWARD UP TO 1.5 INCHES OVER PILES 2 AND 3. THE WEB EXHIBITS BUCKLING AND SPLITTING NEAR PILE 3. ON THE NEAR SIDE, STIFFENERS 2 AND 10 HAVE FAILED. ON THE FAR SIDE, STIFFENERS 3, 7, 10, 12, AND 13 HAVE FAILED.



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Span 2 Beam 2: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (4 FEET LONG X FULL WIDTH X 0.1 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT LEFT SIDE (INTERMITTENT 4 FEET LONG X 1 INCH WIDE X 100 PERCENT SECTION); UPPER AND LOWER 3 INCHES OF THE WEB, CORROSION WITH AVERAGE 3/16 INCH REMAINING X 4 INCHES LONG.



Span 2 Beam 2: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (4 FEET LONG X FULL WIDTH X 0.1 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT LEFT SIDE (INTERMITTENT 4 FEET LONG X 1 INCH WIDE X 100 PERCENT SECTION); UPPER AND LOWER 3 INCHES OF THE WEB, CORROSION WITH AVERAGE 3/16 INCH REMAINING X 4 INCHES LONG.



Span 2 Beam 3: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (15 FEET LONG X FULL WIDTH X 0.3 INCH AVERAGE REMAINING); LOWER 3 INCHES OF THE WEB, AVERAGE 3/16 INCH REMAINING X 8 INCHES LONG; LOWER RIGHT FLANGE, AVERAGE 3/16 INCH REMAINING X 10 INCHES LONG.



Span 2 Beam 3: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (15 FEET LONG X FULL WIDTH X 0.3 INCH AVERAGE REMAINING); LOWER 3 INCHES OF THE WEB, AVERAGE 3/16 INCH REMAINING X 8 INCHES LONG; LOWER RIGHT FLANGE, AVERAGE 3/16 INCH REMAINING X 10 INCHES LONG.



Span 2 Beam 4: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (15 FEET LONG X FULL WIDTH X 0.11 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE); LOWER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 1 INCH LONG THEN AVERAGE 3/16 INCH REMAINING FOR NEXT 6 INCHES.



Span 2 Beam 4: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (15 FEET LONG X FULL WIDTH X 0.11 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE); LOWER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 1 INCH LONG THEN AVERAGE 3/16 INCH REMAINING FOR NEXT 6 INCHES.



Span 2 Beam 5: [PRIORITY ACTION REQUEST] APPROXIMATELY 4.5 FEET OUT FROM BENT 2, UPPER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS FOR 8 INCHES LONG TAPERING TO FULL SECTION ON BOTH ENDS OVER 2 INCHES OF LENGTH.



Span 2 Beam 5: [PRIORITY ACTION REQUEST] AT BENT 2, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (2 FEET LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING); LOWER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS FOR 8 INCHES LONG, THEN 1/8 INCH AVERAGE REMAINING FOR NEXT 4 INCHES.



Span 2 Beam 6: [PRIORITY ACTION REQUEST] BEAM END AT BENT 2, LOWER FLANGE, CORROSION WITH SECTION LOSS, AVERAGE 1/4 INCH REMAINING X 1 FOOT LONG; LOWER 2 INCHES OF THE WEB, AVERAGE 3/16 INCH REMAINING X 1 FOOT LONG.



Span 2 Beam 8: [PRIORITY ACTION REQUEST] AT 5 FEET FROM BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (2 FEET LONG X UP TO FULL WIDTH X 0.125 INCH AVERAGE REMAINING).



Span 2 Beam 8: BEAM END AT BENT 2, STEEL PLATES HAVE BEEN WELDED TO BOTH SIDES OF THE WEB [2 FEET LONG X FULL HEIGHT X 1/4 INCH THICK], ON THE TOP OF THE LEFT AND RIGHT SIDES OF THE LOWER FLANGE [1 FOOT LONG X FULL WIDTH OF EACH SIDE X 1/4 INCH THICK], AND ON THE LOWER SIDE OF THE LOWER FLANGE [2 FEET LONG X 8.5 INCHES WIDE X 1/4 INCH THICK]; PLATES HAVE FRECKLED CORROSION AND SCATTERED SURFACE CORROSION.



Span 2 Beam 8: BEAM END AT BENT 2, STEEL PLATES HAVE BEEN WELDED TO BOTH SIDES OF THE WEB [2 FEET LONG X FULL HEIGHT X 1/4 INCH THICK], ON THE TOP OF THE LEFT AND RIGHT SIDES OF THE LOWER FLANGE [1 FOOT LONG X FULL WIDTH OF EACH SIDE X 1/4 INCH THICK], AND ON THE LOWER SIDE OF THE LOWER FLANGE [2 FEET LONG X 8.5 INCHES WIDE X 1/4 INCH THICK]; PLATES HAVE FRECKLED CORROSION AND SCATTERED SURFACE CORROSION.



Span 3 Deck: [PRIORITY ACTION REQUEST] SCATTERED ON THE UNDERSIDE OF THE DECK, CONCENTRATED AT JOINT CONNECTIONS AND AROUND UPPER FLANGES, CORROSION WITH SECTION LOSS (3 INCHES LONG X 2.5 FEET WIDE X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE AT WEEP HOLE EDGES) WITH EXPOSED ASPHALT AT SOME RANDOM LOCATIONS



Span 3 Deck: [PRIORITY ACTION REQUEST] SCATTERED ON THE UNDERSIDE OF THE DECK, CONCENTRATED AT JOINT CONNECTIONS AND AROUND UPPER FLANGES, CORROSION WITH SECTION LOSS (3 INCHES LONG X 2.5 FEET WIDE X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE AT WEEP HOLE EDGES) WITH EXPOSED ASPHALT AT SOME RANDOM LOCATIONS



Span 3 Deck: AT BAY 6, DECK REPLACED WITH STEEL PLATE AND ANGLES (FULL LENGTH X FULL WIDTH); SURFACE CORROSION PRESENT



Span 3 Deck: BAY 4 AT BENT 2, DECK REPLACED WITH STEEL PLATE AND ANGLES (3 FEET LONG X FULL WIDTH OF BAY); SURFACE CORROSION PRESENT



Span 3 Beam 5: AT 2 FEET FROM BENT 2, DISTORTION (6 INCHES LONG X 2 INCHES WIDE X 1/2 INCH DEFLECTION) ALONG BOTTOM FLANGE



Span 3 Beam 1: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (3 FEET LONG X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION ON BOTH SIDES AT BEAM END (3 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER FLANGE, 3/8 INCH AVERAGE REMAINING X 6 INCHES LONG; LOWER 1 INCH OF THE WEB, 5/16 INCH AVERAGE REMAINING X 6 INCHES LONG.



Span 3 Beam 3: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (6 FEET LONG X FULL WIDTH X 0.09 INCH AVERAGE REMAINING) WITH MISSING SECTION AT BOTH SIDES (12 INCHES LONG X 1.5 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER LEFT FLANGE, 5/16 INCH AVERAGE REMAINING X 6 INCHES LONG AND LOWER RIGHT FLANGE, 5/16 INCH AVERAGE REMAINING WITH 1 INCH WIDE X 2 INCH LONG CUT HOLE X 6 INCHES LONG; LOWER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 3 INCHES LONG THEN 1/8 INCH AVERAGE REMAINING FOR NEXT 9 INCHES; UPPER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 3 INCHES LONG.



Span 3 Beam 4: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (4 FEET LONG X FULL WIDTH X 0.09 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (1.5 FEET LONG X UP TO 1.5 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER FLANGE, 3/8 INCH AVERAGE REMAINING X 1 FOOT LONG; LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 3 INCHES LONG THEN 3/16 INCH AVERAGE REMAINING FOR NEXT 9 INCHES; UPPER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 3 INCHES LONG.



Span 3 Beam 8: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.05 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (1 FOOT LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER FLANGE, SURFACE CORROSION; LOWER 1 INCH OF THE WEB, 5/16 INCH AVERAGE REMAINING FOR 1 FOOT LONG; UPPER 2 INCHES OF THE WEB, 5/16 INCH AVERAGE REMAINING X 4 INCHES LONG.



Span 3 Beam 2: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (5 FEET LONG X FULL WIDTH X 0.13 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH SCATTERED AREAS OF MISSING SECTION AT BOTH SIDES (6 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER LEFT FLANGE, 1/8 INCH AVERAGE REMAINING X 6 INCHES LONG AND LOWER RIGHT FLANGE, 3/8 INCH AVERAGE REMAINING X 4 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/16 INCH AVERAGE REMAINING WITH PERFORATIONS X 3.5 FEET LONG; UPPER 4 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING WITH PERFORATIONS X 4 INCHES LONG. AT THE TOP, THE BEAM HAS DEFLECTED TO THE LEFT APPROXIMATELY 1 INCH.



Span 3 Beam 2: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (5 FEET LONG X FULL WIDTH X 0.13 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH SCATTERED AREAS OF MISSING SECTION AT BOTH SIDES (6 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER LEFT FLANGE, 1/8 INCH AVERAGE REMAINING X 6 INCHES LONG AND LOWER RIGHT FLANGE, 3/8 INCH AVERAGE REMAINING X 4 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/16 INCH AVERAGE REMAINING WITH PERFORATIONS X 3.5 FEET LONG; UPPER 4 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING WITH PERFORATIONS X 4 INCHES LONG. AT THE TOP, THE BEAM HAS DEFLECTED TO THE LEFT APPROXIMATELY 1 INCH.



Span 3 Beam 2: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (5 FEET LONG X FULL WIDTH X 0.13 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH SCATTERED AREAS OF MISSING SECTION AT BOTH SIDES (6 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER LEFT FLANGE, 1/8 INCH AVERAGE REMAINING X 6 INCHES LONG AND LOWER RIGHT FLANGE, 3/8 INCH AVERAGE REMAINING X 4 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/16 INCH AVERAGE REMAINING WITH PERFORATIONS X 3.5 FEET LONG; UPPER 4 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING WITH PERFORATIONS X 4 INCHES LONG. AT THE TOP, THE BEAM HAS DEFLECTED TO THE LEFT APPROXIMATELY 1 INCH.



Span 3 Beam 7: [PRIORITY ACTION REQUEST] ALONG LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.15 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH AREAS OF MISSING SECTION ON BOTH SIDES THROUGHOUT (4 INCHES LONG X 1.5 INCH WIDE X 100 PERCENT SECTION); BEAM END AT BENT 2, LOWER FLANGE, 1/4 INCH AVERAGE REMAINING X 3 FEET LONG; LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 8 INCHES LONG THEN 1/8 INCH AVERAGE REMAINING FOR NEXT 3 FEET; UPPER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 3 INCHES LONG. THE BEAM HAS CRUSHED APPROXIMATELY 1/2 INCH AT THE AREA OF 100 PERCENT SECTION LOSS IN THE LOWER WEB.



Span 3 Beam 5: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (5 FEET LONG X FULL WIDTH X 0.11 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT RIGHT SIDE (12 INCHES LONG X 1.25 INCH WIDE X 100 PERCENT SECTION LOSS), SIMILAR AT MID SPAN FOR 4 FEET LONG; LOWER FLANGE, 3/8 INCH AVERAGE REMAINING X 1.5 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING FOR 1.5 FEET LONG WITH PINHOLES; UPPER 7 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 3 INCHES LONG.



Span 3 Beam 6: [PRIORITY ACTION REQUEST] AT BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (2 FEET LONG X FULL WIDTH X 0.2 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (10 INCHES LONG X 3 INCHES WIDE X 100 PERCENT SECTION LOSS), SIMILAR AT MID SPAN WITH 1/4 INCH AVERAGE REMAINING; LOWER LEFT FLANGE, 3/16 INCH AVERAGE REMAINING X 2 FEET LONG AND LOWER RIGHT FLANGE, 1/16 INCH AVERAGE REMAINING X 1 FOOT LONG; LOWER 2 INCHES OF THE WEB, 3/16 INCH AVERAGE REMAINING FOR 1 FOOT LONG; UPPER 7 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 3 INCHES LONG.



Span 3 Deck: UNDERSIDE OF THE DECK, BAY 4 JUST PAST MID SPAN HEADING STATIONS AHEAD, STEEL REPAIR PLATE [APPROXIMATELY 3.25 FEET LONG X 3 FEET WIDE X 3/4 INCH THICK]; SURFACE CORROSION PRESENT; REPAIR PLATE IN BAY 5 IS SIMILAR.



Span 3 Deck: UNDERSIDE OF THE DECK, BAY 4 JUST PAST MID SPAN HEADING STATIONS AHEAD, STEEL REPAIR PLATE [APPROXIMATELY 3.25 FEET LONG X 3 FEET WIDE X 3/4 INCH THICK]; SURFACE CORROSION PRESENT; REPAIR PLATE IN BAY 5 IS SIMILAR.



Span 3 Beam 1: [PRIORITY ACTION REQUEST] BEAM END AT BENT 3, LOWER FLANGE, CORROSION WITH SECTION LOSS [AVERAGE 1/4 INCH REMAINING X 9 INCHES LONG; LOWER 1 INCH OF THE WEB, 5/16 INCH REMAINING X 18 INCHES LONG



Span 3 Beam 2: [PRIORITY ACTION REQUEST] BEAM END AT BENT 3, LOWER RIGHT FLANGE, CORROSION WITH SECTION LOSS [AVERAGE 1/4 INCH REMAINING X 5 INCHES LONG AND LOWER LEFT FLANGE, 100 PERCENT SECTION LOSS X 5 INCHES LONG; LOWER 2 INCHES OF THE WEB, 1/16 INCH REMAINING X 6 INCHES LONG WITH PINHOLES.



Span 3 Beam 3: [PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (2 FEET LONG X FULL WIDTH X 0.1 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT RIGHT SIDE (12 INCHES LONG X UP TO 1 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER FLANGE, CORROSION WITH SECTION LOSS, AVERAGE 3/16 INCH REMAINING X 11 INCHES LONG; LOWER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS FOR 5 INCHES LONG, THEN 1/8 INCH AVERAGE REMAINING X NEXT 1 FOOT LONG; UPPER 2 INCHES OF THE WEB, 3/16 INCH AVERAGE REMAINING X 6 INCHES LONG.



Span 3 Beam 4: [PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (2 FEET LONG X FULL WIDTH X 0.13 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE); LOWER FLANGE, CORROSION WITH SECTION LOSS, AVERAGE 5/16 INCH REMAINING X 5 INCHES LONG; LOWER 2 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 9 INCHES LONG WITH PINHOLES.



Span 3 Beam 5: [PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (4 FEET LONG X FULL WIDTH X 0.19 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (INTERMITTENT 1.5 FEET LONG X UP TO 2 INCHES WIDE X 100 PERCENT SECTION LOSS); LOWER FLANGE, CORROSION WITH SECTION LOSS, AVERAGE 3/16 INCH REMAINING X 6 INCHES LONG; LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS FOR 6 INCHES LONG; UPPER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 2 INCHES LONG.



Span 3 Beam 6: [PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (5 FEET LONG X FULL WIDTH X 0.09 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (3 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER FLANGE, CORROSION WITH SECTION LOSS, AVERAGE 1/4 INCH REMAINING X 8 INCHES LONG; LOWER 1 INCH OF THE WEB, 1/16 INCH SECTION LOSS X 2 FEET LONG.



Span 3 Beam 8: [PRIORITY ACTION REQUEST] AT BENT 3, LOWER RIGHT FLANGE, CORROSION WITH SECTION LOSS, AVERAGE 3/16 INCH REMAINING X 11 INCHES LONG; LOWER 1 INCH OF THE WEB, 3/16 INCH AVERAGE REMAINING X 15 INCHES LONG.



Span 3 Beam 7: [PRIORITY ACTION REQUEST] ALONG LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.15 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH AREAS OF MISSING SECTION ON BOTH SIDES THROUGHOUT (4 INCHES LONG X 1.5 INCH WIDE X 100 PERCENT SECTION); BEAM END AT BENT 2, LOWER FLANGE, 1/4 INCH AVERAGE REMAINING X 3 FEET LONG [SIMILAR AT SCATTERED AREAS ALONG THE FULL LENGTH]; LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 8 INCHES LONG THEN 1/8 INCH AVERAGE REMAINING FOR NEXT 3 FEET; UPPER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 3 INCHES LONG. THE BEAM HAS CRUSHED APPROXIMATELY 1/2 INCH AT THE AREA OF 100 PERCENT SECTION LOSS IN THE LOWER WEB; UPPER 3 INCHES OF THE WEB AND LOWER 4 INCHES OF THE WEB, SCATTERED CORROSION WITH SECTION LOSS [AVERAGE 3/16 INCH REMAINING] ALONG THE LENGTH; AT 45 INCHES OUT FROM BENT 3, LOWER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS FOR 9 INCHES LONG.



Span 3 Beam 7: [PRIORITY ACTION REQUEST] ALONG LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.15 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH AREAS OF MISSING SECTION ON BOTH SIDES THROUGHOUT (4 INCHES LONG X 1.5 INCH WIDE X 100 PERCENT SECTION); BEAM END AT BENT 2, LOWER FLANGE, 1/4 INCH AVERAGE REMAINING X 3 FEET LONG [SIMILAR AT SCATTERED AREAS ALONG THE FULL LENGTH]; LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 8 INCHES LONG THEN 1/8 INCH AVERAGE REMAINING FOR NEXT 3 FEET; UPPER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 3 INCHES LONG. THE BEAM HAS CRUSHED APPROXIMATELY 1/2 INCH AT THE AREA OF 100 PERCENT SECTION LOSS IN THE LOWER WEB; UPPER 3 INCHES OF THE WEB AND LOWER 4 INCHES OF THE WEB, SCATTERED CORROSION WITH SECTION LOSS [AVERAGE 3/16 INCH REMAINING] ALONG THE LENGTH; AT 45 INCHES OUT FROM BENT 3, LOWER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS FOR 9 INCHES LONG.



Span 3 Beam 7: [PRIORITY ACTION REQUEST] ALONG LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.15 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH AREAS OF MISSING SECTION ON BOTH SIDES THROUGHOUT (4 INCHES LONG X 1.5 INCH WIDE X 100 PERCENT SECTION); BEAM END AT BENT 2, LOWER FLANGE, 1/4 INCH AVERAGE REMAINING X 3 FEET LONG [SIMILAR AT SCATTERED AREAS ALONG THE FULL LENGTH]; LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 8 INCHES LONG THEN 1/8 INCH AVERAGE REMAINING FOR NEXT 3 FEET; UPPER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 3 INCHES LONG. THE BEAM HAS CRUSHED APPROXIMATELY 1/2 INCH AT THE AREA OF 100 PERCENT SECTION LOSS IN THE LOWER WEB; UPPER 3 INCHES OF THE WEB AND LOWER 4 INCHES OF THE WEB, SCATTERED CORROSION WITH SECTION LOSS [AVERAGE 3/16 INCH REMAINING] ALONG THE LENGTH; AT 45 INCHES OUT FROM BENT 3, LOWER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS FOR 9 INCHES LONG.



Span 3 Beam 7: [PRIORITY ACTION REQUEST] ALONG LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.15 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH AREAS OF MISSING SECTION ON BOTH SIDES THROUGHOUT (4 INCHES LONG X 1.5 INCH WIDE X 100 PERCENT SECTION); BEAM END AT BENT 2, LOWER FLANGE, 1/4 INCH AVERAGE REMAINING X 3 FEET LONG [SIMILAR AT SCATTERED AREAS ALONG THE FULL LENGTH]; LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 8 INCHES LONG THEN 1/8 INCH AVERAGE REMAINING FOR NEXT 3 FEET; UPPER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 3 INCHES LONG. THE BEAM HAS CRUSHED APPROXIMATELY 1/2 INCH AT THE AREA OF 100 PERCENT SECTION LOSS IN THE LOWER WEB; UPPER 3 INCHES OF THE WEB AND LOWER 4 INCHES OF THE WEB, SCATTERED CORROSION WITH SECTION LOSS [AVERAGE 3/16 INCH REMAINING] ALONG THE LENGTH; AT 45 INCHES OUT FROM BENT 3, LOWER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS FOR 9 INCHES LONG.



Span 3 Beam 7: TOP FLANGE BEGINNING AT MID SPAN, REPAIR WELDED PLATE (5 FEET LONG X 8 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT



Span 4 Beam 1: [PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (4 FEET LONG X FULL WIDTH X 0.11 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) X 4 FEET LONG.



Span 4 Deck: [PRIORITY ACTION REQUEST] SCATTERED ON THE UNDERSIDE OF THE DECK, CONCENTRATED AT JOINT CONNECTIONS AND ABOVE UPPER FLANGES, CORROSION WITH SECTION LOSS (3 INCHES LONG X 2.5 FEET WIDE X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE AT WEEP HOLE EDGES) WITH EXPOSED ASPHALT AT SOME RANDOM LOCATIONS



Span 4 Beam 1: [PRIORITY ACTION REQUEST] AT BENT 4, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (8 INCHES LONG X FULL WIDTH X 1/8 INCH AVERAGE REMAINING); LOWER 2 INCHES OF THE WEB, AVERAGE 1/4 INCH REMAINING X 8 INCHES LONG.



Span 4 Beam 2: [PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (5 FEET LONG X FULL WIDTH X 0.17 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES AT 2 FEET FROM BEAM END (3 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER WEB, CORROSION WITH SECTION LOSS (1 FOOT LONG X 6 INCHES HIGH X 0.1 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BEAM END (3 INCHES LONG X 1 INCH HIGH X 100 PERCENT SECTION LOSS); BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.29 INCH AVERAGE REMAINING).



Span 4 Beam 2: [PRIORITY ACTION REQUEST] AT BENT 4, LOWER FLANGE, CORROSION WITH SECTION LOSS (6 INCHES LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (6 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 5 INCHES LONG, THEN 1/8 INCH AVERAGE REMAINING FOR NEXT 4 INCHES LONG.



Span 4 Beam 3: [PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (6 FEET LONG X FULL WIDTH X 0.16 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT RIGHT SIDE NEAR BEAM END (5 INCHES LONG X 1.25 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER FLANGE, 5/16 INCH AVERAGE REMAINING X 5 INCHES LONG; LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 1 INCH LONG, THEN 3/16 INCH AVERAGE REMAINING FOR NEXT 4 INCHES LONG.



Span 4 Beam 3: [PRIORITY ACTION REQUEST] AT BENT 4, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (2 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS); LOWER 2 INCHES OF THE WEB, 100 PERCENT SECTION LOSS X 5 INCHES LONG, THEN 1/8 INCH AVERAGE REMAINING FOR NEXT 3 INCHES LONG.



Span 4 Beam 4: [PRIORITY ACTION REQUEST] AT BENT 4, LEFT LOWER FLANGE, 3/16 INCH AVERAGE REMAINING X 8 INCHES LONG AND RIGHT LOWER FLANGE, 1/16 INCH AVERAGE REMAINING WITH 1/2 INCH DIAMETER HOLE X 8 INCHES LONG; LOWER 2 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING FOR 1 FOOT LONG.



Span 4 Beam 4: [PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (5 FEET LONG X FULL WIDTH X 0.15 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES NEAR BEAM END (3 INCHES LONG X 1 INCH WIDE X 100 PERCENT SECTION LOSS)



Span 4 Beam 5: AT 5 AND 7 FEET FROM BENT 3, DISTORTION (2 FEET LONG X UP TO 3 INCHES WIDE X UP TO 1/2 DEFLECTION) ALONG BOTTOM FLANGE



Span 4 Beam 5: AT BENT 3, WELDED REPAIR PLATES, TOP FLANGE (3 FEET LONG X 3 INCHES WIDE X 1/2 INCH THICK), WEB (4 INCHES LONG X FULL HEIGHT X 0.5 INCH THICK); SURFACE CORROSION THROUGHOUT PLATES



Span 4 Beam 5: AT BENT 4 AND 9.5 FEET FROM BENT 4, WELDED REPAIR PLATE ON BOTH FACES OF WEB (42 INCHES LONG X 8 INCHES HIGH X 1/4 INCH THICK), SURFACE CORROSION THROUGHOUT



Span 4 Beam 5: [PRIORITY ACTION REQUEST] AT BENT 4, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.14 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH ONE (1) CORRODED SALVAGE HOLE AT EACH SIDE OF FLANGE (1 INCH DIAMETER X 100 PERCENT SECTION LOSS); AT 1 FOOT FROM BENT 4, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (9 FEET LONG X FULL WIDTH X 0.15 INCH AVERAGE REMAINING)



Span 4 Beam 5: [PRIORITY ACTION REQUEST] BEAM END AT BENT 3, AT 9 INCHES OUT, THE LOWER 8 INCHES OF THE WEB HAS BEEN SECTIONED AND REMOVED FOR 24 INCHES LONG. ON THE LEFT LOWER FLANGE AT THE SAME LOCATION, A STEEL PLATE [27 INCHES LONG X 4 INCHES WIDE X 1/2 INCH THICK] HAS BEEN WELDED AT THE NEAR AND FAR ENDS TO THE LOWER FLANGE, BUT THERE IS NO WELD ALONG THE FLANGE LENGTH. A STEEL PLATE [27 INCHES LONG X 9 INCHES HIGH X 1/2 INCHES THICK] IS WELDED TO THE LOWER FLANGE PLATE AT A 90 DEGREE ANGLE, COVERING THE SECTIONED AREA OF THE WEB. HOWEVER THERE ARE NO WELDS ATTACHING THIS PLATE TO THE BEAM.



Span 4 Beam 5: [PRIORITY ACTION REQUEST] BEAM END AT BENT 3, AT 9 INCHES OUT, THE LOWER 8 INCHES OF THE WEB HAS BEEN SECTIONED AND REMOVED FOR 24 INCHES LONG. ON THE LEFT LOWER FLANGE AT THE SAME LOCATION, A STEEL PLATE [27 INCHES LONG X 4 INCHES WIDE X 1/2 INCH THICK] HAS BEEN WELDED AT THE NEAR AND FAR ENDS TO THE LOWER FLANGE, BUT THERE IS NO WELD ALONG THE FLANGE LENGTH. A STEEL PLATE [27 INCHES LONG X 9 INCHES HIGH X 1/2 INCHES THICK] IS WELDED TO THE LOWER FLANGE PLATE AT A 90 DEGREE ANGLE, COVERING THE SECTIONED AREA OF THE WEB. HOWEVER THERE ARE NO WELDS ATTACHING THIS PLATE TO THE BEAM.



Span 4 Beam 5: [PRIORITY ACTION REQUEST] BEAM END AT BENT 3, AT 9 INCHES OUT, THE LOWER 8 INCHES OF THE WEB HAS BEEN SECTIONED AND REMOVED FOR 24 INCHES LONG. ON THE LEFT LOWER FLANGE AT THE SAME LOCATION, A STEEL PLATE [27 INCHES LONG X 4 INCHES WIDE X 1/2 INCH THICK] HAS BEEN WELDED AT THE NEAR AND FAR ENDS TO THE LOWER FLANGE, BUT THERE IS NO WELD ALONG THE FLANGE LENGTH. A STEEL PLATE [27 INCHES LONG X 9 INCHES HIGH X 1/2 INCHES THICK] IS WELDED TO THE LOWER FLANGE PLATE AT A 90 DEGREE ANGLE, COVERING THE SECTIONED AREA OF THE WEB. HOWEVER THERE ARE NO WELDS ATTACHING THIS PLATE TO THE BEAM.



Span 4 Beam 5: [PRIORITY ACTION REQUEST] AT MID SPAN, LOWER FLANGE, CORROSION WITH AVERAGE 1/4 INCH REMAINING X 6 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/4 INCH AVERAGE REMAINING X 4 FEET LONG.



Span 4 Beam 5: BEAM END AT BENT 4, STEEL PLATES ARE WELDED TO BOTH SIDES OF THE WEB [4 FEET LONG X FULL HEIGHT X 3/8 INCH THICK]; SURFACE CORROSION PRESENT



Span 4 Beam 6: AT BENT 3, WELDED REPAIR PLATE ON TOP FLANGE, BOTH SIDES (2 FEET LONG X 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT



Span 4 Beam 6: [PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (7 FEET LONG X FULL WIDTH X 0.32 INCH AVERAGE REMAINING); BOTTOM FLANGE, CORROSION WITH SECTION LOSS (4 FEET LONG X FULL WIDTH X 0.13 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE); LOWER 3 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 3 FEET LONG WITH SCATTERED 1/2 INCH DIAMETER HOLES.



Span 4 Beam 6: [PRIORITY ACTION REQUEST] AT BENT 4, LOWER WEB, CORROSION WITH SECTION LOSS (5 FEET LONG X 4 INCHES HIGH X 0.15 INCH AVERAGE REMAINING) WITH TWO (2) CORROSION HOLES (UP TO 0.25 INCH DIAMETER X 100 PERCENT SECTION LOSS); BOTTOM FLANGE (10 FEET LONG X FULL WIDTH X 0.3 INCH AVERAGE REMAINING), EXCEPT FOR THE FIRST 6 INCHES WHICH HAS 1/8 INCH AVERAGE REMAINING.



Span 4 Deck: DECK REPLACED WITH STEEL PLATE AND ANGLES ALONG 3 FEET OF BAY 7 AT BENT 3 AND 6 FEET AT MID SPAN; SURFACE CORROSION PRESENT



Span 4 Deck: DECK REPLACED WITH STEEL PLATE AND ANGLES ALONG 3 FEET OF BAY 4 AT BENT 3 AND 8 FEET AT BENT 4; SURFACE CORROSION PRESENT



Span 4 Deck: DECK REPLACED WITH STEEL PLATE AND ANGLES ALONG 4 FEET OF BAY 2 AT BENT 4; SIMILAR AT BENT 3; SURFACE CORROSION PRESENT



Span 4 Beam 8: [PRIORITY ACTION REQUEST] AT BENT 4, TOP FLANGE, CORROSION WITH SECTION LOSS (10 FEET LONG X FULL WIDTH X 0.21 INCH AVERAGE REMAINING); LOWER FLANGE, 100 PERCENT SECTION LOSS X 6 INCHES LONG; LOWER 1 INCH OF THE WEB, 1/16 INCH SECTION LOSS X 6 INCHES LONG.



Bent 2 Pile 2: [PRIORITY ACTION REQUEST] AT THE WATERLINE ON THE FLANGES AND WEB, CORROSION WITH AVERAGE 1/4 INCH REMAINING X UP TO 6 INCHES HIGH



Bent 2 Pile 2: [PRIORITY ACTION REQUEST] AT THE WATERLINE ON THE FLANGES AND WEB, CORROSION WITH AVERAGE 1/4 INCH REMAINING X UP TO 6 INCHES HIGH



Bent 2 Pile 3: [PRIORITY ACTION REQUEST] AT THE WATERLINE ON THE FLANGES, CORROSION WITH AVERAGE 1/4 INCH REMAINING X UP TO 6 INCHES HIGH; ON THE WEB, CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH PINHOLES.



Bent 2 Pile 3: [PRIORITY ACTION REQUEST] AT THE WATERLINE ON THE FLANGES, CORROSION WITH AVERAGE 1/4 INCH REMAINING X UP TO 6 INCHES HIGH; ON THE WEB, CORROSION WITH AVERAGE 1/8 INCH REMAINING WITH PINHOLES.



Span 1 Southwest Delineator: SCATTERED DEFLECTIONS, UP TO TO 4 INCHES HIGH X 3 INCHES WIDE X 1 INCH; SIGN IS LEGIBLE



Bent 1 Pile 1: 20 FEET HORIZONTAL CRACK UP TO 2 INCHES WIDE, SOUTH AND NORTH FACE, 18 INCHES BELOW CAP



Bent 1 Pile 1: SPALLING (10 INCHES LONG X 5 INCHES HIGH X UP TO 3.5 INCHES DEEP) AT SOUTHWEST AND NORTHWEST CORNERS, 20 INCHES BELOW CAP; SIMILAR SPALLING AT THE RIGHT END



End Bent 2 Abutment: BELOW GIRDERS 5 AND 6, AREA OF VOID/HONEYCOMBING (APPROXIMATELY 4 FEET LONG X UP TO 3 INCHES HIGH X UP TO 9 INCHES BACK); ABUT IS POURED ON SOLID ROCK



End Bent 2 Abutment: BEGINNING AT BOTTOM OF ABUTMENT WALL, BELOW BEAMS 4 AND 5, DIAGONAL CRACK (7 FEET LONG X UP TO 1/8 INCH WIDE) WITH ADJACENT DELAMINATION (7 FEET LONG X 10 INCHES WIDE)



Bent 4 Pile 1: [PRIORITY ACTION REQUEST] NEAR FLANGE AT THE BASE, RIGHT SIDE, CORROSION WITH SECTION LOSS [AVERAGE 3/16 INCH REMAINING] FOR 2 INCHES HIGH X 4 INCHES WIDE; ON THE BALANCE OF THE FLANGES AND WEB, 1/16 INCH SECTION LOSS UP TO 2 INCHES HIGH.



Bent 4 Pile 2: [PRIORITY ACTION REQUEST] NEAR FLANGE AT THE BASE, RIGHT SIDE, CORROSION WITH SECTION LOSS [AVERAGE 1/16 INCH REMAINING WITH 1/2 INCH DIAMETER HOLES] FOR 2 INCHES HIGH X 4 INCHES WIDE; ON THE BALANCE OF THE FLANGES AND WEB, 1/4 INCH AVERAGE REMAINING FOR UP TO 2 INCHES HIGH.



Bent 4 Pile 3: [PRIORITY ACTION REQUEST] AT THE BASE, ON THE FLANGES AND WEB, 1/4 INCH AVERAGE REMAINING FOR UP TO 2 INCHES HIGH.



Span 6 Beam 7: [PRIORITY ACTION REQUEST] AT END BENT 2, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (8 INCHES LONG X FULL WIDTH X 1/8 INCH AVERAGE REMAINING) WITH MISSING SECTION AT LEFT SIDE (2 INCHES LONG X 2 INCHES WIDE X 100 PERCENT SECTION LOSS); TOP FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 1/8 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT LEFT SIDE (2 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS).



Span 6 Beam 6: [PRIORITY ACTION REQUEST] AT END BENT 2, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (7 INCHES LONG X FULL WIDTH X 0.31 INCH AVERAGE REMAINING) WITH MISSING SECTION AT RIGHT SIDE (1 INCH LONG X 2 INCHES WIDE X 100 PERCENT SECTION)



Span 6 Beam 7: [PRIORITY ACTION REQUEST] AT END BENT 2, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (8 INCHES LONG X FULL WIDTH X 1/8 INCH AVERAGE REMAINING) WITH MISSING SECTION AT LEFT SIDE (2 INCHES LONG X 2 INCHES WIDE X 100 PERCENT SECTION LOSS); TOP FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 1/8 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT LEFT SIDE (2 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS).



Span 6 Beam 3: [PRIORITY ACTION REQUEST] AT END BENT 2, TOP FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 1/4 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES (3 INCHES LONG X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS)



Span 6 Beam 5: [PRIORITY ACTION REQUEST] AT END BENT 2, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (7 INCHES LONG X FULL WIDTH X 0.31 INCH AVERAGE REMAINING) WITH ONE CORRODED SALVAGE HOLE AT RIGHT SIDE (1 INCH DIAMETER X 100 PERCENT SECTION)



Bent 5 Pile 1: FAR SIDE AT THE TOP, SCATTERED ALONG THE LENGTH, SPALLS (UP TO 18 INCHES LONG X 8 INCHES HIGH X 2 INCHES DEEP)



Bent 5 Pile 1: FAR SIDE, APPROXIMATELY 3 FEET DOWN, HORIZONTAL CRACKING UP TO 1/16 INCH WIDE WITH SCATTERED EDGE CHIPPING UP TO 1.5 INCHES WIDE



Bent 5 Pile 1: ALL FACES, SCATTERED MAP CRACKING UP TO 1/64 INCH WIDE



Span 5 Beam 1: [PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER FLANGE, CORROSION WITH 1/4 INCH AVERAGE REMAINING X 6 INCHES LONG; LOWER 3 INCHES OF THE WEB, CORROSION WITH 1/8 INCH AVERAGE REMAINING WITH PERFORATIONS X 1 FOOT LONG.



Span 5 Beam 2: [PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER LEFT FLANGE, CORROSION WITH 3/8 INCH AVERAGE REMAINING, AND LOWER RIGHT FLANGE, CORROSION WITH 1/16 INCH AVERAGE REMAINING, BOTH X 5 INCHES LONG; LOWER 3 INCHES OF THE WEB, 100 PERCENT SECTION LOSS FOR 2 INCHES LONG, THEN 1/8 INCH AVERAGE REMAINING X NEXT 10 INCHES LONG.



Span 5 Beam 3: [PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER FLANGE, CORROSION WITH 3/16 INCH AVERAGE REMAINING X 6 INCHES LONG; LOWER 2 INCHES OF THE WEB, CORROSION WITH 1/16 INCH AVERAGE REMAINING X 6 INCHES LONG.



Span 5 Beam 4: [PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER FLANGE, CORROSION WITH 1/8 INCH AVERAGE REMAINING X 6 INCHES LONG; AND THE WEB AT THIS LOCATION HAS BEEN SECTIONED WITH A STEEL PLATE WELDED TO REPLACE WHAT WAS REMOVED [17 INCHES LONG X 9 INCHES HIGH X 1/2 INCH THICK]; SCATTERED SURFACE CORROSION PRESENT.



Span 5 Beam 5: [PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER FLANGE, CORROSION WITH 1/4 INCH AVERAGE REMAINING X UP TO 2 FEET LONG; ON BOTH SIDES OF THE WEB, PLATES HAVE BEEN WELDED INTO PLACE [2 FEET LONG X FULL HEIGHT X 1/4 INCH THICK]; SURFACE CORROSION PRESENT



Span 5 Beam 6: [PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER FLANGE, CORROSION WITH 1/4 INCH AVERAGE REMAINING X 5 INCHES LONG; THE WEB HAS SCATTERED SURFACE CORROSION.



Span 5 Beam 7: [PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER FLANGE, CORROSION WITH 1/4 INCH AVERAGE REMAINING X 5 INCHES LONG WITH THE OVERALL WIDTH BEING REDUCED BY 1 INCH; LOWER 2 INCHES OF THE WEB, CORROSION WITH 1/16 INCH AVERAGE REMAINING X 3 INCHES LONG.



Span 5 Beam 8: [PRIORITY ACTION REQUEST] BEAM END AT BENT 4, LOWER FLANGE, CORROSION WITH 1/4 INCH AVERAGE REMAINING X 5 INCHES LONG; LOWER 1 INCH OF THE WEB, CORROSION WITH 100 PERCENT SECTION LOSS X 10 INCHES LONG.



Bent 3 Cap 1: [PRIORITY ACTION REQUEST] ALONG THE LENGTH OF THE CAP ON THE NEAR SIDE, THE UPPER FLANGE REMAINING SECTION VARIES FROM 5/8 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 1/4 INCH. THE LOWER FLANGE REMAINING SECTION VARIES FROM 5/8 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 1/8 INCH, WITH A SECTION OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 2 AND 3. THE UPPER FLANGE ON THE FAR SIDE VARIES FROM 5/8 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 5/16 INCH. THE LOWER FLANGE ON THE FAR SIDE VARIES FROM 5/8 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING AND SCALLOPING UP TO 2 INCHES BACK, WITH THE AVERAGE REMAINING BEING 3/16 INCH. ALONG THE LENGTH OF THE WEB, THE REMAINING SECTION VARIES BETWEEN 7/16 INCH AND 1/16 INCH. FULL SECTION LOSS IS PREVALENT IN THE LOWER 5 INCHES OF THE WEB FROM BEAMS 2 THROUGH 8. THE CAP HAS DEFLECTED DOWNWARD UP TO 0.75 INCH ALONG THE LENGTH IN SCATTERED AREAS. ON THE NEAR SIDE, STIFFENERS 3 AND 8 HAVE FAILED, AND STIFFENERS 2, 7, AND 9 HAVE 1/8 INCH AVERAGE REMAINING IN THE LOWER 4 INCHES. ON THE FAR SIDE, STIFFENERS 1, 2, AND 10 HAVE SUBSTANTIALLY FAILED, AND NUMBER 4 HAS 1/8 INCH AVERAGE REMAINING IN THE LOWER 4 INCHES.



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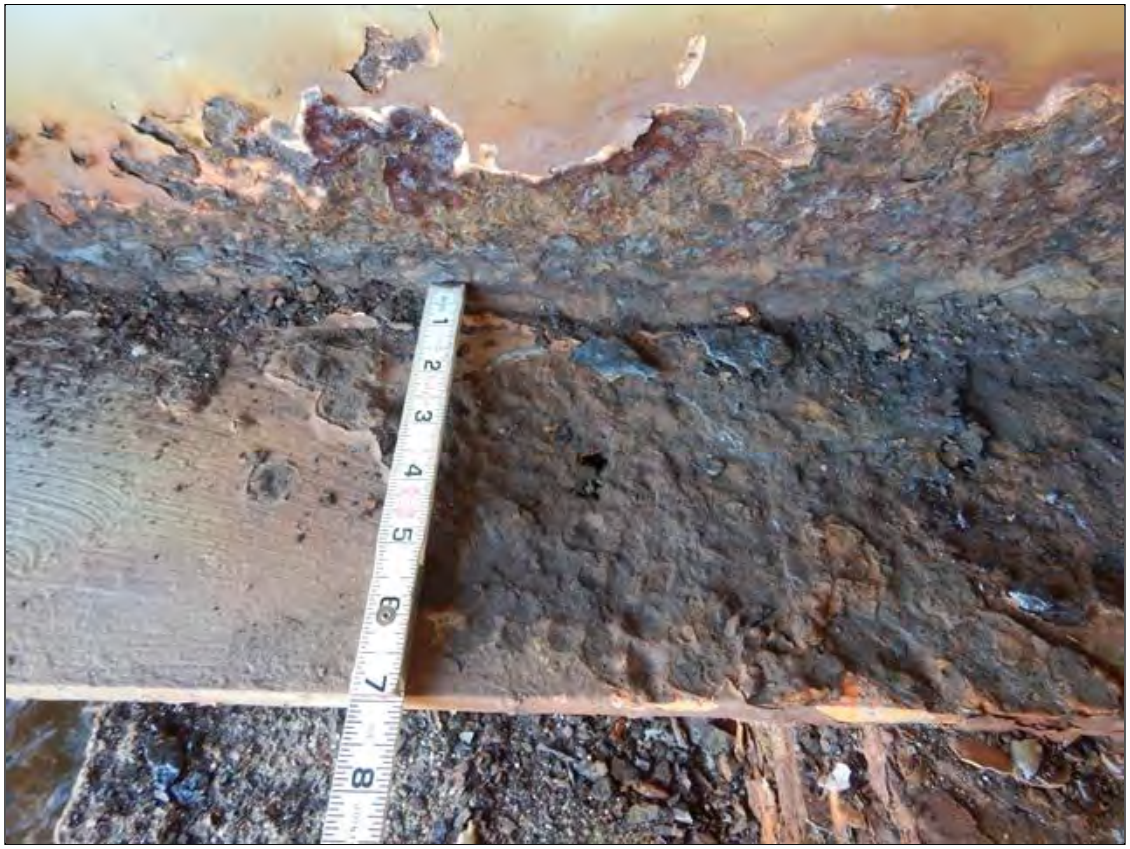
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Bent 5 Cap 1: [PRIORITY ACTION REQUEST] ALONG THE LENGTH OF THE CAP ON THE NEAR SIDE, THE UPPER FLANGE REMAINING SECTION VARIES FROM 1/2 INCH TO 1/8 INCH, WITH THE AVERAGE REMAINING BEING 3/8 INCH. THE LOWER FLANGE REMAINING SECTION VARIES FROM 1 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING AND PERFORATIONS, WITH THE AVERAGE REMAINING BEING 3/4 INCH, WITH A SECTION OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 7 AND 8. THE UPPER FLANGE ON THE FAR SIDE VARIES FROM 1/2 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 3/8 INCH, AND AN AREA OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 5 AND 6. THE LOWER FLANGE ON THE FAR SIDE VARIES FROM 1 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 3/4 INCH, WITH AN AREA OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 5 AND 6. ALONG THE LENGTH OF THE WEB, THE REMAINING SECTION VARIES BETWEEN 7/16 INCH AND 1/16 INCH WITH 1/4 INCH AVERAGE REMAINING. ON THE NEAR SIDE, STIFFENERS 3, 5, 7, 8, 9 AND 10 HAVE FAILED. ON THE FAR SIDE, STIFFENERS 2 AND 9 HAVE FAILED. BETWEEN BEAMS 7 AND 8 AT AN AREA OF PAST 100 PERCENT SECTION LOSS, A STEEL PLATE HAS BEEN PLACED OVER THE AREA, BUT NOT FULLY WELDED.



Bent 5 Cap 1: [PRIORITY ACTION REQUEST] ALONG THE LENGTH OF THE CAP ON THE NEAR SIDE, THE UPPER FLANGE REMAINING SECTION VARIES FROM 1/2 INCH TO 1/8 INCH, WITH THE AVERAGE REMAINING BEING 3/8 INCH. THE LOWER FLANGE REMAINING SECTION VARIES FROM 1 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING AND PERFORATIONS, WITH THE AVERAGE REMAINING BEING 3/4 INCH, WITH A SECTION OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 7 AND 8. THE UPPER FLANGE ON THE FAR SIDE VARIES FROM 1/2 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 3/8 INCH, AND AN AREA OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 5 AND 6. THE LOWER FLANGE ON THE FAR SIDE VARIES FROM 1 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 3/4 INCH, WITH AN AREA OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 5 AND 6. ALONG THE LENGTH OF THE WEB, THE REMAINING SECTION VARIES BETWEEN 7/16 INCH AND 1/16 INCH WITH 1/4 INCH AVERAGE REMAINING. ON THE NEAR SIDE, STIFFENERS 3, 5, 7, 8, 9 AND 10 HAVE FAILED. ON THE FAR SIDE, STIFFENERS 2 AND 9 HAVE FAILED. BETWEEN BEAMS 7 AND 8 AT AN AREA OF PAST 100 PERCENT SECTION LOSS, A STEEL PLATE HAS BEEN PLACED OVER THE AREA, BUT NOT FULLY WELDED.



Bent 5 Cap 1: [PRIORITY ACTION REQUEST] ALONG THE LENGTH OF THE CAP ON THE NEAR SIDE, THE UPPER FLANGE REMAINING SECTION VARIES FROM 1/2 INCH TO 1/8 INCH, WITH THE AVERAGE REMAINING BEING 3/8 INCH. THE LOWER FLANGE REMAINING SECTION VARIES FROM 1 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING AND PERFORATIONS, WITH THE AVERAGE REMAINING BEING 3/4 INCH, WITH A SECTION OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 7 AND 8. THE UPPER FLANGE ON THE FAR SIDE VARIES FROM 1/2 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 3/8 INCH, AND AN AREA OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 5 AND 6. THE LOWER FLANGE ON THE FAR SIDE VARIES FROM 1 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 3/4 INCH, WITH AN AREA OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 5 AND 6. ALONG THE LENGTH OF THE WEB, THE REMAINING SECTION VARIES BETWEEN 7/16 INCH AND 1/16 INCH WITH 1/4 INCH AVERAGE REMAINING. ON THE NEAR SIDE, STIFFENERS 3, 5, 7, 8, 9 AND 10 HAVE FAILED. ON THE FAR SIDE, STIFFENERS 2 AND 9 HAVE FAILED. BETWEEN BEAMS 7 AND 8 AT AN AREA OF PAST 100 PERCENT SECTION LOSS, A STEEL PLATE HAS BEEN PLACED OVER THE AREA, BUT NOT FULLY WELDED.



Bent 5 Cap 1: [PRIORITY ACTION REQUEST] ALONG THE LENGTH OF THE CAP ON THE NEAR SIDE, THE UPPER FLANGE REMAINING SECTION VARIES FROM 1/2 INCH TO 1/8 INCH, WITH THE AVERAGE REMAINING BEING 3/8 INCH. THE LOWER FLANGE REMAINING SECTION VARIES FROM 1 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING AND PERFORATIONS, WITH THE AVERAGE REMAINING BEING 3/4 INCH, WITH A SECTION OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 7 AND 8. THE UPPER FLANGE ON THE FAR SIDE VARIES FROM 1/2 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 3/8 INCH, AND AN AREA OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 5 AND 6. THE LOWER FLANGE ON THE FAR SIDE VARIES FROM 1 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 3/4 INCH, WITH AN AREA OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 5 AND 6. ALONG THE LENGTH OF THE WEB, THE REMAINING SECTION VARIES BETWEEN 7/16 INCH AND 1/16 INCH WITH 1/4 INCH AVERAGE REMAINING. ON THE NEAR SIDE, STIFFENERS 3, 5, 7, 8, 9 AND 10 HAVE FAILED. ON THE FAR SIDE, STIFFENERS 2 AND 9 HAVE FAILED. BETWEEN BEAMS 7 AND 8 AT AN AREA OF PAST 100 PERCENT SECTION LOSS, A STEEL PLATE HAS BEEN PLACED OVER THE AREA, BUT NOT FULLY WELDED.



Bent 5 Cap 1: [PRIORITY ACTION REQUEST] ALONG THE LENGTH OF THE CAP ON THE NEAR SIDE, THE UPPER FLANGE REMAINING SECTION VARIES FROM 1/2 INCH TO 1/8 INCH, WITH THE AVERAGE REMAINING BEING 3/8 INCH. THE LOWER FLANGE REMAINING SECTION VARIES FROM 1 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING AND PERFORATIONS, WITH THE AVERAGE REMAINING BEING 3/4 INCH, WITH A SECTION OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 7 AND 8. THE UPPER FLANGE ON THE FAR SIDE VARIES FROM 1/2 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 3/8 INCH, AND AN AREA OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 5 AND 6. THE LOWER FLANGE ON THE FAR SIDE VARIES FROM 1 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 3/4 INCH, WITH AN AREA OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 5 AND 6. ALONG THE LENGTH OF THE WEB, THE REMAINING SECTION VARIES BETWEEN 7/16 INCH AND 1/16 INCH WITH 1/4 INCH AVERAGE REMAINING. ON THE NEAR SIDE, STIFFENERS 3, 5, 7, 8, 9 AND 10 HAVE FAILED. ON THE FAR SIDE, STIFFENERS 2 AND 9 HAVE FAILED. BETWEEN BEAMS 7 AND 8 AT AN AREA OF PAST 100 PERCENT SECTION LOSS, A STEEL PLATE HAS BEEN PLACED OVER THE AREA, BUT NOT FULLY WELDED.



Bent 5 Cap 1: [PRIORITY ACTION REQUEST] ALONG THE LENGTH OF THE CAP ON THE NEAR SIDE, THE UPPER FLANGE REMAINING SECTION VARIES FROM 1/2 INCH TO 1/8 INCH, WITH THE AVERAGE REMAINING BEING 3/8 INCH. THE LOWER FLANGE REMAINING SECTION VARIES FROM 1 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING AND PERFORATIONS, WITH THE AVERAGE REMAINING BEING 3/4 INCH, WITH A SECTION OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 7 AND 8. THE UPPER FLANGE ON THE FAR SIDE VARIES FROM 1/2 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 3/8 INCH, AND AN AREA OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 5 AND 6. THE LOWER FLANGE ON THE FAR SIDE VARIES FROM 1 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 3/4 INCH, WITH AN AREA OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 5 AND 6. ALONG THE LENGTH OF THE WEB, THE REMAINING SECTION VARIES BETWEEN 7/16 INCH AND 1/16 INCH WITH 1/4 INCH AVERAGE REMAINING. ON THE NEAR SIDE, STIFFENERS 3, 5, 7, 8, 9 AND 10 HAVE FAILED. ON THE FAR SIDE, STIFFENERS 2 AND 9 HAVE FAILED. BETWEEN BEAMS 7 AND 8 AT AN AREA OF PAST 100 PERCENT SECTION LOSS, A STEEL PLATE HAS BEEN PLACED OVER THE AREA, BUT NOT FULLY WELDED.



Bent 5 Cap 1: [PRIORITY ACTION REQUEST] ALONG THE LENGTH OF THE CAP ON THE NEAR SIDE, THE UPPER FLANGE REMAINING SECTION VARIES FROM 1/2 INCH TO 1/8 INCH, WITH THE AVERAGE REMAINING BEING 3/8 INCH. THE LOWER FLANGE REMAINING SECTION VARIES FROM 1 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING AND PERFORATIONS, WITH THE AVERAGE REMAINING BEING 3/4 INCH, WITH A SECTION OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 7 AND 8. THE UPPER FLANGE ON THE FAR SIDE VARIES FROM 1/2 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 3/8 INCH, AND AN AREA OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 5 AND 6. THE LOWER FLANGE ON THE FAR SIDE VARIES FROM 1 INCH TO 1/16 INCH WITH AREAS OF KNIFE EDGING, WITH THE AVERAGE REMAINING BEING 3/4 INCH, WITH AN AREA OF 100 PERCENT SECTION LOSS BETWEEN BEAMS 5 AND 6. ALONG THE LENGTH OF THE WEB, THE REMAINING SECTION VARIES BETWEEN 7/16 INCH AND 1/16 INCH WITH 1/4 INCH AVERAGE REMAINING. ON THE NEAR SIDE, STIFFENERS 3, 5, 7, 8, 9 AND 10 HAVE FAILED. ON THE FAR SIDE, STIFFENERS 2 AND 9 HAVE FAILED. BETWEEN BEAMS 7 AND 8 AT AN AREA OF PAST 100 PERCENT SECTION LOSS, A STEEL PLATE HAS BEEN PLACED OVER THE AREA, BUT NOT FULLY WELDED.



Span 4 Beam 1 - Beam 1 Far Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.



Span 4 Beam 2 - Beam 2 Far Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.



Span 4 Beam 3 - Beam 3 Far Bearing: [PRIORITY ACTION REQUEST] LEFT ANCHOR NUT AND BOLT HAS SUBSTANTIALLY FAILED.



Span 4 Beam 4 - Beam 4 Far Bearing: [PRIORITY ACTION REQUEST] RIGHT ANCHOR NUT AND BOLT HAVE SUBSTANTIALLY FAILED.



Span 4 Beam 5 - Beam 5 Far Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.



Span 4 Beam 6 - Beam 6 Far Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.



Span 4 Beam 7 - Beam 7 Far Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.



Span 4 Beam 8 - Beam 8 Far Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.



Span 5 Beam 1 - Beam 1 Near Bearing: [PRIORITY ACTION REQUEST] LEFT ANCHOR NUT AND BOLT HAS SUBSTANTIALLY FAILED.



Span 5 Beam 2 - Beam 2 Near Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.



Span 5 Beam 3 - Beam 3 Near Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.



Span 5 Beam 4 - Beam 4 Near Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.



Span 5 Beam 5 - Beam 5 Near Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.



Span 5 Beam 6 - Beam 6 Near Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.



Span 5 Beam 7 - Beam 7 Near Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.



Span 5 Beam 8 - Beam 8 Near Bearing: [PRIORITY ACTION REQUEST] LEFT AND RIGHT ANCHOR NUTS AND BOLTS HAVE SUBSTANTIALLY FAILED.



Span 1 Beam 1: [PRIORITY ACTION REQUEST] BEAM END AT END BENT 1, LOWER FLANGE, CORROSION WITH SECTION LOSS, 1/4 INCH AVERAGE REMAINING X 3 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 2.5 FEET LONG WITH PERFORATIONS; UPPER FLANGE, 3/16 INCH AVERAGE REMAINING X 2 FEET LONG.



Span 1 Beam 2: [PRIORITY ACTION REQUEST] BEAM END AT END BENT 1, LOWER FLANGE, CORROSION WITH SECTION LOSS, 1/4 INCH AVERAGE REMAINING X 2 FEET LONG; WEB, 3/16 AVERAGE REMAINING FOR FULL HEIGHT X 6 INCHES LONG, THEN IN THE LOWER 2 INCHES OF THE WEB, 3/16 INCH AVERAGE REMAINING X NEXT 1.5 FEET LONG; UPPER FLANGE, 1/4 INCH AVERAGE REMAINING X 14 FEET LONG WITH KNIFE EDGING AND 1/2 INCH EDGE SCALLOPING.



Span 1 Beam 3: [PRIORITY ACTION REQUEST] BEAM END AT END BENT 1, LOWER FLANGE, CORROSION WITH SECTION LOSS, 1/4 INCH AVERAGE REMAINING X 3 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/16 INCH AVERAGE REMAINING X 1.5 FEET LONG WITH CRUSHING OF THE WEB, APPROXIMATELY 1/2 INCH.



Span 1 Beam 3: [PRIORITY ACTION REQUEST] BEAM END AT END BENT 1, LOWER FLANGE, CORROSION WITH SECTION LOSS, 1/4 INCH AVERAGE REMAINING X 3 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/16 INCH AVERAGE REMAINING X 1.5 FEET LONG WITH CRUSHING OF THE WEB, APPROXIMATELY 1/2 INCH.



Span 1 Beam 3: [PRIORITY ACTION REQUEST] BEAM END AT END BENT 1, LOWER FLANGE, CORROSION WITH SECTION LOSS, 1/4 INCH AVERAGE REMAINING X 3 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/16 INCH AVERAGE REMAINING X 1.5 FEET LONG WITH CRUSHING OF THE WEB, APPROXIMATELY 1/2 INCH.



Span 1 Beam 4: BEAM END AT END BENT 1, STEEL PLATES HAVE BEEN WELDED TO THE BEAM IN THE PAST: LOWER FLANGE, 6 FEET LONG X 10 INCHES WIDE X 7/16 INCH THICK; BOTH SIDES OF THE WEB, 49 INCHES LONG X FULL HEIGHT X 7/16 INCH THICK. SURFACE CORROSION PRESENT.



Span 1 Beam 4: BEAM END AT END BENT 1, STEEL PLATES HAVE BEEN WELDED TO THE BEAM IN THE PAST: LOWER FLANGE, 6 FEET LONG X 10 INCHES WIDE X 7/16 INCH THICK; BOTH SIDES OF THE WEB, 49 INCHES LONG X FULL HEIGHT X 7/16 INCH THICK. SURFACE CORROSION PRESENT.



Span 1 Beam 4: [PRIORITY ACTION REQUEST] APPROXIMATELY 7 FEET OUT FROM END BENT 1, LOWER FLANGE, CORROSION WITH 3/8 INCH AVERAGE REMAINING X 4 FEET LONG; APPROXIMATELY 4 FEET OUT AT THE END OF THE WEB REPAIR PLATES, LOWER 4 INCHES, AVERAGE 3/16 INCH REMAINING X 3 FEET LONG.



Span 1 Beam 4: [PRIORITY ACTION REQUEST] APPROXIMATELY 7 FEET OUT FROM END BENT 1, LOWER FLANGE, CORROSION WITH 3/8 INCH AVERAGE REMAINING X 4 FEET LONG; APPROXIMATELY 4 FEET OUT AT THE END OF THE WEB REPAIR PLATES, LOWER 4 INCHES, AVERAGE 3/16 INCH REMAINING X 3 FEET LONG.



Span 1 Beam 5: BOTH FACES OF WEB AT END BENT 1, WELDED REPAIR PLATES (4 FEET LONG X FULL HEIGHT X 7/16 INCH THICK); LOWER FLANGE, (7 FEET LONG X 10 INCHES WIDE X 7/16 INCH THICK); SURFACE CORROSION PRESENT.



Span 1 Beam 5: [PRIORITY ACTION REQUEST] BEAM END AT END BENT 1, UPPER FLANGE, CORROSION WITH SECTION LOSS, 3/16 INCH AVERAGE REMAINING WITH KNIFE EDGING X 10 FEET LONG; APPROXIMATELY 4 FEET OUT, LOWER 2 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 2.5 FEET LONG WITH A 1 INCH HIGH X 5 INCHES LONG HOLE AT 2 FEET FROM THE REPAIR PLATE.



Span 1 Beam 5: [PRIORITY ACTION REQUEST] BEAM END AT END BENT 1, UPPER FLANGE, CORROSION WITH SECTION LOSS, 3/16 INCH AVERAGE REMAINING WITH KNIFE EDGING X 10 FEET LONG; APPROXIMATELY 4 FEET OUT, LOWER 2 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 2.5 FEET LONG WITH A 1 INCH HIGH X 5 INCHES LONG HOLE AT 2 FEET FROM THE REPAIR PLATE.



Span 1 Beam 6: BOTH FACES OF WEB AT END BENT 1, WELDED REPAIR PLATES (4 FEET LONG X FULL HEIGHT X 7/16 INCH THICK); AND LOWER FLANGE (3 FEET LONG X 10 INCHES WIDE X 7/16 INCH)



Span 1 Beam 7: BOTH FACES OF WEB AT END BENT 1, WELDED REPAIR PLATES (4 FEET LONG X FULL HEIGHT X 7/16 INCH THICK); AND LOWER FLANGE (2 FEET LONG X 10 INCHES WIDE X 7/16 INCH THICK); SURFACE CORROSION PRESENT



Span 1 Beam 7: [PRIORITY ACTION REQUEST] BEAM END AT END BENT 1, LOWER FLANGE AT 8 FEET OUT, 3/8 INCH AVERAGE REMAINING X 6 FEET LONG; UPPER FLANGE AT 6 FEET OUT, 1/8 INCH AVERAGE REMAINING WITH KNIFE EDGING AND SCATTERED 1 INCH SCALLOPING ON BOTH SIDES X 10 FEET LONG.



Span 1 Beam 7: [PRIORITY ACTION REQUEST] BEAM END AT END BENT 1, LOWER FLANGE AT 8 FEET OUT, 3/8 INCH AVERAGE REMAINING X 6 FEET LONG; UPPER FLANGE AT 6 FEET OUT, 1/8 INCH AVERAGE REMAINING WITH KNIFE EDGING AND SCATTERED 1 INCH SCALLOPING ON BOTH SIDES X 10 FEET LONG.



Span 1 Beam 8: [PRIORITY ACTION REQUEST] BEAM END AT END BENT 1, LOWER FLANGE IN THE FIRST 2 FEET, 1/8 INCH AVERAGE REMAINING WITH SCATTERED AREAS OF COMPLETE SECTION LOSS UP TO 1.5 INCHES WIDE, THEN 3/16 AVERAGE REMAINING X NEXT 1.25 FEET LONG; LOWER 2 INCHES OF THE WEB FOR 2.5 FEE LONG, 1/16 INCH AVERAGE REMAINING WITH SCATTERED HOLES UP TO 1/2 INCH HIGH X 2 INCHES LONG.



Span 1 Beam 8: [PRIORITY ACTION REQUEST] AT 7 FEET OUT FROM END BENT 1, LOWER FLANGE, CORROSION WITH 1/16 INCH AVERAGE REMAINING WITH KNIFE EDGING AND SCALLOPING UP TO 1/2 INCH WIDE X 2 FEET LONG, THEN 3/16 INCH AVERAGE REMAINING X NEXT 2 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/16 INCH AVERAGE REMAINING WITH HOLES UP TO 8 INCHES LONG X 1/2 INCH HIGH X 4 FEET LONG.



Span 1 Beam 8: [PRIORITY ACTION REQUEST] AT 7 FEET OUT FROM END BENT 1, LOWER FLANGE, CORROSION WITH 1/16 INCH AVERAGE REMAINING WITH KNIFE EDGING AND SCALLOPING UP TO 1/2 INCH WIDE X 2 FEET LONG, THEN 3/16 INCH AVERAGE REMAINING X NEXT 2 FEET LONG; LOWER 2 INCHES OF THE WEB, 1/16 INCH AVERAGE REMAINING WITH HOLES UP TO 8 INCHES LONG X 1/2 INCH HIGH X 4 FEET LONG.



Span 4 Beam 7: AT BENT 3, WELDED REPAIR PLATE ON TOP FLANGE (42 INCHES LONG X 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT



Span 4 Beam 7: [PRIORITY ACTION REQUEST] ALONG THE LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.14 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES THROUGHOUT (INTERMITTENT FULL LENGTH X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS); AT BENT 3, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (UP TO 20 FEET LONG X FULL WIDTH X 0.27 INCH AVERAGE REMAINING); UPPER AND LOWER 3 INCHES OF THE WEB, SCATTERED 1/16 INCH SECTION LOSS; AT BENT 4, LOWER 2 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 7 INCHES LONG.



Span 4 Beam 7: [PRIORITY ACTION REQUEST] ALONG THE LENGTH, TOP FLANGE, CORROSION WITH SECTION LOSS (FULL LENGTH X FULL WIDTH X 0.14 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE) WITH MISSING SECTION AT BOTH SIDES THROUGHOUT (INTERMITTENT FULL LENGTH X 0.5 INCH WIDE X 100 PERCENT SECTION LOSS); AT BENT 3, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (UP TO 20 FEET LONG X FULL WIDTH X 0.27 INCH AVERAGE REMAINING); UPPER AND LOWER 3 INCHES OF THE WEB, SCATTERED 1/16 INCH SECTION LOSS; AT BENT 4, LOWER 2 INCHES OF THE WEB, 1/8 INCH AVERAGE REMAINING X 7 INCHES LONG.



Span 4 Beam 8: AT BENT 3, WELDED REPAIR PLATE ON TOP FLANGE (18 INCHES LONG X 3 INCHES WIDE X 1/2 INCH THICK); SURFACE CORROSION PRESENT



Span 4 Beam 8: [PRIORITY ACTION REQUEST] AT BENT 3, TOP FLANGE, CORROSION WITH SECTION LOSS (10 FEET LONG X FULL WIDTH X 0.19 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE); LOWER 1 INCH OF THE WEB, 5/16 INCH REMAINING X 15 INCHES LONG.



Span 5 Beam 4: [PRIORITY ACTION REQUEST] AT BENT 5, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.18 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE)



Span 5 Beam 5: [PRIORITY ACTION REQUEST] AT BENT 5, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.20 INCH AVERAGE REMAINING)



Span 5 Beam 6: [PRIORITY ACTION REQUEST] AT BENT 5, TOP FLANGE, CORROSION WITH SECTION LOSS (3 FEET LONG X FULL WIDTH X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE)



Span 5 Beam 8: [PRIORITY ACTION REQUEST] AT BENT 5, TOP FLANGE, CORROSION WITH SECTION LOSS (1 FOOT LONG X FULL WIDTH X 0.26 INCH AVERAGE REMAINING)



Span 5 Beam 7: [PRIORITY ACTION REQUEST] BETWEEN MID SPAN AND BENT 5, TOP FLANGE, CORROSION WITH SECTION LOSS (15 FEET LONG X FULL WIDTH X 0.2 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE); INTERMEDIATE DIAPHRAGM IN BAY 7, CORROSION WITH SECTION LOSS ON BOTH FLANGES (FULL LENGTH X FULL WIDTH X 0.25 INCH AVERAGE REMAINING, DOWN TO KNIFE EDGE ON TOP FLANGE) WITH MISSING SECTION ON TOP FLANGE (FULL LENGTH X 1 INCH WIDE X 100 PERCENT SECTION LOSS); AT MID SPAN, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (10 FEET LONG X FULL WIDTH X 0.32 INCH AVERAGE REMAINING).



Span 5 Beam 8: [PRIORITY ACTION REQUEST] AT MID SPAN, BOTTOM FLANGE, CORROSION WITH SECTION LOSS (3 FEET LONG X FULL WIDTH X 0.28 INCH AVERAGE REMAINING).



Span 5 Beam 6: [PRIORITY ACTION REQUEST] INTERMEDIATE DIAPHRAGM IN BAY 6, CORROSION WITH SECTION LOSS ON BOTH FLANGES (FULL LENGTH X FULL WIDTH X 0.25 INCH AVERAGE REMAINING)



Span 5 Beam 5: [PRIORITY ACTION REQUEST] NEAR MID SPAN, TOP FLANGE, CORROSION WITH SECTION LOSS (15 FEET LONG X FULL WIDTH X 0.27 INCH AVERAGE REMAINING); INTERMEDIATE DIAPHRAGM IN BAY 5, CORROSION WITH SECTION LOSS ON BOTH FLANGES (FULL LENGTH X FULL WIDTH X 0.25 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE ON TOP FLANGE)



Span 5 Beam 4: [PRIORITY ACTION REQUEST] NEAR MID SPAN, TOP FLANGE, CORROSION WITH SECTION LOSS (20 FEET LONG X FULL WIDTH X 0.22 INCH AVERAGE REMAINING) WITH SCATTERED KNIFE EDGING AN SCALLOPING



Span 5 Deck: [PRIORITY ACTION REQUEST] RIGHT SIDE AT BENT 4, ASPHALT WEARING SURFACE EDGE RETAINER HAS 100 PERCENT SECTION LOSS OVER A 1 FOOT LENGTH.



Span 6 Deck: [PRIORITY ACTION REQUEST] SCATTERED BUT CONCENTRATED AT JOINT CONNECTIONS AND TOP FLANGES, CORROSION WITH SECTION LOSS (3 INCHES LONG X 2.5 FEET WIDE X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE AT WEEP HOLE EDGES) WITH ASPHALT EXPOSED AT SOME LOCATIONS



Span 5 Deck: [PRIORITY ACTION REQUEST] SCATTERED BUT CONCENTRATED AT JOINT CONNECTIONS AND TOP FLANGES, CORROSION WITH SECTION LOSS (3 INCHES LONG X 2.5 FEET WIDE X 0.125 INCH AVERAGE REMAINING DOWN TO KNIFE EDGE AT WEEP HOLE EDGES) WITH SOME AREAS OF EXPOSED ASPHALT WEARING SURFACE.



Span 6 Beam 4: [PRIORITY ACTION REQUEST] AT BENT 5, TOP FLANGE, CORROSION WITH SECTION LOSS (32 INCHES LONG X FULL WIDTH X 0.375 INCH AVERAGE REMAINING)



Span 6 Beam 5: [PRIORITY ACTION REQUEST] AT BENT 5, TOP FLANGE, CORROSION WITH SECTION LOSS (4 FEET LONG X FULL WIDTH X 0.375 INCH AVERAGE REMAINING)



Span 6 Beam 6: [PRIORITY ACTION REQUEST] AT BENT 5, TOP FLANGE, CORROSION WITH SECTION LOSS (2 FEET LONG X FULL WIDTH X 0.375 INCH AVERAGE REMAINING)



Span 6 Beam 7: [PRIORITY ACTION REQUEST] AT BENT 5, TOP FLANGE, CORROSION WITH SECTION LOSS (26 FEET LONG X FULL WIDTH X 0.22 INCH AVERAGE REMAINING)

Stream Bed Soundings

(Profile diagram on following sheet)

County FRANKLIN Structure Number: 340099 Sounding Date 01/30/2025

Sounding recorded from: Top of Bridge Rail

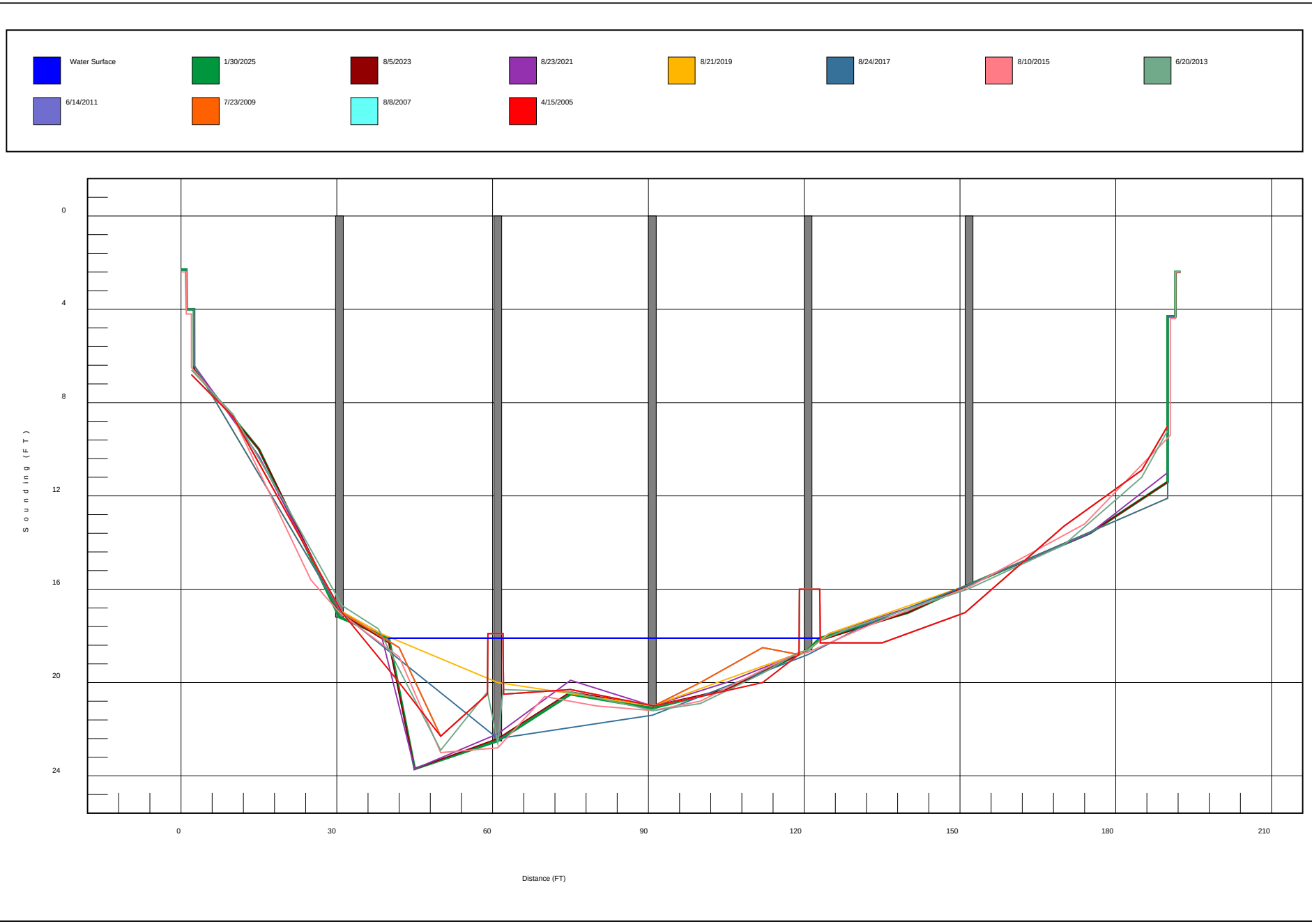
Highwater Mark Distance 13 Location of Highwater Mark STAINING ON PIER WALL

Distance (Station) ft.	Downstream Sounding ft.	Upstream Sounding ft.	Description
0.000	2.300	0.000	TOP OF WALL
1.000	2.300	0.000	TOP OF WALL
1.100	4.000	0.000	RAIL TO CAP
2.500	4.000	0.000	RAIL TO CAP
2.510	6.600	6.500	GROUND AT CAP
15.000	10.000	0.000	GROUND
30.500	17.200	14.100	BENT 1
40.000	18.100	0.000	WSWE
45.000	23.700	0.000	SOUNDING
61.000	22.500	21.600	BENT 2
75.000	20.500	0.000	SOUNDING
90.750	21.100	19.200	BENT 3
105.000	20.300	0.000	SOUNDING
120.750	18.600	16.000	BENT 4
123.000	18.100	0.000	WSWE
140.000	17.000	0.000	GROUND
151.750	15.800	14.400	BENT 5
175.000	13.600	0.000	GROUND
189.990	11.400	10.500	GROUND AT CAP
190.000	4.300	0.000	RAIL TO CAP
191.490	4.300	0.000	RAIL TO CAP
191.500	2.400	0.000	TOP OF WALL
192.500	2.400	0.000	TOP OF WALL

Bridge: 340099 County: FRANKLIN Date: 01/30/2025

STREAMBED PROFILE (Downstream)

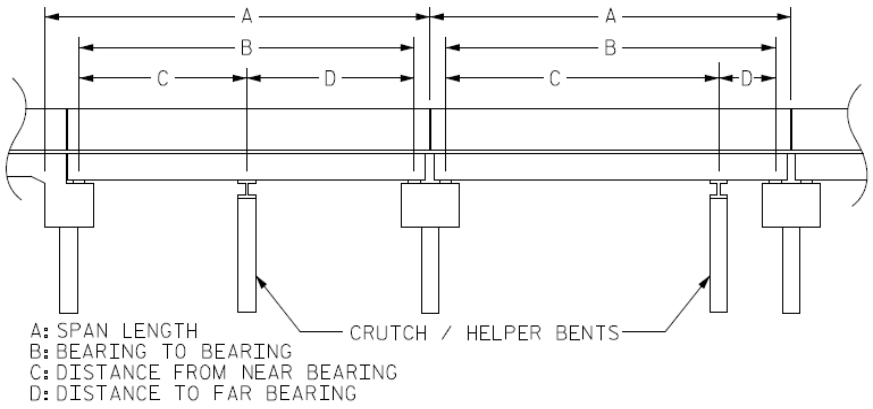
Top of Rail = 0FT (Sounding)



Structure Data Worksheet

Span Profile

County: FRANKLIN Structure Number: 340099



Span Number	Span Length	Bearing to Bearing	Crutch/ Helper Bent	Distance to Near Bearing	Distance to Far Bearing
1	30.500	29.500			
2	30.500	30.000			
3	29.750	29.250			
4	30.000	29.500			
5	31.000	30.500			
6	40.750	39.750			

Structure Number: 340099 Span: Carried

Route Name: SR1103 Type of Service Other

Direction of Traffic North and South



Maximum Usable Vertical Clearance	999.900	Feet
Minimum Vertical Clearance	999.900	Feet
Minimum Horizontal Clearance, Left	0.290	Feet
Minimum Horizontal Clearance, Right	0.290	Feet
Maximum Usable Surface Width	24.000	Feet

Bridge Inspection Field Sketch

SR 1103



Roadway	19ft Wide	2 Paved Lanes	Looking North
Left Shoulder	2ft Wide*	1ft Paved	1ft Unpaved*
Right Shoulder	3ft Wide*	1ft Paved	2ft Unpaved*
Left Guardrail			
Right Guardrail			

MEASUREMENTS TAKEN 20 FEET SOUTH OF END BENT 1

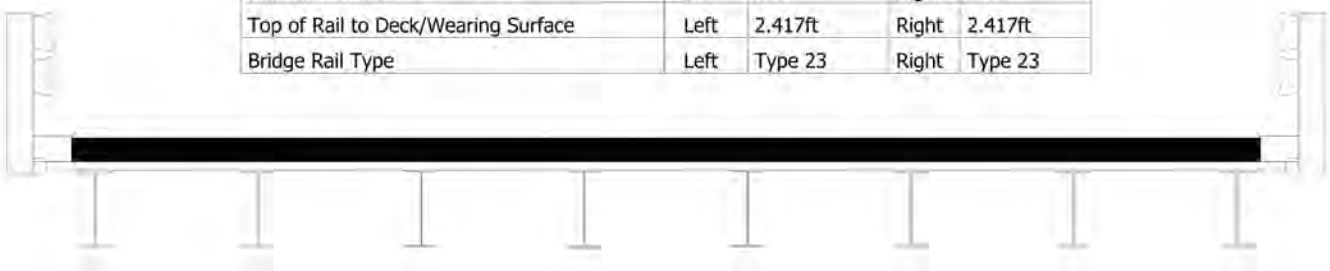
NO CHANGE: KEITH PROCTOR ON 30-JAN-2025

Title	Description
SOUTH APPROACH ROADWAY	SOUTH APPROACH ROADWAY

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000461.wes

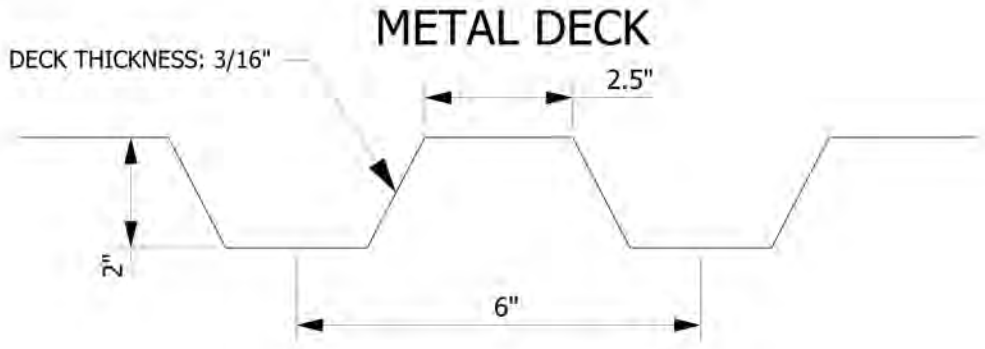
Bridge Inspection Field Sketch

Deck Width/Out to Out	24.083ft	Between Rails			24.583ft
Clear Roadway	24ft	Wearing Surface			5.5in
Median Width		Median Height			
Curb Height		Left	6in	Right	6in
Sidewalk Width		Left		Right	
Clear Roadway (Rail to Median)		Left		Right	
Guardrail Width		Left	9in	Right	9in
Top of Rail to Deck/Wearing Surface		Left	2.417ft	Right	2.417ft
Bridge Rail Type		Left	Type 23	Right	Type 23



Measurements for Span #	1	ALL SPANS SIMILAR	
Deck Thickness	2in	Left Overhang	0.958ft
Top of Rail to Bottom of Beam (Avg)	4.167ft	Right Overhang	0.958ft

Beam #	Beam Type	Width	Height	Spacing	From
1	Steel I Beam	7.5in	18in	0.958ft	Left Edge of Deck
2	Steel I Beam	7.5in	18in	3.167ft	Beam 1
3	Steel I Beam	7.75in	17.875in	3.167ft	Beam 2
4	Steel I Beam	7.75in	17.875in	3.167ft	Beam 3
5	Steel I Beam	7.75in	17.875in	3.167ft	Beam 4
6	Steel I Beam	7.5in	18in	3.167ft	Beam 5
7	Steel I Beam	7.5in	18in	3.167ft	Beam 6
8	Steel I Beam	7.5in	18in	3.167ft	Beam 7



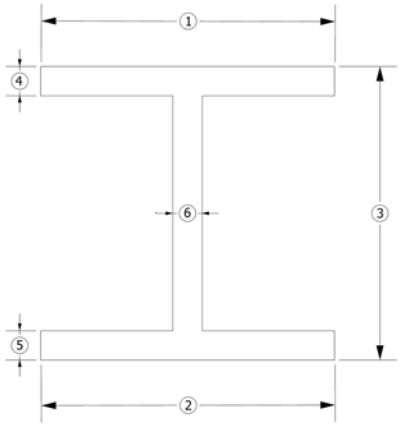
NO CHANGE: KEITH PROCTOR ON 30-JAN-2025

Title SUPERSTRUCTURE	Description TYPICAL SECTION

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000462.wes

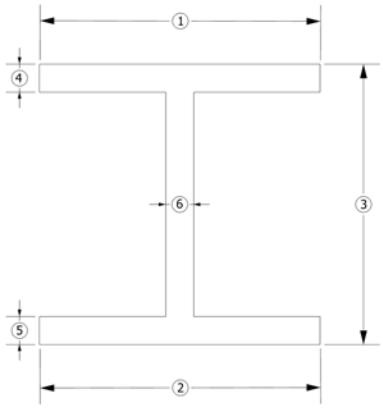
Bridge Inspection Field Sketch

SPAN 1: BEAM 1, 2, 6, 7, & 8
SPAN 2, 3, & 4: ALL BEAMS
SPAN 5: BEAM 1, 2, 3, 4, & 8



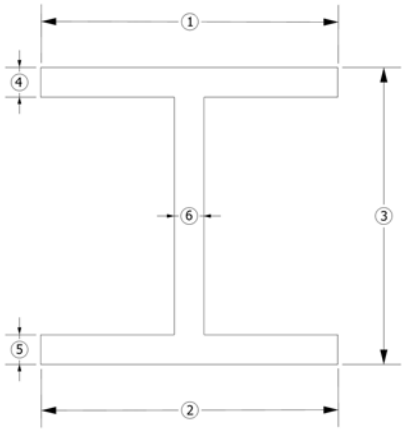
1	7.5in
2	7.5in
3	18in
4	0.563in
5	0.563in
6	0.375in

SPAN 1: BEAM 3, 4, & 5



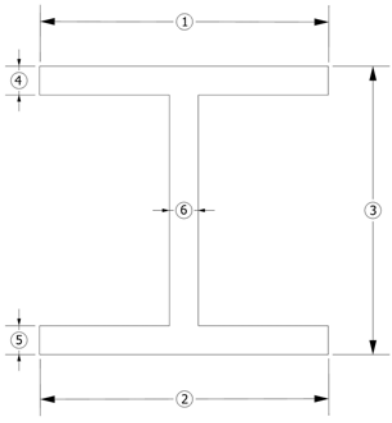
1	7.75in
2	7.75in
3	17.875in
4	0.313in [1]
5	0.313in [1]
6	0.25in

SPAN 5: BEAM 5, 6, & 7



1	6.125in
2	6.125in
3	18in
4	0.656in [1]
5	0.656in [1]
6	0.375in

SPAN 6: ALL BEAMS



1	8.25in
2	8.25in
3	21.125in
4	0.5in
5	0.5in
6	0.375in

[1] = AVERAGE THICKNESS ACROSS THE FLANGE LENGTH

NO CHANGE: KEITH PROCTOR ON 30-JAN-2025

Title	Description
BEAM DIMENSIONS	DETAILS

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000463.wes

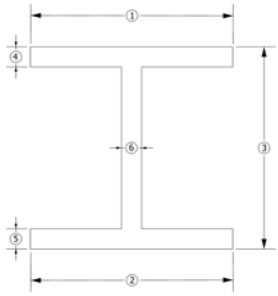
Bridge Inspection Field Sketch



Caps							
#	Name	Type	Length	Width	Height	Left Beam to End of Cap	Right Beam to End of Cap
1	Cap 1	Steel Pier Cap	25.583ft	1.229in	1.135in	1.5ft	1.5ft

Subcaps							
Row	#	Name	Type	Length	Width	Height	Left End of Bent to Left End of Subcap
2	1	Sub Cap 1	Concrete Sub Cap	20.5ft	3.25in	11in	2.542ft

Piles							
#	Name	Type	Spacing	From	Height/Diam.	Width	Length
1	Pier 1	Reinforced Concrete Pier Wall	2.792ft	Left End of Bent		20ft	17ft



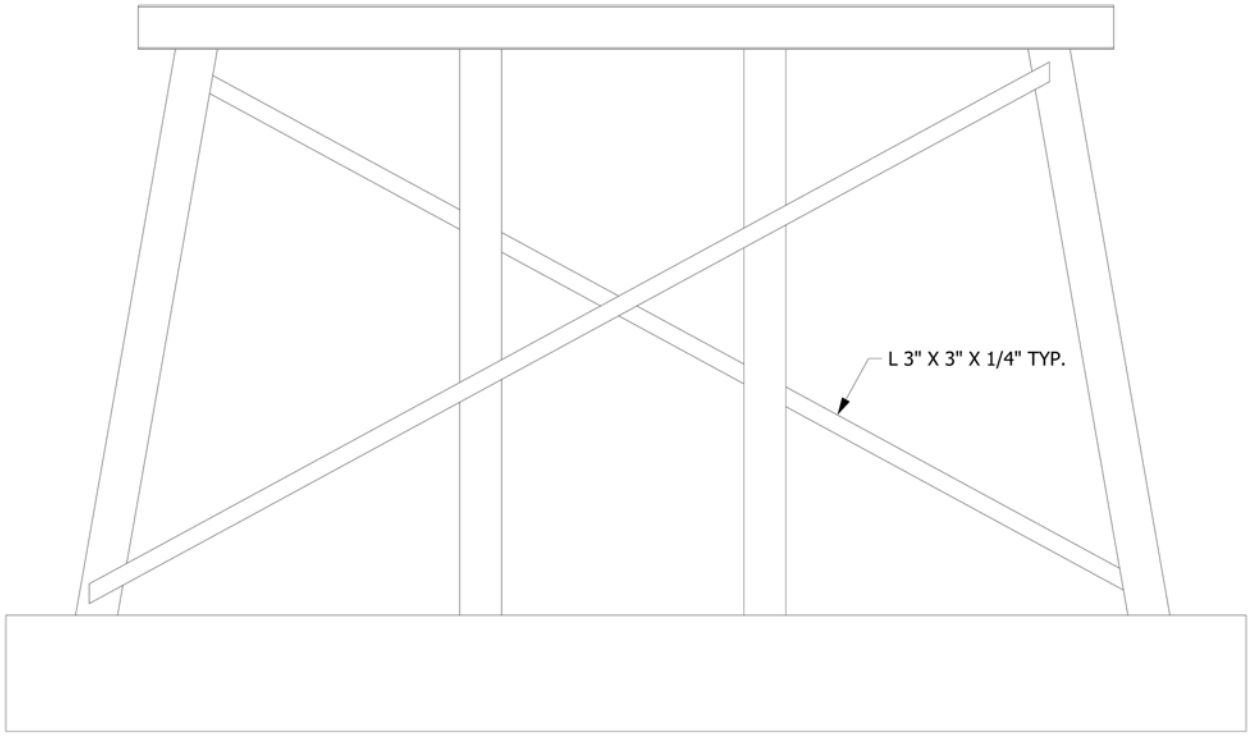
STEEL CAP	
1	14.75in
2	14.75in
3	13.625in
4	0.5in
5	0.5in
6	0.5in

NO CHANGE: KEITH PROCTOR ON 30-JAN-2025

Title	Description
SUBSTRUCTURE - 1	TYPICAL BENT ELEVATION - BENTS 1, 3, & 5

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000464.wes

Bridge Inspection Field Sketch



Caps							
#	Name	Type	Length	Width	Height	Left Beam to End of Cap	Right Beam to End of Cap
1	Cap 1	Steel Pier Cap	25.167ft	1.208in	1.146in	1.583ft	1.583ft

Piles							
#	Name	Type	Spacing	From	Height/Diam.	Width	Length
1	Pile 1	Steel Pile	1.5ft	Left End of Bent	13in		10ft
2	Pile 2	Steel Pile	7.333ft	Pile 1	13in		10ft
3	Pile 3	Steel Pile	7.333ft	Pile 2	13in		10ft
4	Pile 4	Steel Pile	7.333ft	Pile 3	13in		10ft

Footings					
#	Name	Type	Length	Width	Height
1	Footing 1	Reinforced Concrete Footing	32ft	3ft	3ft

NO CHANGE: KEITH PROCTOR ON 30-JAN-2025

Title	Description
SUBSTRUCTURE - 2	TYPICAL BENT ELEVATION - BENTS 2 & 4

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000465.wes

Bridge Inspection Field Sketch

NOTE: ALL HOLES ARE 3/4" DIAMETER

BENT 1

BEAM 1:

END BENT 1



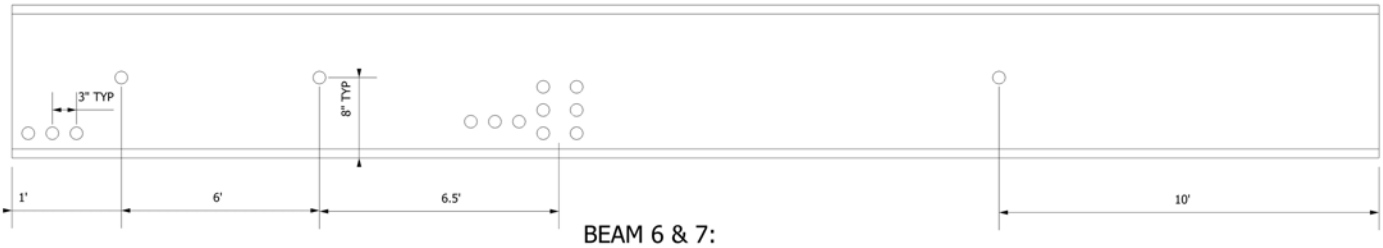
BEAM 2:



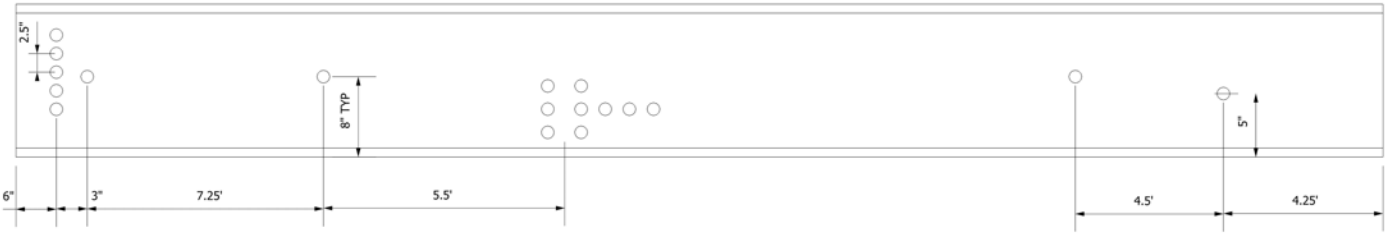
BEAM 3:



BEAM 4 & 5:



BEAM 6 & 7:



BEAM 8:



Title NO CHANGE: KEITH PROCTOR ON 30-JAN-2025 SPAN 1 SALVAGE BEAMS	Description DETAILS

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000466.wes

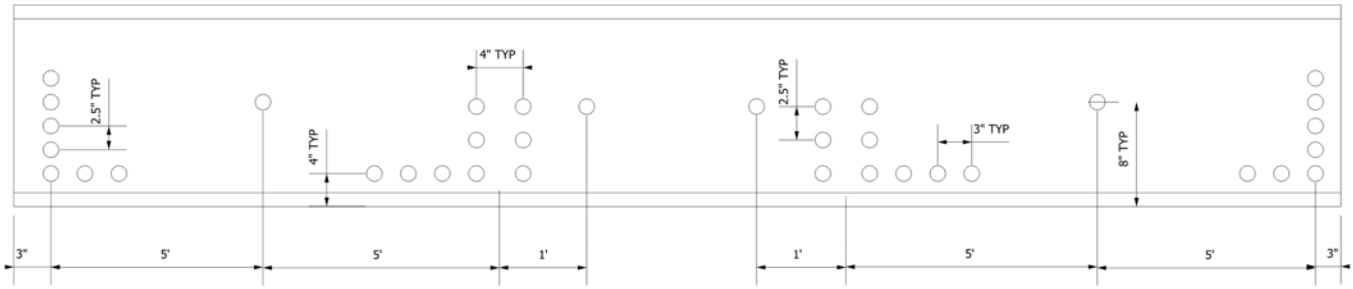
Bridge Inspection Field Sketch

NOTE: ALL HOLES ARE 3/4" DIAMETER

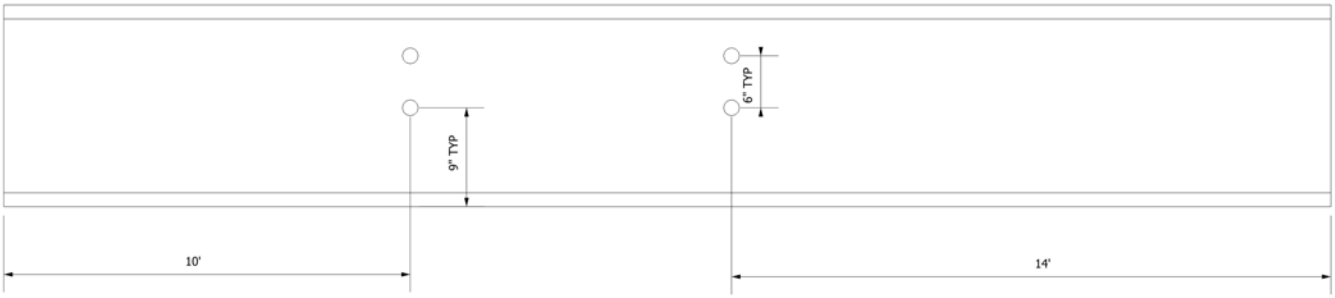
BENT 2

BEAM 1:

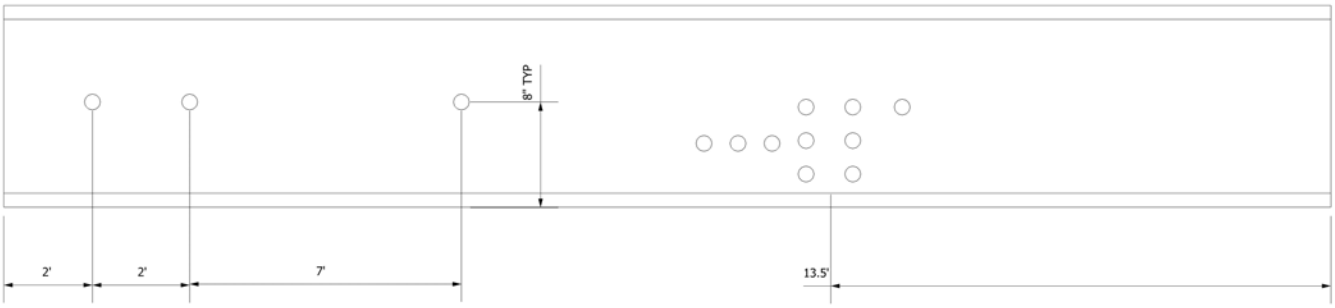
BENT 1



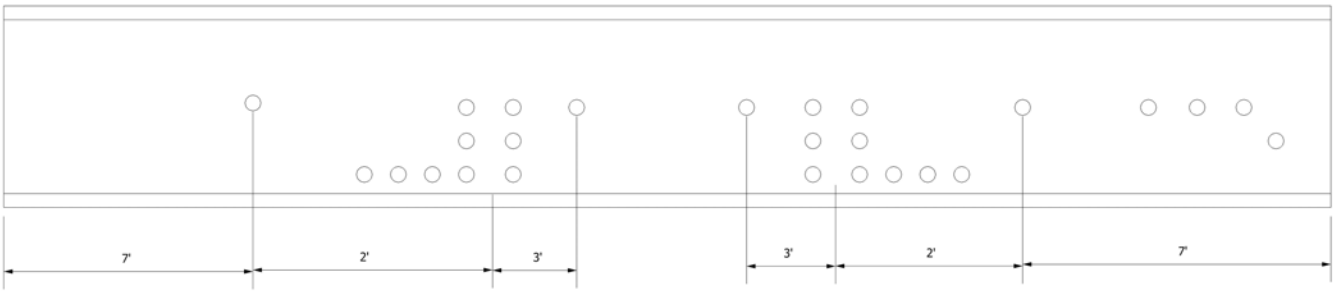
BEAM 2:



BEAM 7:



BEAM 8:



Title NO CHANGE: KEITH PROCTOR ON 30-JAN-2025 SPAN 2 SALVAGE BEAMS	Description DETAILS

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000467.wes

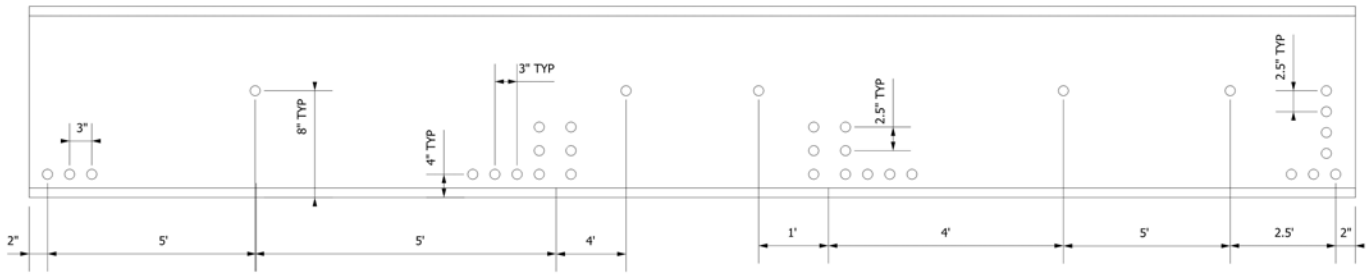
Bridge Inspection Field Sketch

NOTE: ALL HOLES ARE 3/4 INCH DIAMETER

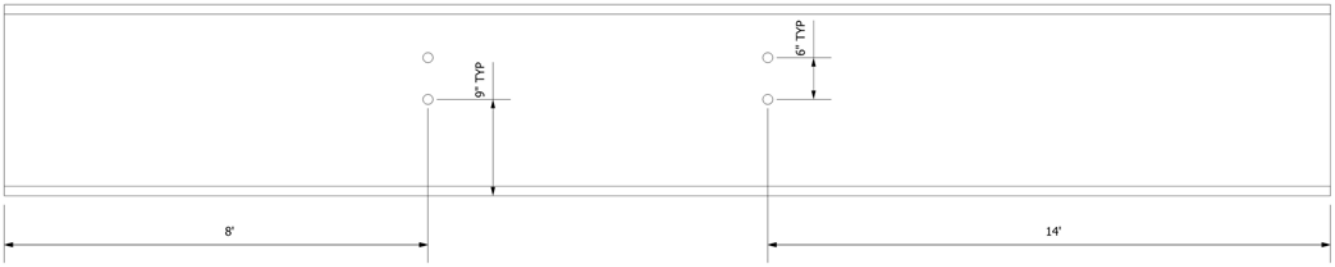
BENT 3

BEAM 1:

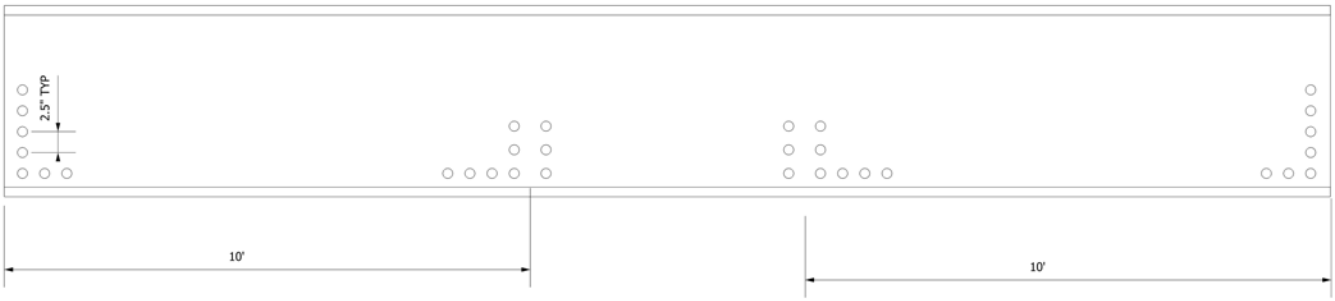
BENT 2



BEAM 3:



BEAM 8:



NO CHANGE: KEITH PROCTOR ON 30-JAN-2025

Title	Description
SPAN 3 SALVAGE BEAMS	DETAILS

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000468.wes

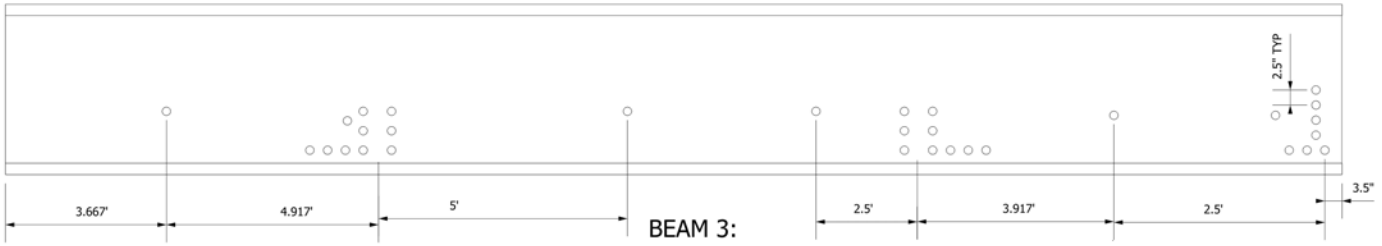
Bridge Inspection Field Sketch

NOTE: ALL HOLES ARE 3/4 INCH DIAMETER

BENT 4

BEAM 1:

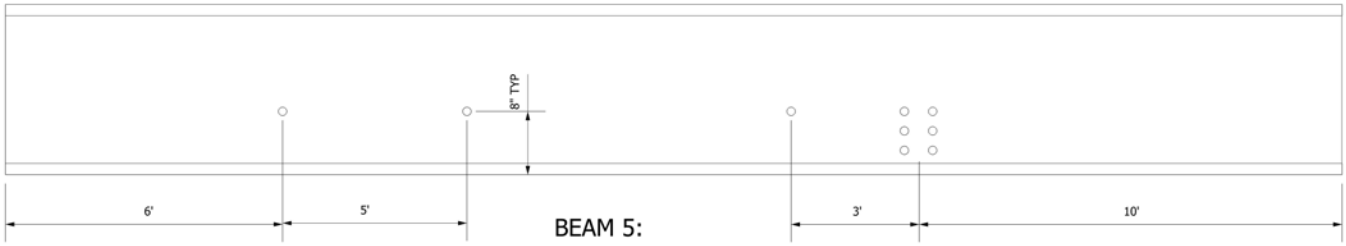
BENT 3



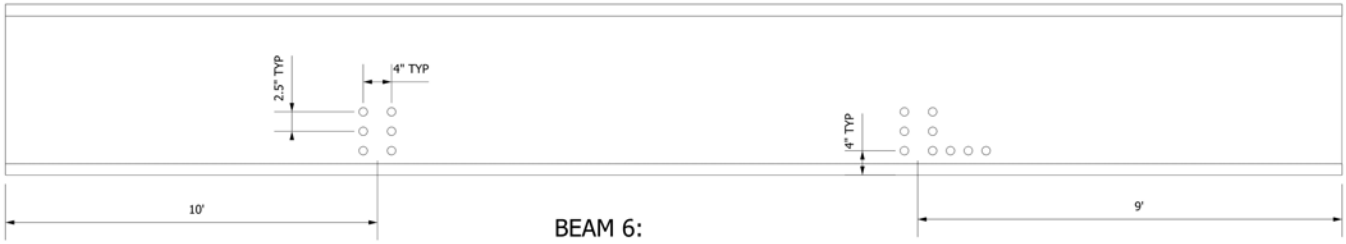
BEAM 3:



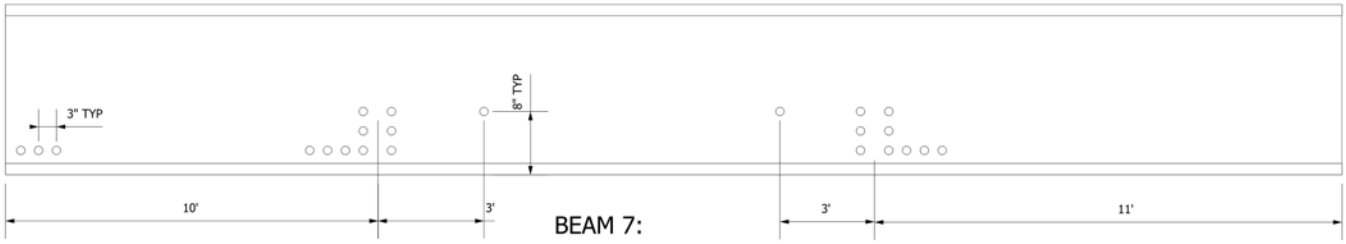
BEAM 4:



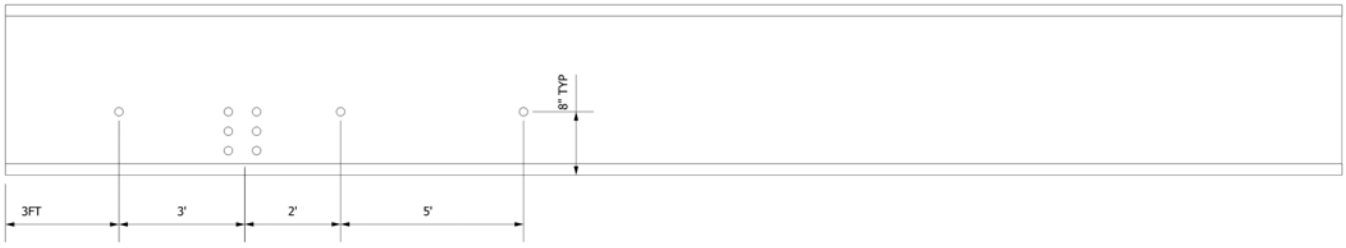
BEAM 5:



BEAM 6:



BEAM 7:



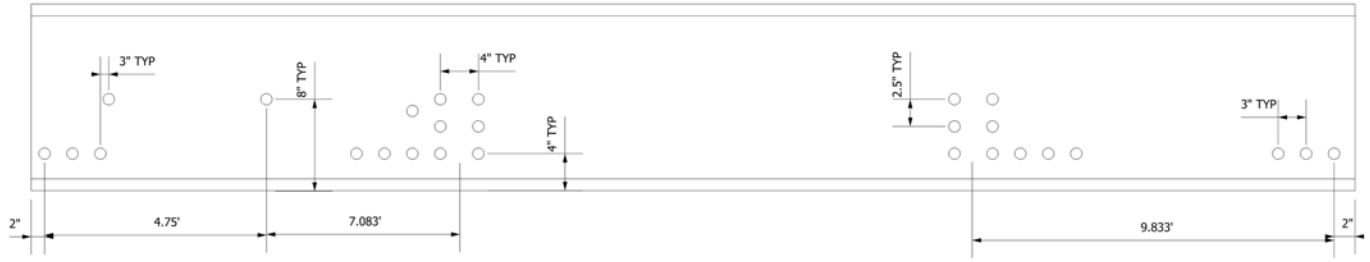
Title NO CHANGE: KEITH PROCTOR ON 30-JAN-2025 SPAN 4 SALVAGE BEAMS	Description DETAILS

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000469.wes

Bridge Inspection Field Sketch

NOTE: ALL HOLES ARE 3/4 INCH DIAMETER

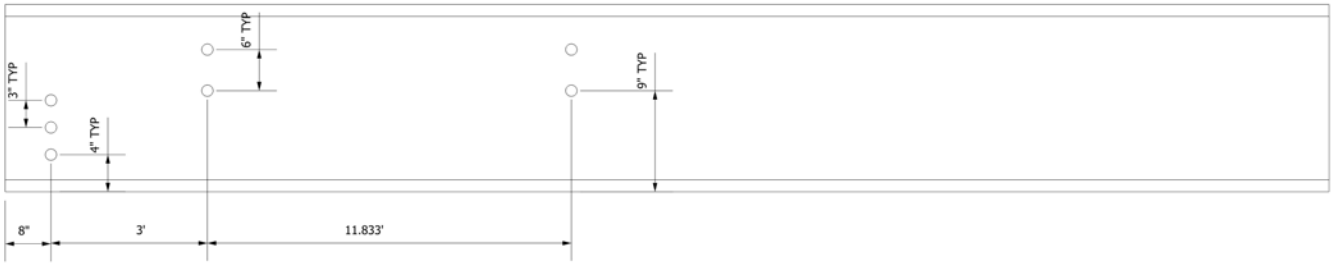
BENT 4 — SPAN 4 BEAM 8 — BENT 3



BENT 5 — SPAN 5 BEAMS 2 & 3 — BENT 4



SPAN 5 BEAM 7



SPAN 5 BEAM 8



NO CHANGE: KEITH PROCTOR ON 30-JAN-2025

Title	Description
SPAN 4 AND 5 SALVAGE BEAMS	DETAILS

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000470.wes

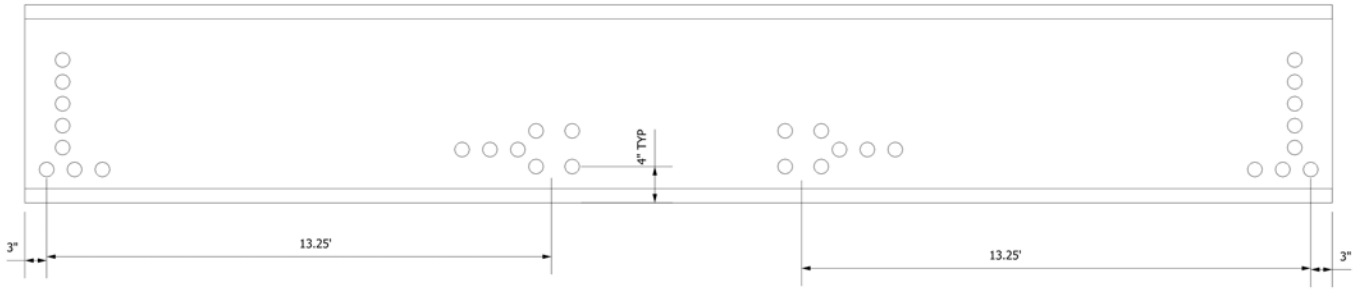
Bridge Inspection Field Sketch

NOTE: ALL HOLES ARE 3/4 INCH DIAMETER

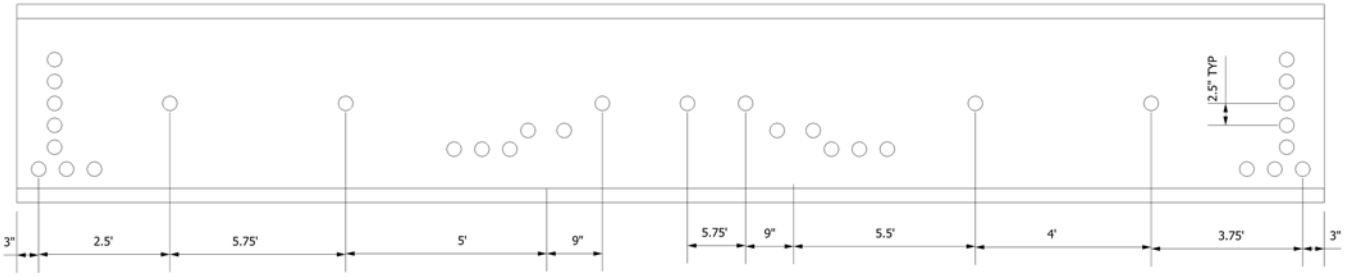
END BENT 2

BEAM 1:

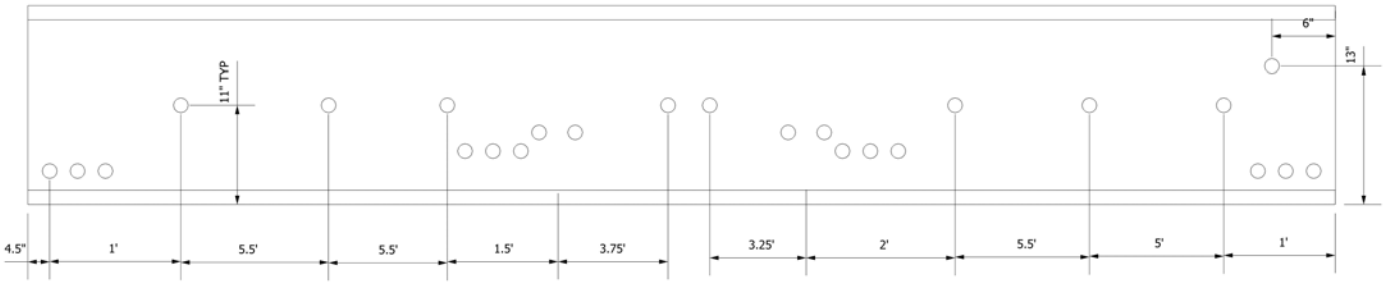
BENT 5



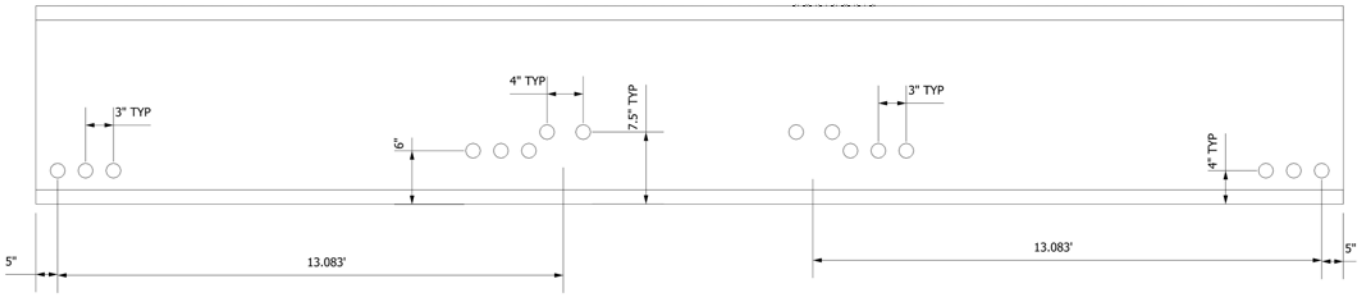
BEAMS 2, 4, 6, & 8:



BEAMS 3 & 5:



BEAM 7:



NO CHANGE: KEITH PROCTOR ON 30-JAN-2025

Title	Description
SPAN 6 SALVAGE BEAMS	DETAILS

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000471.wes

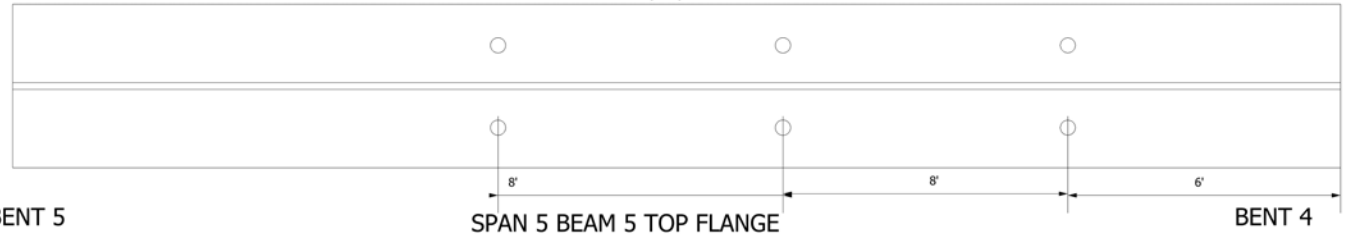
Bridge Inspection Field Sketch

NOTE: ALL HOLES ARE 3/4 INCH DIAMETER

BENT 1

SPAN 1 BEAMS 3, 4, 5 BOTTOM FLANGE

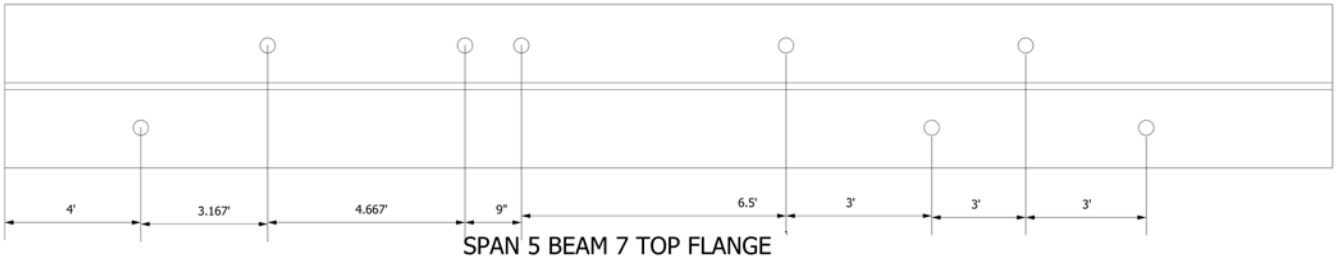
END BENT 1



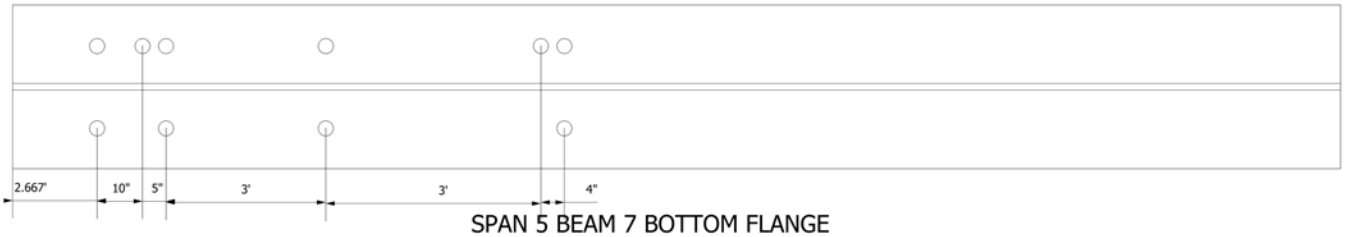
BENT 5

SPAN 5 BEAM 5 TOP FLANGE

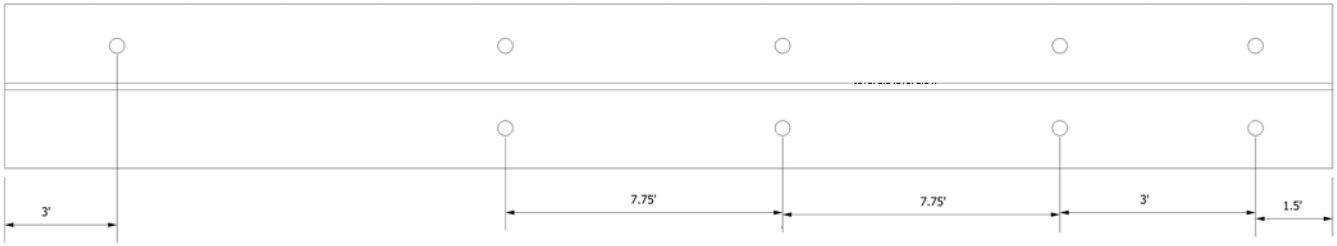
BENT 4



SPAN 5 BEAM 7 TOP FLANGE



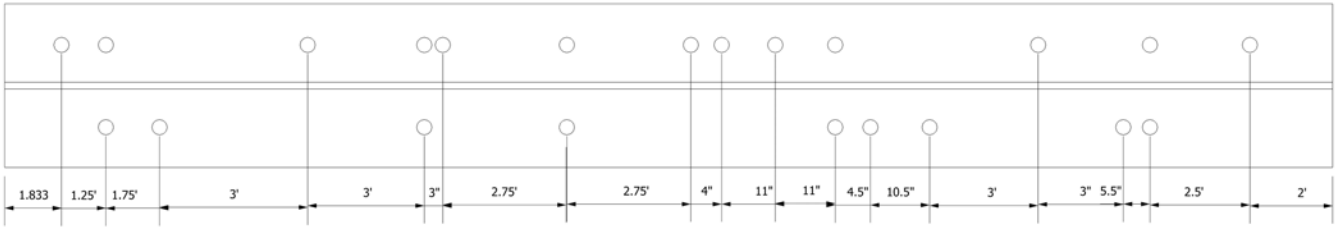
SPAN 5 BEAM 7 BOTTOM FLANGE



SPAN 5 BEAM 6 TOP FLANGE



SPAN 5 BEAM 6 BOTTOM FLANGE



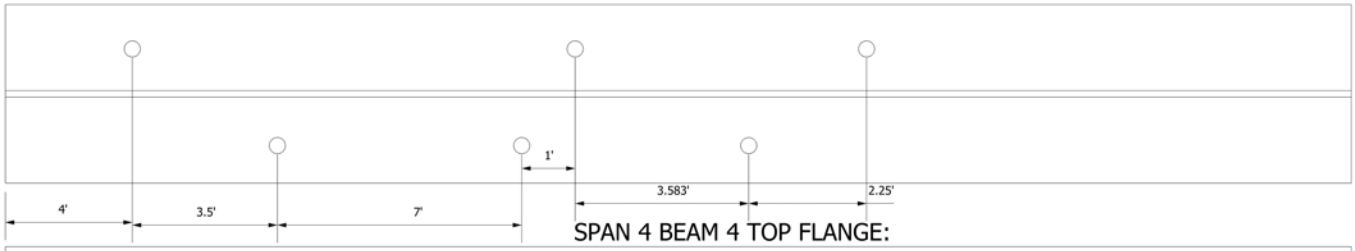
Title NO CHANGE: KEITH PROCTOR ON 30-JAN-2025 SPANS 1 AND 5 FLANGE HOLES	Description DETAILS

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000472.wes

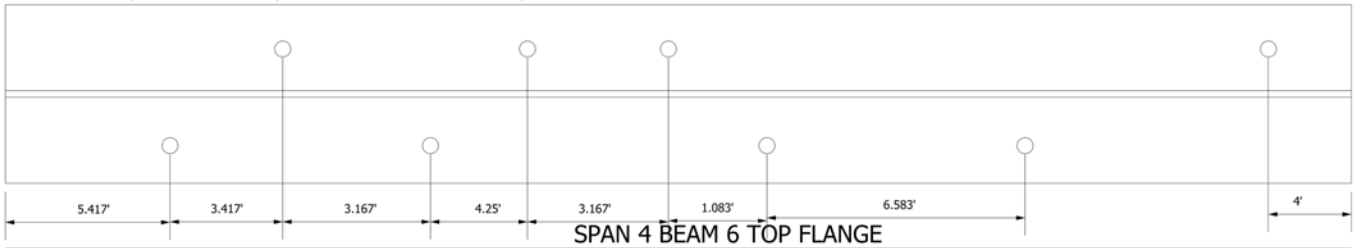
Bridge Inspection Field Sketch

NOTE: ALL HOLES ARE 3/4 INCH DIAMETER

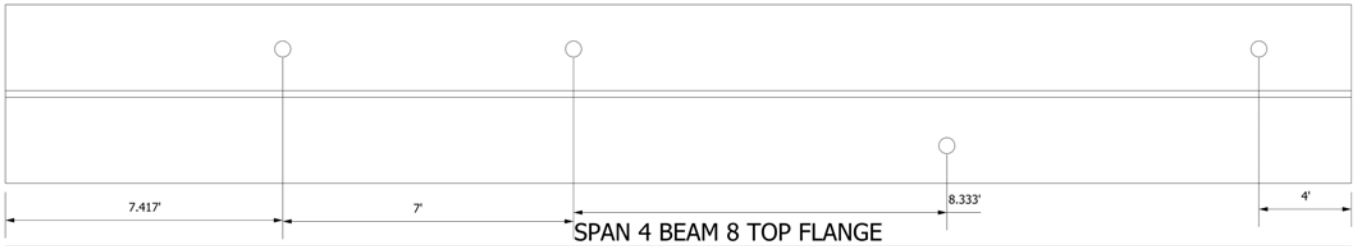
BENT 4 — SPAN 4 BEAM 3 TOP FLANGE — BENT 3



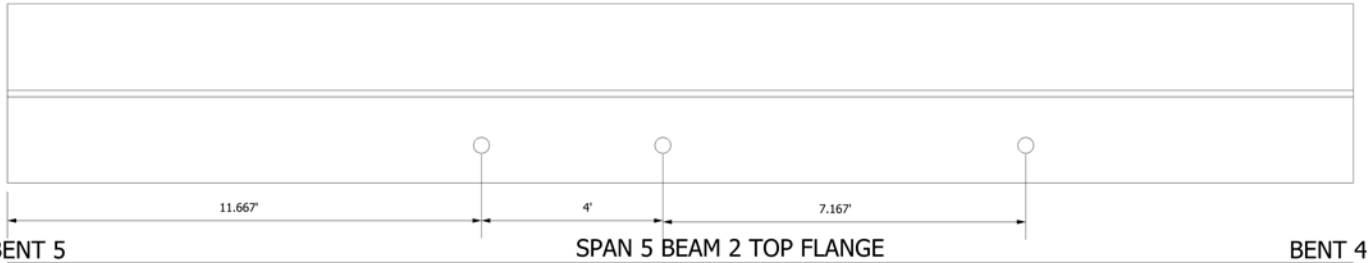
SPAN 4 BEAM 4 TOP FLANGE:



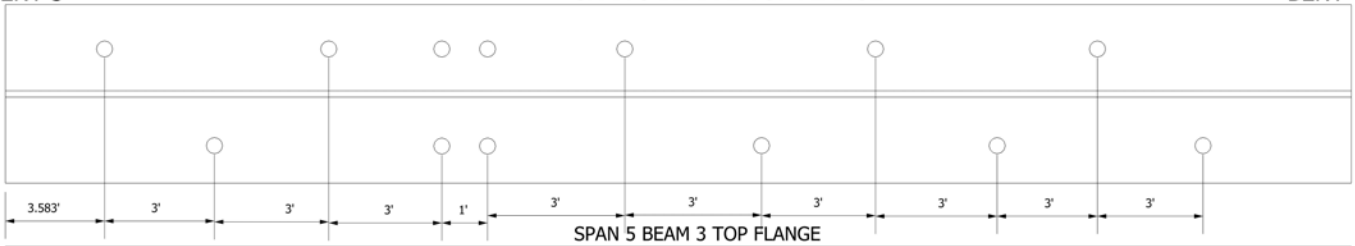
SPAN 4 BEAM 6 TOP FLANGE



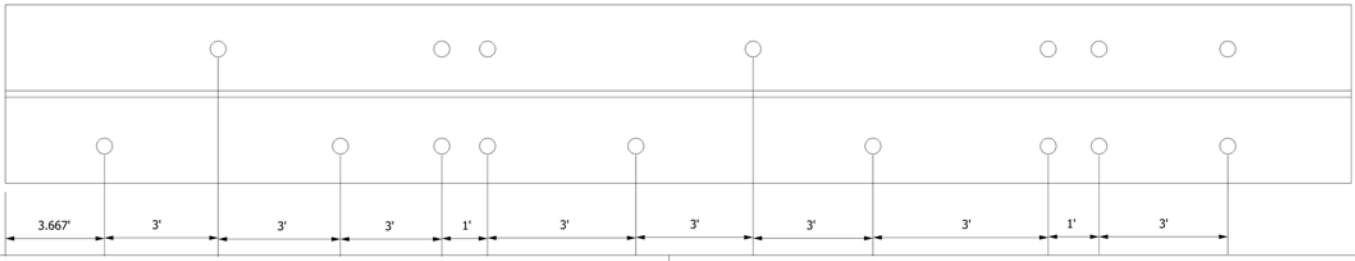
SPAN 4 BEAM 8 TOP FLANGE



BENT 5 — SPAN 5 BEAM 2 TOP FLANGE — BENT 4



SPAN 5 BEAM 3 TOP FLANGE



Title NO CHANGE: KEITH PROCTOR ON 30-JAN-2025 SPAN 6 TOP FLANGE HOLES		Description DETAILS	
Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000474.wes

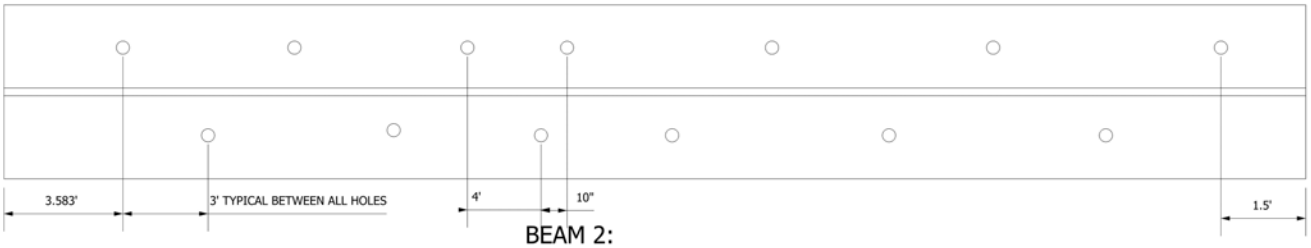
Bridge Inspection Field Sketch

NOTE: ALL HOLES ARE 3/4 INCH DIAMETER

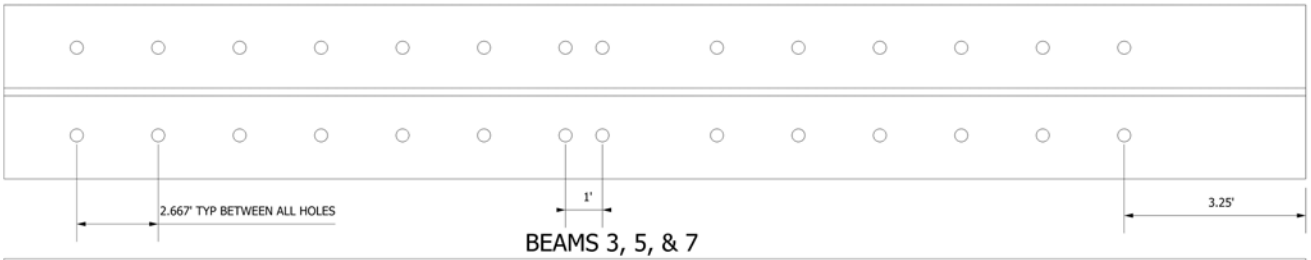
END BENT 2

BENT 5

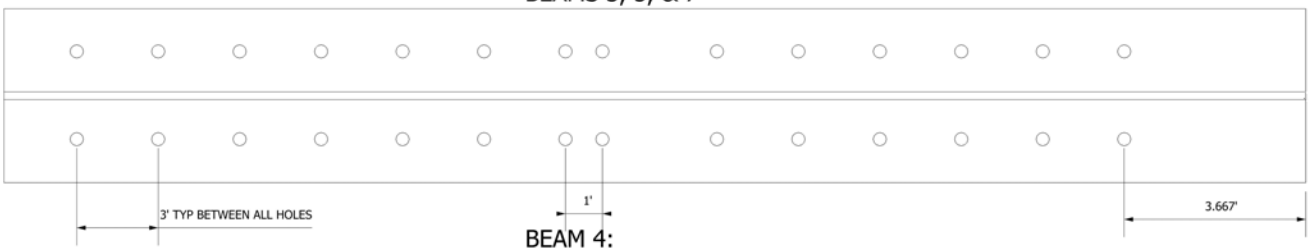
BEAM 1:



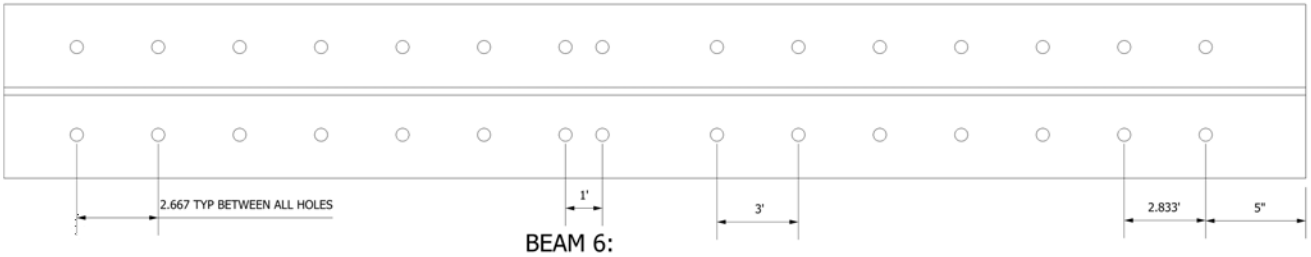
BEAM 2:



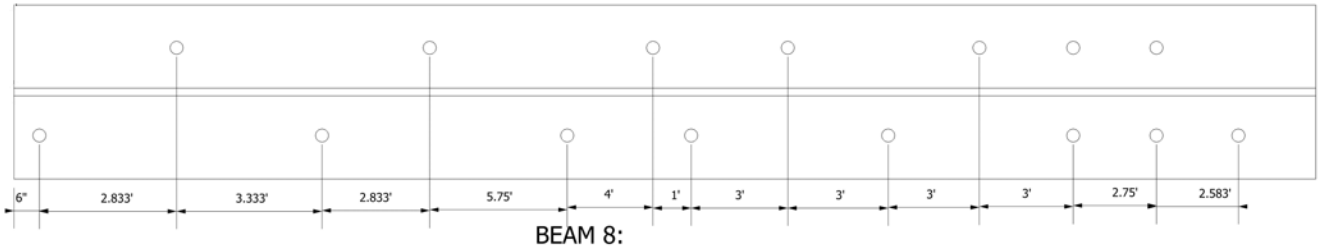
BEAMS 3, 5, & 7



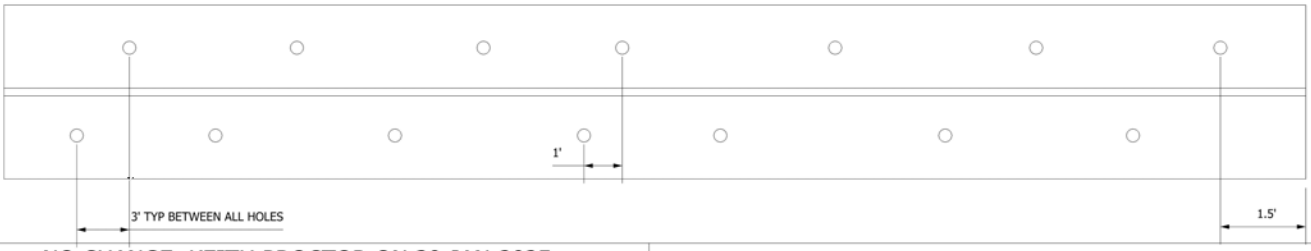
BEAM 4:



BEAM 6:



BEAM 8:



Title NO CHANGE: KEITH PROCTOR ON 30-JAN-2025 SPAN 6 TOP FLANGE HOLES	Description DETAILS

Structure No: 340099	Drawn By: JJR	Date: 8/6/2023	Filename: S001002000473.wes



SOUTH APPROACH LOOKING NORTH



SOUTHEAST CORNER POSTING [SIMILAR AT THE NORTHWEST CORNER]



NORTH APPROACH LOOKING SOUTH



UPSTREAM VIEW, LOOKING WEST



DOWNSTREAM VIEW, LOOKING EAST



UPSTREAM PROFILE, LOOKING EAST



DOWNSTREAM PROFILE, LOOKING WEST



END BENT 2 LOOKING NORTH



SPAN 6 SUPERSTRUCTURE LOOKING NORTH [ALL SPANS SIMILAR]



NORTHEAST CORNER REINFORCED CONCRETE WING [SIMILAR AT ALL FOUR CORNERS]



END BENT 1 LOOKING SOUTH



BEAMS 5 BEARINGS AT BENT 5 [TYPICAL BEARINGS AT BENT 5]



BENT 5 LOOKING NORTH



DOWNSTREAM, LOOKING WEST [DAM PRESENT AT THE UPSTREAM SIDE]

Attachment M

Traffic Engineering Accident Analysis System Strip Analysis Report

North Carolina Department of Transportation
Traffic Engineering Accident Analysis System
Strip Analysis Report

Study Criteria Summary

County: FRANKLIN **City:** All and Rural
Date: 12/1/2013 **to** 11/30/2023 **Study:** 41000073326
Location: 500 Feet on Both sides of Structure 340099 on SR 1103 (Clifton Pond Rd) over Crooked Creek

Report Details

Acc No	Crash ID	Milepost	Date	Accident Type	Total Damage	Injuries F	A	B	C	Condition R	L	W	Road Ch	Ci	Trfc Ctl Dv	Op
1	**104568609**	11.162	11/19/2015 21:41	FIXED OBJECT	$ 800	0	0	0	0	2	5	2	5	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 55 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 58										
2	**103995768**	11.240	03/07/2014 23:39	FIXED OBJECT	$ 3000	0	0	0	0	4	5	2	4	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 45 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 59										
3	**104847659**	11.260	09/13/2016 17:18	OVERTURN/ROLLOVER	$ 5000	0	1	0	0	1	1	1	8	0	13	1
Unit	**1 :** 2	**Alchl/Drgs:** 2	**Speed:** 60 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 59										
4	**104866331**	11.350	10/01/2016 12:48	FIXED OBJECT	$ 4000	0	0	0	1	1	1	1	5	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:** 0	**Speed:** 50 MPH	**Dir:** N	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 59										
5	**106700927**	11.350	09/17/2021 19:12	FIXED OBJECT	$ 1500	0	0	0	0	1	5	1	5	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:** 1	**Speed:** 75 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 34										
6	**106879020**	11.350	03/02/2022 15:25	PARKED MOTOR VEHICLE	$ 12000	0	3	1	0	1	1	1	7	0	13	1
Unit	**1 :** 1	**Alchl/Drgs:** 1	**Speed:** 75 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 4	**Obj Strk:** 20										
Unit	**2 :** 1	**Alchl/Drgs:** 7	**Speed:** 0 MPH	**Dir:** S	**Veh Mnvr/Ped Actn:** 2	**Obj Strk:** 20										

Legend for Report Details:

Acc No - Accident Number
Injuries: F - Fatal, A - Class A, B - Class B, C - Class C
Condition: R - Road Surface, L - Ambient Light, W - Weather
Rd Ch - Road Character
Rd Ci - Roadway Contributing Circumstances
Trfc Ctl - Traffic Control: Dv - Device, Op - Operating
Alchl/Drgs - Alcohol Drugs Suspected
Veh Mnvr/Ped Actn - Vehicle Maneuver/Pedestrian Action
Obj Strk - Object Struck

All data presented in this report comes explicitly from the Traffic Engineering Accident Analysis System based upon va criteria provided by the report's creator. The onus is strictly upon the user of this report to exercise due diligence in in and further representing this data.

Summary Statistics

High Level Crash Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	6	100.00
Fatal Crashes	0	0.00
Non-Fatal Injury Crashes	3	50.00
Total Injury Crashes	3	50.00
Property Damage Only Crashes	3	50.00
Night Crashes	3	50.00
Wet Crashes	1	16.67
Alcohol/Drugs Involvement Crashes	3	50.00

Crash Severity Summary

Crash Type	Number of Crashes	Percent of Total
Total Crashes	6	100.00
Fatal Crashes	0	0.00
Class A Crashes	2	33.33
Class B Crashes	0	0.00
Class C Crashes	1	16.67
Property Damage Only Crashes	3	50.00

Vehicle Exposure Statistics

Annual ADT = 900

Total Length = 0.226 (Miles) **0.364 (Kilometers)**

Total Vehicle Exposure = 0.74 (MVMT) **1.2 (MVKMT)**

Crash Rate	Crashes Per 100 Million Vehicle Miles	Crashes Per 100 Million Vehicle Kilometers
Total Crash Rate	807.74	501.90
Fatal Crash Rate	0.00	0.00
Non Fatal Crash Rate	403.87	250.95
Night Crash Rate	403.87	250.95
Wet Crash Rate	134.62	83.65
EPDO Rate	22212.76	13802.37

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criteria provided by the report's creator. The onus is strictly upon the user of this report to exercise due diligence in in
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Miscellaneous Statistics

Severity Index =	27.50
EPDO Crash Index =	165.00
Estimated Property Damage Total = $	26300.00

Accident Type Summary

Accident Type	Number of Crashes	Percent of Total
FIXED OBJECT	4	66.67
OVERTURN/ROLLOVER	1	16.67
PARKED MOTOR VEHICLE	1	16.67

Injury Summary

Injury Type	Number of Injuries	Percent of Total
Fatal Injuries	0	0.00
Class A Injuries	4	66.67
Class B Injuries	1	16.67
Class C Injuries	1	16.67
Total Non-Fatal Injuries	6	100.00
Total Injuries	6	100.00

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criteria provided by the report's creator. The onus is strictly upon the user of this report to exercise due diligence in in
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Monthly Summary

Month	Number of Crashes	Percent of Total
Jan	0	0.00
Feb	0	0.00
Mar	2	33.33
Apr	0	0.00
May	0	0.00
Jun	0	0.00
Jul	0	0.00
Aug	0	0.00
Sep	2	33.33
Oct	1	16.67
Nov	1	16.67
Dec	0	0.00

Daily Summary

Day	Number of Crashes	Percent of Total
Mon	0	0.00
Tue	1	16.67
Wed	1	16.67
Thu	1	16.67
Fri	2	33.33
Sat	1	16.67
Sun	0	0.00

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criteria provided by the report's creator. The onus is strictly upon the user of this report to exercise due diligence in in
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Hourly Summary

Hour	Number of Crashes	Percent of Total
0000-0059	0	0.00
0100-0159	0	0.00
0200-0259	0	0.00
0300-0359	0	0.00
0400-0459	0	0.00
0500-0559	0	0.00
0600-0659	0	0.00
0700-0759	0	0.00
0800-0859	0	0.00
0900-0959	0	0.00
1000-1059	0	0.00
1100-1159	0	0.00
1200-1259	1	16.67
1300-1359	0	0.00
1400-1459	0	0.00
1500-1559	1	16.67
1600-1659	0	0.00
1700-1759	1	16.67
1800-1859	0	0.00
1900-1959	1	16.67
2000-2059	0	0.00
2100-2159	1	16.67
2200-2259	0	0.00
2300-2359	1	16.67

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criteria provided by the report's creator. The onus is strictly upon the user of this report to exercise due diligence in in
and further representing this data.

Light and Road Conditions Summary

Condition	Dry	Wet	Other	Total
Day	3	0	0	3
Dark	1	1	1	3
Other	0	0	0	0
Total	4	1	1	6

Object Struck Summary

Object Type	Times Struck	Percent of Total
DITCH	1	14.29
EMBANKMENT	3	42.86
PARKED MOTOR VEHICLE	2	28.57
UTILITY POLE	1	14.29

Vehicle Type Summary

Vehicle Type	Number Involved	Percent of Total
PASSENGER CAR	6	85.71
PICKUP	1	14.29

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criteria provided by the report's creator. The onus is strictly upon the user of this report to exercise due diligence in in
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Yearly Totals Summary

Accident Totals

Year	Total Accidents	Fatal Accidents	Injury Accidents	Property Damage Only Accidents
2013	0	0	0	0
2014	1	0	0	1
2015	1	0	0	1
2016	2	0	2	0
2017	0	0	0	0
2018	0	0	0	0
2019	0	0	0	0
2020	0	0	0	0
2021	1	0	0	1
2022	1	0	1	0
2023	0	0	0	0
Total	6	0	3	3

Injury Totals

Year	Fatal Injuries	Class A, B, or C Injuries
2013	0	0
2014	0	0
2015	0	0
2016	0	2
2017	0	0
2018	0	0
2019	0	0
2020	0	0
2021	0	0
2022	0	4
2023	0	0
Total	0	6

Miscellaneous Totals

Year	Property Damage	EPDO Index
2013	$ 0	0.00
2014	$ 3000	1.00

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criteria provided by the report's creator. The onus is strictly upon the user of this report to exercise due diligence in in
and further representing this data.

Year	Property Damage	EPDO Index
2015	$ 800	1.00
2016	$ 9000	85.20
2017	$ 0	0.00
2018	$ 0	0.00
2019	$ 0	0.00
2020	$ 0	0.00
2021	$ 1500	1.00
2022	$ 12000	76.80
2023	$ 0	0.00
Total	$ 26300	165.00

Type of Accident Totals

Year	Left Turn	Right Turn	Rear End	Run Off Road & Fixed Object	Angle	Side Swipe	Other
2013	0	0	0	0	0	0	0
2014	0	0	0	1	0	0	0
2015	0	0	0	1	0	0	0
2016	0	0	0	1	0	0	1
2017	0	0	0	0	0	0	0
2018	0	0	0	0	0	0	0
2019	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0
2021	0	0	0	1	0	0	0
2022	0	0	0	0	0	0	1
2023	0	0	0	0	0	0	0
Total	0	0	0	4	0	0	2

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criteria provided by the report's creator. The onus is strictly upon the user of this report to exercise due diligence in in
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Strip Diagram

Features	Milepost	Crash IDs
500FT SOUTH OF STRUCTURE	11.13	
	11.14	
	11.15	
	11.16	104568609
	11.17	
	11.18	
	11.19	
	11.20	
	11.21	
	11.22	
	11.23	
Structure:340099	11.24	103995768
	11.25	
	11.26	104847659
	11.27	
	11.28	
	11.29	
	11.30	
	11.31	
	11.32	
	11.33	
	11.34	
500FT NORTH OF STRUCTURE	11.35	104866331 | 106700927 | 106879020

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criteria provided by the report's creator. The onus is strictly upon the user of this report to exercise due diligence in in
and further representing this data.