SN 099-0008
I-55 (South Bound) over Des Plaines River
Smith Bridge

2021 Bridge Inspection Report

Bridge Inspection By: The Illinois Department of Transportation

Bridge Inspection Report By: The Illinois Department of Transportation

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Bridge Executive Summary

Bridge Description

The structure is 1,406' back to back of abutments and consists of three (3) steel truss main spans (Spans 4, 5, and 6) and four (4) steel multi-beam approach spans (Spans 1, 2, 3, and 7). Both abutments are reinforced concrete spill thru abutments on spread footing. Piers are concrete on spread footings.

Construction History

Date	Contract No.	Description
2013	60R2	Deck overlay and joints, painting
2011	60J24	Fiber Optic conduit Installation
2010	60K04	Deck overlay repairs and treatment
2005	62861	Joint and misc. repair
2002	82409	Superstructure repairs, painting, and new Bituminous Overlay
1999	60706	Milling new bituminous surface
1997	82962	Deck overlay and Joint repair
1993	82045	Bridge Repairs
1990	80710	Remove Debris
1978	33113	Reconstruction
1958		Maintence and repair
1957		Original Plans

The 2021 Bridge Inspection was performed by Illinois Department of Transportation. The inspection was started on August 9, 2021 and concluded on August 12, 2021.

SN 099-0008 is generally in fair condition, with isolated locations of poor condition. Most of the bridge deck, superstructure, paint system, and substructure are in fair condition. The deck overlay is in fair condition. The HMA overlay was last replaced in 2013. The deck has cracking 2' to 8' apart, and stay in place forms beneath grid deck has rust throughout spans. Superstructure is in fair condition with up to 26% section loss in stringer, floorbeam and truss member. All pins in good condition with slight grooving around pin. Bearings are in fair condition throughout the structure with up to 30% section loss in bolster and 50% section loss in retainer. Substructure; the top of footing is exposed at pier 5.

Illinois Department of Transportation

Routine Inspection Report

SN: 099-0008	District: 1	Spans: 3	Appr. Spans: 4	Skew: 0	ADT: 24200	Truck Pct: 7
ADT Un: 0	Maint. Co: 99 - Will	Twsp: 01 - Channahon	Status: 1-Open, no restrictions			
Facility Carried: I- 55 SB	Feature Crossed: DES PLAINES RIVER					
Location: 2.3 M S OF US 6	Municipality: 0000	Team/Sub Section: 137/555	Insp/Rte: 037			
Bridge Name: SMITH BRIDGE	Material & Type: Steel Continuous / Cantilever (Suspended					
Insp. Intervals Routine: 24	Fracture Critical: 24	Underwater: 60	Special: 0	Element Level: 24		
90 - Inspection Date: 08/09/2021	90C - Temp (°F): 80	90B1 - In Depth: ☑				
Is Delinquent: ☐	Reason:					
90A - Agency Program Manager: William A. Beisner						
90A1 - Team Leader: Joe Deckard	90A2 - Inspector: Keith Cason-Gossett					

90B - Previous Inspection Remarks

DECK - 24% SPALL/DELAM./MAP CRK., 5% SPALL/ DELAM.
OVERLAY REPLACED IN 2013 WITH HMA IN TRUSS SPANS AND LATEX IN APPR. SPANS.
DECK HAS CRKS. 2' - 8' APART, SIP FORMS BENEATH GRID DECK HAS RUST THROUGHOUT SPANS.
SUPER - UP TO 26% S.L. IN STR., UP TO 26% S.L. IN FB., AND UP TO 26% S.L. IN TRUSS MBRS.
(WORST CASE S.L. WITHOUT IRF > 1.0) CRK. T.W. THROUGHOUT.
CRKS. IN C.F. CONN. @ APPR. SPANS. UP TO30% S.L. (IRF> 1.0) TO BRG. BOLSTERS.
SUB - ABUTS. & PIERS WERE REPAIRED IN 2013.
TOP OF FOOTINGS EXPOSED.

Resources

Time to Inspect (H:M): 40:00	Traffic Control: 3	Boat: _	Waders: _	Snooper: S
Ladder: _	Manlift: M	Bucket Truck: _	Other: _	

Inspector's Appraisals

	Prev	New	Comments
58 - Deck Condition:	5	5	SEE 90B
59 - Superstructure Condition:	5	5	SEE 90B
60 - Substructure Condition:	5	5	SEE 90B
62 - Culvert Condition:	N	N	
61 - Channel Condition:	7	7	
71 - Waterway Adequacy:	8	8	
72 - Approach Rdwy Align:	8	8	
111 - Pier Navig Protection:	5	5	

	Prev	New
36A - Bridge Railing Adequacy:	3	3

	Prev	New		Prev	New		Prev	New
Approach Guardrail Adequacy: 36B - Transitions:	3	3	36C - Guardrail:	3	3	36D - Ends:	3	3

Additional Inventory Data - To Be Verified During Routine Inspection

108A - Wearing Surface Type: G	108B - Type of Membrane: A	108C - Deck Protection: J			
108D - Total Deck Thickness (In.): 7.5					
59A - Paint Date (Mo/Yr): 10/2013	59B - Paint Type: S T U -				
59C - Utilities Attached: 9 N N					
113A - Scour Critical Analysis Date: 02/01/1993	113 - Scour Critical Rating: 8	113B - Evaluation Method: B			

Weight Limit Posting:	70A2 - Single Unit Vehicles:	-
	70B2 - Combination Type 3S-1 (3 or 4 axles):	-
	70C2 - Combination Type 3S-2 (5 or more axles):	-
	70D2 - One Truck at a Time:	-

90B - Inspection Remarks

Deck - 24% Spall/Delamination/Map Crack, 5% Spall/ Delamination. Overlay replaced in 2013 with HMA in Truss Spans and latex in Approach Spans. Deck has cracks 2' - 8' apart, stay in place forms beneath grid deck has rust throughout Spans.
Superstructure - Up to 26% section loss in Stringers. Up to 26% section loss in Floorbeams. Up to 26% section loss in Truss Members. Crack Tack Weld throughout. Cracks in Cross Frame connections at Approach Spans. Up to 30% section loss (IRF> 1.0) to Bearing Bolsters.
Substructure - Abutments & Piers were repaired in 2013. Top of Footing exposed on Pier 5,.

	Signature	Date
Inspection Team Leader:	Joe Deckard	01/04/2022
Agency Program Manager:	William A. Beisner	1/4/2022

Use Additional Forms as Needed

Illinois Department of Transportation

Fracture Critical Inspection Report

SN: 099-0008	District: 1	Spans: 3	Appr. Spans:4	Skew: 0	ADT: 24200	Truck Pct: 7
ADT Un:	Maint. Co: Will	Twsp: Channahon			Status: Open- No restriction	
Facility Carried: I - 55 South bound			Feature Crossed: Des Plaines River			
Location: 2.3 Miles South of US 6	Municipality:			Team/Sub Section: 137/555		Insp/Rte: 037
Bridge Name: Smith Bridge			Material & Type: Steel Continuous/ Cantilever through Truss			
Insp. Intervals Routine: 24	Fracture Critical: 24	Underwater: 60	Special: 0	Element Level: 24		
93A– Inspection Date:	08 /09/2021	93A4– Temp. (ºF):	80			
Is Delinquent: ☐	Reason:					
90A – Agency Program Manager:	William A. Beisner	90A3 – Consultant Program Manager:				
93A3 – Team Leader:	Joe Deckard	93A5 – Inspector:	Keith Cason-Gossett			

Resources

Time to Inspect (H:M):	40:00	40:00	Traffic Control:	Y	Y	Boat:	1	1	Waders:	__		Snooper:	2	2			
Ladder:	__		Manlift:	1	1	Bucket Truck:	__		Other:	__							

Inspector's Appraisals

92A1-Type: B3 If "X4-Other" Description: Span 5
93A1-Rating: Prev. 5 New 5 FC Method: Prev. V UT __ __ New: MP ☐ DP ☐ UT ☒ V ☒
93A2-Remarks: Members: U13-L13, U13'-L13'
Up to 4% section loss in members.

92A1-Type: B5 If "X4-Other" Description: Spans 4,5 & 6
93A1-Rating: Prev. 5 New 5 FC Method: Prev. V __ __ __ New: MP ☐ DP ☐ UT ☒ V ☒
93A2-Remarks: Members: L13-L17, U14-L14, U14-L15, U16-L16, U16-L17, L17-U16', U16'-L16', L15'-U14', U14'-L14' L17'-L13'
Up to 9% section loss (IRF > 1.0) in members.

92A1-Type: B6 If "X4-Other" Description: Spans 4,5 & 6
93A1-Rating: Prev. 5 New 5 FC Method: Prev. V __ __ __ New: MP ☐ DP ☐ UT ☒ V ☒
93A2-Remarks: Members: L0-L2, U1-U13, U1-L1, L2-U3, U3-L3, L4-U5, U5-L5, L6-U7, U7-L7, U9-L9, U9-L10, U11-L11, U11-L12, L0'-L2', U1'-U13', U1'-L1', L2'-U3', U3'-L3', L4'-U5', U5'-L5', L6'-U7', U7'-L7', U9'-L9', U9'-L10', U11'-L11', U11'-L12',
Up to 26% section loss in members.

92A1-Type: X2 If "X4-Other" Description: Spans 4,5 & 6
93A1-Rating: Prev. 5 New 5 FC Method: Prev. V __ __ __ New: MP ☐ DP ☐ UT ☒ V ☒
93A2-Remarks: Up to 25% SL in Bottom Flange, and 26% SL in Webs at ends of Floorbeams.

92A1-Type: If "X4-Other" Description:
93A1-Rating: Prev. _ New FC Method: Prev. __ __ __ __ New: MP ☐ DP ☐ UT ☐ V ☐
93A2-Remarks:

92A1-Type: If "X4-Other" Description:
93A1-Rating: Prev. _ New FC Method: Prev. __ __ __ __ New: MP ☐ DP ☐ UT ☐ V ☐
93A2-Remarks:

92A1-Type: If "X4-Other" Description:
93A1-Rating: Prev. _ New FC Method: Prev. __ __ __ __ New: MP ☐ DP ☐ UT ☐ V ☐
93A2-Remarks:

92A1-Type: If "X4-Other" Description:
93A1-Rating: Prev. _ New FC Method: Prev. __ __ __ __ New: MP ☐ DP ☐ UT ☐ V ☐
93A2-Remarks:

92A1-Type: If "X4-Other" Description:
93A1-Rating: Prev. _ New FC Method: Prev. __ __ __ __ New: MP ☐ DP ☐ UT ☐ V ☐
93A2-Remarks:

	Signature	Date
Inspection Team Leader:	Joe Deckard	01/05/2022
Consultant Program Manager:		
Agency Program Manager:	William A. Beisner	1/4/2022

Two Girder
A1- Suspension Link & Pin
A2- Suspension Single Pin
A3- Tension Flanges Riveted/ Bolted Plate Girders
A4- Bearing Seat of Suspended Spans
A5- Tension Flange of Rolled Beam
A6- Tension Flange of Welded Plate Girders
A7- Tension Flanges of Lattice Truss Web Girders

Truss System
B1- Eyebar & Pin Tension Members
B2- Simple Span Welded Truss Tension Members
B3- Hanger Link & Pin of Suspended Trusses
B4- Single Element Tension Members
B5- Simple Span Riveted/Bolted Tension Members
B6- Continuous Truss System- Welded, Riveted or Bolted Tension Members

Cable Stayed & Suspension
C1- Suspension Bridge- Cables
C2- Cable Stayed- Cables
Tied Arches
D1- Welded Box Ties
D2- Riveted/Bolted Box Ties
D3- Stiffened Girders
Framed Steel Substructure
E1- Welded or Rolled Pier Cap
E2- Riveted or Bolted Pier Cap
E3- Welded or Rolled Pier Column
E4- Riveted or Bolted Pier Column

Box Beams
F1- Single Welded Box
F2- Single Riveted/Bolted Box
F3- Double Box Beam- Welded, Riveted or Bolted
Other Types
X1- Bascule
X2- Floorbeams supporting other steel members or spacing > 15 ft.
X3- Cross Frames or Transfer Beams
X4- Other

Illinois Department of Transportation

Preliminary Pin and Link Inspection Journal

Bridge Inspection Report

Structure Number: **0 9 9 - 0 0 0 8** Date: 8/9/2021

Inspector 1: Joe Deckard Qualification: IDOT I Employer: IDOT
(IDOT, ASNT Level, etc.)

Inspector 2: Various Qualification: IDOT I Employer: IDOT

Prev. Insp. Date: 08/05/2019 Girder #1 on East side Upstation to South # joints =

Pin Data*:

Diam: 6.5" Length: 27.8" Material: A276 # nuts/end: 2

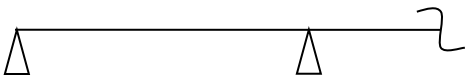
*If pin geometry varies between joints, use separate sheets.
For pins with special features (cotter pins, integral head, stepped shoulder) attach sketch of pin to report; Sketch

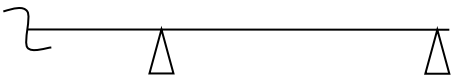
UT data:

Trans. diam: 1" Freq: 3.5 MHz Gain: 50% sc. ht. 60 dB Scan at 70 dB

Link data:

Width: 1.33" CL – CL Pins: 16.75" Thickness: 1.5" Material: Low Alloy (A242)





Span # 1 Span # 7

Nor Abut Pier # 1 Looking E Pier # 6 S Abut

Check or "ok" indicates acceptable. For remarks, see below.

Member	Span	Dist to Pier #	Top/Single Pin	Bot Pin	Near Link	Far	Inspector #
L0E	4	at P3	OK	OK	OK	OK	1
L0W	4	at P3	OK	OK	OK	OK	1
L0'E	6	at P6	OK	OK	OK	OK	1
L0'W	6	at P6	OK	OK	OK	OK	1

Inspection Remarks:

	Signature	Date
Inspector 1:	Joe Deckard	01/04/2022
Inspector 2:		

BBS 2760 (Rev. 3/12)

Check or "ok" indicates acceptable. For remarks, see below.

Member	Span	Dist to Pier #	Top/Single Pin	Bot Pin	Near Link	Far	Inspector #

Inspection Remarks:

Illinois Department of Transportation

Element Level Inspection Report

SN: 099-0008	District: 1	Spans: 3	Appr. Spans: 4	Skew: 0	ADT: 24200	Truck Pct: 7
ADT Un:	Maint. Co: Will		Twsp: Channahon		Status: Open- No restriction.	
Facility Carried: I - 55 South bound			Feature Crossed: Des Plaines River			
Location: 2.3 Miles South of US 6	Municipality:			Team/Sub Section: 137/555		Insp/Rte: 24
Bridge Name: Smith Bridge			Material & Type: Steel Continuous/ Cantilever through Truss			
Insp. Intervals Routine: 24	Fracture Critical: 24		Underwater: 60	Special: 0		Element Level: 24
93C– Inspection Date:	08/09/2021		93C6– Temp. (ºF):	80		
Is Delinquent: ☐	Reason:					
90E-Agency Program Manager:	William A. Beisner		90E3-Consultant Program Manager:			
90E1– Team Leader:	Joe Deckard		90E2- Inspector:	Keith Cason-Gossett		

Resources

Time to Inspect (H:M):	40 : 0	40 : 0	Traffic Control:	Y	Y	Boat:	1	1	Waders:	_		Snooper:	2	2
Ladder:	_		Manlift:	1	1	Bucket Truck:	_		Other:	_____				

Inspector's Appraisals

Element	Element Description	Env	Quantity	Unit	CS1	CS2	CS3	CS4
12	**Reinforced Concrete Deck**	**4**	**17036**	**SF**	16593	273	60	110
	Remarks <1% spall/ delamination with additonal deficiencies							
29	**Steel Deck with Concrete Filled Grid**	**4**	**32432**	**SF**	6868	25263	301	0
	Remarks 10% Spalling. Steel forms have measurable corrosion, connections show cracks							
8102	**Steel Beam/ Girder/ Stringer End**	**4**	**114**	**EA**	36	70	8	0
	Remarks 8% with corrosion showing measurable section loss							
107	**Steel Open Girder/ Beam**	**4**	**2886**	**LF**	2790	16	40	40
	Remarks 2% with corrosion showing measurable section loss							
113	**Steel Stringer**	**4**	**8262**	**LF**	1694	5250	1318	0
	Remarks 15 % with corrosion showing measurable section loss < 1/16"							
120	**Steel Truss**	**4**	**918**	**LF**	843	75	0	0
	Remarks 8% Corrosion showing measurable section loss < 1/16"							
152	**Steel Floor Beam**	**4**	**1332**	**LF**	324	850	158	0
	Remarks 11 % with corrosion showing measurable section loss < 1/16"							
161	**Steel Pin and Pin Hanger Assembly or both**	**4**	**64**	**EA**	64	0	0	0
	Remarks							
162	**Steel Gusset Plate**	**4**	**212**	**EA**	100	92	20	0
	Remarks 10% with corrosion showing measurable section loss							
205	**Reinforced Concrete Column**	**4**	**14**	**EA**	10	4	0	0
	Remarks Minor cracking							
210	**Reinforced Concrete Pier Wall**	**4**	**252**	**LF**	158	94	0	0
	Remarks Minor cracking							
215	**Reinforced Concrete Abutment**	**4**	**102**	**LF**	102	0	0	0
	Remarks							
234	**Reinforced Concrete Pier Cap**	**4**	**206**	**LF**	139	67	0	0
	Remarks Minor cracking							
300	**Strip Seal Expansion Joint**	**4**	**180**	**LF**	176	4	0	0
	Remarks Cracks along seals							
301	**Pourable Joint Seal**	**4**	**252**	**LF**	252	0	0	0
	Remarks							
303	**Assembly Joint with Seal (Modular)**	**4**	**36**	**LF**	36	0	0	0
	Remarks							
310	**Elastometric Bearing**	**4**	**108**	**EA**	12	84	12	0
	Remarks 80% with little deterioration 10% with minor deterioration							

Element Level Inspection Report

Structure Number: 099-0008

Element	Element Description		Env	Quantity	Unit	CS1	CS2	CS3	CS4
311	**Movable Bearing**		**4**	**10**	**EA**	6	4	0	0
	Remarks	Surface rust							
313	**Fixed Bearing**		**4**	**14**	**EA**	6	8	0	0
	Remarks	Surface rust							
330	**Metal Bridge Railing**		**4**	**1842**	**LF**	1567	275	0	0
	Remarks	Surface rust, loose fasteners							
331	**Reinforced Concrete Bridge Railing**		**4**	**964**	**LF**	732	232	0	0
	Remarks	Cracks/delaminations							
8510	**Flexible Wearing Surface**		**4**	**32432**	**SF**	25470	6962	0	0
	Remarks	Minor cracking							
8511	**Rigid Waring Surfaces**		**4**	**17036**	**SF**	15334	1702	0	0
	Remarks	Minor cracking							
515	**Steel Protective Coating**		**4**	**125442**	**SF**	77067	40840	6940	595
	Remarks	Surface dulling, loss of pigment							
	Remarks								
	Remarks								
	Remarks								

	Signature	Date
Inspection Team Leader:	Joe Deckard	01/04/2022
Consultant Program Manager:		
Agency Program Manager:	William A. Beisner	1/4/2022

Illinois Department of Transportation

Underwater Inspection Report

SN: 099-0008	District: 1	Spans: 3	Appr. Spans:4	Skew: 0	ADT: 24200	Truck Pct: 7
ADT Un:	Maint. Co: Will	Twsp: Channahon			Status: Open - no restictions	
Facility Carried: I - 55 South bound			Feature Crossed: Des Plaines River			
Location: 2.3 miles South of US 6		Municipality:		Team/Sub Section: 137/555		Insp/Rte: 037
Bridge Name: Smith Bridge			Material & Type: Steel Continuous/ Cantilever through Truss			
Insp. Intervals Routine: 24		Fracture Critical: 24	Underwater: 60	Special: 0		Element Level: 24
93B– Inspection Date:	08/09/2021		93B6– Temp. (ºF):	80		
Is Delinquent: ☐	Reason:					
90A – Agency Program Manager:	William A. Beisner		90A3 – Consultant Program Manager:			
93B3 – Team Leader:	Joe Deckard		93B7 – Inspector:	Keith Cason-Gossett		
93B2 – Underwater Inspection Remarks:						
Previous Inspection						

Resources

Time to Inspect (H:M):	2:00		Traffic Control:	North		Boat:	1		Waders:	__		Snooper:	__
Ladder:	__		Manlift:	__		Bucket Truck:	__		Other:	__			

Inspector's Appraisals

93B8- Substructure Units Inspected	93B1- Rating Prev	93B1- Rating New
Piers 3 - 5	5	5

93B4 – Method:	Prev	New	If "O-Other" Describe:
	S P _ _ _	S P	

93B2 – Underwater Inspection Remarks:

Top of footing exposed on Pier 5.

Type text here

	Signature	Date
Inspection Team Leader:	Joe Deckard	01/04/2022
Consultant Program Manager:		
Agency Program Manager	William A. Beisner	1/4/2022

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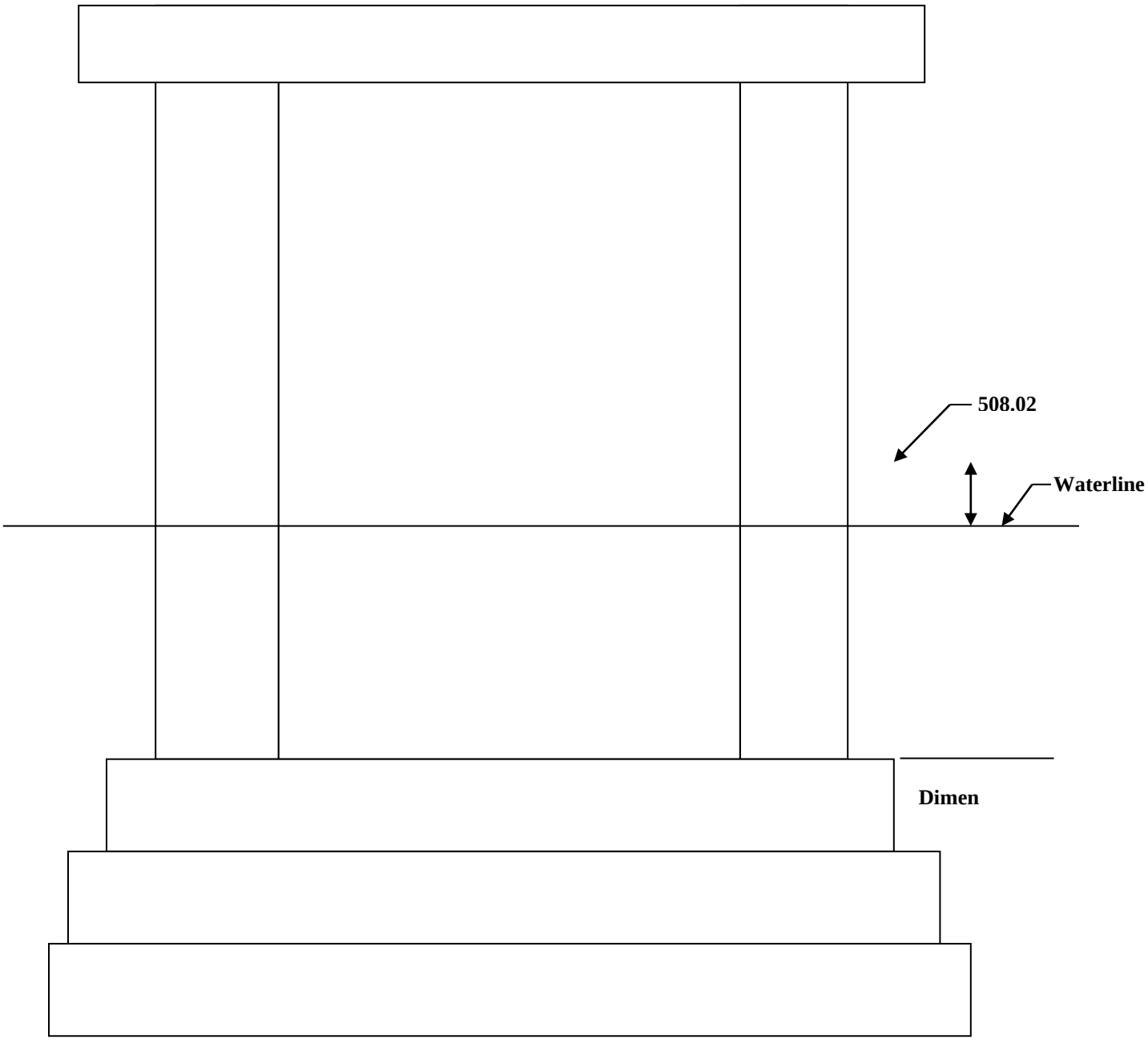


Detail A

Underwater Invetigation **Sheet 1 of 3**

Structure number: 099-0008 **Water Elevation: 504.4'**
Inspection date: 08/10/2021
Inspected by: A. Young, M. Rives, & J. Deckard **Detail/Dimension /Elevation: A / 3.6' / 508.02'**

	50’	25’	Edge	Center Line	Edge	25’	50’
50’(+/-)	502	502	502	502	502	502	502
25’(+/-)	502	502	502	502	502	502	502
Edge	502	502	502	502	502	502	502
Centerline	502	502	502	**PIER: 3** **Flow direction:** **Top Footing Elevation: 494.98’** **Bottom Footing Elevation: 490.48’** **Design Stream Bed Elevation: North /A** **Bottom Seal coat: 480.00’**	502	502	502
Edge	502	502	502	502	502	502	502
25’(+/-)	502	502	502	502	502	502	502
50’(+/-)	502	502	502	502	502	502	502

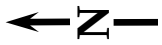
Underwater Invetigation **Sheet 2 of 3**

Structure number: 099-0008 **Water Elevation: 504.4'**
Inspection date: 08/10/2021
Inspected by: A. Young, M. Rives, & J. Deckard **Detail/Dimension /Elevation: A / 3.6' / 508.02'**

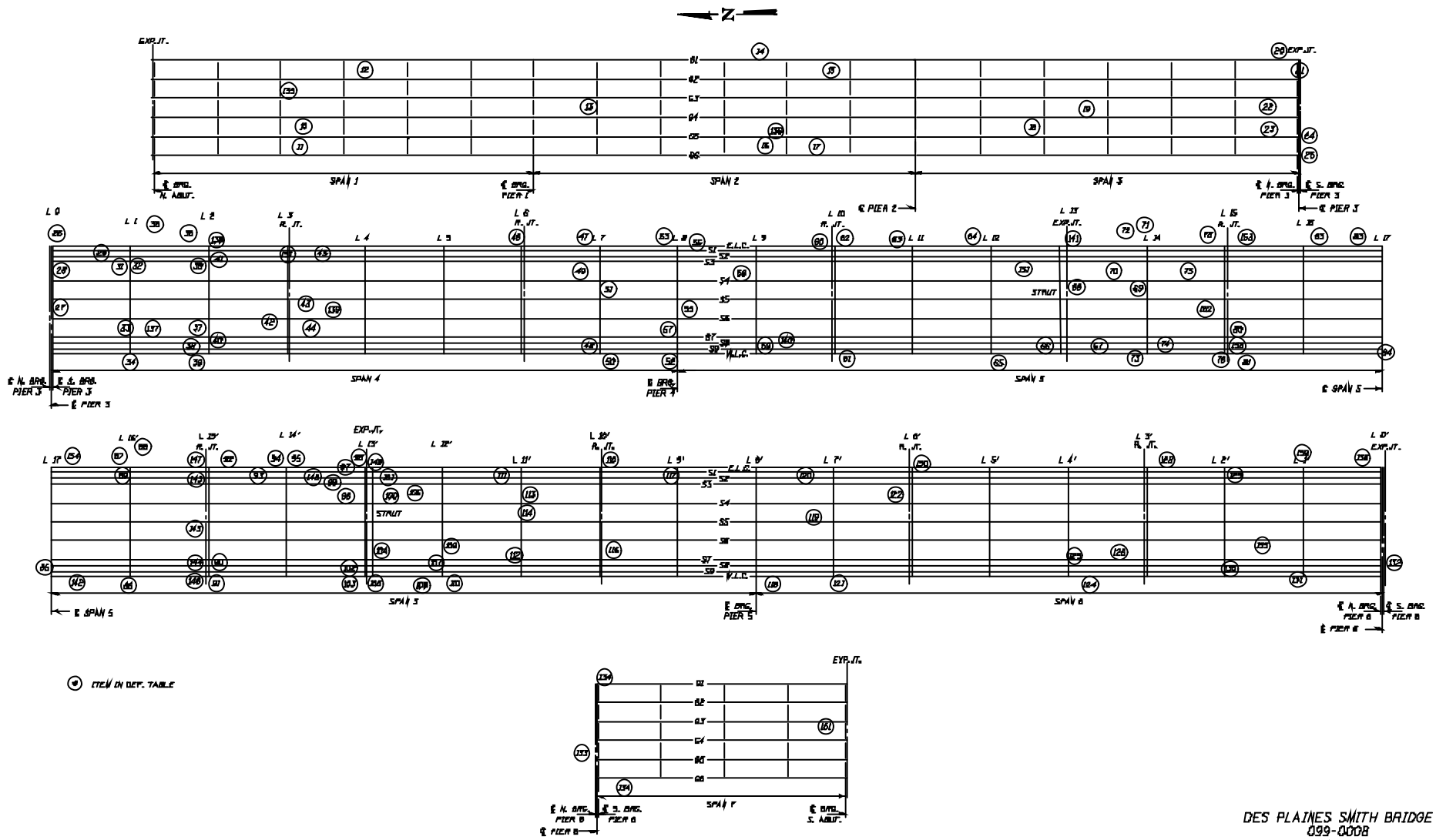
	50’	25’	Edge	Center Line	Edge	25’	50’
50’(+/-)	502	494	493	493	493	491	492
25’(+/-)	502	497	495	495	495	493	492
Edge	502	502	497	498	498	494	493
Centerline	502	502	502	**PIER: 4** **Flow direction:** **Top Footing Elevation: 496.02’** **Bottom Footing Elevation: 490.02’** **Design Stream Bed Elevation: North /A** **Bottom Seal coat: 478.52’**	498	495	494
Edge	502	502	502	500	500	495	494
25’(+/-)	502	502	502	501	501	496	497
50’(+/-)	502	502	501	501	500	499	498

Underwater Invetigation **Sheet 3 of 3**

Structure number: 099-0008 **Water Elevation: 504.4'**
Inspection date: 08/10/2021
Inspected by: A. Young, M. Rives, & J. Deckard **Detail/Dimension /Elevation: A / 3.6' / 508.02'**



	50’	25’	Edge	Center Line	Edge	25’	50’
50’(+/-)	503	503	501	500	503	503	503
25’(+/-)	503	503	501	501	503	503	502
Edge	503	503	501	501	503	503	503
Centerline	503	503	502	**PIER: 5** **Flow direction:** **Top Footing Elevation: 500.02’** **Bottom Footing Elevation: 494.02’** **Design Stream Bed Elevation: North /A** **Bottom Seal coat: 485.02’**	503	503	503
Edge	494	494	498	499	503	503	503
25’(+/-)	494	494	494	498	503	503	503
50’(+/-)	494	494	490	494	503	503	503


EXP. JT.
SPAN 1
SPAN 2
SPAN 3
℄ PIER 2
℄ PIER 3
SPAN 4
SPAN 5
STRUT
F.I.C.
SPAN 6
SPAN 7
SPAN 8
EXP. JT.
℄ PIER 8
DES PLAINES SMITH BRIDGE
099-0008
PAGE 1

Items Removed from Table of Deficiencies

These items have been removed from the Table of Deficiencies
9, 30, 77, 79, & 82

TABLE OF DEFICIENCIES (TOD)

Photo Direction denoted as LN = Looking North

In reference to stiffener, diaphragm, and crossframe: The first shall be on the Pier or Abut.

SN: 099-0008

Date: August 9, 2021

IRF=Inventory Rating Factor

% SL shown is estimated

"?" Indicates new photo needed

Item #	Span(s)	Member(s)	Location(s)	Photo(s)	Deficiency(ies)	Corrective Action	Year	Load Cap. Re-Eval.
1	All	Paint	Throughout	1,2,3,4	See ELI Form	N/A Zone Paint at Joints & sides	2000	
2	1,2,3,7	Concrete Deck	Throughout	5, 6	See ELI Form	N/A	2000	
3	4,5,6	Filled Grid Deck	Throughout	7, 8	See ELI Form	N/A	2001	
4	All	Overlay	Throughout	9, 10	See ELI Form	N/A	2000	
5	1,2,3,7	Concrete Parapet	Throughout	11	See ELI Form	N/A	2005	
6	4,5,6	Aluminum Parapet	Throughout	12	A few losse bolts	N/A	2009	
127	4,5,6	Floorbeams at Relief Joints	at Stringer 3-Stringer 7	13	4% SL , 10- 13/16" Misdrilled Holes in Web of Floorbeam (1 in section)	N/A 4 % SL , IRF=1.50	2007	
7	**2-7**	**Drain**	**Throughout**	**See Table 1**	**Missing Drain exterior & Drain covers (See Table 1)**	**Repair**	**2005**	
8	**4,6**	**Portal Frame**	**Lower Horizontal**	**14**	**Excessive Pigeon waste throughout**	**Clean**	**2015**	
135	**1**	**Cross Frame**	**3RD Cross Frame from North Abutment at Girder 3, West side**	**15 LE**	**7 ½" crack in angle of Cross Frame**	**Repair**	**2017**	
10	**1**	**Cross Frame**	**3RD Cross Frame from North Abutment at Girder 5, East face**	**16 LW**	**1 – 6" L crack at bottom of Stiffener & 2 Sheared Rivet heads**	**Repair**	**2011**	
11	1	Girder 6	1ST Stiffener South of 3RD Cross Frame from Abutment East side	17 LW	Bent Stiffener 10" X 1" offset	N/A	1999	
12	1	Girder 2	2ND Stiffener South of 4TH Cross Frame from Abutment East side	18 LW	Bent Stiffener 15" X 1" offset	N/A	2001	

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Item #	Span(s)	Member(s)	Location(s)	Photo(s)	Deficiency(ies)	Corrective Action	Year	Load Cap. Re-Eval.
13	2	Girder 3	2ND Cross Frame from Pier 1	19 LE	Bottom Flange 24" X 3/8" offset	N/A	1999	
14	2	Girder 1	Midspan, between Cross Frame 4 & 5 from Pier 1, West face	20 LE	Bottom Flange 20" X 3" offset	N/A	1999	
136	**2**	**Cross Frame**	**5th Cross Frame from Pier 1 at Girder 5**	**21 LS**	**1 loose Bolt**	**Repair**	**2017**	
16	2	Girder 5	5th Cross Frame from Pier 1, West side	22 LE	16% SL , Web 12-13/16'' Misdrilled Holes 11 filled with Caulk (See Detail 2)	N/A 16% SL , IRF=1.76	2011	
15	2	Girder 1	North of 6TH Cross Frame from Pier 1, West side	**23 LE**	Top Flange 24" X 1 5/8" offset	N/A	1999	
17	**2**	**Girder 6**	**2ND splice North of Pier 2**	24 LE	**12- rusted rivet heads with up to 75% SL**	**Repair**	**2013**	
18	3	Girder 4	1ST Stiffner North of C.F .3, from Pier 2, East face	25 LW	14 ¼" X ¾" offset in Stiffener	N/A	2015	
19	**3**	**Cross Frame**	**4TH Cross Frame from Pier 2 at Girder 4 East & West sides**	**26 LW 27 LE**	**2" crack West & 3 ¼ " crack East in angle of Cross Frame**	**Repair**	**2013**	
20	3	Bearing	Girder 1 at Pier 3	28 LSE	30% SL in Bolster, 20% SL and 1" Hole in retainer, missing nut on West Anchor Bolt	N/A 30% SL in Bolster,, 20% SL to retainer IRF=34.80	2015	
21	3	Bearing	Girder 2, at Pier 3	29 LSW	20% SL in Bolster, 10% SL to retainers, missing nut on East Anchor Bolt	N/A 20% SL in Bolster, 10% SL to retainer IRF=24.23	2015	
22	**3**	**Bearing**	**Girder 3, at Pier 3**	30 LS	**5% SL on Bolster, crack welds on North side, Bottom Flange to sole Plate, ½" on East end, 1" on West end**	**Repair**	**2015**	

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23	**3**	**Bearing**	**Girder 4, at Pier 3**	31 LS	**10% SL on Bolster, 40% SL on West retainer, loose Anchor Bolt, West side, crack weld on North side, between Bottom Flange & sole plate, 5" on East end**	**Repair**	**2015**	
24	**3**	**Bearing**	**Girder 5, at Pier 3**	32 LSE	**10% SL on Bolsters and retainers**	**Repair**	**2015**	
25	3	Bearing	Girder 6, at Pier 3	33 LSW	13% SL on Bolster (See Detail 3), 50% SL with 1" Hole on retainer	N/A 13% SL on Bolster, 50% SL to retainer IRF=43.59	2015	
26	4	Gusset Plate	L0E (inside)	34 LNW	21% SL , inside Gusset Plates (See Detail 4)	N/A	2009	
27	4	Floorbeam 0	2' East of Midspan (Flange) throughout (Web)	35 LN	10% SL , Bottom Flange 4 – 5/8" Misdrilled Holes (2 in section) 7% SL , Web 4'' X full length area of loss with .26'' average remaining .72'' nominal	N/A	2015	
28	4	L0E-L1E	at L0E, 2' North of L1E, & at L1E	36 LE	23% SL in Channels at L1E, 2 – 2" Holes in Channel Top Plate at 2' North (See Detail 5)	N/A 9% SL , IRF<4.6, 23% SL , IRF=4.64	2011/ 2013	
29	4	Stringer 2	Panel 1, full length	37 LS	29% SL Top Flange (See Detail 6)	N/A 29% SL , IRF=1.49	2011	
31	4	L0W-L1E	3' from L0W 3' from L1E	38 LSE	20% SL , 2" Hole in bottom of angle (L0W) 20% SL , 1" Hole in bottom of angle (L1E)	N/A	2015	

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32	4	Floorbeam 1	East end	39 LS 40 LN	21% SL Bottom Flange, 4% SL in Web (See Detail 7) 1'' X 1/8'' Diameter gouge in Web	N/A 21% SL , IRF=1.96	2011/ 2013	
33	4	Stringer 7	Panel 2, North end, East face	41 LNW	1 fully craked weld (connection Plate to Web), 2 part cracked welds (Form to connection Plate) (face of dead load counter weight)	N/A	2015	
34	4	L1W-L2W	at L1W	42 LW	5% SL , in Channels (See Detail 8)	N/A 5 % SL , IRF=4.63	2011/ 2013	
137	4	L1W-L2E	at L1W	43 LNW	15% SL , 2" area SL with 1" Hole	N/A	2017	
35	4	L1E-L2E	4' South of L1E, Top Plate	44 LW	0% SL , 1" Hole in Top Plate	N/A	2015	
36	4	U1E-L2E	3' from L2E	45 LW 46 LE	6% SL , 6" X 3' L area of loss with 3" hole and a 1'' hole in Channel	N/A 6% SL , IRF=1.93	2009	
37	4	L1E-L2W	at L2W	47 LE	35% SL , 4'' Hole horizontal leg	N/A	2011/ 2013	
38	4	Stringer 9	at Floorbeam 2 Panel 2	48 LS	27% SL Flange, 3% SL Web (See Detail 9)	N/A No Live Load 2013	2011/ 2013	
39	4	Floorbeam 2	Each end	49 LS 50 LS	11% SL , Web (See Detail 10)	N/A 10% SL , IRF=1.92	2013	
138	**4**	**Gusset Plate**	**L2E (inside)**	**51 LS**	**26% SL , (See Detail 49)**	**Repair**	**2017**	**X**
40	4	Gusset Plate	L2W (outside)	52 LN	7% SL , (See Detail 11)	N/A	2009	
41	4	L2E-L3E	at L2E	53 LE	5% SL , F.H. X 2''L area with .405 average remaining Webs, .45 nominal (2-C18 X 42.7)	N/A 5% SL , IRF=1.81	2011/ 2013	
157	**4**	**Joint**	**Panel Point 3 East lane**	**54 LE**	**3' failed East side**	**Repair**	**2021**	
42	**4**	**Stringer 7**	**at Floorbeam 3, Panel 3**	**55 LS**	**2-missing Bolts in Stringer seat**	**Repair**	**2011**	

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43	4	Floorbeam 3	Throughout	56 LS	7% SL Web., .67 average remaining, .725 nominal,	N/A 7% SL , IRF=2.03	2011/ 2013	
44	4	L3W-L4E	Last 8' from L3W	57 LNW	30% SL, 1" Hole in horizontal leg of angle	N/A	2015	
45	4	Stringer 3	Panel 4, at Midspan	58 LSW	16% SL, Bottom Flange, (See Detail 12)	N/A 16% SL, IRF=1.56	2015	
139	**4**	**Diaphragm**	**Panel 4, at Stringer 6 Midspan**	**59 LSW**	**1 missing Bolt in Top connection angle**	**Repair**	**2017**	
46	4	Gusset Plate	L6E (inside)	60 LS	16% SL, (See Detail 13)	N/A No Live Load 2013	1999	
47	4	Stringer 1	at Floorbeam 7 Panel 7	61 LS	5% SL Web, .37 average remaining for 12", .39 NOM	N/A	2011/ 2013	
48	4	Stringer 9	at Floorbeam 7 Panel 7	62 LE	17% SL Web, 8% SL Bottom Flange (See Detail 14)	N/A No Live Load 2013	2011/ 2013	
49	4	L6W-L7E	2' from L7E	63 LNW	10% SL, 1" X 4"L Hole in horizontal leg	N/A	2015	
50	4	Gusset Plate	at U7W (outside)	64 LE	1" Hole	N/A	2009	
51	4	Portal Frame	lowest horizontal between Panel Piont 7 & Panel Point 8, East lane	65 LS	40" X 1" offset	N/A	2001	
52	4	L7E-L8W	Last 6' from L8W	66 LSW	30% SL, 2-1" Holes in horizontal leg	N/A	2013	
53	4	Stringer 1	at Floorbeam 8, Panel 8	67 LS	8% SL Bottom Flange 3% SL Web, (See Detail 48)	N/A No Live Load 2013	2011/ 2013	
54	**5,4**	**Gusset Plate**	**See Table 15**	**?**	**16% SL, Gusset Plate thickness less than Plans (See Table 15)**	**Repair**	**2009**	**X**
55	5	Portal Frame	Panel Point 8, lowest horizontal, middle of South bound lanes	68 LS	11" X ½" offset	N/A	2009	
56	5	Stringer 1	at Floorbeam 8 Panel 9	69 LNE	14% SL Web, (See Detail 16)	N/A No Live Load 2013	2011/ 2013	

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57	5	Stringer 7	at Floorbeam 8, Panel 9	70 LW	½'' Notch at top of Cope	N/A (In repaired area)	2011	
58	5	Stringer 3	at Floorbeam 9, Panel 9, full length	71 LSW	11% SL Web, 9% SL, Bottom Flange (See Detail 17)	N/A 11% SL, IRF=2.25	2011/ 2013	
59	5	Stringer 8	at Floorbeam 9, Panel 10	72 LSW	11% SL Web, 17% SL Bottom Flange (See Detail 18)	N/A 11% SL Web, 17% SL Bottom Flange IRF=2.64	2011/ 2013	
140	5	Stringer 7	full length, Panel 10	73 LSW	26% SL, Bottom Flange, 16% SL, Top Flange 7% SL Web (See Detail 47)	N/A 27% SL, Bottom Flange, 17% SL, Top Flange 7% SL Web IRF=1.34	2017	
60	5	L9W-L10E	at L10E	74 LW	2" & 1" Holes in bottom connection Plate	N/A	2009	
61	**5**	**Gusset Plate**	**L10W (outside)**	**75 LNW**	**13% SL, (See Detail 19)**	**Repair**	**2009**	**X**
62	5	Stringer 1	at Floorbeam 10, Panel 11	76 LNW	5% SL Web, 19 % SL Flange (See Detail 20)	N/A No Live Load 2013	2011/ 2013	
63	5	U10E-U11E	at U11E	77 LSE	1" Crack in 3" Tack Weld (Tension Member)	N/A	2001	
64	5	Stringer 1	at Floorbeam 12, Panel 12	78 LS	25% SL Bottom Flange, 5% SLin Web at Cope (See Detail 21)	N/A No Live Load 2013	2011/ 2013	
65	5	Stringer 9	at Floorbeam 12, Panel 13	79 LNE	19% SL Bottom Flange (See Detail 22)	N/A No Live Load 2013	2011/ 2013	
151	5	Lateral Brace L12W to mid Floorbeam 13	5' & 10' from L12W	80 LSE	2-broken Rivets connection 2 Angles	N/A	2019	
66	5	Stringer 1-9	at Floorbeam 13, Panel 13	81 LSW	0% SL, 2'' X 9''L abandoned Holes (reinforced)	N/A	2013	
67	**5**	**Floorbeam 13**	**West end**	**82 LN**	**26 % SL, Web (See Detail 23)**	**Repair 22 % SL, IRF=1.73**	**2011/ 2013**	**X**
141	5	Slide Pin	at U13E	83 LNE	3/16" Grooves	N/A	2017	

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Item #	Span(s)	Member(s)	Location(s)	Photo(s)	Deficiency(ies)	Corrective Action	Year	Load Cap. Re-Eval.
68	5	Stringer 5	at Floorbeam 13, Panel 13	84 LW	0% SL, 1'' X 3''L Hole top of Web, 1'' Hole above repair angle	N/A	2005	
69	5	Lateral Brace	mid Floorbeam14 to L13E & mid Floorbeam14 to L13W at mid Floorbeam14	85 LN	12% SL, 8 – 13/16" Misdrilled Holes in Lateral Brace at connection Plate (2 in section)	N/A	2015	
70	5	Stringer 3	Panel 14, full length	86 LNW	9% SL BottomFlange 3% SL Web (See Detail 24)	N/A 9% SL, IRF=1.64	2011/ 2013	
71	5	Stringer 1	at Floorbeam 14 , Panel 14	87 LS	12 % SL Web (See Detail 25)	N/A No Live Load 2013	2011/ 2013	
72	5	L13E-L14E	at L14E	88 LSW	9% SL, (See Detail 45)	N/A 7% SL, IRF=4.56	2009	
73	5	L14W-U14W	at L14W, I.South Channel	89 LE	9% SL (See Detail 26)	N/A 9% SL, IRF=1.59	2011/ 2013	
74	5	L14W-L15W	at L14W & L15W	90 LE	10% SL (See Detail 26)	N/A 10 % SL, IRF=4.56	2011/ 2013	
75	**5**	**Stringer 3**	**Panel 15, Full Length**	**91 LS**	**19% SL Bottom Flange, 9% SL Web, 16% SL Top Flange (See Detail 27)**	**Repair 15 % SL, IRF=1.57**	**2011/ 2013**	
152	5	U14W-U15E	6' East of Centerline	92 LE	24'' X 1'' offset	N/A	2019	
76	5	L14E-L15W	at L15W	93 LW	10% SL, 1" X 2"L Hole in connection Plate	N/A	2015	
158	**5**	**Joint**	**Panel Point 15 West lane**	**94 LN**	**3' Failed West side**	**Repair**	**2021**	
78	5	L14E-L15E	at L15E	95 LW	6% SL, .41'' average remaining in Top Web .40'' average remaining exterior Web, 0.45" nominal	N/A 6 % SL, IRF=4.56	2013	
80	5	U15W-U16W	at U15W	96 LW	Partially cracked Tack Weld at I.South Gusset Plate	N/A	2011	
153	5	L15E-L16E	1' from L16E	97 LE	0% SL, 2'' Hole in Top Plate (between access Holes)	N/A	2019	

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81	5	L15W-L16W	4' South of L15W	98 LE	0% SL, 2'' Hole in Top Plate (between access Holes)	N/A 0% SL, IRF=2.83	2009	
83	5	L16E-L17E	at L16E & L17E, Top Plate	99 LS	5% SL, (See Detail 28) at L16E 0% SL, 4'' X 15''L Hole in Top Plate, at L17E	N/A 5% SL, IRF=2.83	2013	
84	**5**	**Gusset Plate**	**at L17W**	**100 LNE**	**11% SL(See Detail 29) (inside) 20% SL(See Detail 30) outside**	**Repair 7% SL, 12% SL IRF=3.58**	**2009**	**X**
85	5	Floorbeam 17	West end	101 LNW	25% Bottom Flange, 14% SL Web (See Detail 46)	N/A 14% SL Web, 25% SL Flange, IRF=1.829	2011/ 2013	
154	5	L17E-L16'E	at L17E	102 LN	0% SL, 4" Hole in Top Plate (between access Holes)	N/A	2019	
142	5	L17W-L16'W	2' from L17W	103 LN	0% SL, 2" Hole in bottom Plate (between access Holes)	N/A	2017	
86	5	Stringer 9	at Floorbeam 16', Panel 17'	104 LSE	13% SL Web (See Detail 31)	N/A No Live Load 2013	2011/ 2013	
87	5	Gusset Plate	L16'E (outside)	105 LW	16" X ½" offset due to Pack Rust	N/A	2009	
88	5	L16'E-L15'E	at L16'E	106 LW	4% SL (See Detail 32)	N/A 4% SL, IRF=2.83	2011/ 2013	
89	5	U16'E-U16'W	at U16'E	107 LS	2- ¼'' Deep cuts into side Bottom Flange	N/A	2011	
143	5	L16'E-L15'E	2' from L15'E	108 LS	0% SL, 1" Holes in Top & bottom Plate (between access holes)	N/A	2017	
144	5	L16'E-L15'W	Last 4' from L15'W	109 LW	30% SL in angles, 2" Hole, 15% SL in bottom connection Plate, 1" Hole	N/A	2017	
90	5	Gusset Plate	L15'W (outside)	110 LN	9% SL, (See Detail 33)	N/A	2009	
91	5	Gusset Plate	L15'W (inside)	111 LN	10% SL, (See Detail 34)	N/A	2009	
92	5	Gusset Plate	L15'E (inside)	112 LE	10% SL, (See Detail 35)	N/A	2009	

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145	5	L15'W-U15'W	2' & 5' above Deck	113 LSW	5" X ½" offsets (each location)	N/A	2017	
146	**5**	**Joint**	**Panel Point 15', West lane**	**114 LE**	**6' failed on West side 3' failed on East side**	**Repair**	**2017**	
147	5	L15'E-L14'W	at L15'E	115 LW	10%SL, 1" Hole in bottom connection Plate	N/A	2017	
93	5	U15'W-U14'E	at U14'E	116 LS	3- ¼'' Cuts into side Top Flange	N/A	2011	
94	5	L15'E-L14'E	at L14'E	117 LSW	6%SL (See Detail 36)	N/A 6 %SL, IRF=4.56	2011/ 2013	
95	5	L14'E-L13'E	at L14'E	118 LW	6%SL (See Detail 36)	N/A 6 %SL, IRF=4.56	2011/ 2013	
148	5	Lateral Brace	L14'E – mid Floorbeam13' at L14'E	119 LSW	30%SL 2" Hole in horizontal angle & 1 broken Rivet	N/A	2017	
96	5	Stringer 1	at Floorbeam13', Panel 14'	120 LE	36% SL Web, (See Detail 37)	N/A No Live Load 2013	2011/ 2013	
97	5	Slide Pin	at U13'E	121 LS	3/16" grooves	N/A	2015	
98	5	L13'E-U13'E	at L13'E	122 LW	4% SL, 10" X 1"L area of loss in Plate; 0.375" average remaining, 0.5" nominal	N/A 4 % SL, IRF=4.87	2009	
99	5	Floorbeam 13'	East end	123 LS	7% SL, Web .71'' average remaining, .765'' nominal	N/A 7 % SL, IRF=2.14	2013	
149	**5**	**Joint**	**Panel Point 13', East & West lane**	**124 LN**	**6' failed on W side, 3' failed on E side**	**Repair**	**2017**	
100	5	Stringer 1, 3-9	at Floorbeam13', Panel 13'	125 LW	0% SL, 2'' X 4''L abandoned Holes (Reinforced)	N/A	2013	
101	5	Stringer 2	at Floorbeam13', Panel 13'	126 LE	0% SL, 2'' X 4''L abandoned Hole (Reinforced), 2" X 4"L Hole	N/A	2013	
102	5	Gusset Plate	U13'W (outside)	127 LSW	2-plug weld on plate	N/A	2009	
103	5	Gusset Plate	U13'W (inside)	128 LSE	2-plug weld on plate	N/A	2009	
104	5	L13'W-U13'W	U13'W 18" below pin centerline	129 LW	0% SL, ½" X 2"L Torch cut, ¼" X 1"L Torch cuts on bottom fill Plate	N/A 0 % SL, IRF=5.07	2009	

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105	5	L13'W-U13'W	L13'W 18" above pin Centerline	130 LE	0% SL, ½" X 2"L & ½" X 3"L Torch cuts on top fill Plate	N/A 0 % SL, IRF=5.07	2009	
106	5	Lateral Brace	Midstrut to L12'E, 10' from L12'E	131 LS	5 Broken Rivets	Repair	2013	X
108	5	Gusset Plate	L12'W (inside)	132 LE	3% SL (See Detail 39)	N/A 3% SL, IRF=1.46	2009	
109	5	Floorbeam 12'	West end	133 LN	7% SL Web .675'' average remaining Web .725'' nominal	N/A 7 % SL, IRF=2.01	2011/ 2013	
107	5	Stringer 9	at Floorbeam 12', Panel 12'	134 LNW	14% SL Web (See Detail 38)	N/A No Live Load 2013	2011/ 2013	
110	5	L12'W-L11'W	at L12'W	135 LNW	5% SL .64'' average remaining in Webs, 0.700" nominal	N/A 5 % SL, IRF=2.63	2011/ 2013	
111	5	Stringer 2	at Floorbeam 11' Panel 12'	136 LS	6% SL, Web 14'' Cope .37 average remaining, .39'' nominal	N/A 6% SL, IRF=2.80	2013	
112	5	Stringer 7	at Floorbeam 11' Panel 12'	137 LNW	1/8" Notch in Top Cope	N/A	1999	
113	5	Floorbeam 11'	at Stringer 3	138 LS	5% SL, 15" X 24"L area of loss in Web; 0.65" average remaining, 0.725" nominal	N/A 5% SL, IRF=1.21	2009	
114	5	Sway Brace	Centerline at Panel Point 11'	139 LNE	6% SL, 1'' Misdrilled Hole	N/A	2013	
115	5	Gusset Plate	L10'E (inside)	140 LNW	13% SL (See Detail 40)	N/A 13% SL, IRF=2.40	2009	
116	5	Stringer 5	3' South of Floorbeam 10'	141 LE	8% SL Web, 2" X 3/8"Torch cut	N/A 8% SL, IRF=2.30	2009	
117	5	L9'E-L8'W	at L9'E	142 LE	10% SL, 1" X 2" Hole in bottom connection Plate	N/A	2015	X
118	5,6	Floorbeam 8'	East & West end	143 LS	6% SL Web .68'' remaining .725'' NOM, 5/8" average at end 2' of Bottom Flange	N/A 6 % SL, IRF=2.03	2011/ 2013	
119	6	Portal Frame	Between Panel Point 7' & Panel Point 8' over driving lane	144 LSE	6" X 1/8" offset	N/A	2000	

TABLE OF DEFICIENCIES (TOD)

SN: 099-0008

Date: August 9, 2021

Photo Direction denoted as LN = Looking North

In reference to stiffener, diaphragm, and crossframe: The first shall be on the Pier or Abut.

IRF=Inventory Rating Factor

% SL shown is estimated

"?" Indicates new photo needed

Item #	Span(s)	Member(s)	Location(s)	Photo(s)	Deficiency(ies)	Corrective Action	Year	Load Cap. Re-Eval.
120	6	Stringer 1	Midspan, Panel 8'	145 LSW	16% SL Bottom Flange (See Detail 41)	N/A No Live Load 2013	2011/ 2013	
121	6	L7'W-U7'W	mid height	146 LW	8" X 5/8" offset & 6" X 3/8" offset	N/A	2009	
122	6	Stringer 2 – 9	at Floorbeam 6'	147 LW	0% SL, 2 - 7/8" misdrilled Holes in Stringer Web repair Plate	N/A	2015	
150	**6**	**Joint**	**Panel Point 6', West lane**	**148 LE**	**15' failed on West side**	**Repair**	**2017**	**X**
~~123~~	~~6~~	~~U5'E-U4'E~~	~~U5'E~~	~~149 LNE~~	~~Fully crack tack weld between inside gusset plate and upper chord~~	~~N/A Crack relieved~~	~~2009~~	
124	6	Gusset Plate	L4'W (inside)	150 LNE	4% SL, (See Detail 42)	N/A	2009	
125	6	Floorbeam 4'	each end	151 LS	3% SL, Web .702 average remaining, .725 nominal (East) 5% SL Web .691'' average remaining, .725 nominal (West)	N/A 5 % SL, IRF=2.06	2013	
126	6	Stringer 7	Panel 4' full length	152 LSW	8% SL Top Flange, 6% SL Web, 19% Bottom Flange (See Detail 43)	N/A 8% SL Top Flange, 6% SL Web, 19% Bottom Flange, IRF=1.47	2011/ 2013	
128	6	L3'E-L2'East	at L3'E & L2'E	153 LW	5% SL .403 average remaining Webs (.45 nominal)	N/A 5 % SL, IRF=1.80	2011/ 2013	
129	6	L2'E-L1'W	at L2'E	154 LE	2" Hole in bottom connection plate	N/A	2015	
130	6	Gusset Plate	L2'W (outside)	155 LNE	6% SL, (See Detail 44)	N/A	2009	
155	6	Stringer 7	Panel 2' full length	156 LW ?	10% SL Bottom Flange, .618 average remaining .682 nominal	N/A	2019	X
131	6	L2'W-L1'W	at L1'W	157 LS	7% SL, 11" X 3"L area of loss in Channels; 0.345" average remaining, 0.45" nominal	N/A 7 % SL, IRF=1.93	2009	

TABLE OF DEFICIENCIES (TOD)

SN: 099-0008

Date: August 9, 2021

Photo Direction denoted as LN = Looking North

In reference to stiffener, diaphragm, and crossframe: The first shall be on the Pier or Abut.

IRF=Inventory Rating Factor

% SL shown is estimated

"?" Indicates new photo needed

Item #	Span(s)	Member(s)	Location(s)	Photo(s)	Deficiency(ies)	Corrective Action	Year	Load Cap. Re-Eval.
159	**6**	**L1'E-L2'E**	**at L1' E**	**158 LSW 159 LSW**	**12% SL Lower Chord East side channel web with 1" and 2" holes. 2-4" holes in top of bottom chord, holes in line with access holes (See Detail 1)**	**Repair**	**2021**	**X**
156	6	L1'E-L0'E	at L0'E	160 LS	22% SL in East Channel web, .399" average remaining in both Webs, .45" nominal (Detail 51)	N/A	2019	X
132	6	Floorbeam 0'	South side of Floorbeam	161 LE	14 Bracket welded to Bottom Flange	N/A	1999	
133	7	Cross Frame	at Pier 6, between Girder 5 & Girder 6	162 LS	26% SL, 3" & 1" X 2"L Hole in lower horizontal angle	N/A	2015	
134	**7**	**Girder 1 & Girder 6**	**10' from Pier 6**	**163 LN 164 LW**	**Broken Bolts on temporary support 1 at G1 Flange connection 4 at G6 Flange connection, 4 Misdrilled Holes in vertical connection at G1 & G6**		**1999**	**X**
151	7	Girder 3	at South Abutment	165 LSE	2" & 1½" Crack in Bottom Flange (See Detail 50)	N/A	2017	

Table 1			
Span	Location	Deficiency	Photo
2	Midspan, West side	missing drain cover	166 LS
5	2’ South of Floorbeam 16’ East side	1” hole in drain extention	*2017 ?
7	1ST dain South of P6, West side	missing drain cover	167 LW

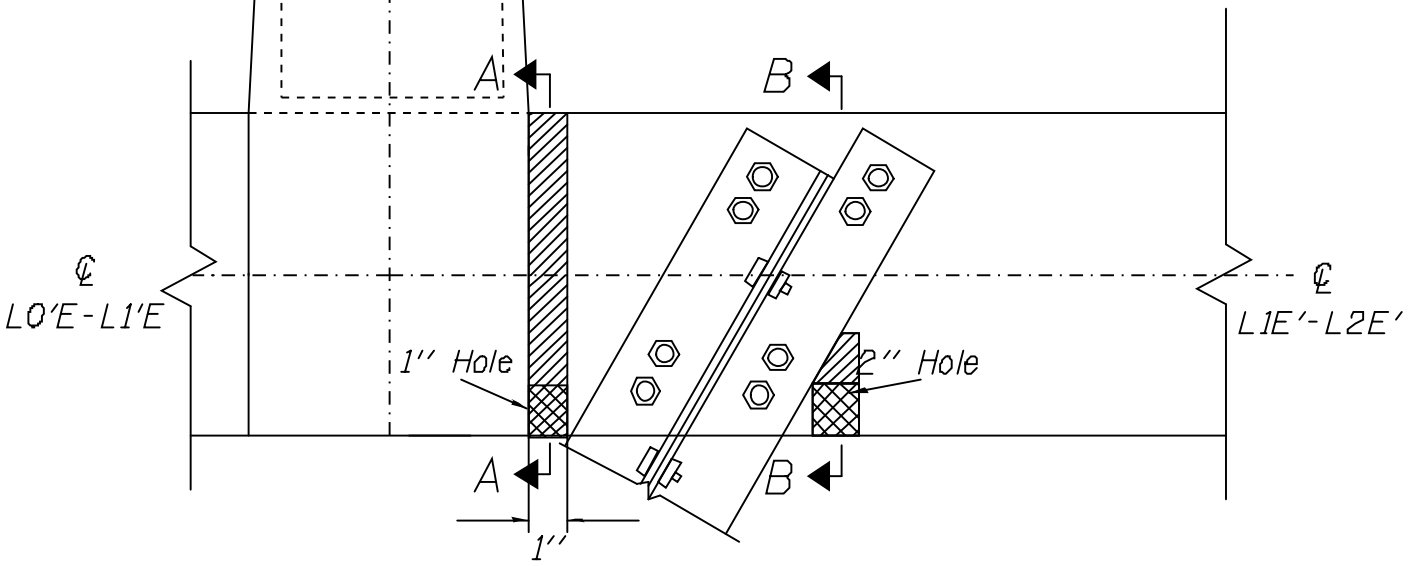
SPAN 6 @ L1'E

℄ L1'E-U1'E

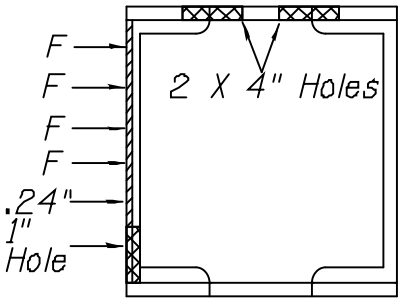
099-0008
ITEM 159
DETAIL 1

C18 x 42.7#
d = 18.0
b_f = 3.95
t_w = 0.45

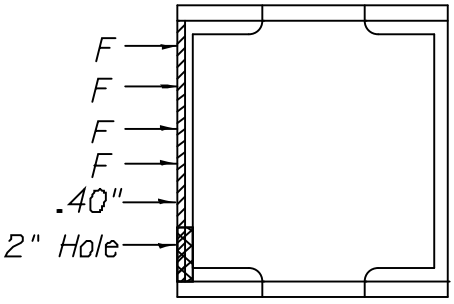
15" x $\frac{3}{8}$"
PLATES TOP & BOT.
w/6" x 12"L HOLES



ELEVATION
(Looking West)



SEC. A-A
(Looking South)



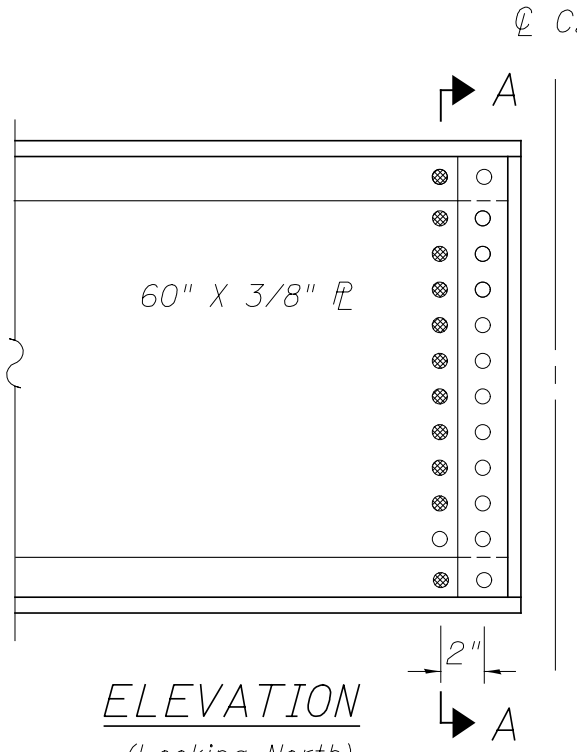
SEC. B-B
(Looking South)

- HOLE
- SECTION LOSS
- FULL SECTION

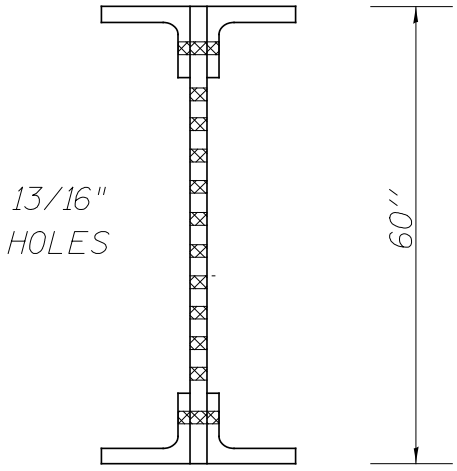
READINGS EQ. SP.

SPAN 2 @ G5

099-0008
ITEM 16
DETAIL 2



ELEVATION
(Looking North)



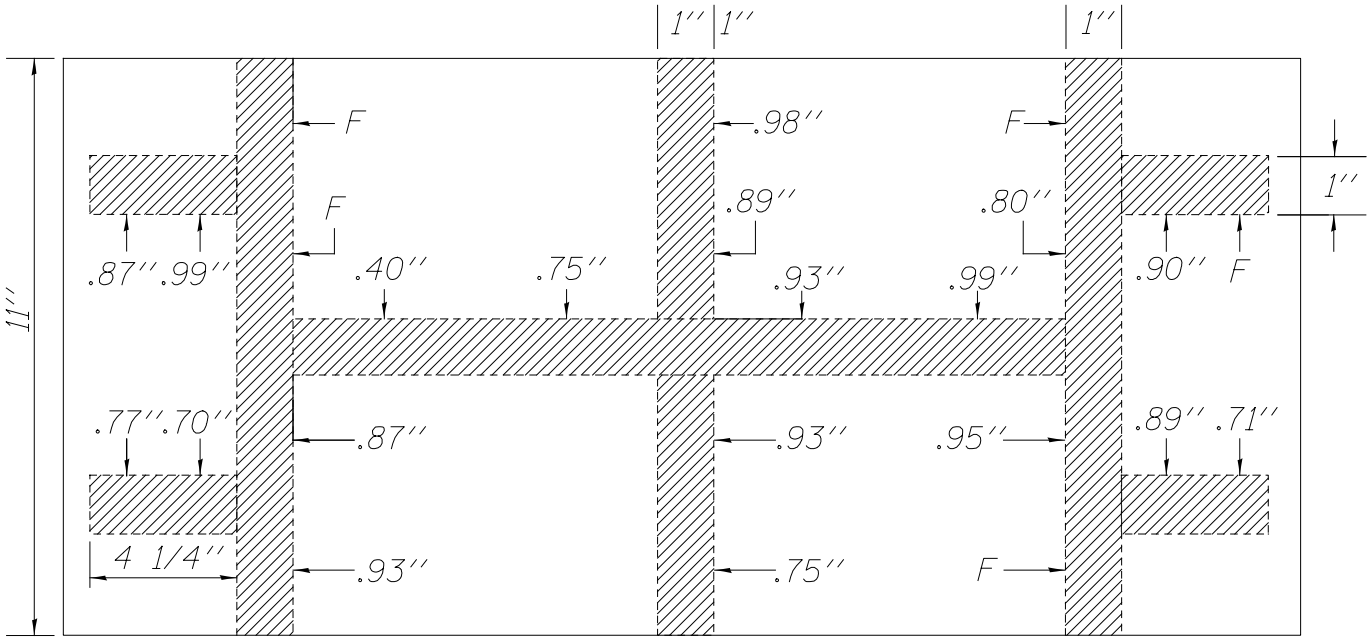
SEC. A-A

- HOLE
- SECTION LOSS
- FULL SECTION

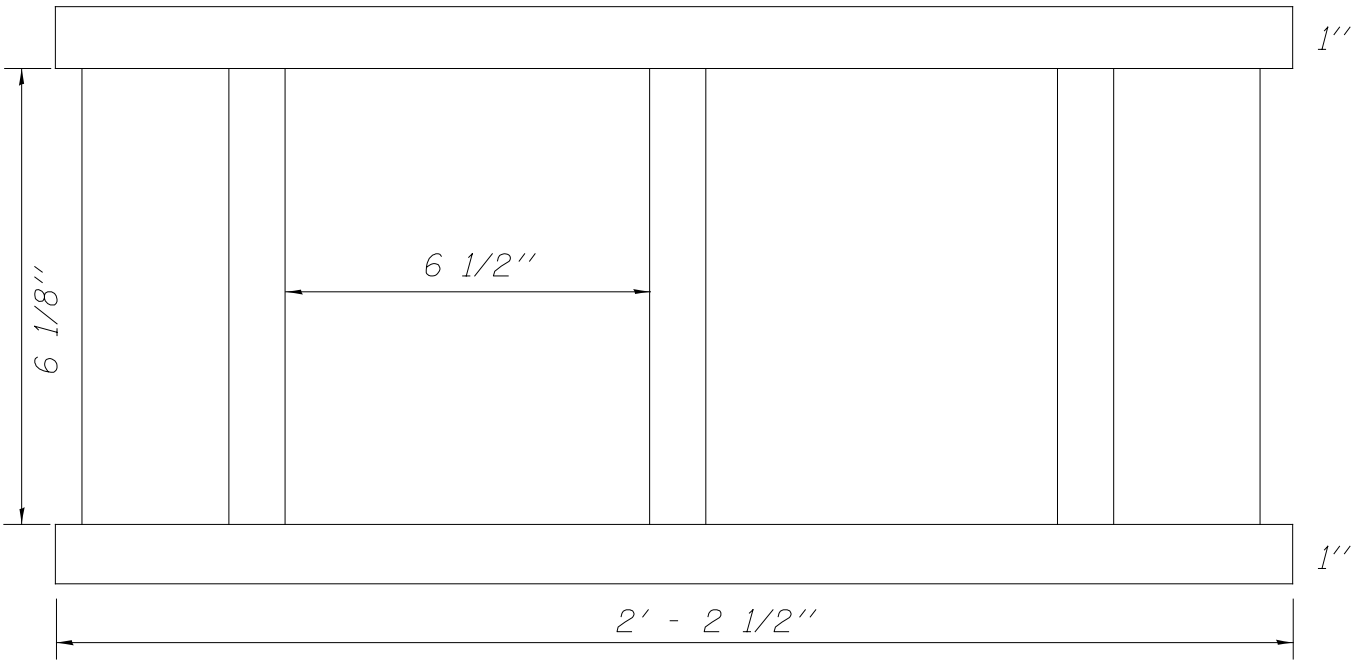
READINGS EQ. SP.

SPAN 3 G6 @ PIER 3

099-0008
ITEM 25
DETAIL 3



TOP VIEW



ELEVATION
(Looking South)

- SECTION LOSS

- FULL SECTION

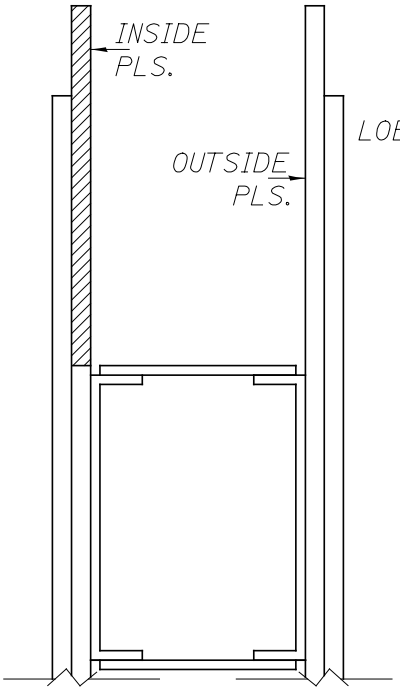
READINGS EQ. SP.

099-0008
ITEM 26
DETAIL 4

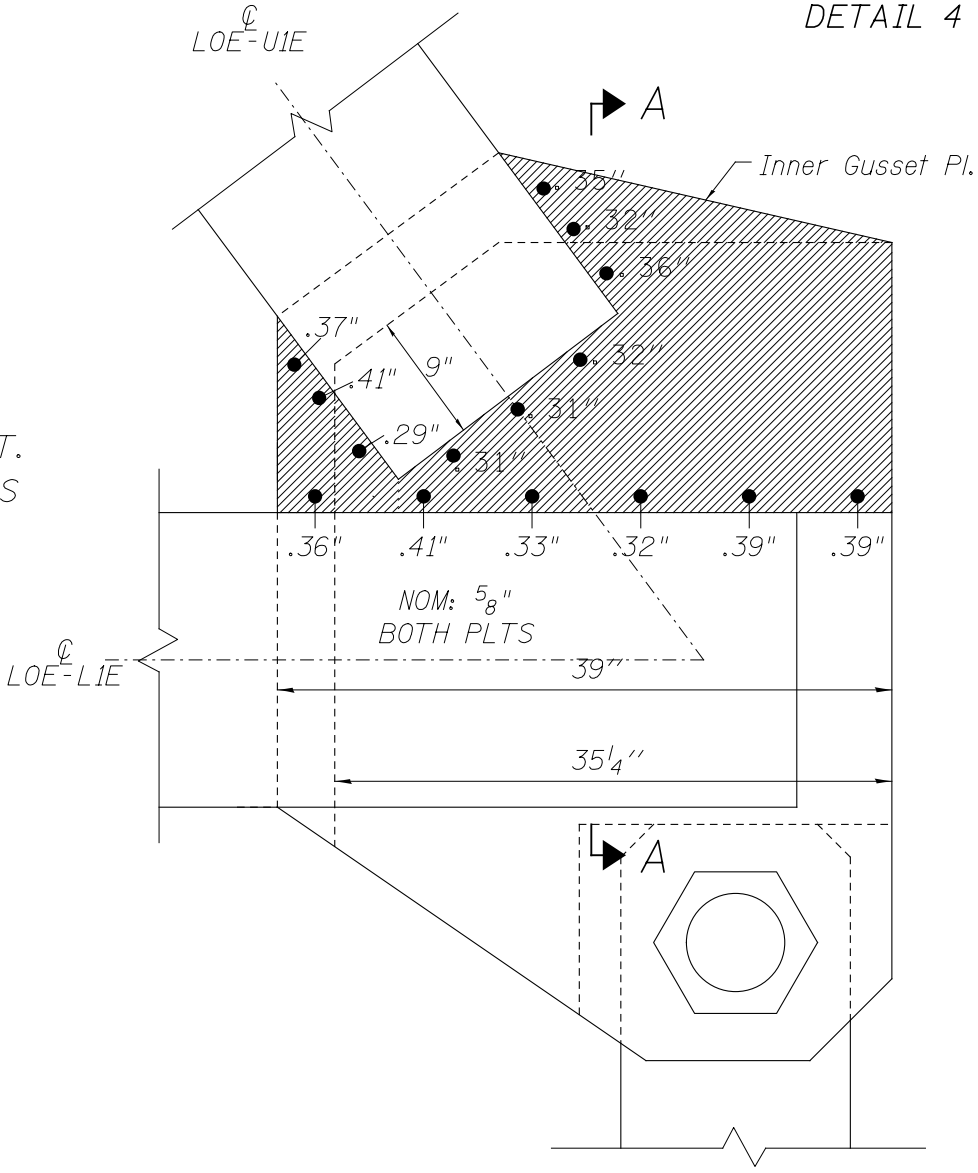
SPAN 4 @ LOE

C18 x 42.7#
d = 18.0
b_f = 3.95
t_w = 0.45

15'' x $\frac{3}{8}$''
PLATES TOP & BOT.
w/6'' x 12''L HOLES



SEC. A-A



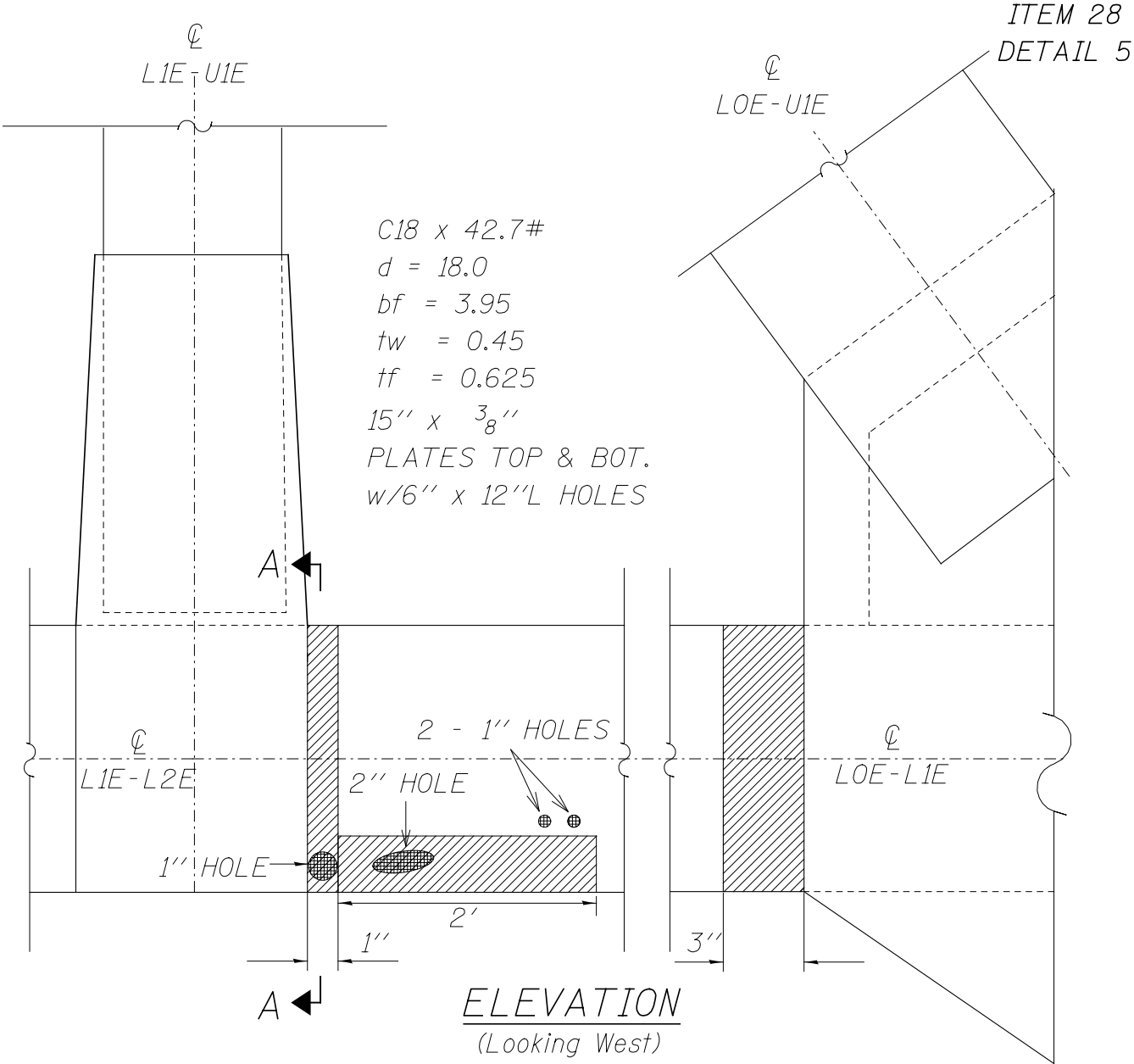
ELEVATION
(Looking West)

- HOLE
- SECTION LOSS
- FULL SECTION

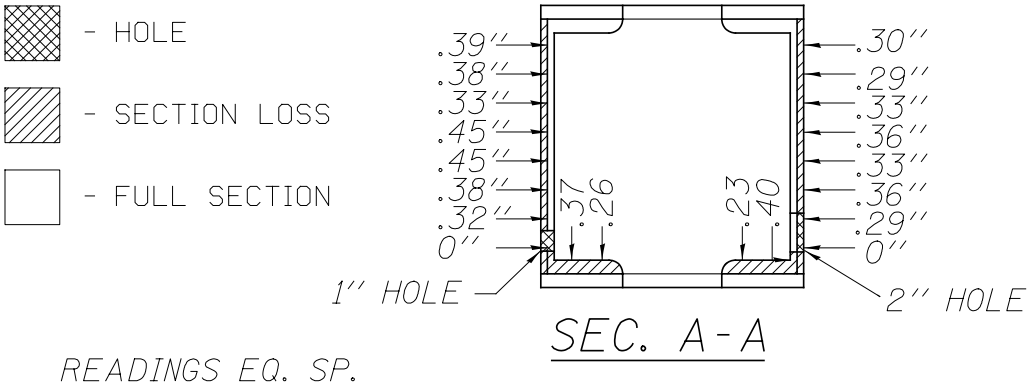
READINGS EQ. SP.

SPAN 4 2L1E & L0E

099-0008
ITEM 28
DETAIL 5



ELEVATION
(Looking West)

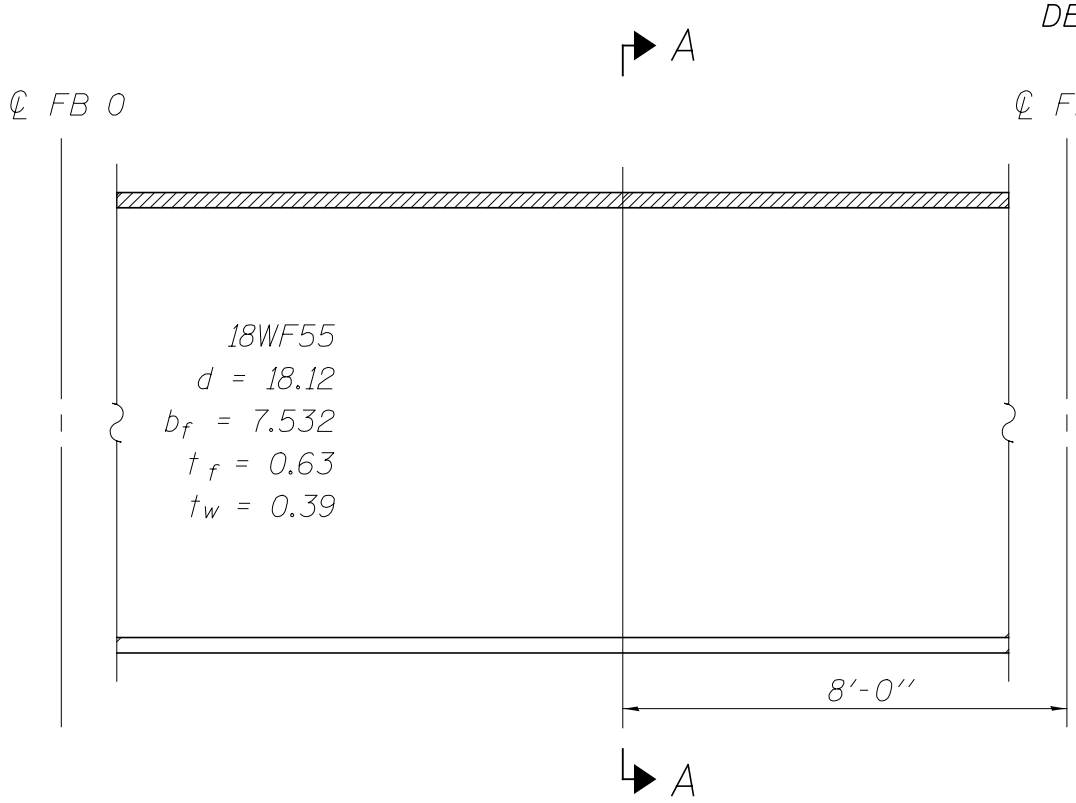


SEC. A-A

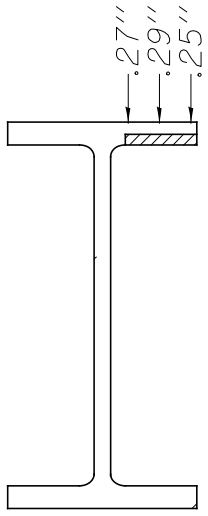
READINGS EQ. SP.

SPAN 4 S2 @ PANEL 1

099-0008
ITEM 29
DETAIL 6



ELEVATION
(LOOKING EAST)



- SECTION LOSS

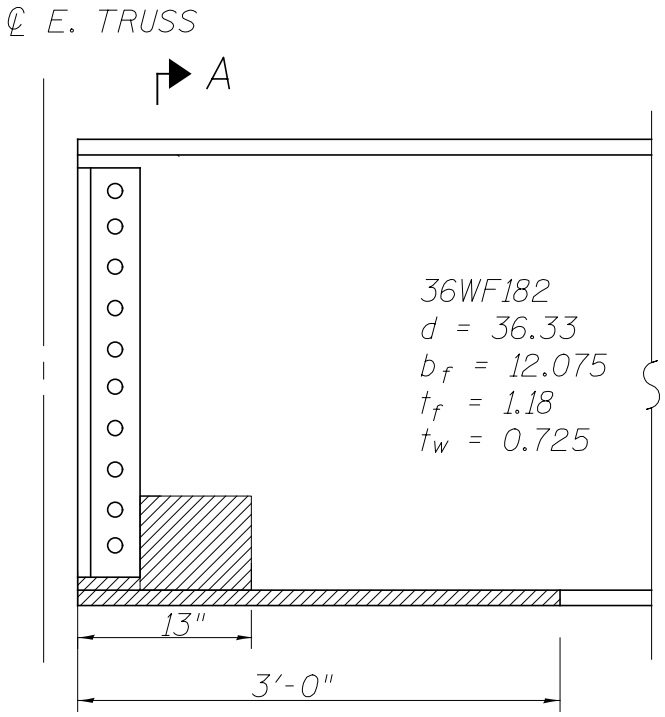
- FULL SECTION

READINGS EQ. SP.

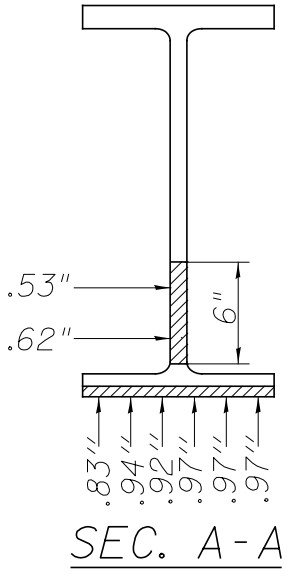
SEC. A-A

SPAN 4 FB 1

099-0008
ITEM 32
DETAIL 7



ELEVATION
(Looking South)



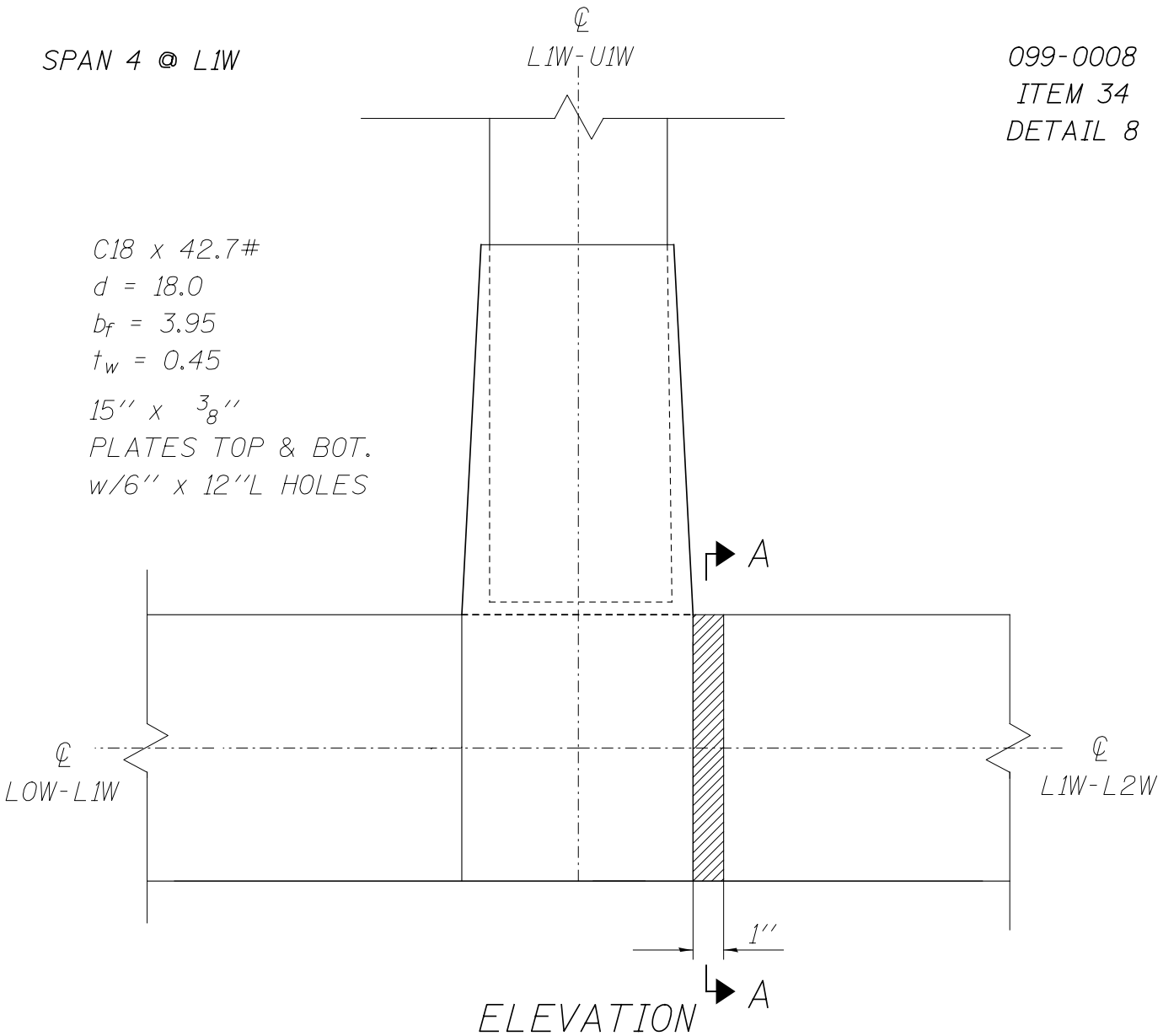
SEC. A-A

- HOLE
- SECTION LOSS
- FULL SECTION

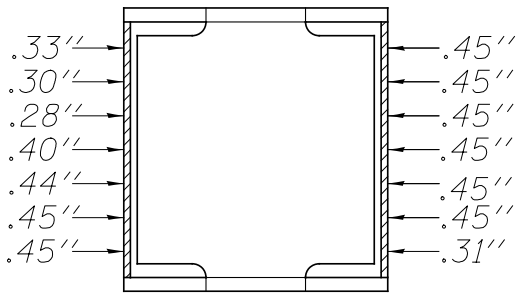
READINGS EQ. SP.

SPAN 4 @ L1W

099-0008
ITEM 34
DETAIL 8



ELEVATION
(Looking East)



SEC. A-A

- SECTION LOSS

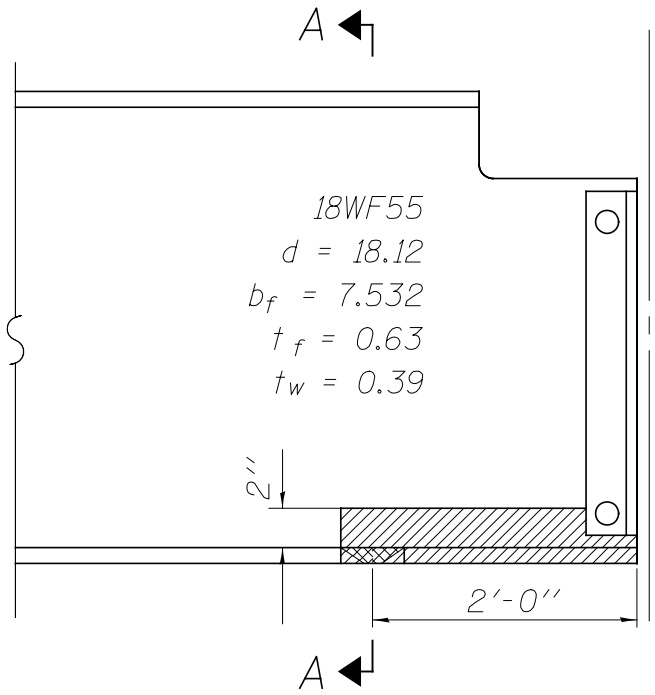
- FULL SECTION

READINGS EQ. SP.

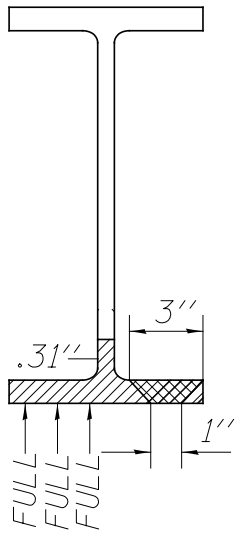
SP. 4
S9 @ FB. 2 PAN. 2

099-0008
ITEM 38
DETAIL 9

℄ FB. 8



ELEVATION
(Looking East)



SEC. A-A

- HOLE
- SECTION LOSS
- FULL SECTION

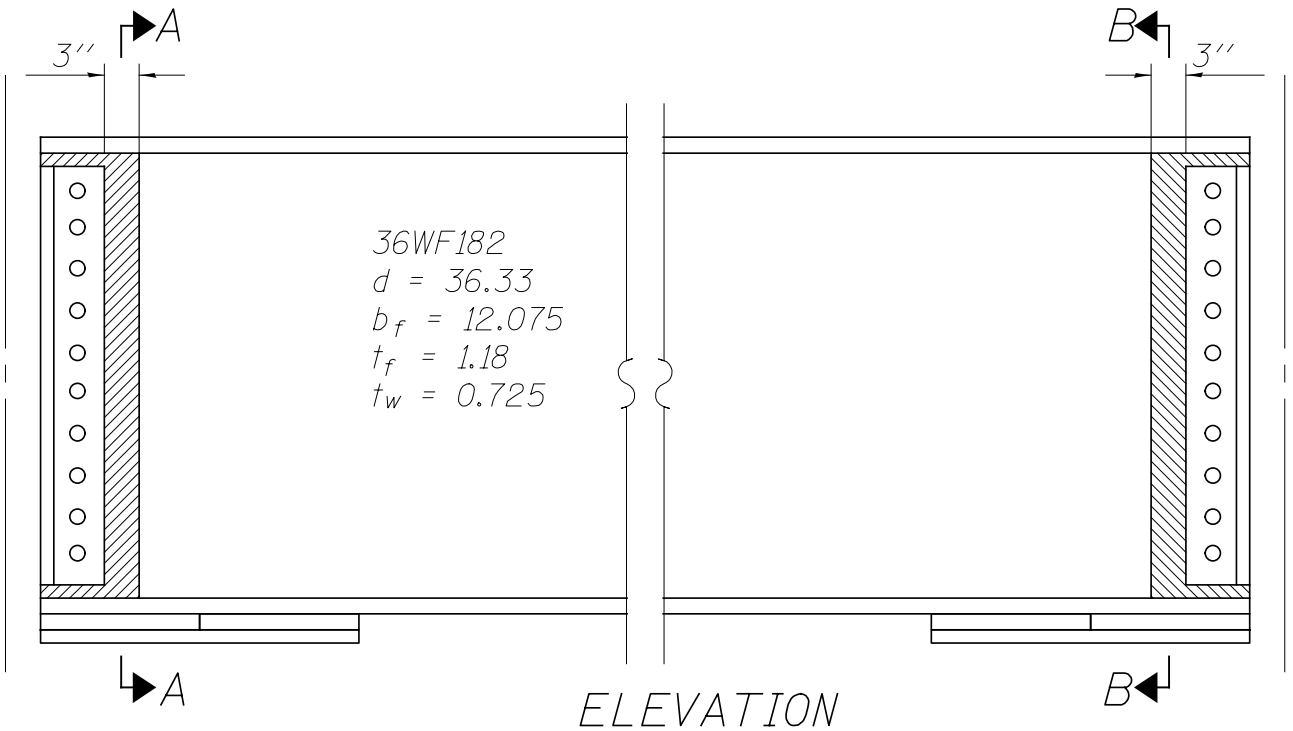
READINGS EQ. SP.

SP. 4 FB. 2

099-0008
ITEM 39
DETAIL 10

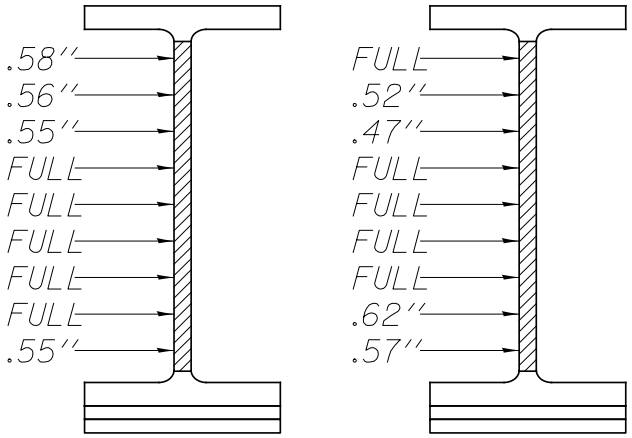
℄ E. TRUSS

℄ W. TRUSS



ELEVATION

(LOOKING SOUTH)



SEC. A-A

SEC. B-B

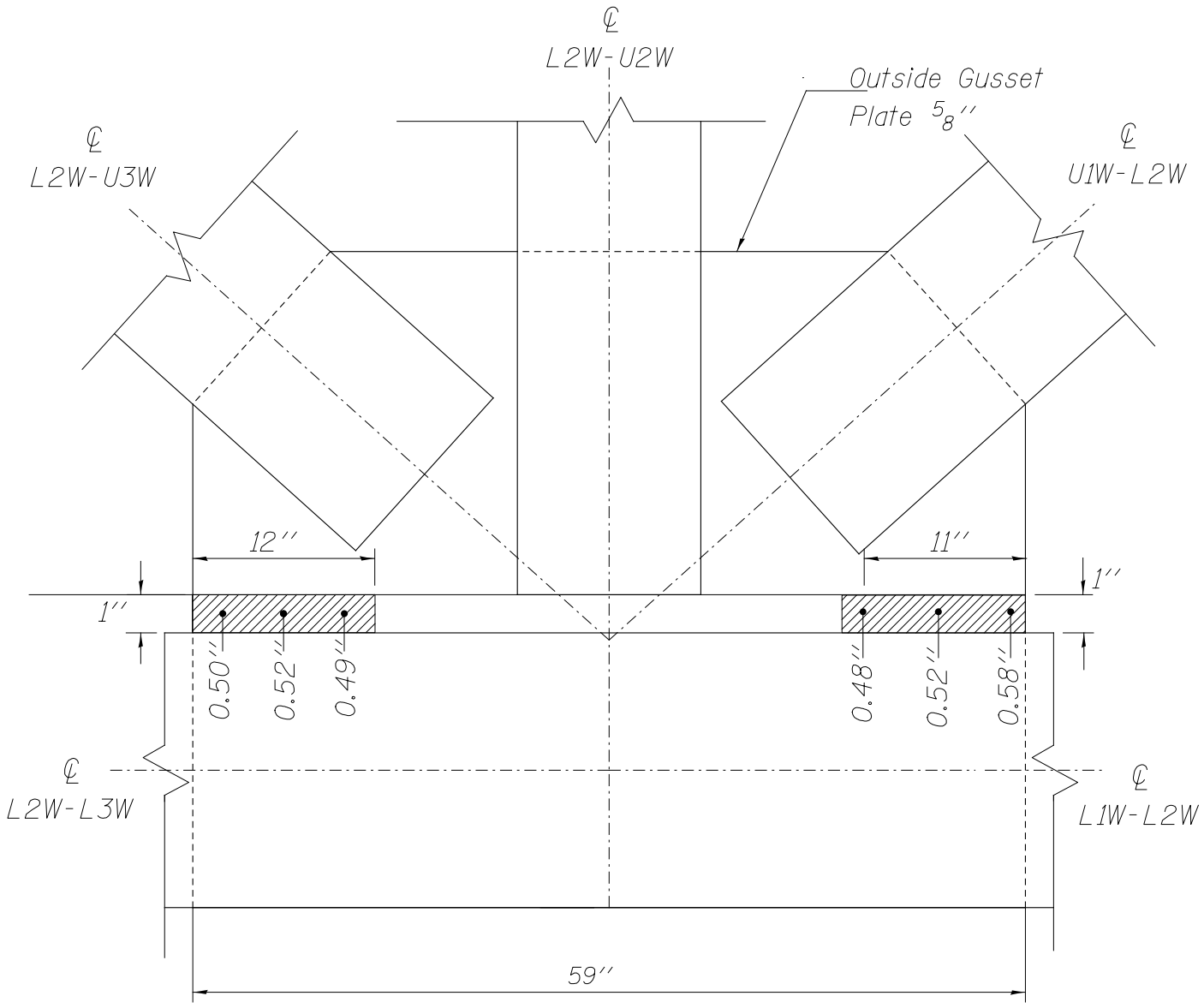
- SECTION LOSS

- FULL SECTION

READINGS EQ. SP.

SPAN 4 @ L2W

099-0008
ITEM 40
DETAIL 11



ELEVATION

(Looking West)

- HOLE

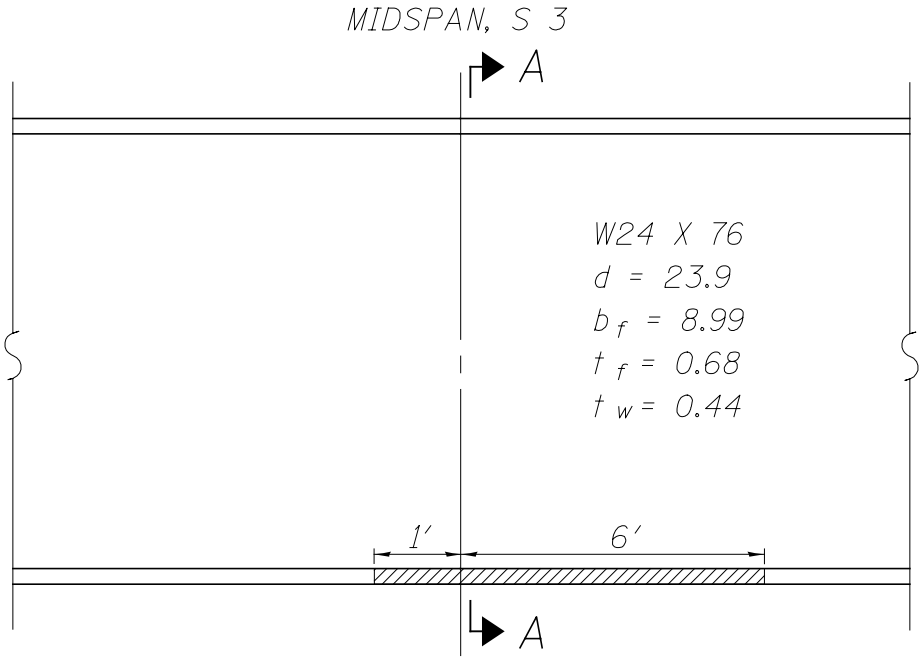
- SECTION LOSS

- FULL SECTION

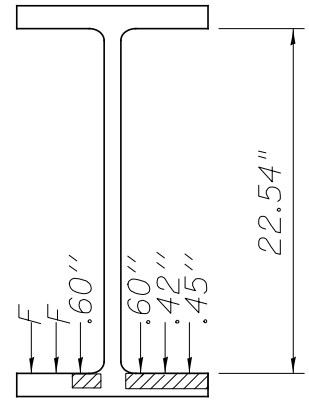
READINGS EQ. SP.

SP. 4
S3, MIDSPAN, PAN. 4

099-0008
ITEM 45
DETAIL 12



ELEVATION
(Looking East)



SEC. A-A

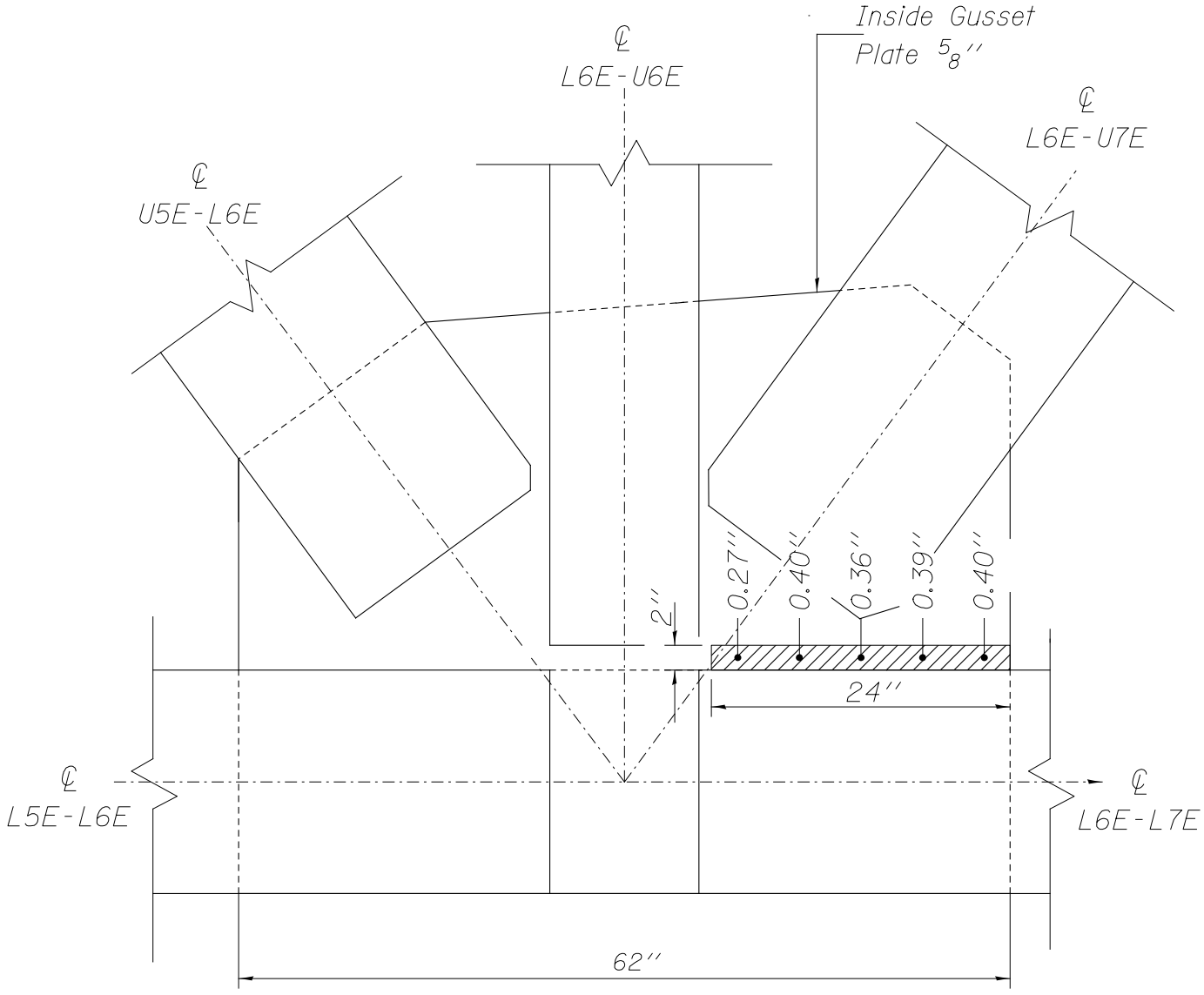
- SECTION LOSS

- FULL SECTION

READINGS EQ. SP.

SPAN 4 @ L6E

099-0008
ITEM 46
DETAIL 13



ELEVATION
(Looking East)

- HOLE

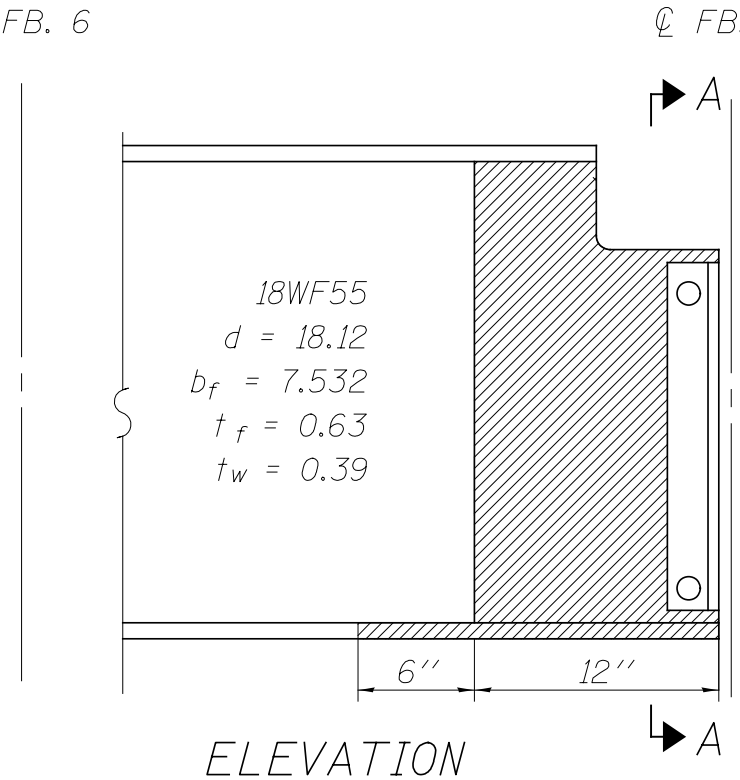
- SECTION LOSS

- FULL SECTION

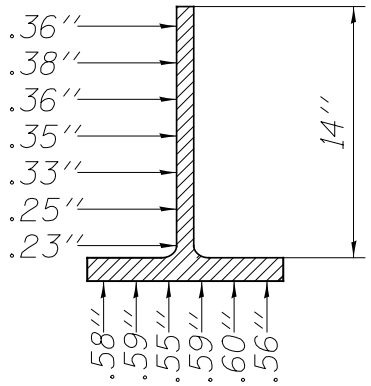
READINGS EQ. SP.

SP. 4
S9 PAN. 7

099-0008
ITEM 48
DETAIL 14



ELEVATION
(Looking East)



SEC. A-A

- SECTION LOSS

- FULL SECTION

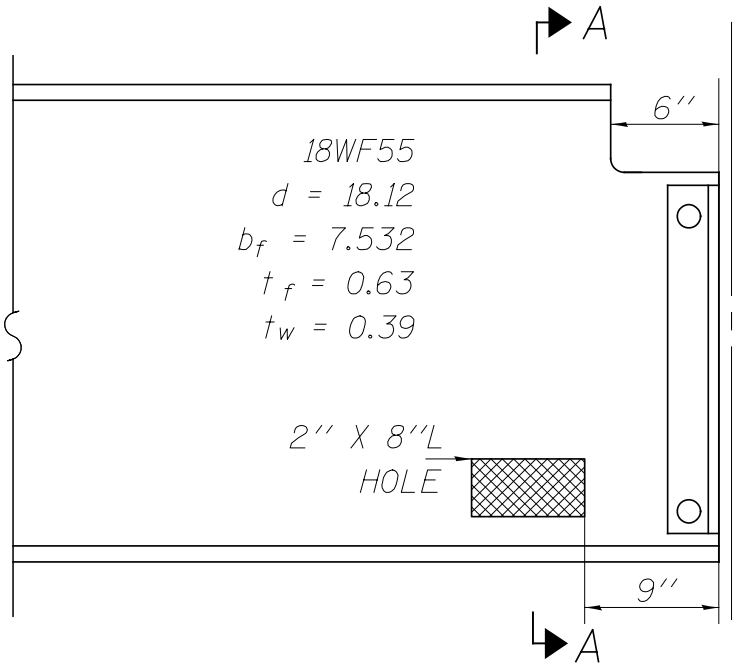
READINGS EQ. SP.

SPAN	Gusset Plate LOCATION	NOMINAL THICKNESS	MEASURED THICKNESS
5	L9’E (outside)	0.625”	0.523”
5	L9’E (inside)	0.625”	0.523”
6	L5’E (outside)	0.625”	0.544’
6	L5’E (inside)	0.625”	0.544”
6	L4’E (outside)	0.625”	0.542”

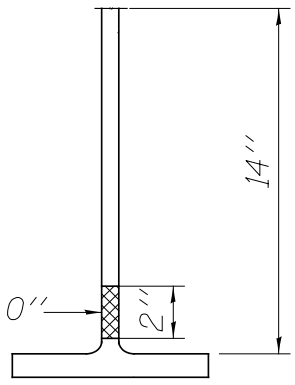
Table 15

SP. 5
S1 @ FB. 8 PAN. 9

099-0008
ITEM 56
℄ FB. 8 DETAIL 16



ELEVATION
(Looking West)

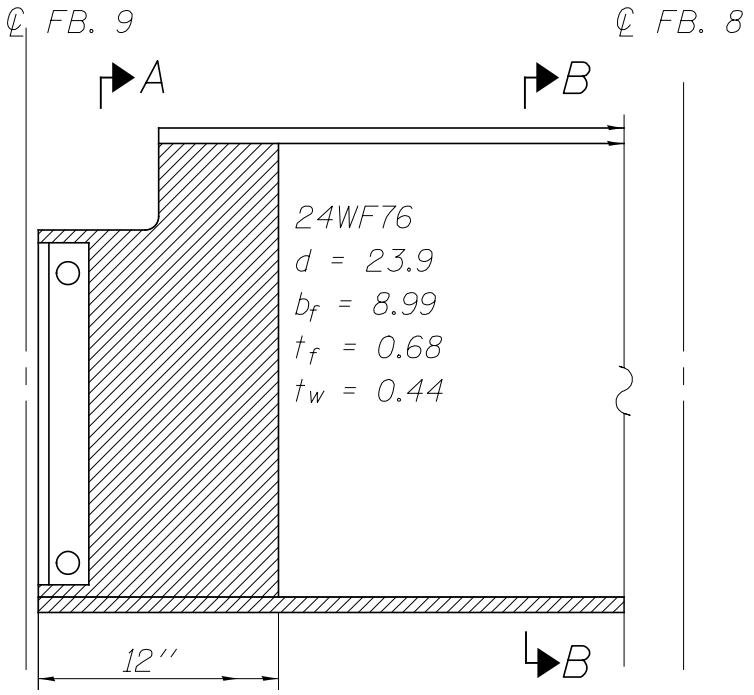


SEC. A-A

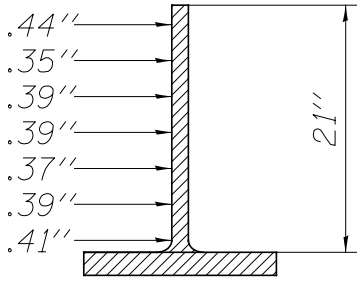
- HOLE
- SECTION LOSS
- FULL SECTION

SP. 5
S3 PAN. 9

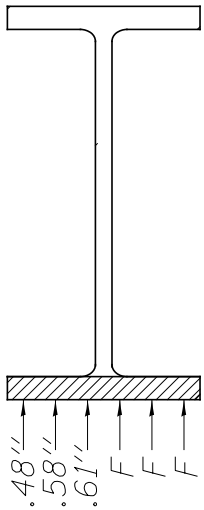
099-0008
ITEM 58
DETAIL 17



ELEVATION
(Looking East)



SEC. A-A



SEC. B-B

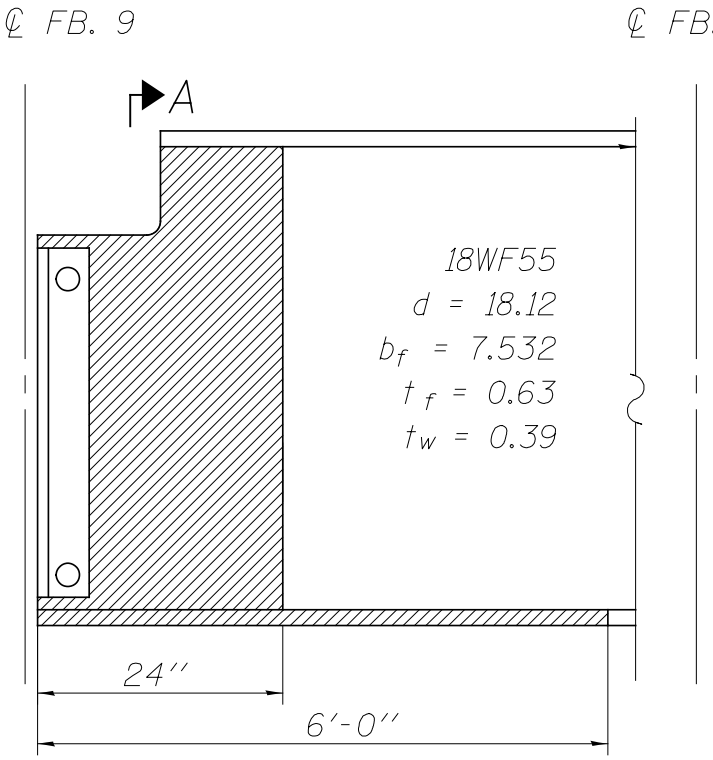
- SECTION LOSS

- FULL SECTION

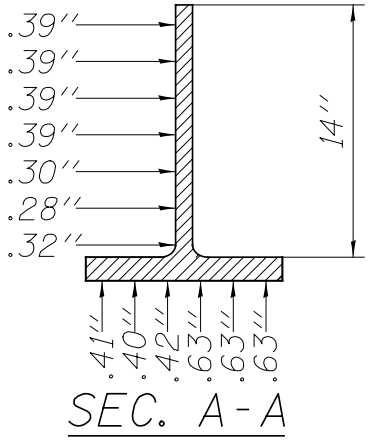
READINGS EQ. SP.

SP. 5
S8 PAN. 10

099-0008
ITEM 59
DETAIL 18



ELEVATION
(Looking West)



SEC. A-A

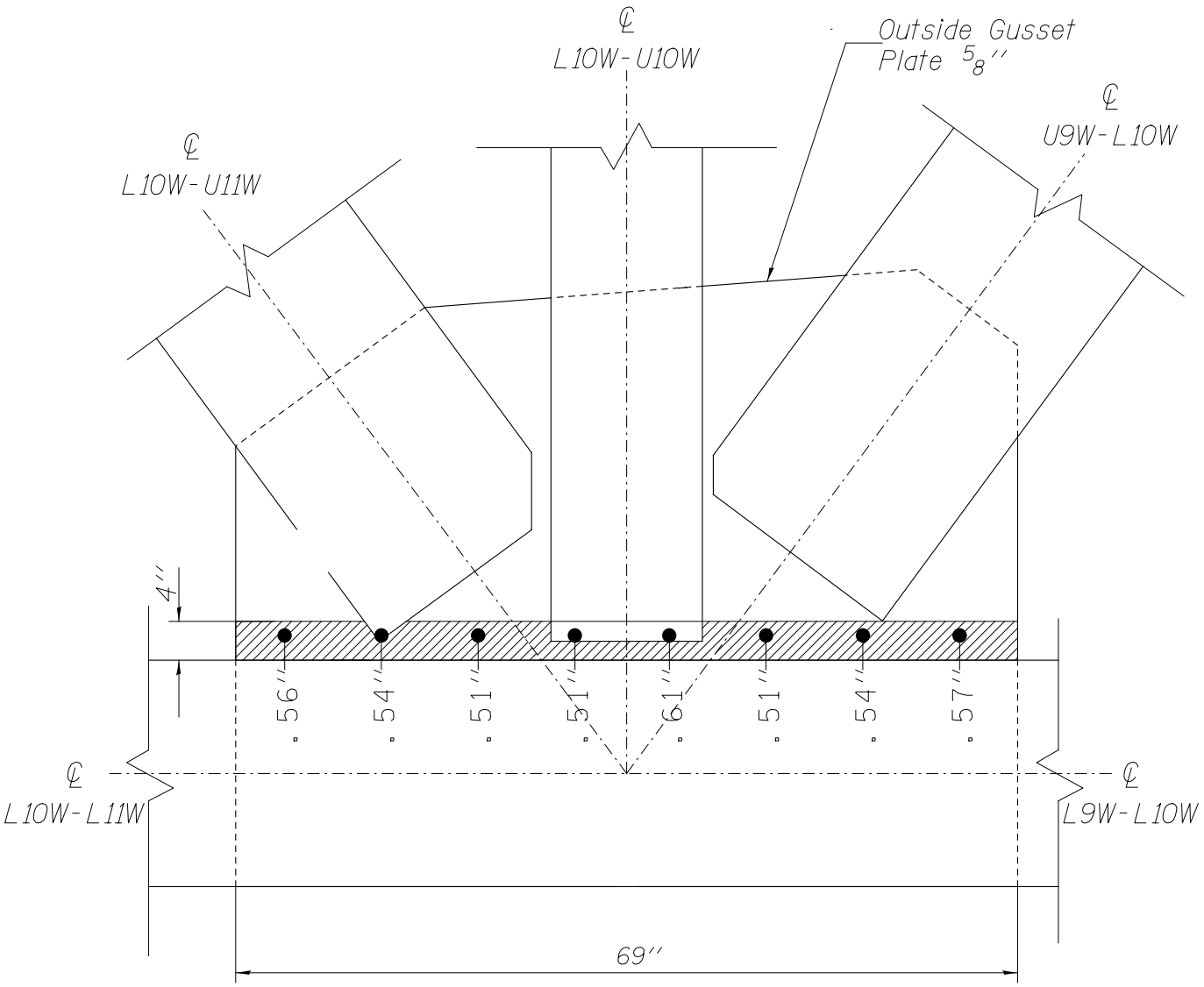
- SECTION LOSS

- FULL SECTION

READINGS EQ. SP.

SPAN 5 @ L10W

099-0008
ITEM 61
DETAIL 19



ELEVATION
(Looking West)

- HOLE
- SECTION LOSS
- FULL SECTION

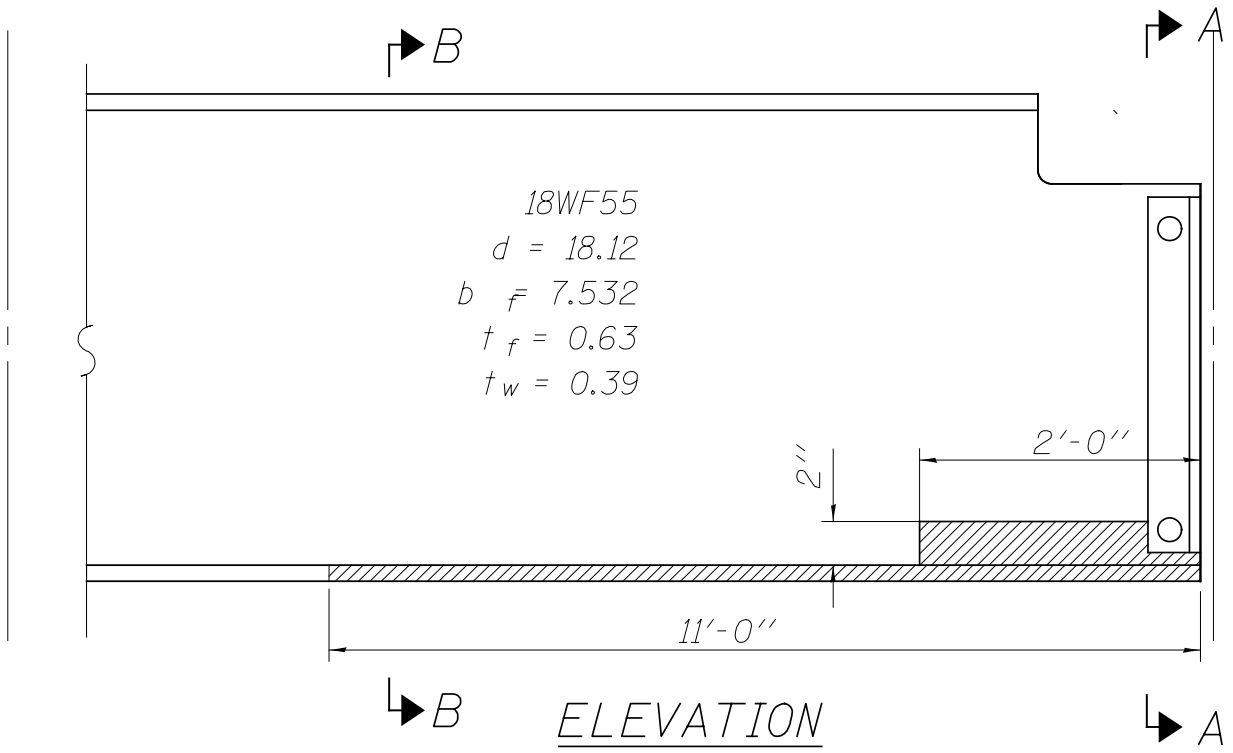
READINGS EQ. SP.

SP. 5
S1 PAN. 11

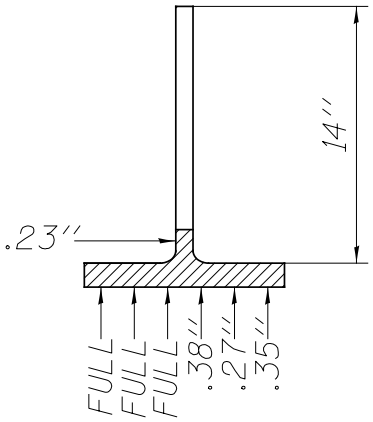
099-0008
ITEM 62
DETAIL 20

℄ FB. 11

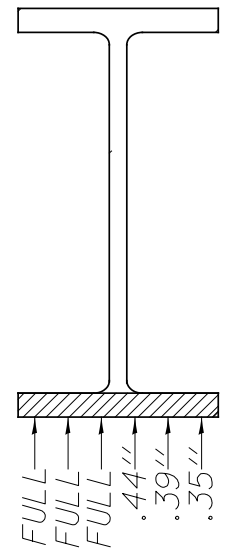
℄ FB. 10



ELEVATION
(Looking East)



SEC. A-A



SEC. B-B

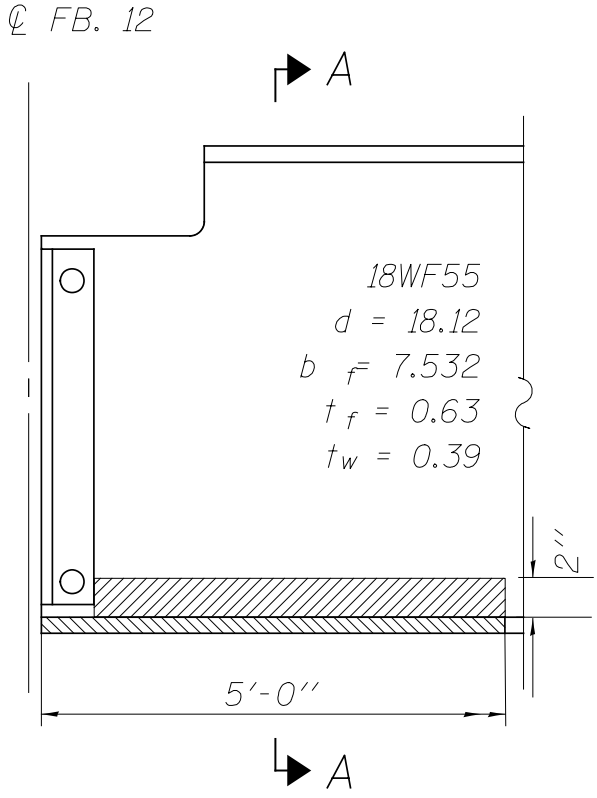
- SECTION LOSS

- FULL SECTION

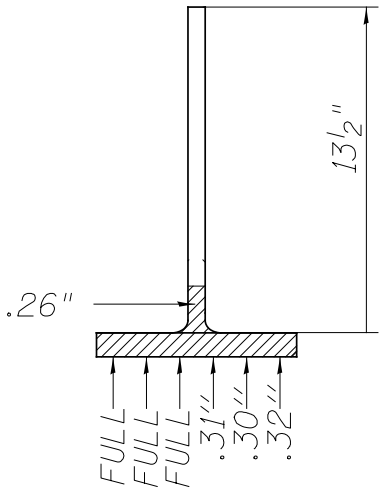
READINGS EQ. SP.

SP. 5
S1 @ FB. 12
PAN 12

099-0008
ITEM 64
DETAIL 21



ELEVATION
(Looking West)



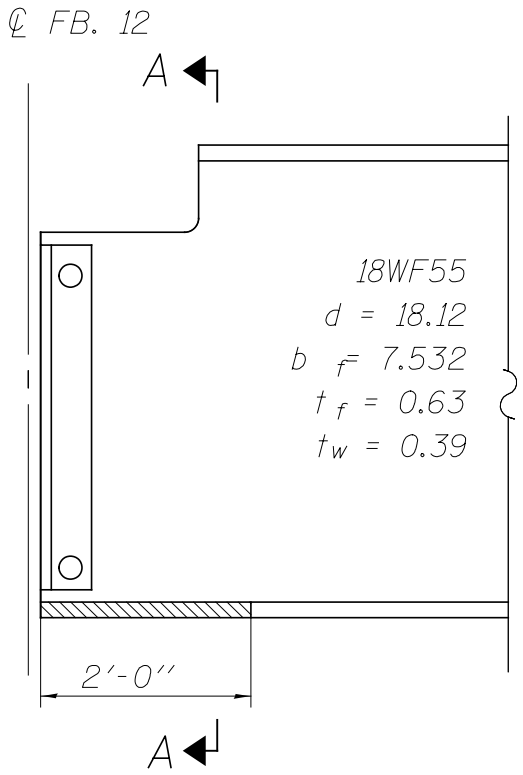
SEC. A-A

- HOLE
- SECTION LOSS
- FULL SECTION

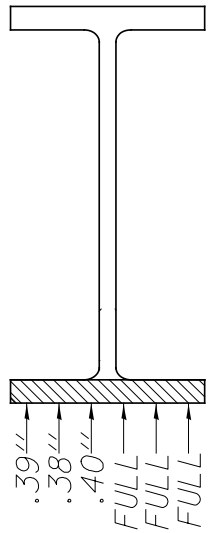
READINGS EQ. SP.

SP. 5
S9 @ FB. 12 PAN. 13

099-0008
ITEM 65
DETAIL 22



ELEVATION
(Looking East)



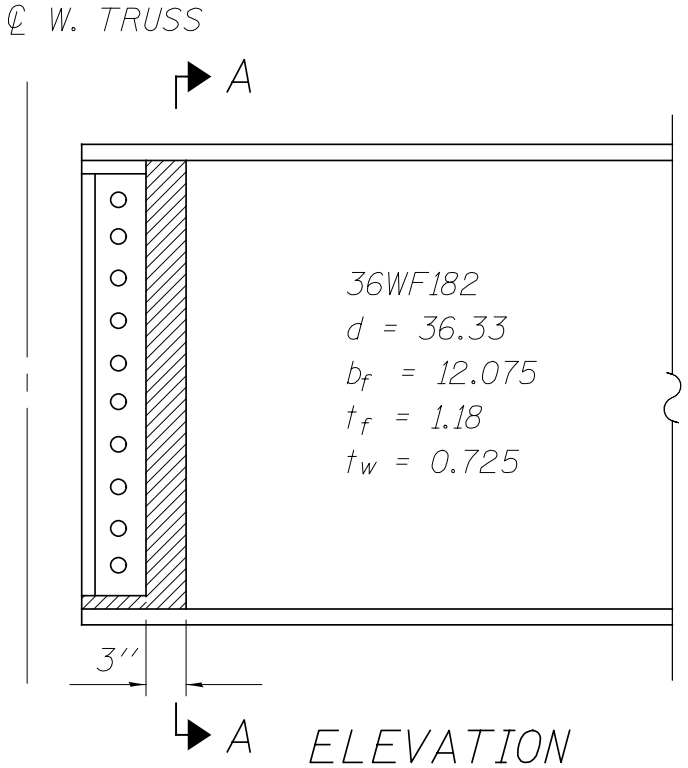
SEC. A-A

- HOLE
- SECTION LOSS
- FULL SECTION

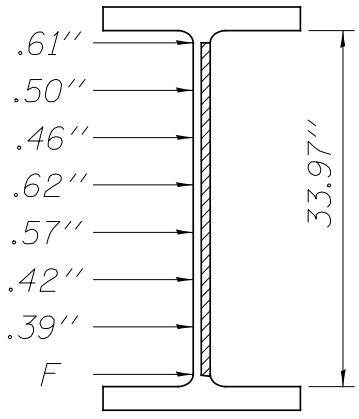
READINGS EQ. SP.

SP. 5
FB. 13, W. END

099-0008
ITEM 67
DETAIL 23



ELEVATION
(Looking North)



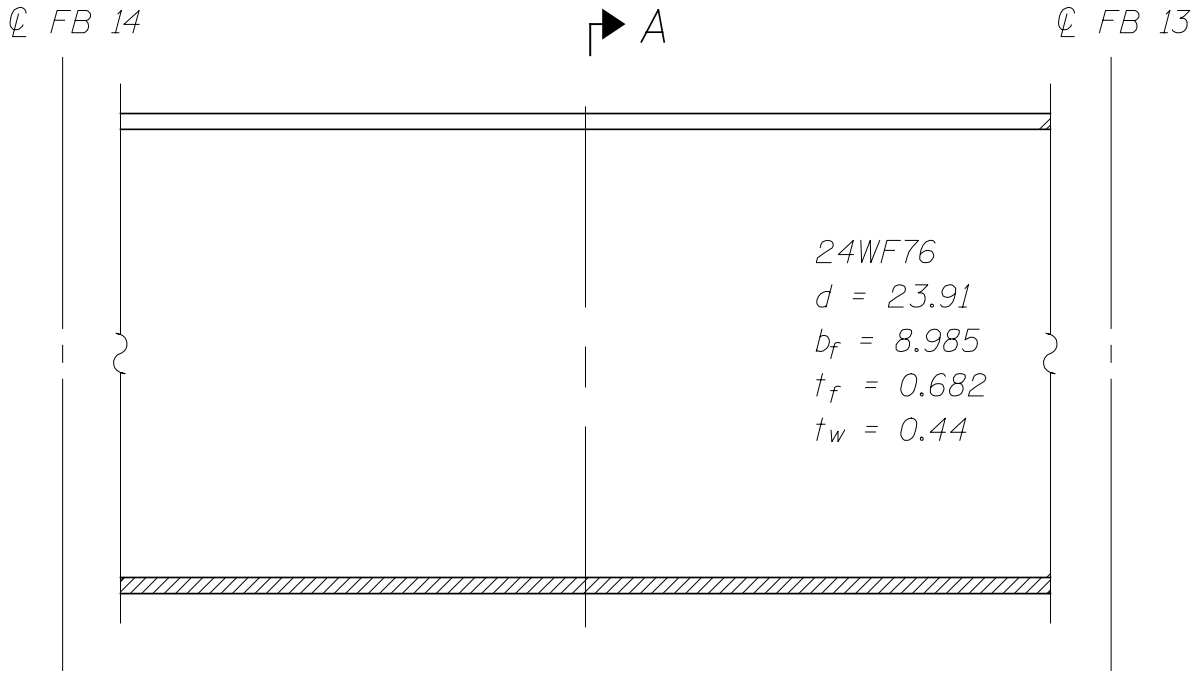
SEC. A-A

- HOLE
- SECTION LOSS
- FULL SECTION

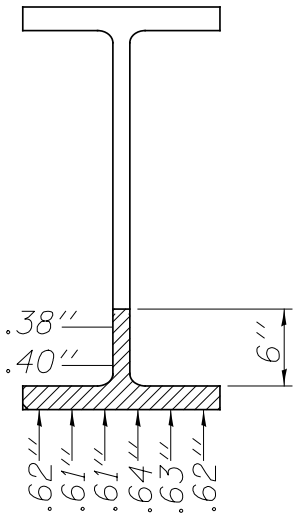
READINGS EQ. SP.

SP. 5
S3 PAN. 14

099-0008
ITEM 70
DETAIL 24



ELEVATION
(LOOKING EAST)



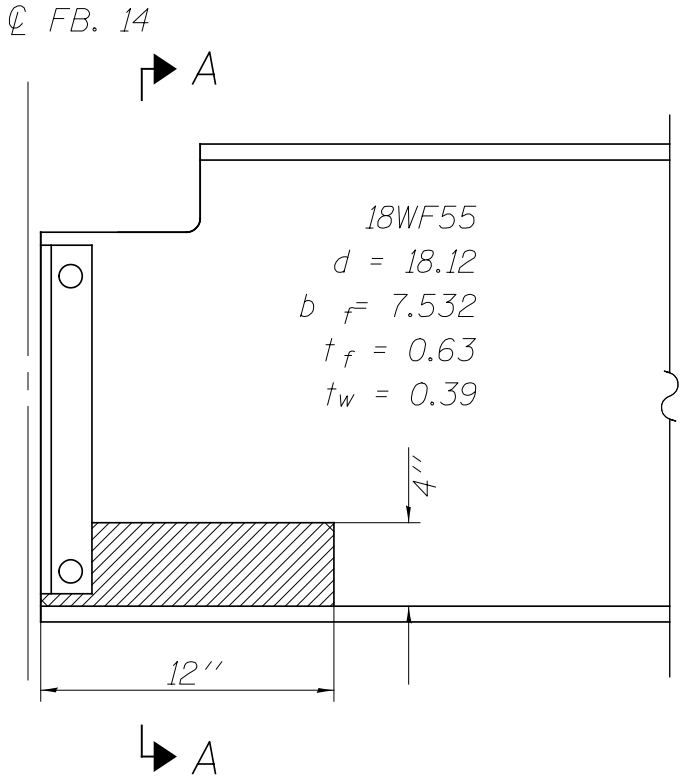
SEC. A-A

- HOLE
- SECTION LOSS
- FULL SECTION

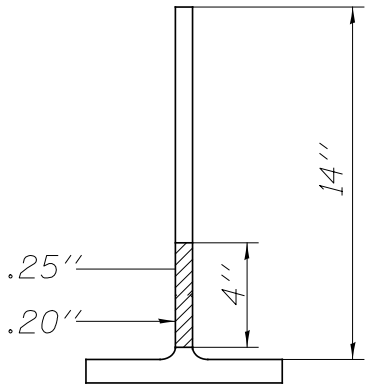
READINGS EQ. SP.

SP. 5
S1 @ FB. 14 PAN. 14

099-0008
ITEM 71
DETAIL 25



ELEVATION
(Looking East)



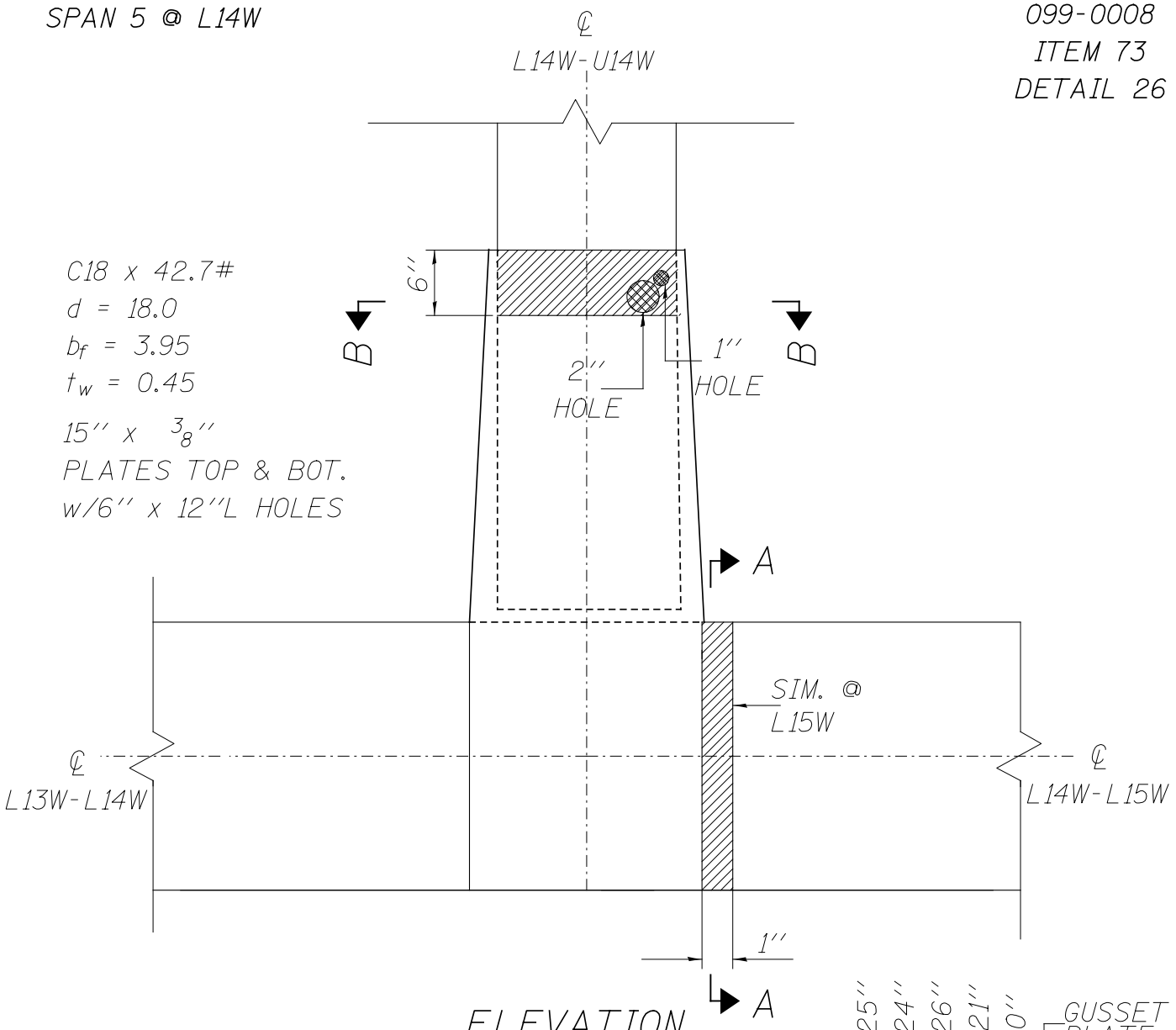
SEC. A-A

- HOLE
- SECTION LOSS
- FULL SECTION

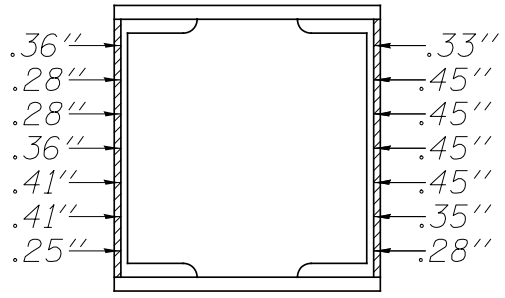
READINGS EQ. SP.

SPAN 5 @ L14W

099-0008
ITEM 73
DETAIL 26



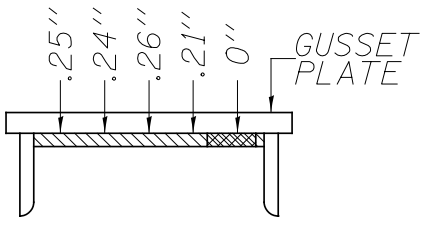
ELEVATION
(Looking East)

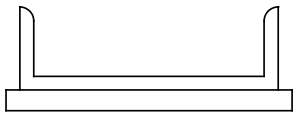


SEC. A-A

- HOLE
- SECTION LOSS
- FULL SECTION

READINGS EQ. SP.

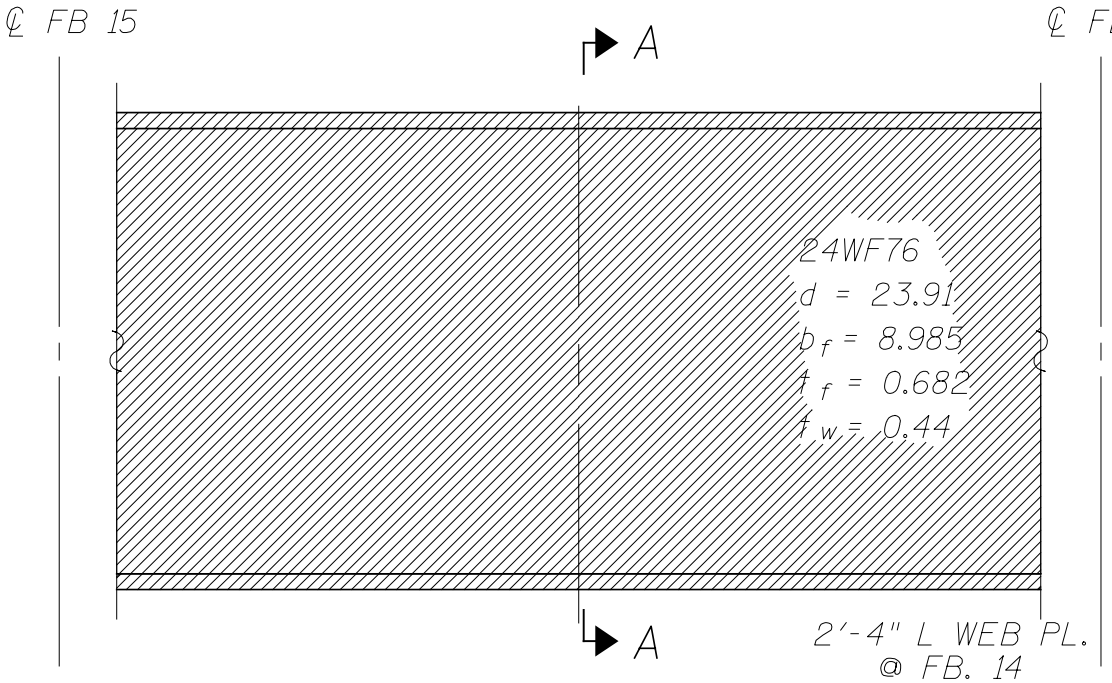




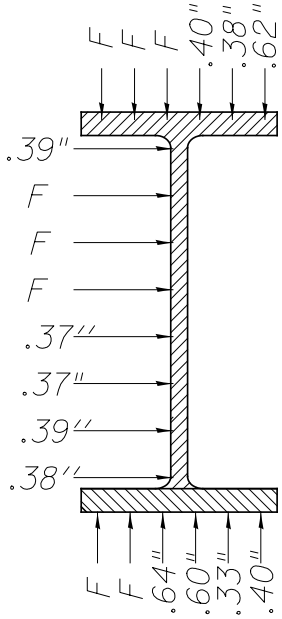
SEC. B-B

SP. 5
S3 PAN. 15

099-0008
ITEM 75
DETAIL 27



ELEVATION
(LOOKING EAST)



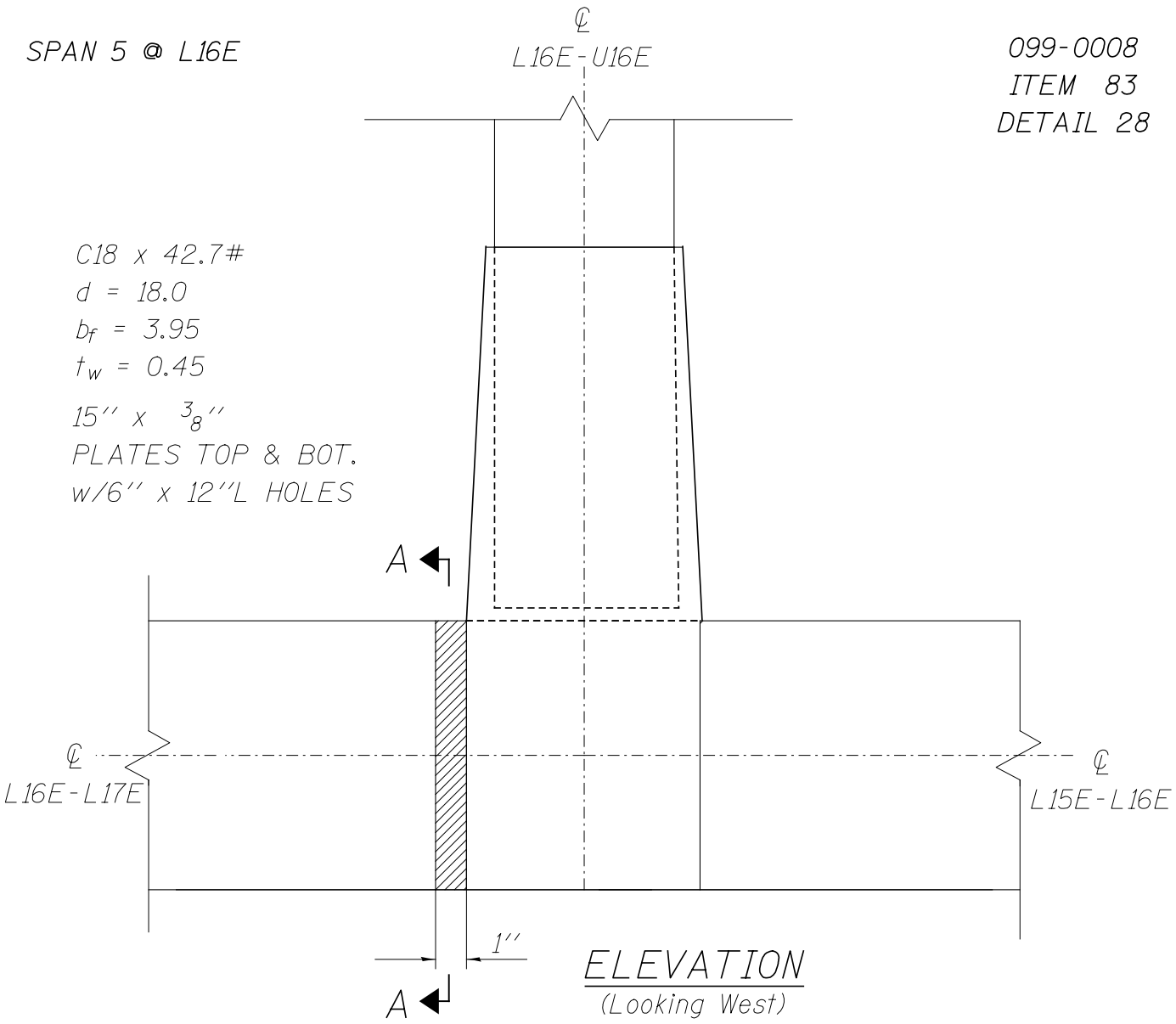
SEC. A-A

- HOLE
- SECTION LOSS
- FULL SECTION

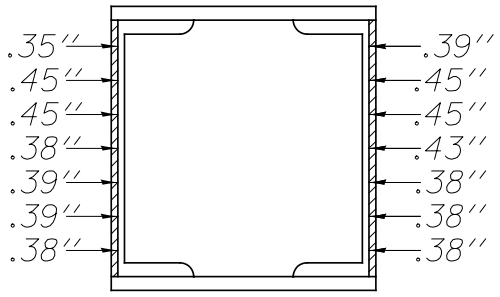
READINGS EQ. SP.

SPAN 5 @ L16E

099-0008
ITEM 83
DETAIL 28



ELEVATION
(Looking West)



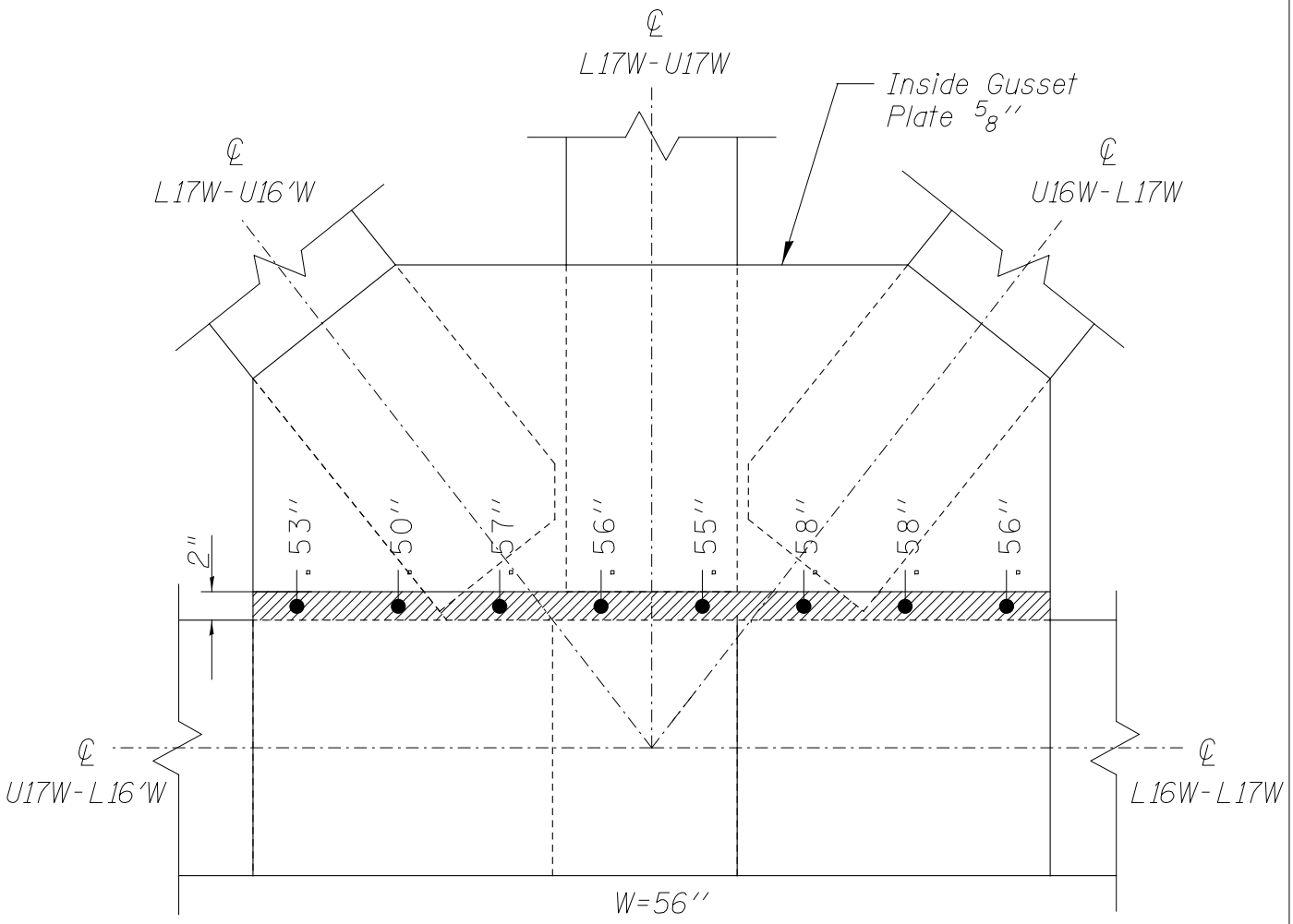
SEC. A-A

- HOLE
- SECTION LOSS
- FULL SECTION

READINGS EQ. SP.

SPAN 5 @ L17W
IS GUSSET PLATE

099-0008
ITEM 84
DETAIL 29



ELEVATION

(Looking West)

- HOLE

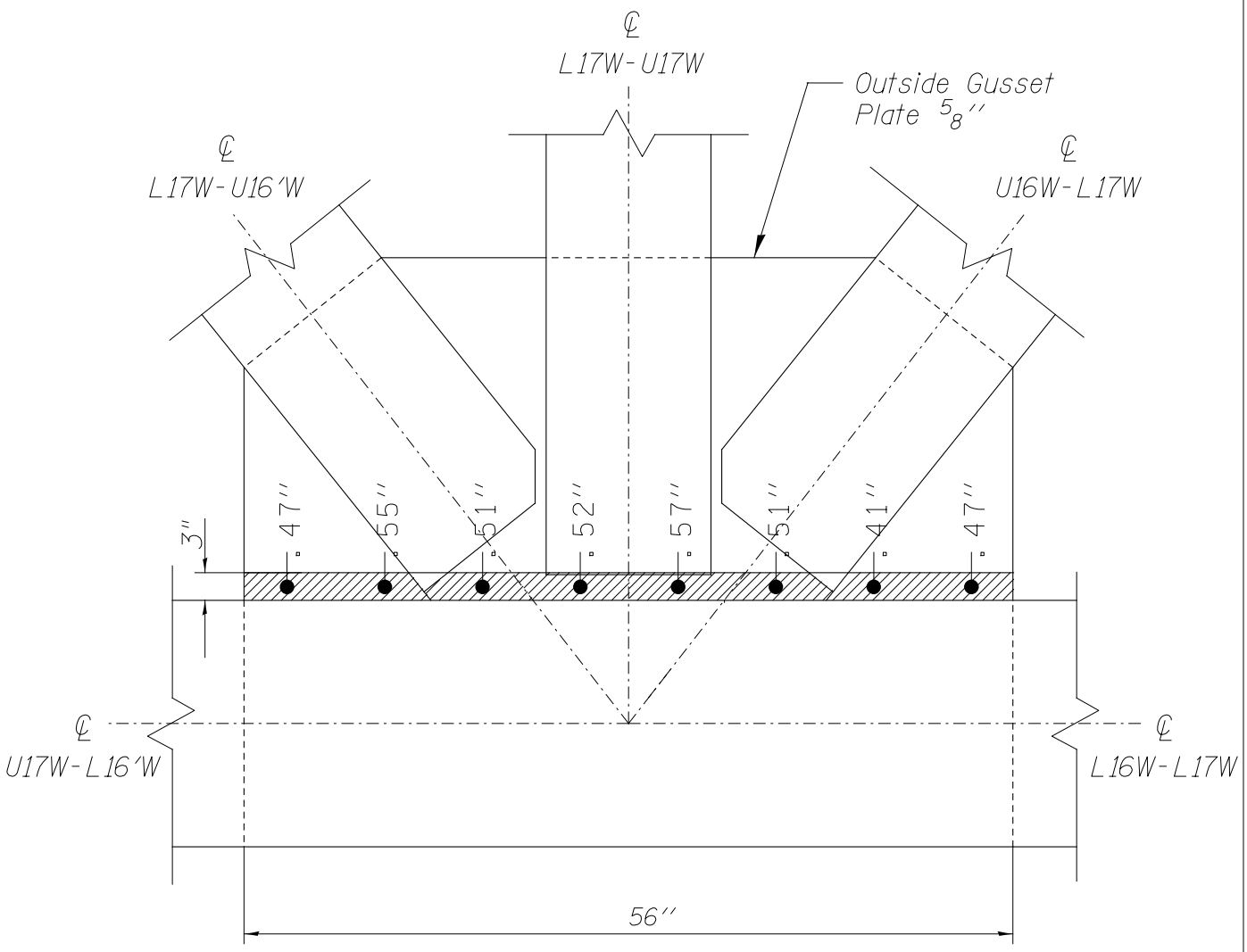
- SECTION LOSS

- FULL SECTION

READINGS EQ. SP.

SPAN 5 @ L17W

099-0008
ITEM 84
DETAIL 30



ELEVATION

(Looking West)

- HOLE

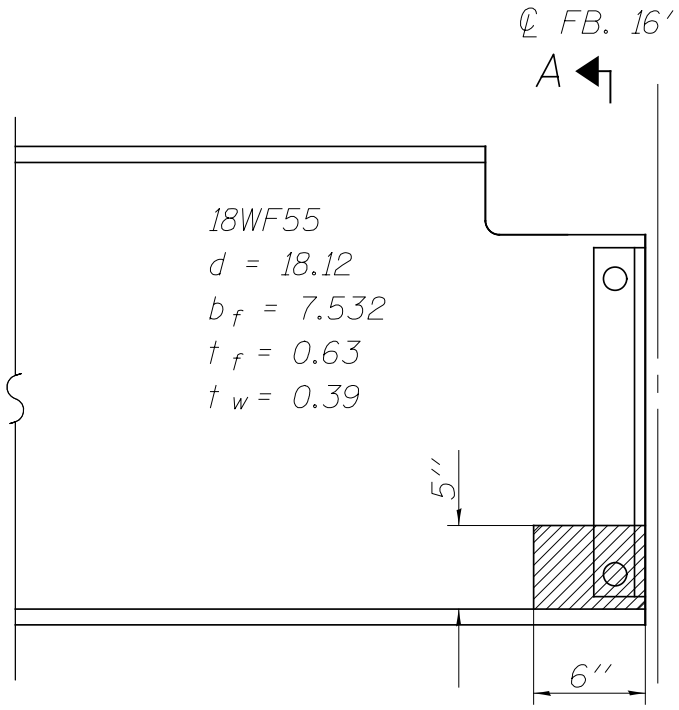
- SECTION LOSS

- FULL SECTION

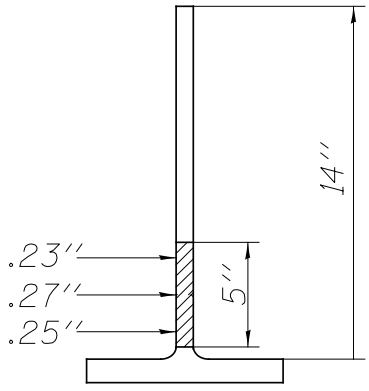
READINGS EQ. SP.

SP. 5
S9 @ FB. 16′ PAN. 17′

099-0008
ITEM 86
DETAIL 31



ELEVATION
(Looking East)



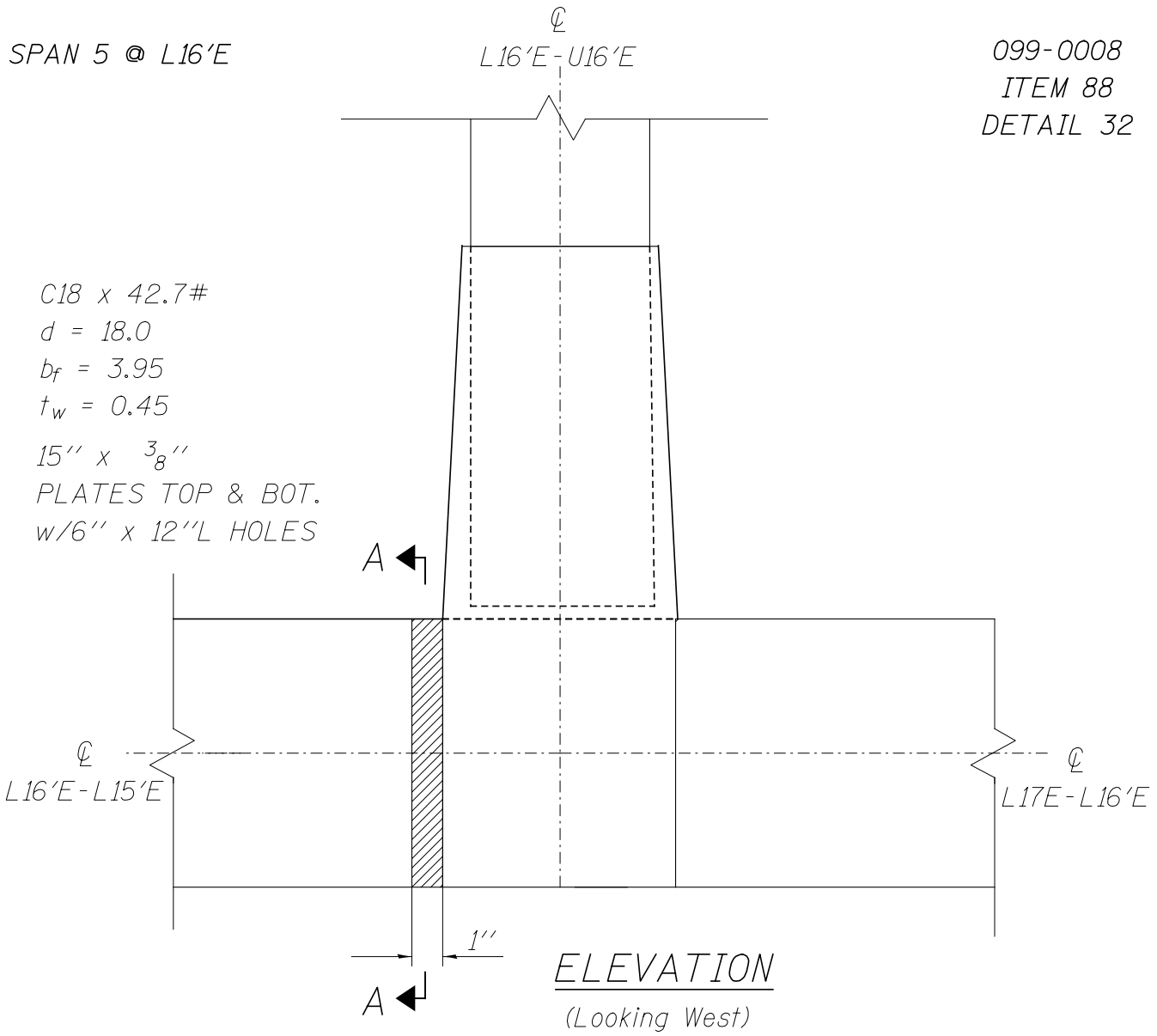
SEC. A-A

- HOLE
- SECTION LOSS
- FULL SECTION

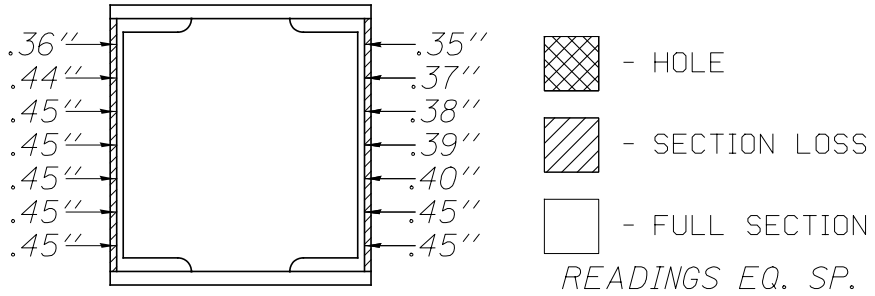
READINGS EQ. SP.

SPAN 5 @ L16'E

099-0008
ITEM 88
DETAIL 32



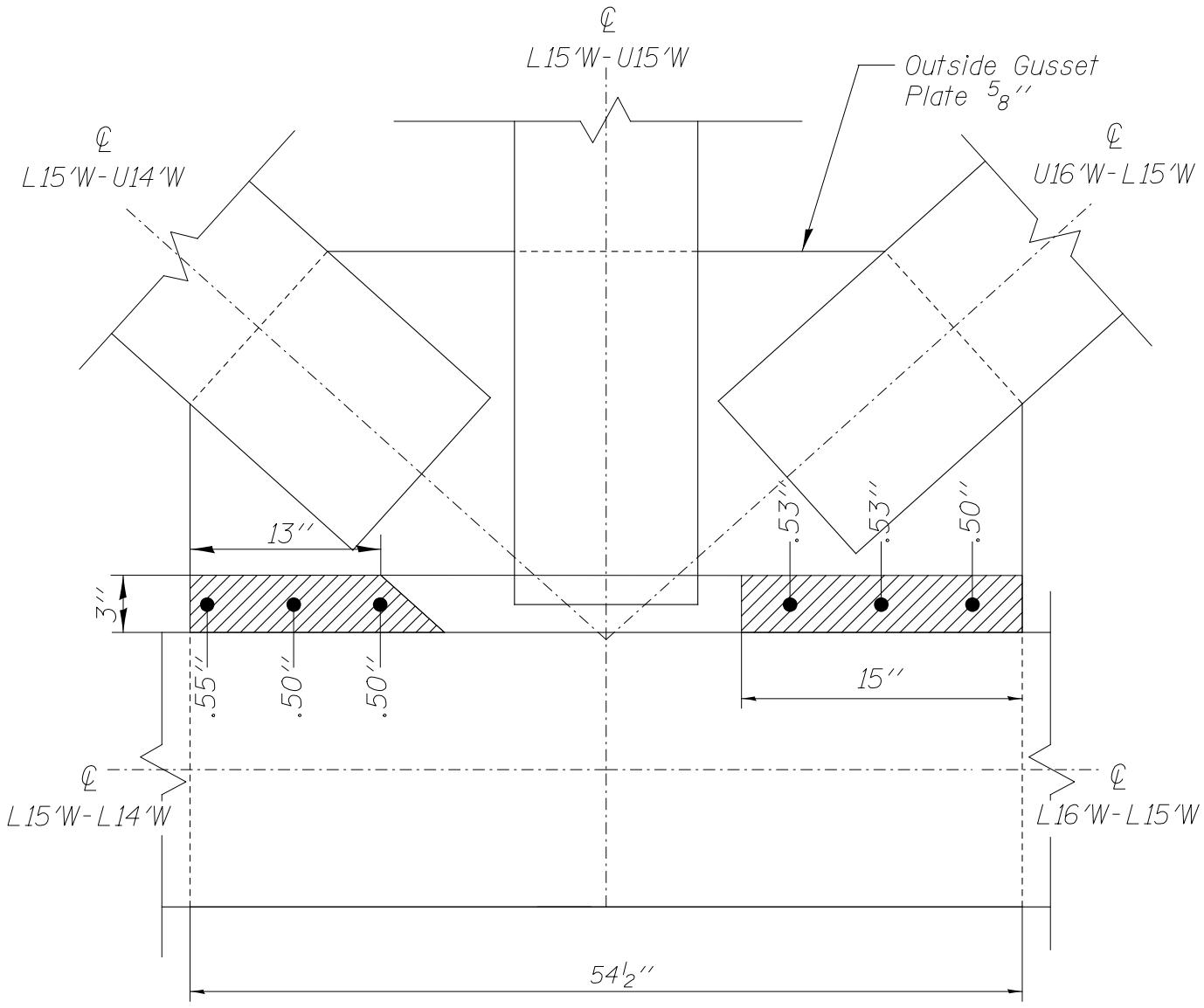
ELEVATION
(Looking West)



SEC. A-A

SPAN 5 @ L15'W

099-0008
ITEM 90
DETAIL 33



ELEVATION

(Looking West)

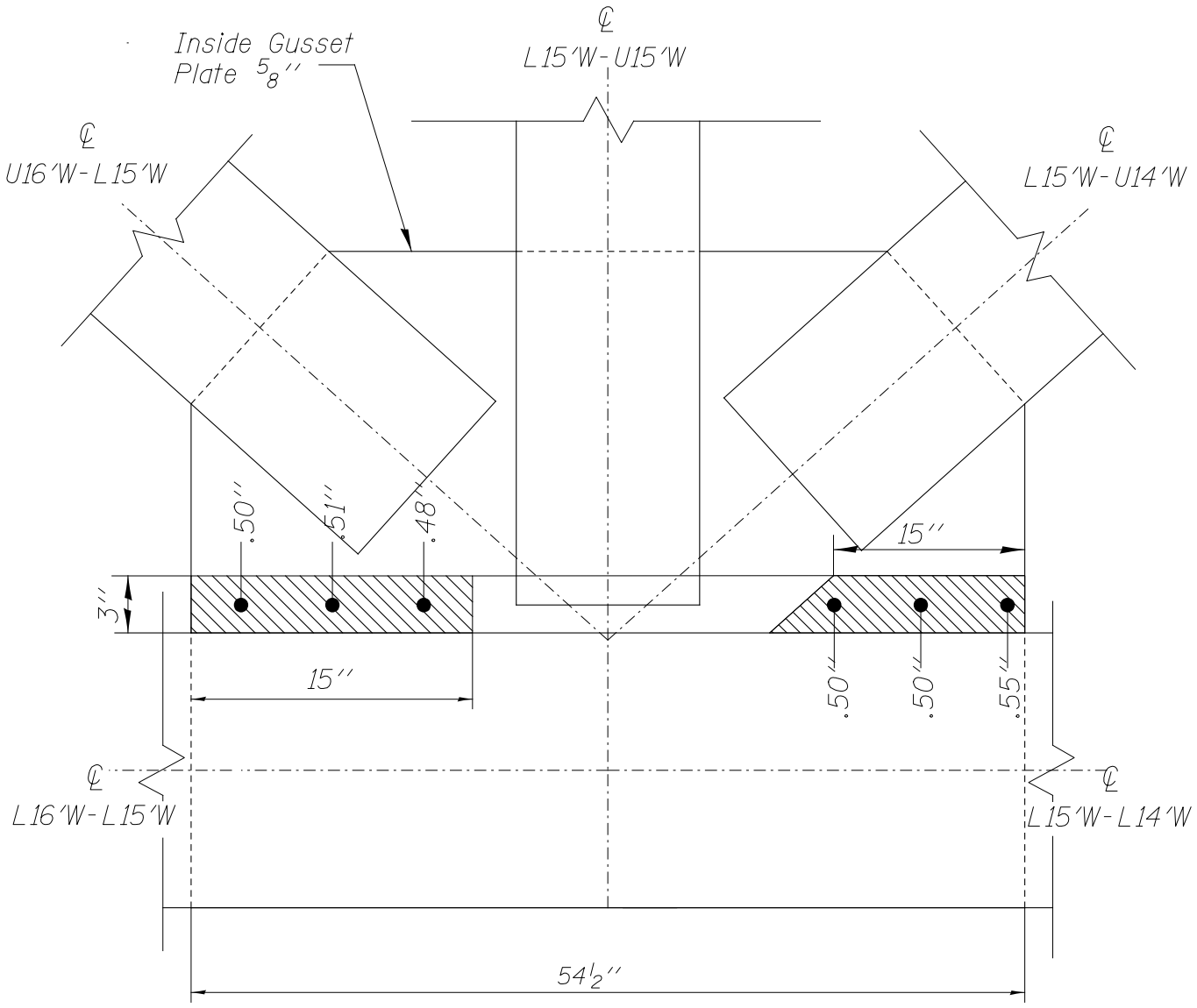
- HOLE

- SECTION LOSS

- FULL SECTION

SPAN 5 @ L15'W

099-0008
ITEM 91
DETAIL 34



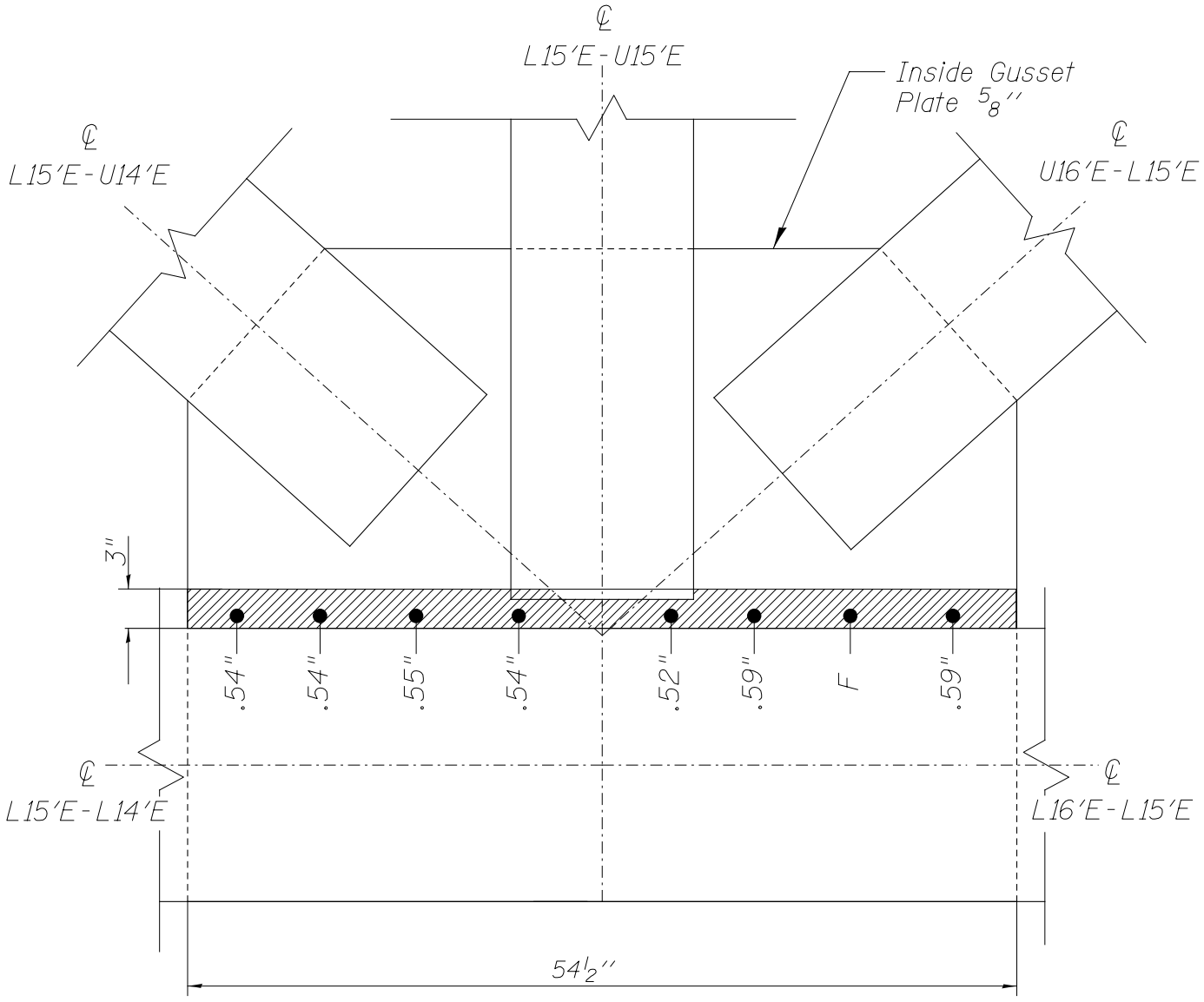
ELEVATION

(Looking East)

- HOLE
- SECTION LOSS
- FULL SECTION

SPAN 5 @ L15'E

099-0008
ITEM 92
DETAIL 35



ELEVATION

(Looking West)

- HOLE

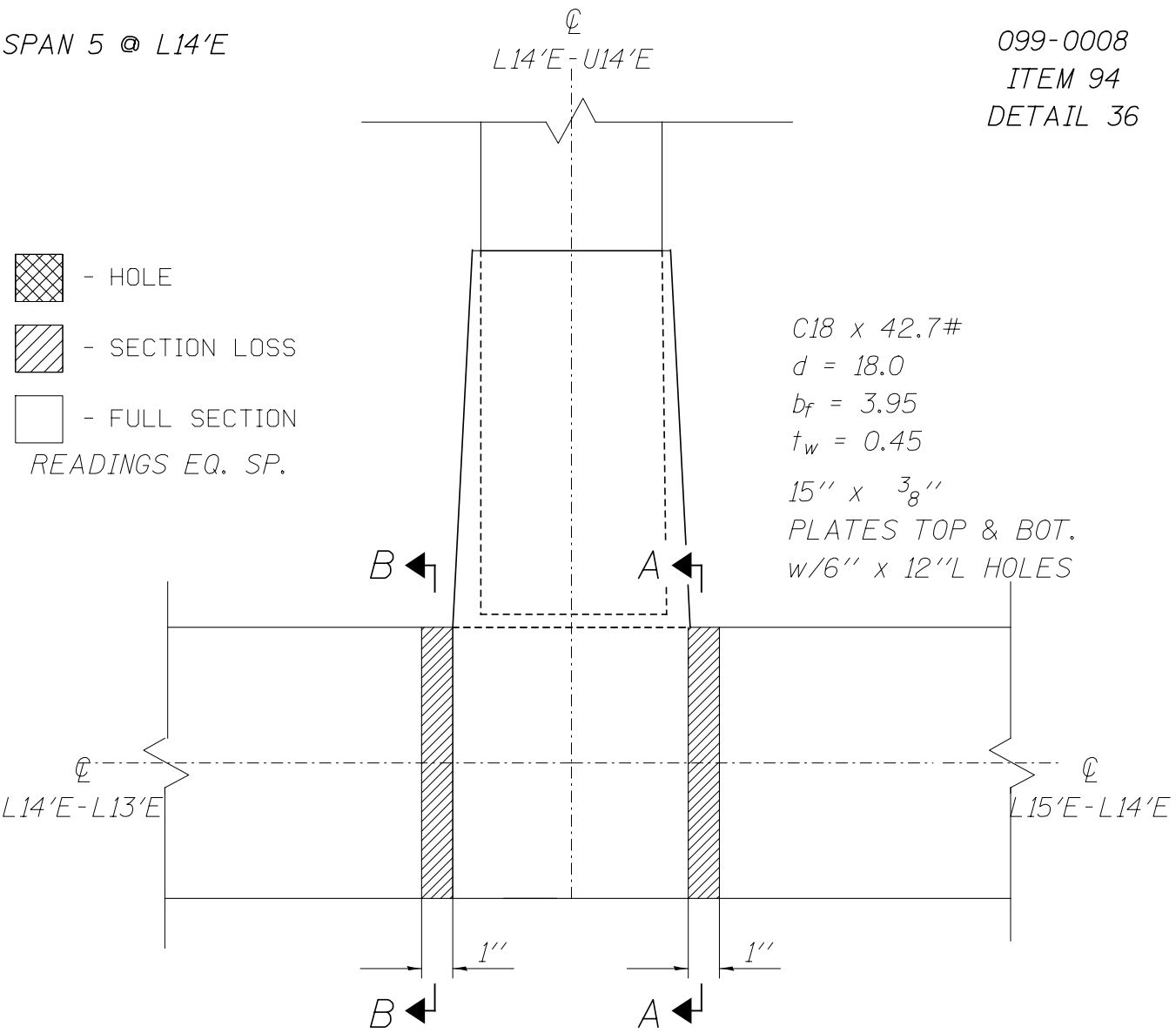
- SECTION LOSS

- FULL SECTION

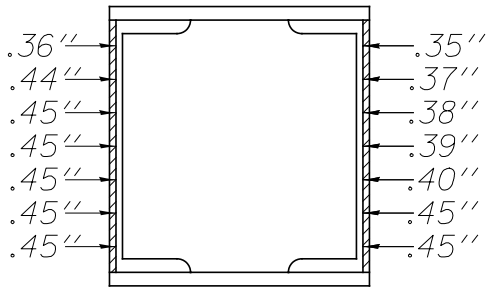
READINGS EQ. SP.

SPAN 5 @ L14'E

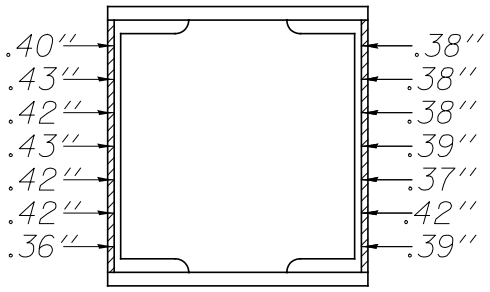
099-0008
ITEM 94
DETAIL 36



ELEVATION
(Looking West)



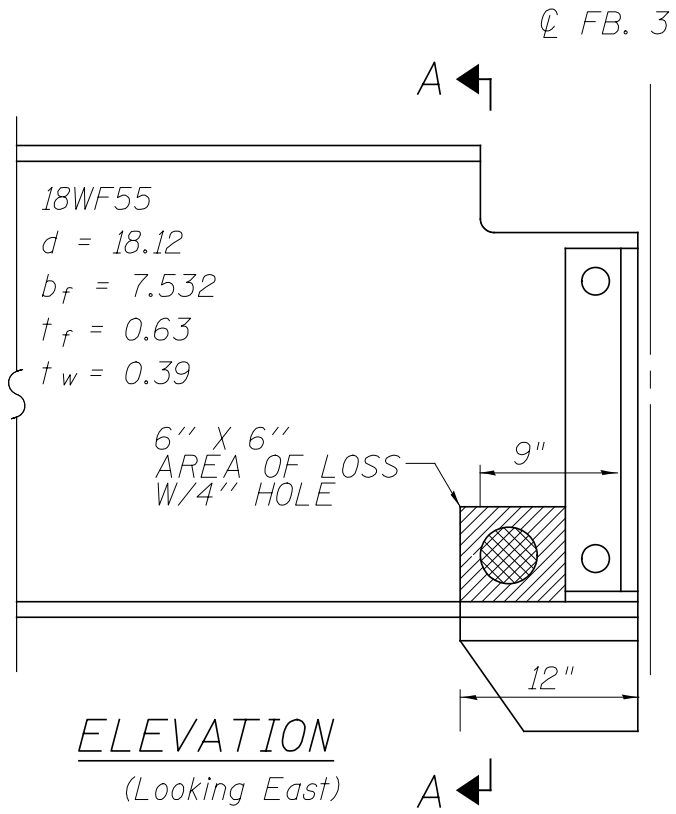
SEC. B-B



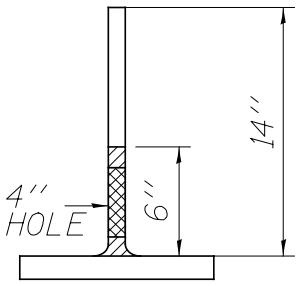
SEC. A-A

SP. 5
S1 @ FB. 13′ PAN. 14′

099-0008
ITEM 96
DETAIL 37



ELEVATION
(Looking East)

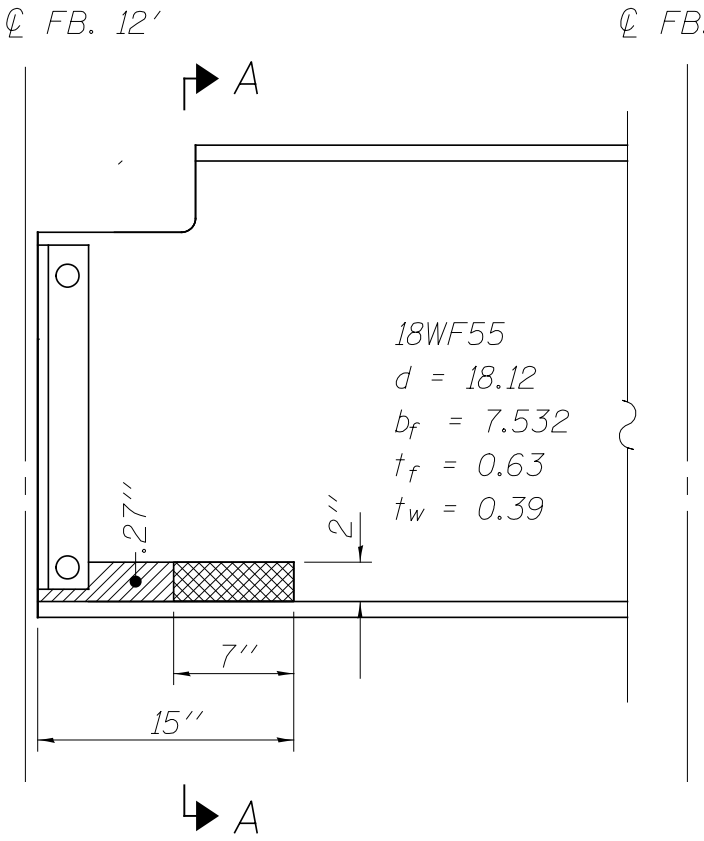


SEC. A-A

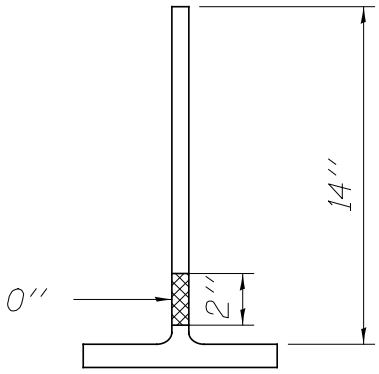
- HOLE
- SECTION LOSS
- FULL SECTION

SP. 5
S9 PAN. 12′

099-0008
ITEM 107
DETAIL 38



ELEVATION
(Looking East)



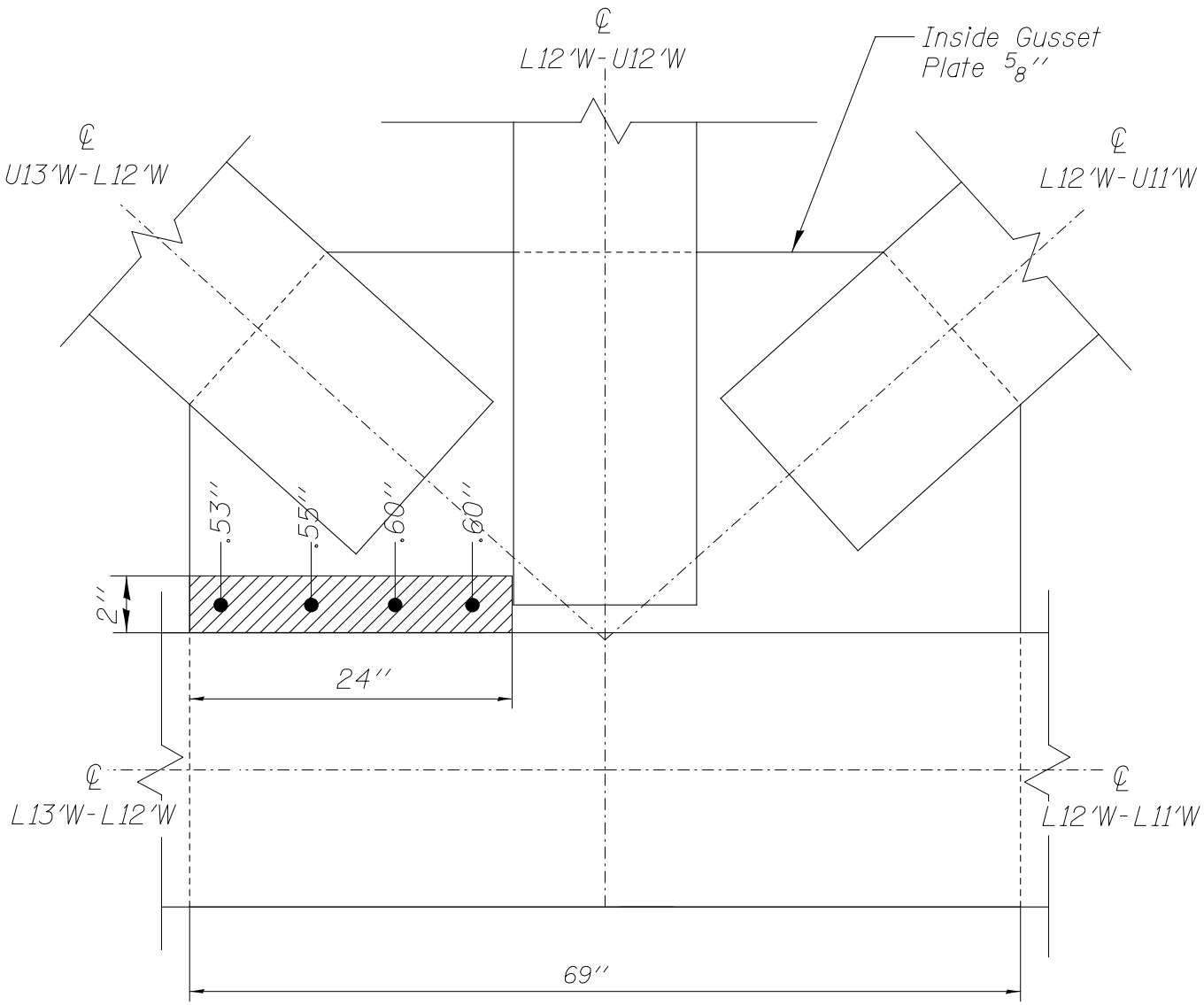
SEC. A-A

- HOLE
- SECTION LOSS
- FULL SECTION

READINGS EQ. SP.

SPAN 5 @ L12'W

099-0008
ITEM 108
DETAIL 39



ELEVATION

(Looking East)

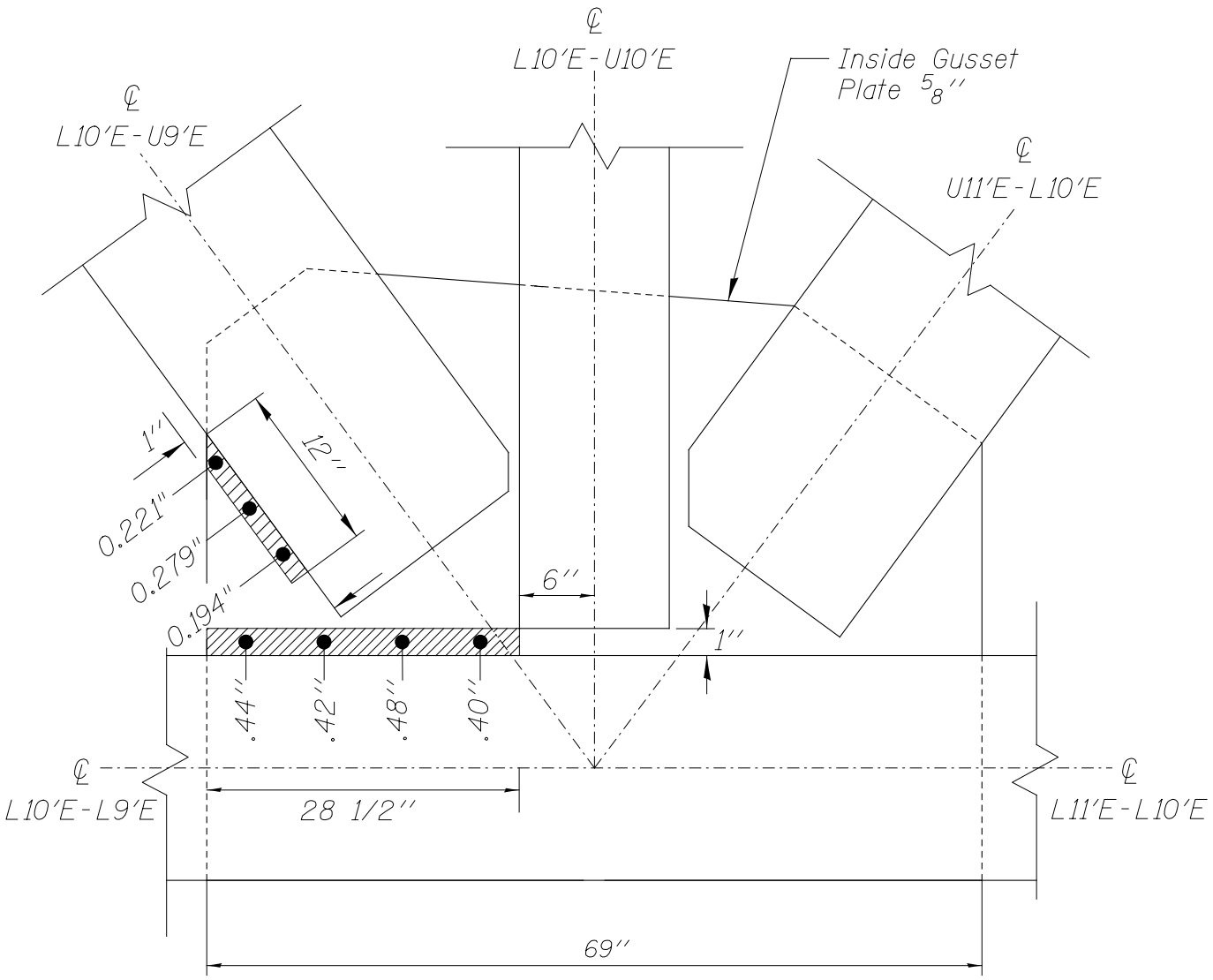
- HOLE

- SECTION LOSS

- FULL SECTION

SPAN 5 @ L10'E

099-0008
ITEM 115
DETAIL 40



ELEVATION

(Looking West)

- SECTION LOSS

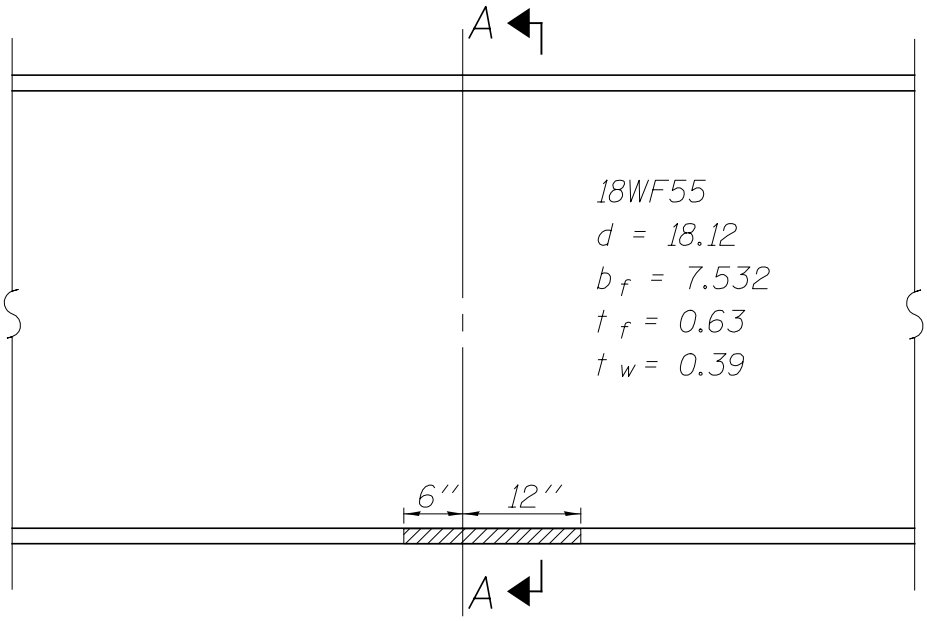
- FULL SECTION

READINGS EQ. SP.

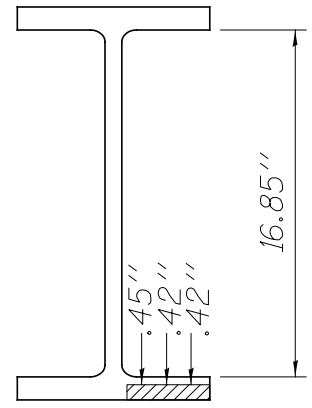
SP. 6
S1, MIDSPAN, PAN. 8'

099-0008
ITEM 120
DETAIL 41

MIDSPAN, S 1



ELEVATION
(Looking East)



SEC. A-A

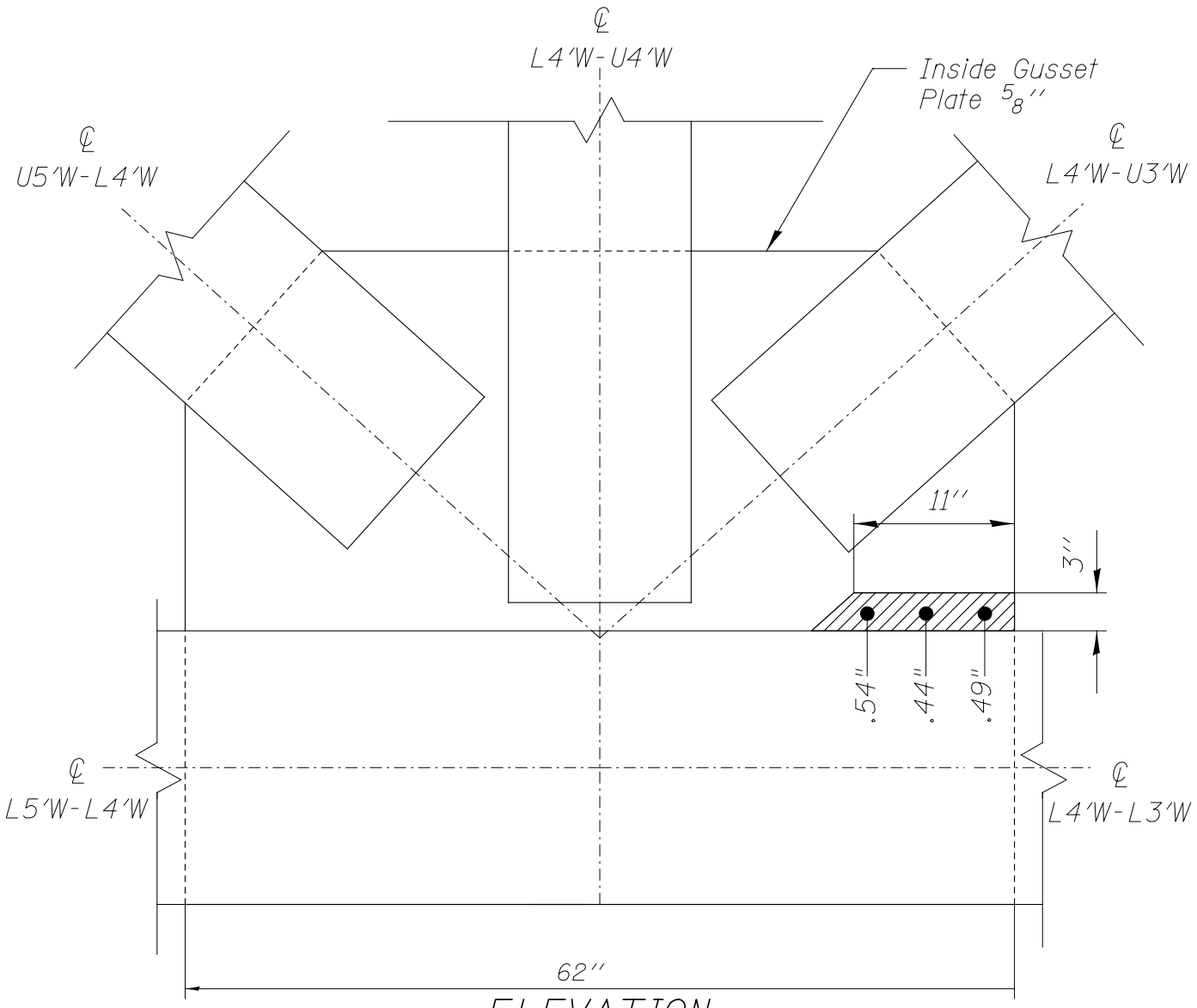
- SECTION LOSS

- FULL SECTION

READINGS EQ. SP.

SPAN 6 @ L4'W

099-0008
ITEM 124
DETAIL 42



ELEVATION
(Looking East)

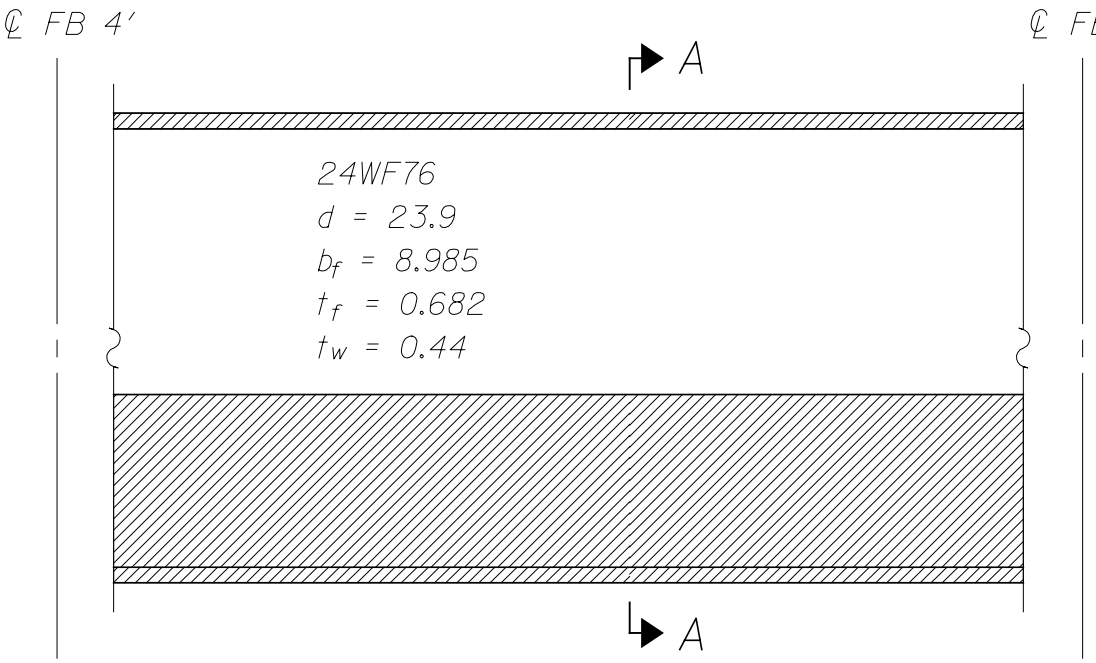
- HOLE

- SECTION LOSS

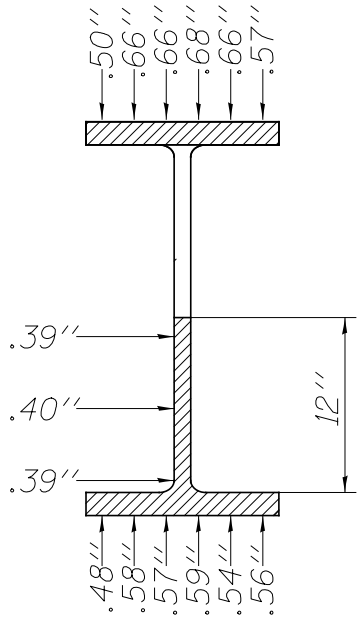
- FULL SECTION

SP. 6
S7 PAN. 4'

099-0008
ITEM 126
DETAIL 43



ELEVATION
(LOOKING EAST)



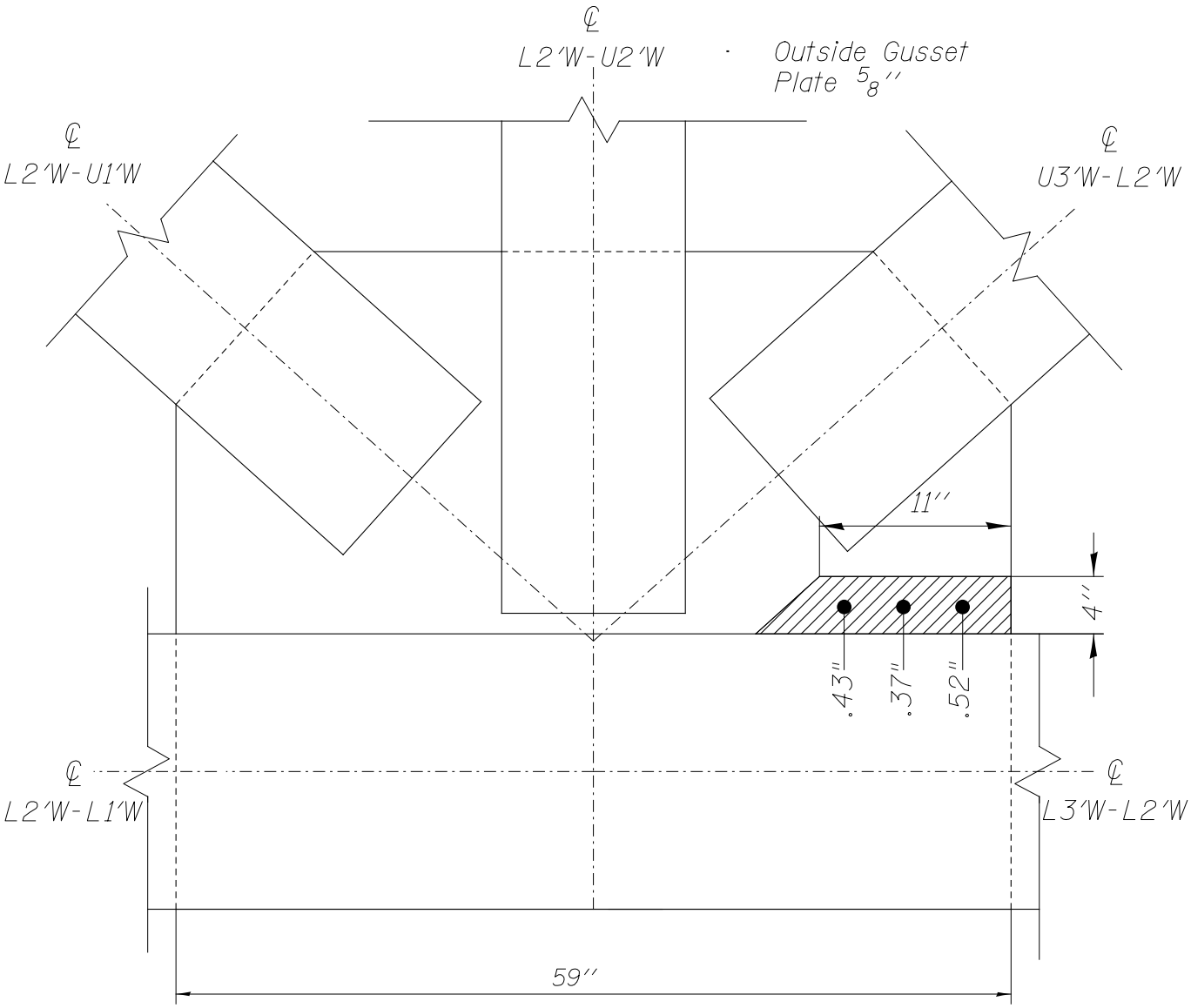
SEC. A-A

- HOLE
- SECTION LOSS
- FULL SECTION

READINGS EQ. SP.

SPAN 6 @ L2'W

099-0008
ITEM 130
DETAIL 44



ELEVATION
(Looking West)

- HOLE

- SECTION LOSS

- FULL SECTION

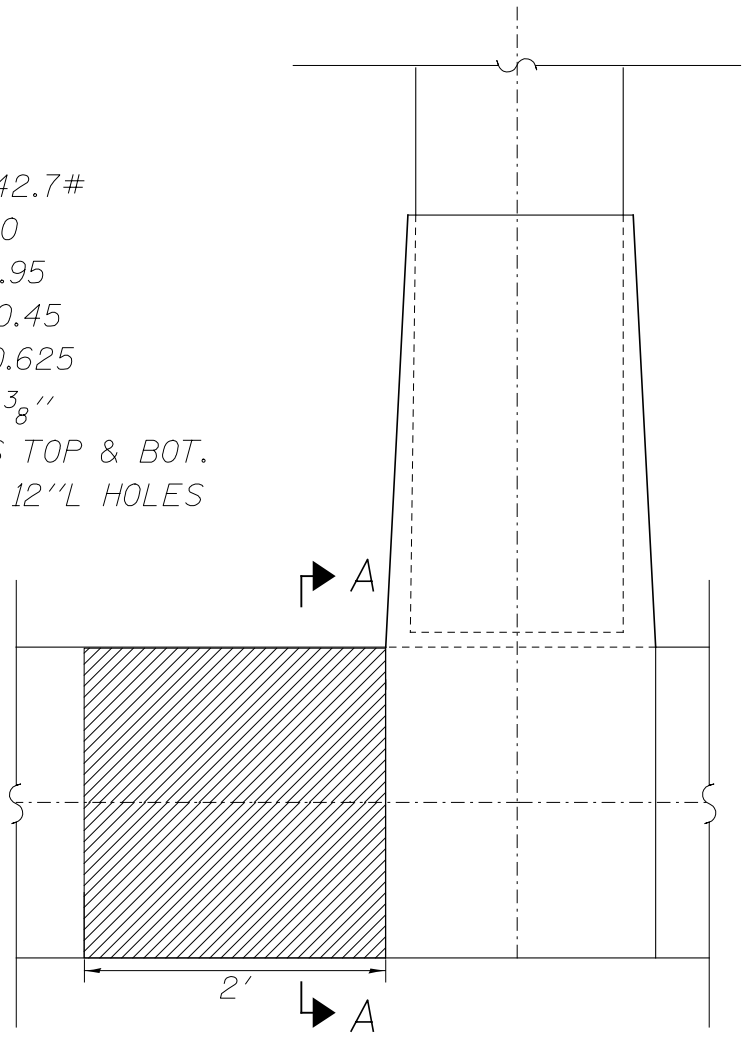
READINGS EQ. SP.

SPAN 5 L13E-L14E @ L14E

099-0008
ITEM 72
DETAIL 45

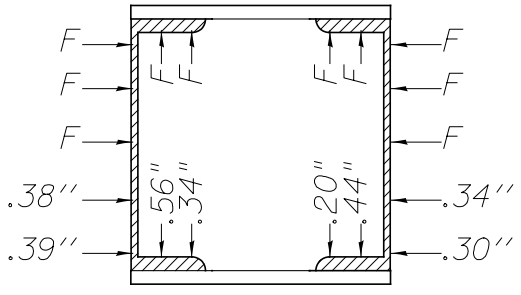
℄
L14E-U14E

C18 x 42.7#
d = 18.0
bf = 3.95
tw = 0.45
tf = 0.625
15'' x $\frac{3}{8}$''
PLATES TOP & BOT.
w/6'' x 12''L HOLES



ELEVATION
(Looking West)

- HOLE
- SECTION LOSS
- FULL SECTION

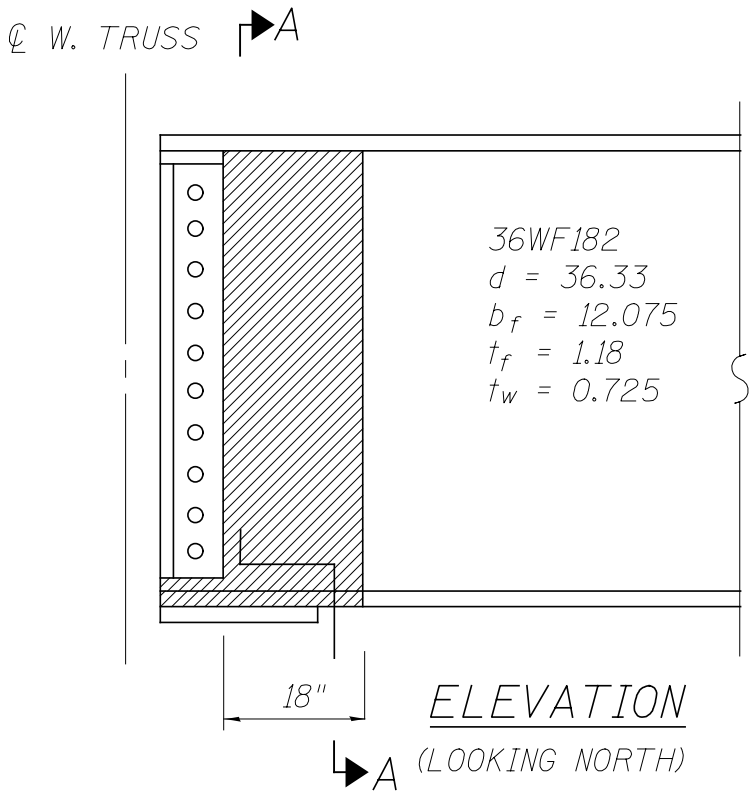


SEC. A-A

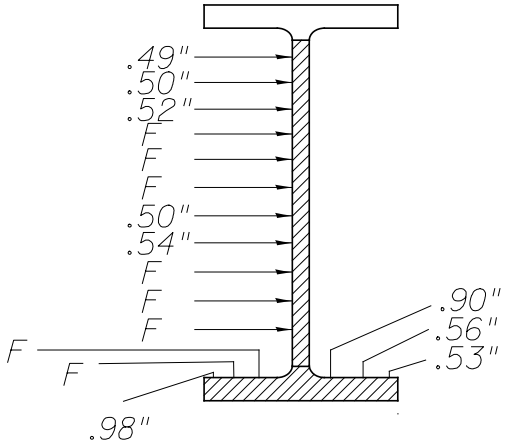
READINGS EQ. SP.

SPANS B. & L1'E
FB. 17

099-0008
ITEM 85
DETAIL 46



ELEVATION
(LOOKING NORTH)



SEC. A-A

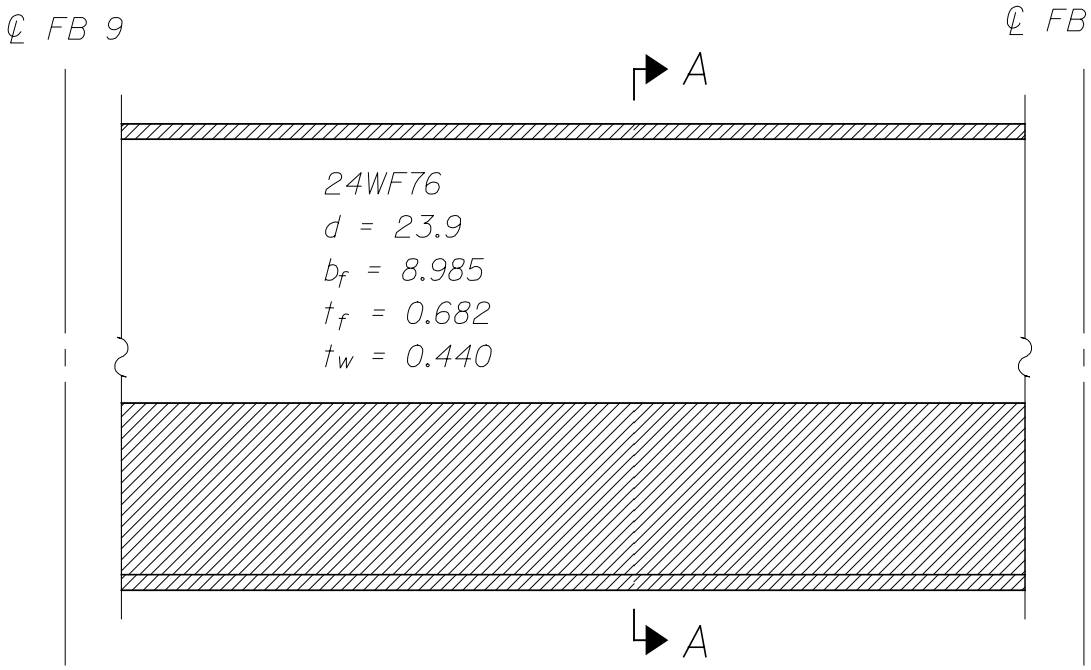
- SECTION LOSS

- FULL SECTION

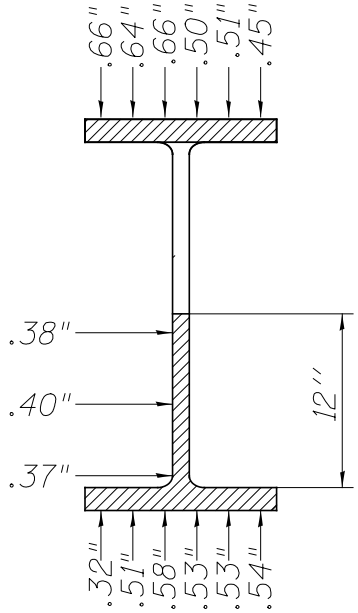
READINGS EQ. SP.

SP. 5
S7 PAN. 10

099-0008
ITEM 140
DETAIL 47



ELEVATION
(LOOKING EAST)



SEC. A-A

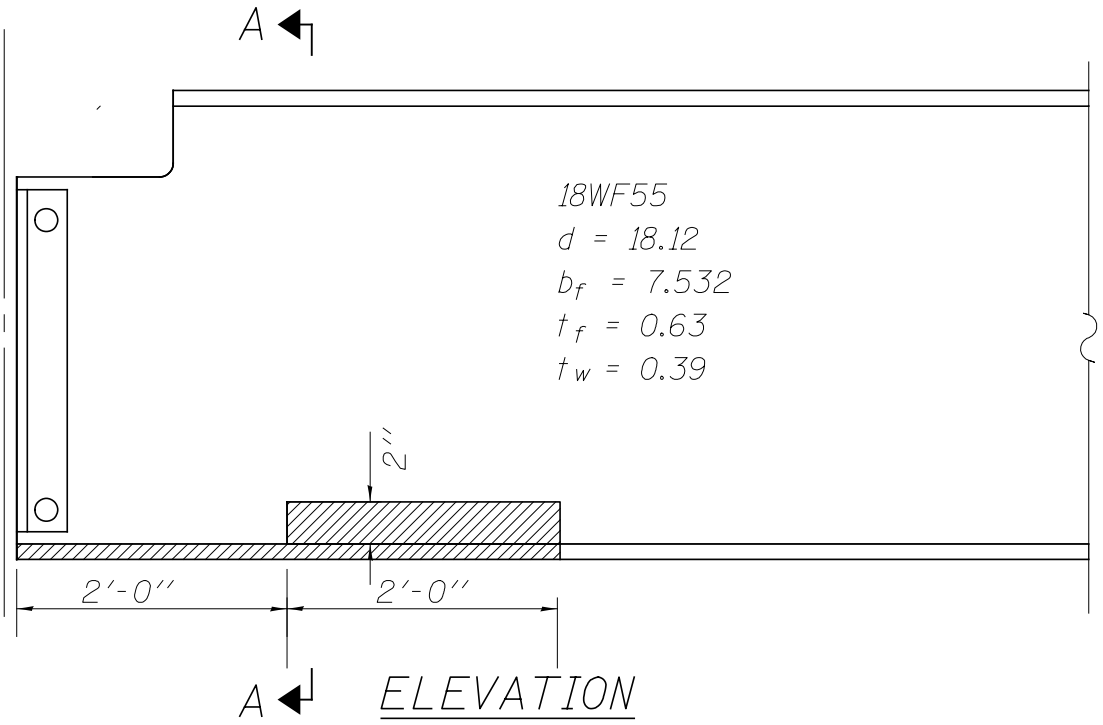
- HOLE
- SECTION LOSS
- FULL SECTION

READINGS EQ. SP.

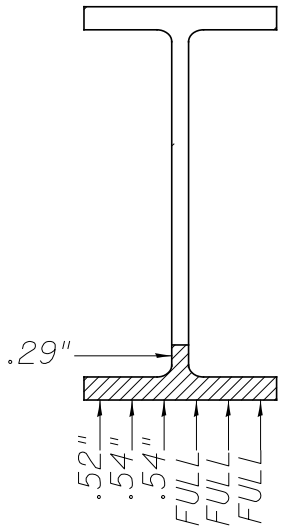
SP. 4
S1 PAN. 8

099-0008
ITEM 53
DETAIL 48

℄ FB. 8



ELEVATION
(Looking West)



SEC. A-A

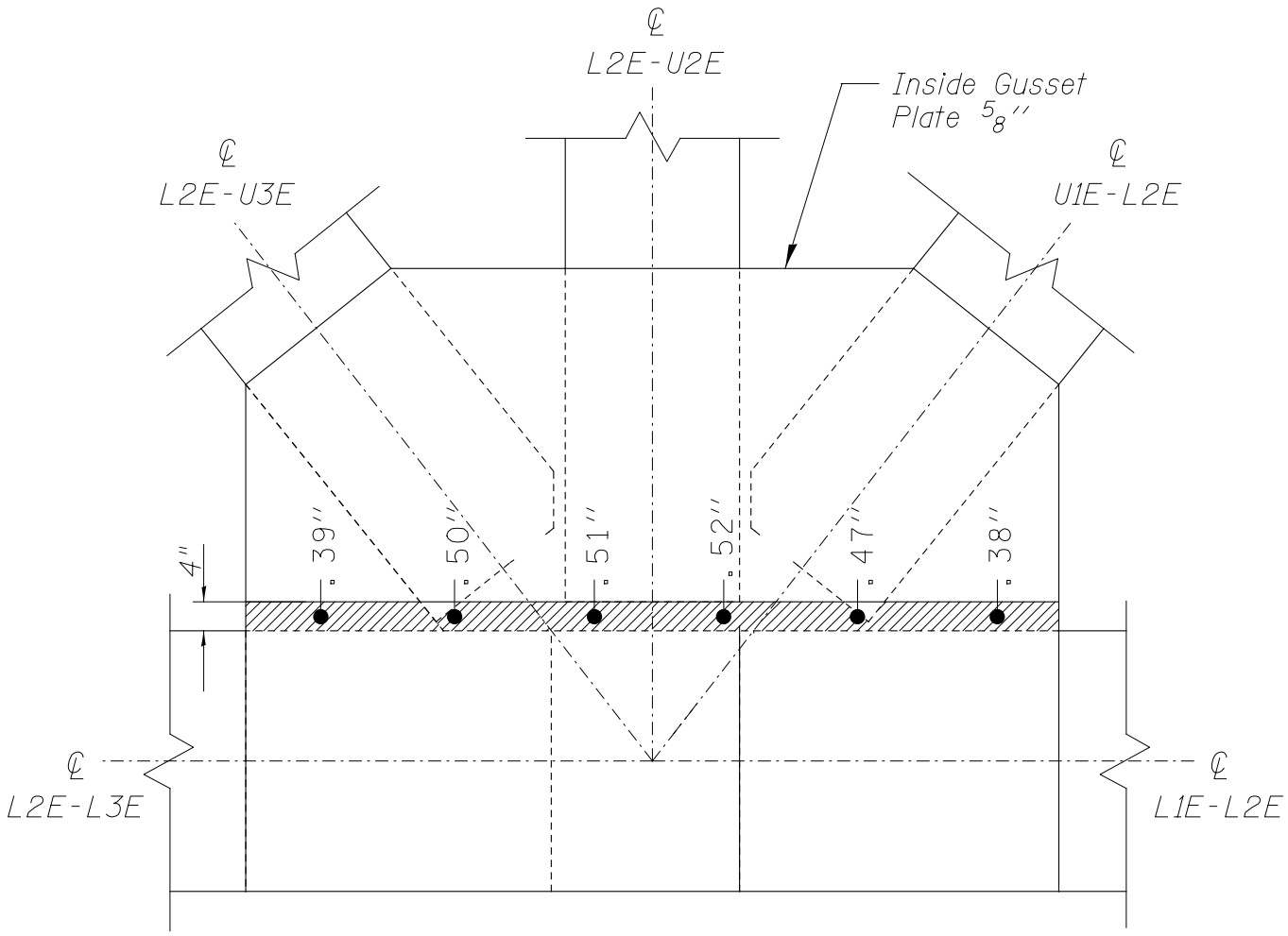
- SECTION LOSS

- FULL SECTION

READINGS EQ. SP.

SPAN 4 @ L2E
IS GUSSET PLATE

099-0008
ITEM 138
DETAIL 49



ELEVATION

(Looking West)

- HOLE

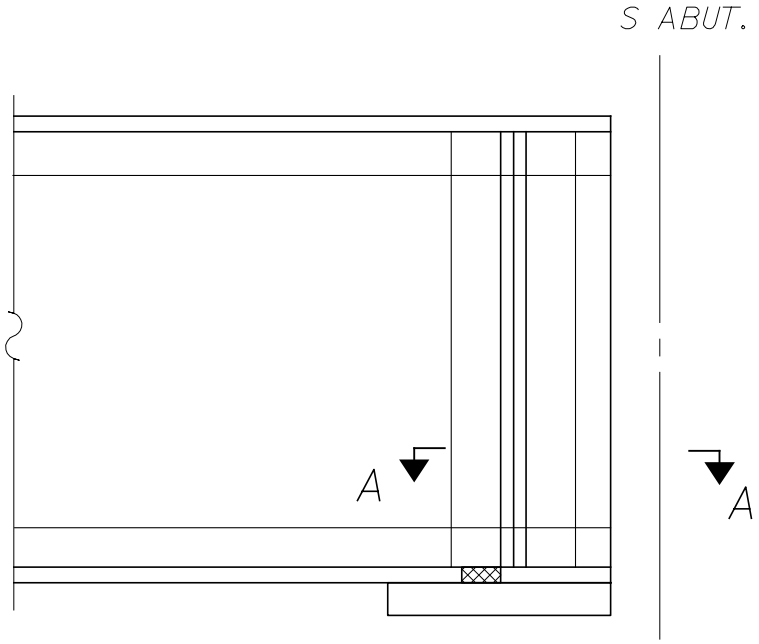
- SECTION LOSS

- FULL SECTION

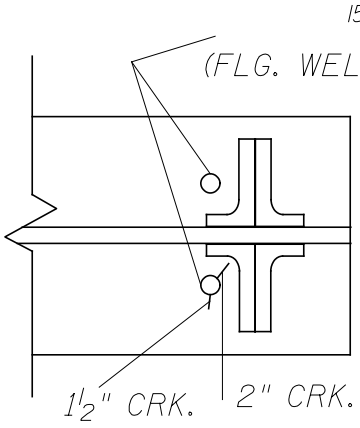
READINGS EQ. SP.

SP. 7
GIR. 3

099-0008
ITEM 151
DETAIL 50



ELEVATION
(Looking North)



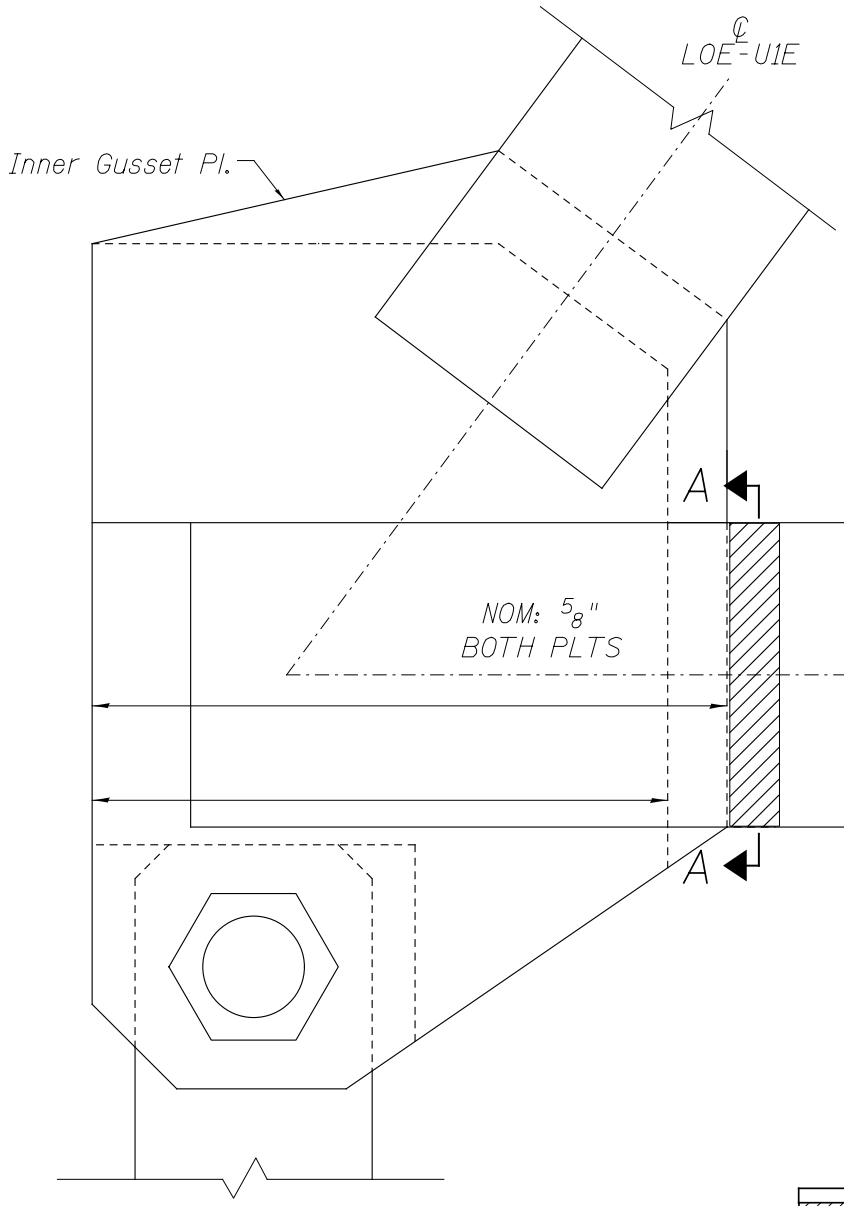
SEC. A-A

- HOLE
- SECTION LOSS
- FULL SECTION

READINGS EQ. SP.

SPAN 6 @ LO'E

099-0008
ITEM 156
DETAIL 51

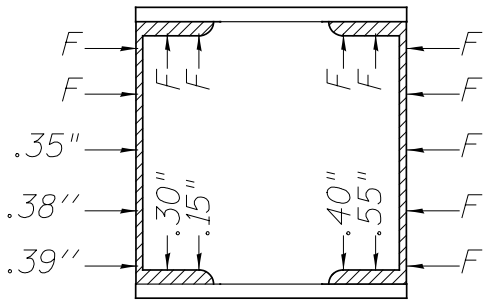


C18 x 42.7#
d = 18.0
w = 3.95
t = 0.45

15" x 3/8"
PLATES TOP & BOT.
w/6" x 12"L HOLES

ELEVATION

(Looking West)



SEC. A-A

- HOLE

- SECTION LOSS

- FULL SECTION

READINGS EQ. SP.

PHOTO 1 Span 3 looking South

PHOTO 2 Span 5 looking South

PHOTO 3 Span 6 looking South

PHOTO 4 Span 6 looking North

PHOTO 5 Span 3 looking North

PHOTO 6 Span 7 looking South

PHOTO 7 Span 5 looking North

PHOTO 8 Span 4 looking South

PHOTO 9 Span 4 looking South

PHOTO 10 Span 5 looking South

PHOTO 11 Span 3 looking Southeast

PHOTO 12 Span 5 looking Southeast

PHOTO 13

PHOTO 14 Span 6 looking Southeast

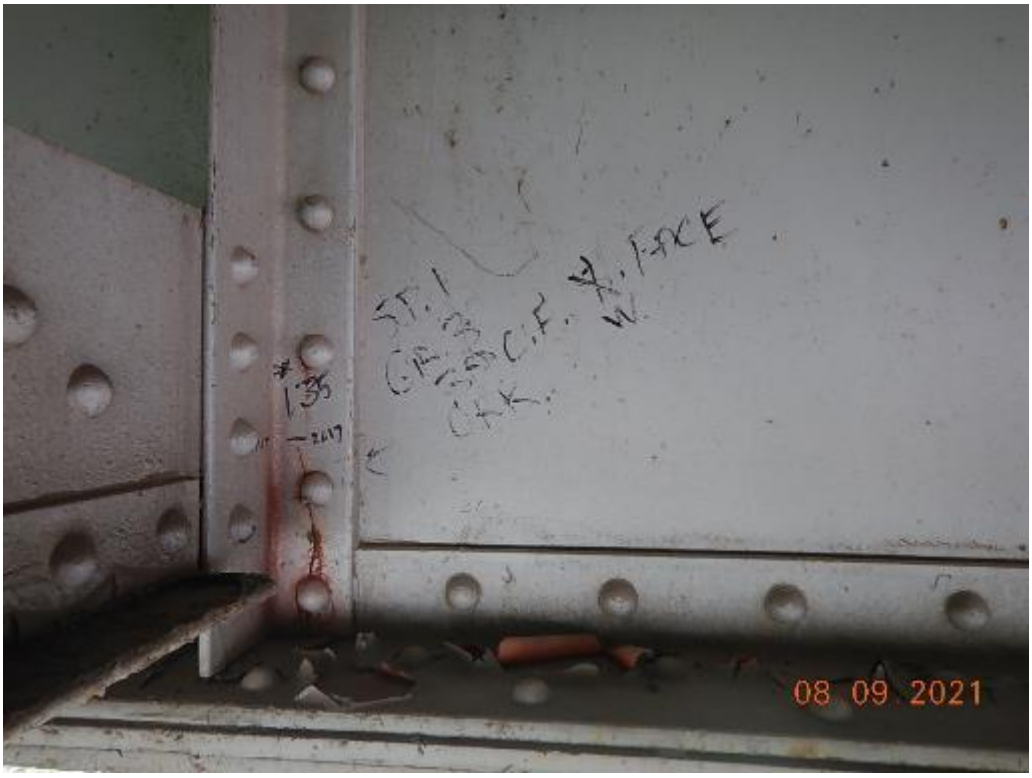


PHOTO 15

PHOTO 16

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PHOTO 25

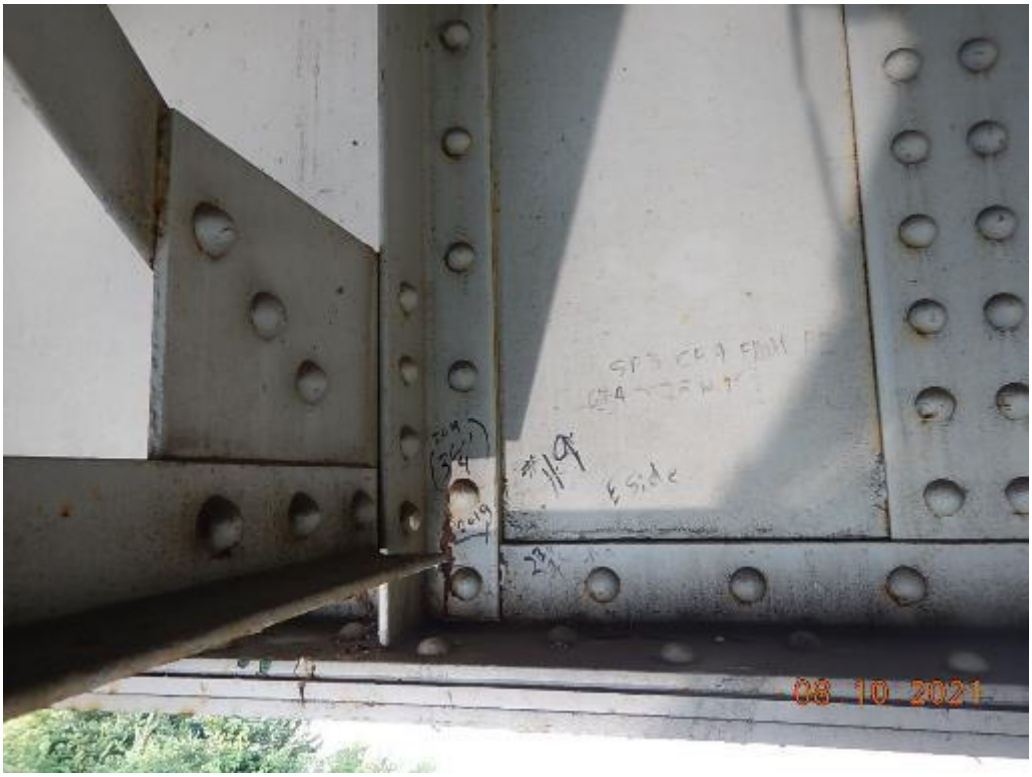

PHOTO 26

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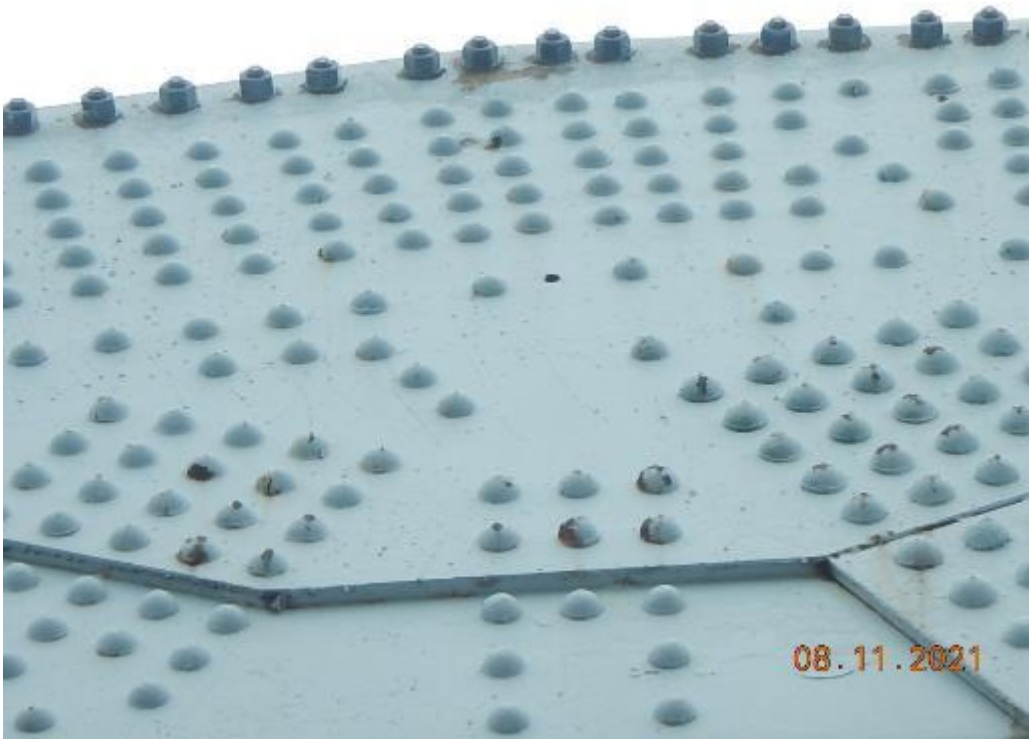

PHOTO 64

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PHOTO 157

PHOTO 158

PHOTO 159

PHOTO 160

PHOTO 161

PHOTO 162

PHOTO 163 @Girder 1

PHOTO 164 @ Girder 6

PHOTO 165

PHOTO 166

PHOTO 167

Structure number: 099-0008									
Date: 08/07/17					**Date:**				
By: A. Young, M. Rives					**By:**				
Location	**Reading**	**Tempature**	**Joint Type**	**Location**	**Location**	**Reading**	**Tempature**	**Joint Type**	**Location**
North Abutment	1 ¾”	80º	SSJ	W	North Abutment			SSJ	W
Pier 3	5 ½ ”	80º	MJ	W	Pier 3			MJ	W
Panel Point 13	5 ½ ”	80º	MJ	W	Panel Point 13			MJ	W
Panel Point 13’	2”	80º	SJS	W	Panel Point 13’			SJS	W
Pier 6	1 5/8”	80º	SSJ	W	Pier 6			SSJ	W
South Abutment	1 ½ ”	80º	SSJ	W	South Abutment			SSJ	W
All readings taken 1’ from parapet, Curb or Guard Rail					**all reading taken at centerline of lane 2**				

Structure number: 099-0008									
Date: 08/07/17					**Date: TDB**				
By: CSE, JDD					**By: 8/5/2019**				
Location	**Reading**	**Tempature**	**Joint Type**	**Location**	**Location**	**Reading**	**Tempature**	**Joint Type**	**Location**
North Abutment	2 ½”	73º	SSJ	W	North Abutment	2’’	69º	SSJ	W
Pier 3	5 ¾”	73º	MJ	W	Pier 3	6’’	69º	MJ	W
Panel Point 13	6”	75º	MJ	W	Panel Point 13	6’’	69º	MJ	W
Panel Point 13’	2 ¼”	75º	SJS	W	Panel Point 13’	2 ½’’	69º	SJS	W
Pier 6	1 ¾”	75º	SSJ	W	Pier 6	1 5/8’’	69º	SSJ	W
South Abutment	1 ¾”	74º	SSJ	W	South Abutment	1 5/8’’	69º	SSJ	W
All readings taken 1’ from parapet, Curb or Guard Rail					**all reading taken at centerline of lane 2**				

Structure number: 099-0008									
Date: 08/05/13					**Date: 8/10/15**				
By: SMS					**By: TDB**				
Location	**Reading**	**Tempature**	**Joint Type**	**Location**	**Location**	**Reading**	**Tempature**	**Joint Type**	**Location**
North Abutment	North /A	80º	North /A	W	North Abutment	2”	74º	SSJ	W
Pier 3	5 5/8”	80º	MJ	W	Pier 3	5 ¼”	74º	MJ	W
Panel Point 13	5 3/4”	80º	MJ	W	Panel Point 13	4 ¾”	74º	MJ	W
Panel Point 13’	2 1/4”	80º	SJS	W	Panel Point 13’	1 ¾”	74º	SJS	W
Pier 6	1 5/8”	80º	SSJ	W	Pier 6	1”	74º	SSJ	W
South Abutment	North /A	80º	North /A	W	South Abutment	1 ½”	74º	SSJ	W
JOINTS at Abutments REMOVED for REPLACEMENT									
BEFORE INSPECTION									
All readings taken 1’ from parapet, Curb or Guard Rail					**all reading taken at centerline of lane 2**				

Structure number: 099-0008

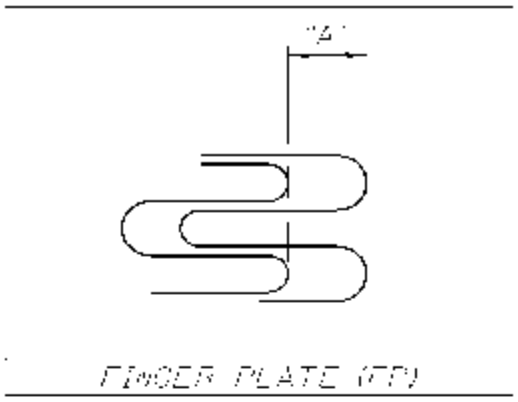
Date: 08/28/07					**Date: 07/20/09**				
By: CJI					**By: DWH**				
Location	**Reading**	**Tempature**	**Joint Type**	**Location**	**Location**	**Reading**	**Tempature**	**Joint Type**	**Location**
North Abutment	2”	80º	SJC	W	North Abutment	1 ¾”	65º	SJC	W
Pier 3	5 ½”	80º	MJ	W	Pier 3	6 1/8”	65º	MJ	W
Panel Point 13	5 ½”	80º	MJ	W	Panel Point 13	6 9/16”	65º	MJ	W
Panel Point 13’	2 ¼”	80º	SJS	W	Panel Point 13’	2 ½”	65º	SJS	W
Pier 6	1 ¾”	80º	SSJ	W	Pier 6	1 7/8”	65º	SSJ	W
South Abutment	1 5/8”	80º	SJC	W	South Abutment	1 5/8”	65º	SJC	W
All readings taken 1’ from parapet, Curb or Guard Rail					**all reading taken at centerline of lane 2**				

Structure number: 099-0008									
Date: 10/23/03					**Date:08/24/05**				
By: PTW					**By: MLH**				
Location	**Reading**	**Tempature**	**Joint Type**	**Location**	**Location**	**Reading**	**Tempature**	**Joint Type**	**Location**
North Abutment	2 ¼”	60º	SJC	W	North Abutment	2 ¼”	70	SJC	W
Pier 3	19 ½”	60º	NJ	W	Pier 3	19 ¼”	70	NJ	W
Panel Point 13	20”	60º	NJ	W	Panel Point 13	19 5/8”	70	NJ	W
Panel Point 13’	2”	60º	SJS	W	Panel Point 13’	2 ¼”	70	SJS	W
Pier 6	20 ¼”	60º	NJ	W	Pier 6	20”	70	NJ	W
South Abutment	2 ¼”	60º	SJC	W	South Abutment	2 ¼”	70	SJC	W
All readings taken 1’ from parapet, Curb or Guard Rail									

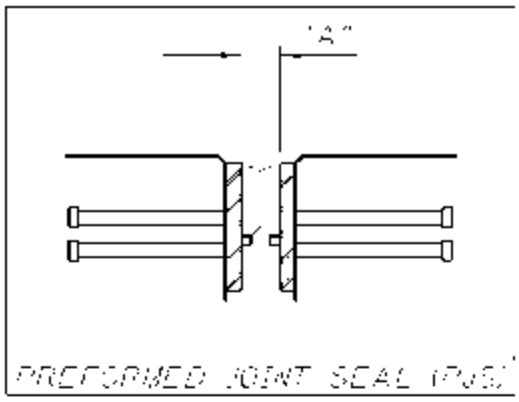
Structure number: 099-0008									
Date: 10/23/00					**Date: 10/17/01**				
By: JCW					**By: SKP**				
Location	**Reading**	**Tempature**	**Joint Type**	**Location**	**Location**	**Reading**	**Tempature**	**Joint Type**	**Location**
North Abutment	2 ½”	65	SJC	W	North Abutment	3 ½”	50	SJC	W
Pier 3	18 ¾”	65	NJ	W	Pier 3	28”	50	NJ	W
Panel Point 13	20”	65	NJ	W	Panel Point 13	29”	50	NJ	W
Panel Point 13’	29”	65	SJS	W	Panel Point 13’	2”	50	SJS	W
Pier 6	20 ¼”	65	NJ	W	Pier 6	28 ½”	50	NJ	W
South Abutment	2 ½”	65	SJC	W	South Abutment	3 ¼”	50	SJC	W

All readings taken 1’ from parapet, Curb or Guard Rail

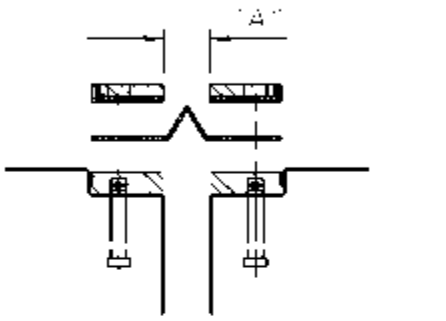
Structure number: 099-0008									
Date: 8/9/21					**Date:**				
By: ALY, MDR					**By:**				
Location	**Reading**	**Tempature**	**Joint Type**	**Location**	**Location**	**Reading**	**Tempature**	**Joint Type**	**Location**
North Abutment	1 3/4”	80	SJC	W	North Abutment				
Pier 3	5 ½”	80	NJ	W	Pier 3				
Panel Point 13	5 ½”	80	NJ	W	Panel Point 13				
Panel Point 13’	2”	80	SJS	W	Panel Point 13’				
Pier 6	1 5/8”	80	NJ	W	Pier 6				
South Abutment	1 ½”	80	SJC	W	South Abutment				
All readings taken 1’ from parapet, Curb or Guard Rail									



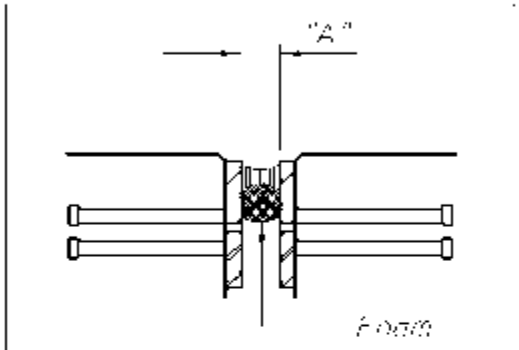
FINGER PLATE (FP)



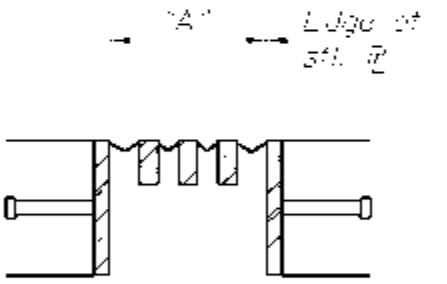
PREFORMED JOINT SEAL (PJS)



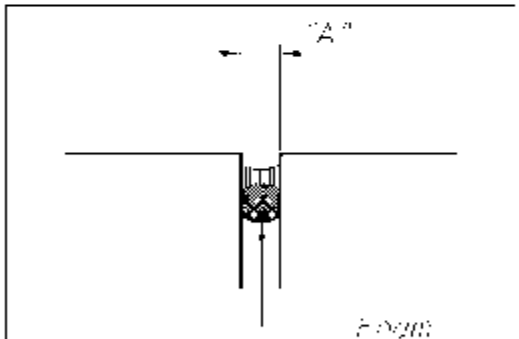
NEOPRENE JOINT (NJ)



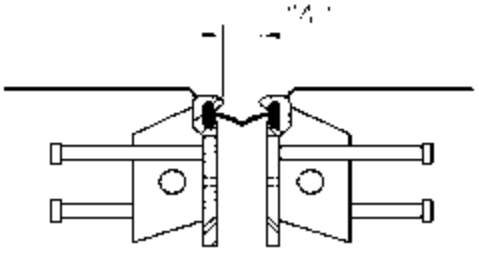
SILICONE JOINT W/ STEEL @ (SJS)



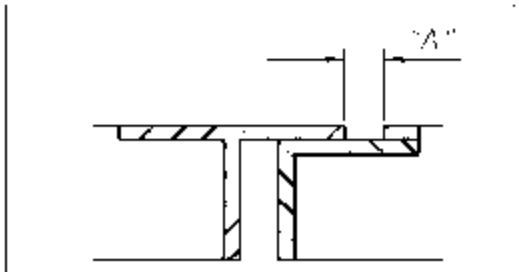
MONO AP JOINT (MJ)



SILICONE JOINT W/ CONCRETE @ (SJC)



STRIP SEAL JOINT (SSJ)



SLIDING STEEL JOINT (SSJ)