



NC DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS
BRIDGE MANAGEMENT UNIT

ATTENTION

BRIDGE INSPECTION REPORT

INSPECTION TYPE: Routine Inspection

COUNTY TRANSYLVANIA BRIDGE NUMBER 870073 INSPECTION CYCLE 2 YRS
N. FORK FRENCH BROAD RVR.
ROUTE NC215 ACROSS N.FORK FRENCH BROAD RVR. M.P. 0

2.5 MI. N. JCT. SR1321

LOCATION 2.5 MI.N.JCT.SR1321

SUPERSTRUCTURE REINFORCED CONCRETE FLOOR ON I-BEAMS

ABUTMENTS: REINFORCED CONCRETE

SUBSTRUCTURE ABUTMENTS:REINFORCED CONCRETE

1 @ 35'-3"

SPANS 1 @ 35'-3"

LONGITUDE 82° 54' 16.60"

LATITUDE 35° 15' 27.02"

INSPECTION DATE 07/22/2014

PRESENT CONDITION FAIR

PRESENT POSTING Not Posted

PROPOSED POSTING _____

OTHER SIGNS PRESENT DELINEATORS (4) & NARROW BRIDGE (2)



NORTH

Fracture Critical	<u>No</u>
Temporary Shoring	<u>No</u>
Scour Critical	<u>No</u>
Scour POA	<u>No</u>

SIGN NOTICE ISSUED FOR	NUMBERED REQUIRED
<u>No</u> WEIGHT LIMIT	_____
<u>No</u> DELINEATORS	_____
<u>No</u> NARROW BRIDGE	_____
<u>No</u> ONE LANE BRIDGE	_____
<u>No</u> LOW CLEARANCE	_____

NATIONAL BRIDGE INVENTORY----- STRUCTURE INVENTORY AND APPRAISAL

Run Date: 09/09/2014

IDENTIFICATION					
(1) STATE NAME -NORTH CAROLINA	BRIDGE	870073		SUFFICIENCY RATING =	61.42
(8) STRUCTURE NUMBER(FEDERAL)		000000001750073		STATUS =	Functionally Obsolete
(5) INVENTORY ROUTE (ON/UNDER) - ON		31002150			
(2) STATE HIGHWAY DEPARTMENT DISTRICT		1		CLASSIFICATION	CODE
(3) COUNTY CODE 175 (4) PLACE CODE		0		(112)NBIS BRIDGE SYSTEM -	YES
(6) FEATURE INTERSECTED - BEETREE FORK CREEK				(104)HIGHWAY SYSTEM Is not on NHS	0
(7) FACILITY CARRIED NC215				(26) FUNCTIONAL CLASS - Major Collector	07
(9) LOCATION 2.5 MI.N.JCT.SR1321				(100)STRAHNET HIGHWAY - Not a STRAHNET Route	0
(11)MILEPOINT		0		(101)PARALLEL STRUCTURE - No Parallel Structure	N
(16)LAT 35° 15' 27.02" (17)LONG 82° 54' 16.60"				(102)DIRECTION OF TRAFFIC - 2-way Traffic	2
(98)BORDER BRIDGE STATE CODE	PCT SHARE			(103)TEMPORARY STRUCTURE -	
(99)BORDER BRIDGE STRUCTURE NO				(110)DESIGNATED NATIONAL NETWORK - Not on the National Network	0
				(20) TOLL On Free Road	3
				(31) MAINTAIN - State Highway Agency	01
				(22) OWNER - State Highway Agency	01
				(37) HISTORICAL SIGNIFICANCE - Not Eligible	5
STRUCTURE TYPE AND MATERIAL					
(43) STRUCTURE TYPE MAIN: Steel					
TYPE - Stringer Mutlibeam or Girder		CODE 302			
(44) STRUCTURE TYPE APPR :				CONDITION	CODE
TYPE -		CODE 000		(58) DECK	5
(45) NUMBER OF SPANS IN MAIN UNIT		1		(59) SUPERSTRUCTURE	5
(46) NUMBER OF APPROACH SPANS				(60) SUBSTRUCTURE	5
(107)DECK STRUCTURE TYPE - 1		CODE		(61) CHANNEL & CHANNEL PROTECTION	5
(108)WEARING SURFACE / PROTECTIVE SYSTEM :				(62) CULVERTS	N
(A) TYPE OF WEARING SURFACE -		CODE			
(B) TYPE OF MEMBRANE -		CODE		LOAD RATING AND POSTING	CODE
(C) TYPE OF DECK PROTECTION -		CODE		(31) DESIGN LOAD Unknown	0
				(63) OPERATING RATING METHOD - Load Factor	1
				(64) OPERATING RATING - HS-28	50
				(65) INVENTORY RATING METHOD - Load Factor	1
				(66) INVENTORY RATING - HS-17	30
				(70) BRIDGE POSTING - No Posting Required	5
				(41) STRUCTURE OPEN, POSTED ,OR CLOSED	A
				DESCRIPTION - Open, No Restriction	
AGE AND SERVICE					
(27) YEAR BUILT		1936			
(106)YEAR RECONSTRUCTED					
(42) TYPE OF SERVICE : ON - Highway					
UNDER - Waterway		CODE 15			
(28) LANES: ON STRUCTURE 2 UNDER STRUCTURE		0			
(29) AVERAGE DAILY TRAFFIC		190			
(30) YEAR OF ADT 2012 (109) TRUCK ADT PCT		7%			
(19) BYPASS OR DETOUR LENGTH		20 MI			
GEOMETRIC DATA					
(48) LENGTH OF MAXIMUM SPAN		34 FT			
(49) STRUCTURE LENGTH		35 FT			
(50)CURB OR SIDEWALK: LEFT .4 FT RIGHT .4 FT					
(51) BRIDGE ROADWAY WIDTH CURB TO CURB		18.75 FT			
(52) DECK WIDTH OUT TO OUT		20 FT			
(32) APPROACH ROADWAY WIDTH (W/SHOULDERS)		21 FT			
(33) BRIDGE MEDIAN - No Median		CODE 0			
(34) SKEW 0° (35) STRUCTURE FLARED		0			
(10) INVENTORY ROUTE MIN VERT CLEAR		999.9 FT			
(47) INVENTORY ROUTE TOTAL HORIZ CLEAR		18.75 FT			
(53) MIN VERT CLEAR OVER BRIDGE RDWY		999.9 FT			
(54) MIN VERT UNDERCLEAR REF Not a Highway or Railroad		0 FT			
(55) MIN LAT UNDERCLEAR RT REF Not a Highway or Railroad		000 FT			
(56) MIN LAT UNDERCLEAR LT REF -		000 FT			
NAVIGATION DATA					
(38) NAVIGATION CONTROL - No Navigational Control		CODE 0			
(111)PIER PROTECTION -		CODE			
(39) NAVIGATION VERTICAL CLEARANCE		0			
(116)VERT - LIFT BRIDGE NAV MIN VERT CLEAR		FT			
(40) NAVIGATION HORIZONTAL CLEARANCE		0 FT			
				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 380 (115) YEAR FUTURE ADT 2025	
				INSPECTIONS	
				(90) INSPECTION DATE	07/22/2014
				(92) CRITICAL FEATURE INSPECTION :	(93) CFI DATE
				A) FRACTURE CRIT DETAIL - NO	A)
				B) UNDERWATER INSP - NO	B)
				C) OTHER SPECIAL INSP NO	C)
				SCOUR	

BRIDGE MANAGEMENT UNIT

DATA ON EXISTING STRUCTURE

Run Date: 09/09/2014

COUNTY :	DIVISION :	DISTRICT :	STRUCTURE NUMBER :	LENGTH :	
TRANSYLVANIA	14	1	870073	35	FEET

ROUTE CARRIED :	FEATURE INTERSECTED :
NC215	BEETREE FORK CREEK

LOCATED :	BRIDGE NAME :	CITY :
2.5 MI.N.JCT.SR1321		

FUNC. CLASS :	SYST.ON :	SYST.UNDER :	ADT & YR :	RAIL TYPE :
07	FA	NFA	190 2012	LT 991 RT 991

BUILT :	BY :	PROJ :	FED.AID PROJ :	DESIGN LOAD :
1936	FS			Unknown

REHAB :	BY :	PROJ :	ALIGNMENT :	SKEW :	LANES :		
			TAN	90	ON 2	UNDER	0

NAVIGATION :			HT. CRN. TO BED :		WATER DEPTH :		
VC 0 FT	HC 0 FT		14 FT		1		FT

SUPERSTRUCTURE :	REINFORCED CONCRETE FLOOR ON I-BEAMS
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SUBSTRUCTURE :	ABUTMENTS:REINFORCED CONCRETE
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SPANS :	1 @ 35'-3
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BEAMS OR GIRDERS :	4 LINES 27 I-BEAMS @ 5'-2 CENTERS
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FLOOR :	ENCROACHMENT :	DECK (OUT TO OUT) :
9 RC/5 AWS		20 FT

CLEAR ROADWAY :	BETWEEN RAILS :	SIDEWALK OR CURB :
18.75 FT	19.708 FT	LT .4 FT RT .4 FT

VERT.CL.OVER :
999.9 FT

INV.RTG. :	OPE.RTG. :	CONTR.MEMBER :	POSTED :		DATE
HS-17	HS-28	Int Beam	SV	TTST	06/04/2009

SYSTEM :	GREEN LINE ROUTE :
Primary N.C. Route	Y

UNDER ROUTES AND CLEARANCES

REMARKS :

BRIDGE INSPECTION RECORD AND SUMMARY

INSPECTION TYPE Routine Inspection
 BRIDGE NO. 870073 COUNTY TRANSYLVANIA ROUTE NC215 OVER N.FORK FRENCH BROAD RVR.
 STRUCTURE TYPE REINFORCED CONCRETE FLOOR ON I-BEAMS
 ROUTE ORIENTATION S - N SPANS 1 @ 35'-3

EVALUATION CODES: CRITICAL (C, 0 - 3); POOR (P, 4); FAIR (F, 5, 6); GOOD (G, 7 - 9)

INSPECTION ITEM				ITEM 61			
DECK ITEMS			GRADES				
1. WEARING SURFACE			G	45. CHANNEL & CHANNEL PROT.	a. WATERWAY	G	
					b. ALIGNMENT	F	
					c. SCOUR	F	
					d. SLOPE PROT., RIP-RAP, DIKES, ETC.		
2. DECK NO. OF EA TYPE SPN GRADE RATES SI & A ITEM 58	a. CONCRETE	1	F	50. APPROACH ROADWAY CONDITION			G
	b. TIMBER			51. APPROACH SLABS			
	c. STEEL PLANK			52. PAINT SYSTEM CODE A			F
	d. OPEN GRID			53. UTILITIES			
3. RAILING	a. CONCRETE		F	54. RESPONSE TO LIVE LOAD			G
	b. TIMBER			55. ESTIMATED REMAINING LIFE			4
	c. ALUMINUM						
	d. STEEL		G				
4. CURBS, WHEELGUARDS, PARAPETS, MEDIANS			F				
5. WALKWAYS (ON OR ATTACHED TO STRUCTURE)				60. REGULATORY SIGN NOTICE ISSUED			NO
6. DECK EXP JTS. OR DEVICES. NO. OF EACH	a. STEEL PL OR FINGER			61. PROMPT-ACTION NOTICE ISSUED			NO
	b. MISC PREFAB			62. PRESENTLY POSTED			NO
	c. COMPRESSION SEAL			63. TOT. FIELD INSP TIME (INCLUDE WRITE UP)(MAN HR)			6
	d. STANDARD JOINTS			64. TOTAL SNOOPER INSP. TIME (HRS)			
	e. OPEN JOINTS			65. TOTAL TRAFFIC CONTROL TIME (MAN HRS)			
7. DECK DEBRIS (INCLUDES EXCESS SAND/GRAVEL)			F				
				70. SI&A GENERAL CONDITION RATINGS			
SUPER STR. (FM. 1 (90)B TRUSS) ITEM 59				a. DECK	ITEM 58	5	
10. LONGITUDINAL BEAMS OR GIRDERS			F	b. SUPERSTRUCTURE	ITEM 59	5	
11. LONGITUDINAL JOIST OR STRINGERS				c. SUBSTRUCTURE	ITEM 60	5	
12. INT. DIAP'S, X-FRAMES, BRACING & CONN'S			F	d. CHANNEL & CHANNEL PROT.	ITEM 61	5	
13. END DIAP'S, CURTAIN WALLS, & CONN'S			F				
14. FLOOR BEAMS AND CONNECTIONS				71. SI&A FIELD APPRAISAL RATINGS			
15. BEARING ASSEMBLIES (INCLUDING MISALIGN)			F	a. WATERWAY ADAQUACY		7	
16. DRAINAGE SYSTEM (ON STRUCTURE)			F	b. APPR. RDWY. ALIGNMENT		6	
17. MOVABLE SPAN MACHINERY							
				72. FIELD SCOUR EVALUATION			B
SUB STR. ITEMS. ITEM 60 (INCLUDE SCOUR)							
35. TIM SUB STR.	a. ABUT. & INT. BENT CAPS & RISERS			USE OF INSP. ACCESSIBILITY EQUIPMENT			
	b. PILES, POST, SILLS, & BRACING			SNOOPER (CODE S, 4, OR N)		HRS	NO
	c. BULKHEADS, WING'S, & TIE BACKS			LADDER			NO
36. CONC SUB STR.	a. ABUT. & INT. BENT CAPS		F	BUCKET TRUCK			NO
	b. ABUT. & BENT COL'S BREASTWALLS		F	BOAT			NO
	c. ABUT. & INT. BENT PILES			OTHER			NO
	d. BACKWALLS, WING'S, RETAIN. WALLS		F				
	e. ABUT. & BENT FOOTINGS & SILLS		F				
37. STEEL SUB STR.	a. ABUT. & INT. BENT CAPS & RISERS			SPECIAL INSPECTION REQUESTED FOR			
	b. PILES, BRACING, AND BULKHEADS						
38. FOUNDATION PILES TYPE MATERIAL				NOTE			
39. SLOPE PROT., RIP-RAP (INCLUDE DRAINAGE)			G				
40. FENDER SYSTEMS				80. INSPECTED BY:	Mike Rhee		
41. DRIFT			G	81. REVIEWED BY:			

Bridge I&A Form 1(82)H State of North Carolina Dept. of Transportation Division of Highways		FIELD INSPECTION REPORT <u>Bridge Inspection & Analysis</u>	
Team Leader ME.RENFRO			
Assisted By BGH			
Item No.	Grade		
1	G	TRANSVERSE CRACKING IN THE AREA OF ABUTMENT 1. SCATTERED MAP AND LONGITUDINAL CRACKING AT THE S.W. CORNER OF THE BRIDGE.	
2a	F	TOPSIDE IS HIDDEN BY ASPHALT WEARING SURFACE. 40 IN. X 8 IN. X 8 IN. DELAMINATION WITH HAIRLINE MAP CRACKING AND EFFLORESCENCE AT UPSTREAM EDGE OF CONCRETE DECK. FULL WIDTH TRANSVERSE HAIRLINE CRACK WITH EFFLORESCENCE IN BAY #3, UNDERSIDE OF DECK; SIMILAR IN BAYS #1, #2. 2 FT. LONG EXPOSED REBAR IN UNDERSIDE OF DECK / BAY #3 / ABUTMENT 2. 2 FT. X 3 IN. X 1 FT. SPALL WITH EXPOSED REBAR IN UNDERSIDE OF DOWNSTREAM OVERHANG AT DECK DRAIN, 15 FT FROM END BENT 2. OUTSIDE 1 FT. OF DOWNSTREAM OVERHANG IS WEATHERED WITH HAIRLINE CRACKS AND EFFLORESCENCE. 1 FT. X 3 IN. X 2 IN. SPALL IN UNDERSIDE OF DECK OVERHANG ADJACENT TO REPAIR AT EAST END OF ABUTMENT 1. 1 IN. DEEP HONEYCOMB AREAS AT RANDOM ON UNDERSIDE OF DECK.	
3a	F	DOWNSTREAM RAIL POST ATTACHMENT IS DELAMINATED WITH HAIRLINE CRACKS AND EFFLORESCENCE; SIMILAR AT ALL ATTACHMENTS. WEATHERING AND SCALING OF CONCRETE RAILS WITH AREAS OF DELAMINATION AND VEGETATION GROWTH.	
3d	G	UPSTREAM RAIL HAS BEEN REPLACED WITH STEEL GUARDRAIL. CONCRETE RAIL SUPPORTS HAVE BEEN CUT FLUSH WITH THE CURBS.	
4	F	UPSTREAM CONCRETE CURB IS WEATHERED AND SPALLED ALONG FULL LENGTH. 4 FT. X 8 IN. X 8 IN. SPALL WITH EXPOSED REINFORCING IN SOUTH END OF DOWNSTREAM CURB. 5 FT. X 8 IN. X 8 IN. SPALL AT NORTH END OF DOWNSTREAM CURB.	
7	F	DRAIN HOLES FULL OF DIRT AND DEBRIS.	
10	F	RUST SCALE WITH UP TO 3/16 IN. SECTION LOSS OF BOTTOM FLANGE, FULL LENGTH OF GIRDER 4. RUST SCALE WITH 1/8 IN. SECTION LOSS IN TOP FLANGE OF GIRDER 1, FULL LENGTH. SURFACE RUST AND PAINT PEELING ON ALL INTERIOR GIRDER FLANGES; TYPICAL THROUGHOUT.	
10A	NO	NO CURVED GIRDERS.	
12	F	HAIRLINE CRACKS WITH EFFLORESCENCE ON UNDERSIDE OF INTERMEDIATE DIAPHRAGM, 10 FEET FROM ABUTMENT 2 AT EXTERIOR GIRDER 4. DELAMINATION OF INTERMEDIATE DIAPHRAGM BELOW GIRDER 1 AT MID-SPAN. HAIRLINE CRACKING IN THE DIAPHRAGMS. THE CONCRETE DIAPHRAGMS SERVE AS OVERHANG SUPPORTS ON THE OUTSIDE OF THE EXTERIOR BEAMS WITH THE SECOND SUPPORT BENEATH THE RIGHT OVERHANG BROKEN OFF/REMOVED.	

Bridge I&A Form 1(82)H State of North Carolina Dept. of Transportation Division of Highways		FIELD INSPECTION REPORT <u>Bridge Inspection & Analysis</u>	
Team Leader ME.RENFRO			
Assisted By BGH			
Item No.	Grade		
13	F	FULL WIDTH HORIZONTAL CRACK UP TO 1/ 8IN. ABUTMENT 2 CURTAINWALL IN ALL BAYS. (2) 2 FT. HORIZONTAL HAIRLINE CRACKS WITH EFFLORESCENCE, OUTSIDE OF GIRDER 4 CURTAIN WALL AT ABUTMENT 2. 3 HORIZONTAL HAIRLINE CRACKS IN ABUTMENT 1 CURTAIN WALL WITH EFFLORESCENCE OUTSIDE OF GIRDER 4	
15	F	RUST SCALE WITH UP TO 3/16" SECTION LOSS AT BEARING OF GIRDER 3, ABUTMENT 2, ALL OTHER BEARINGS SIMILAR.	
16	F	REFER TO ITEM 7.	
52	F	PAINT PEELING AND FLAKING THROUGHOUT BOTTOM FLANGES AND AT RANDOM ON WEBS OF GIRDERS.	
36a	F	HAIRLINE CRACKING, SCATTERED EFFLORESCENCE SEEPAGE, AND SCATTERED SPALLING AT BOTH ABUTMENTS. CRACKING, DELAMINATION, EFFLORESCENCE SEEPAGE, AND DETERIORATION AT THE UPSTREAM AND DOWNSTREAM ENDS OF ABUTMENT 2.	
36b	F	FULL HEIGHT VERTICAL HAIRLINE CRACK IN ABUTMENT 1 BREASTWALL BELOW GIRDER 2. FULL HEIGHT VERTICAL HAIRLINE CRACK IN ABUTMENT 1 BREASTWALL UNDER GIRDER 4. 1 FT. X 3 FT. AREA OF MAP CRACKING WITH EFFLORESCENCE IN ABUTMENT 1 BREASTWALL AT CONNECTION TO SOUTHEAST WINGWALL. (3) HORIZONTAL HAIRLINE CRACKS IN ABUTMENT 1 CURTAIN WALL WITH EFFLORESCENCE OUTSIDE OF GIRDER 4.	
36d	F	HAIRLINE MAP CRACKING WITH EFFLORESCENCE SOUTHWEST WINGWALL ADJACENT TO ABUTMENT 1.	
36e	F	4 FT. X 2 FT. X 2 FT. DETERIORATION OF CONCRETE SILL AT ABUTMENT 1. UPSTREAM END OF ABUTMENT 1 SILL IS WEATHERED AND SPALLED. END BENT 2 FOOTING IS NOT VISIBLE.	
45b	F	THE CREEK FLOWS DIRECTLY INTO AND ALONG THE FOOTING AT ABUTMENT 1.	
45c	F	A STREAM OF WATER IS FLOWING OUT FROM BENEATH THE DOWNSTREAM END OF ABUTMENT 1. THE ORIGIN OF THE WATER IS UNKNOWN, BUT THERE ARE NO ADVERSE REACTIONS TO THE ABUTMENT AT THIS TIME. RANDOM VOIDS/UNDERMINING UP TO 1' X 1' BENEATH THE FOOTING OF THE UPSTREAM WINGWALL AT ABUTMENT 1.	

BRIDGE INSPECTOR'S RECOMMENDATION FOR MAINTENANCE REPAIRS

Bridge: 870073

County TRANSYLVANIA

Date: 07/22/2014

These Repairs Should Be Made Within Twelve Months From Date Of This Inspection

MMS Code	Description of Function	Unit	Quantity	Remarks	Est. Cost
3314	Maintain Steel Superstructure Components	LF	28	RUST AND LOSS TO THE BEARING ASSEMBLIES.	
3318	Maint to Concrete Handrail	LF	71	DETERIORATION IN THE CURBS.	
3326	Maintain Concrete Deck	SF	164	DETERIORATION IN THE OVERHANGS.	
3348	Maintain Concrete Substructure Components	LF	28	DETERIORATION IN THE FOOTING AT ABUTMENT 1. VOIDS / UNDERMINING BENEATH THE FOOTING OF THE UPSTREAM WINGWALL AT ABUTMENT 1.	
5603	Partial Cleaning and Painting of Structural Steel	SF	955	RUST AND LOSS TO BEAMS.	

Key



Priority Maintenance Item



Critical Finding Item



Priority Maintenance Level Not Determined



SPALLING / DETERIORATION THROUGHOUT CONCRETE CURB AT BASE OF RIGHT BRIDGE RAIL



SPALLING / DETERIORATION WITH REBAR EXPOSURE THROUGHOUT CONCRETE CURB AT BASE OF LEFT BRIDGE RAIL



REP OF WEATHERING / SCALING AT LEFT BRIDGE RAIL



REP OF DELAMINATION, MAP CRACKING, EFFLORESCENCE AT UPSTREAM EDGE OF CONCRETE DECK



REP OF DELAMINATION, CRACKING, EFFLORESCENCE AT BRIDGE RAIL ATTACHMENTS (LEFT BRIDGE RAIL SHOWN)



CRACKS WITH EFFLORESCENCE AT UNDERSIDE OF INTERIOR DIAPHRAGM / BEAM #4 / 10' FROM END BENT
2



REP OF RUST AND LOSS TO BEAMS (BEAM #4)



HORIZONTAL CRACKS WITH EFFLORESCENCE AT END BENT 2 CURTAIN WALL / OUTSIDE OF BEAM #4



REP OF HORIZONTAL CRACKS IN END BENT 2 CURTAIL WALL (BAY #2)



REP OF RUST AND LOSS TO BEARINGS (BEAM #3 / END BENT 2)



REP OF CRACKS WITH EFFLORESCENCE TO UNDERSIDE OF BRIDGE DECK (BAY #3)



SPALL WITH REBAR EXPOSURE TO UNDERSIDE OF BRIDGE DECK / BAY #3 / END BENT 2



SPALLING WITH REBAR EXPOSURE TO DOWNSTREAM OVERHANG AT DECK DRAIN



DELAMINATION TO INTERIOR DIAPHRAGM AT BEAM #1 / MID-SPAN



REP OF CRACKING WITH EFFLORESCENCE TO DOWNSTREAM OVERHANG



DETERIORATION / SPALLING AT END BENT 1 CONCRETE SILL



DETERIORATION / SPALLING AT UPSTREAM END OF END BENT 1 SILL



MAP CRACKING WITH EFFLORESCENCE AT END BENT 1 CURTAIN WALL / SOUTH EAST WINGWALL



CRACKING WITH EFFLORESCENCE AT END BENT 1 CURTAIN WALL / OUTSIDE OF BEAM #4



SPALLING WITH EFFLORESCENCE AT REPAIR AT UPSTREAM OVERHANG / END BENT 1



REP OF CONDITIONS FOUND AT TOP OF WING WALLS ADJACENT TO END BENT 1



SPALL WITH REBAR EXPOSURE AT INTERIOR DIAPHRAGM / BAY #3 / MID-SPAN

Structure Data Worksheet

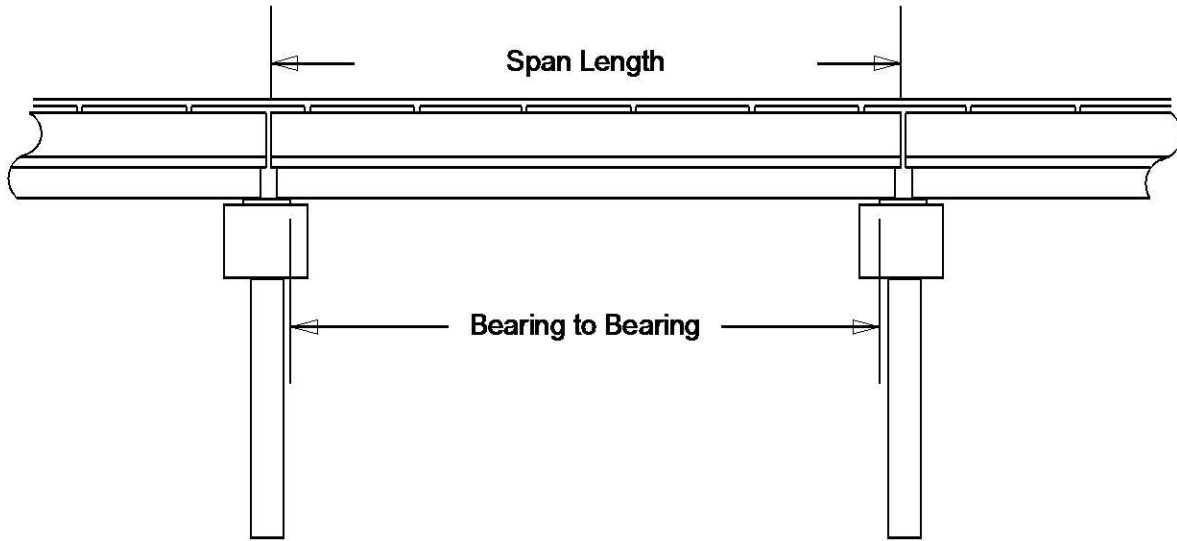
Spans

County: TRANSYLVANIA

Structure No: 870073

Date: 07/22/2014

Inspected By: MER



Span No	Span Length	Bearing to Bearing	Comments
1	35.250	34.1250	N.B.I.S. LENGTH = 33.000

Stream Bed Soundings

(See next sheet for profile sketch)

Bridge No: 870073 County: TRANSYLVANIA Date: 07/22/2014 By: MER

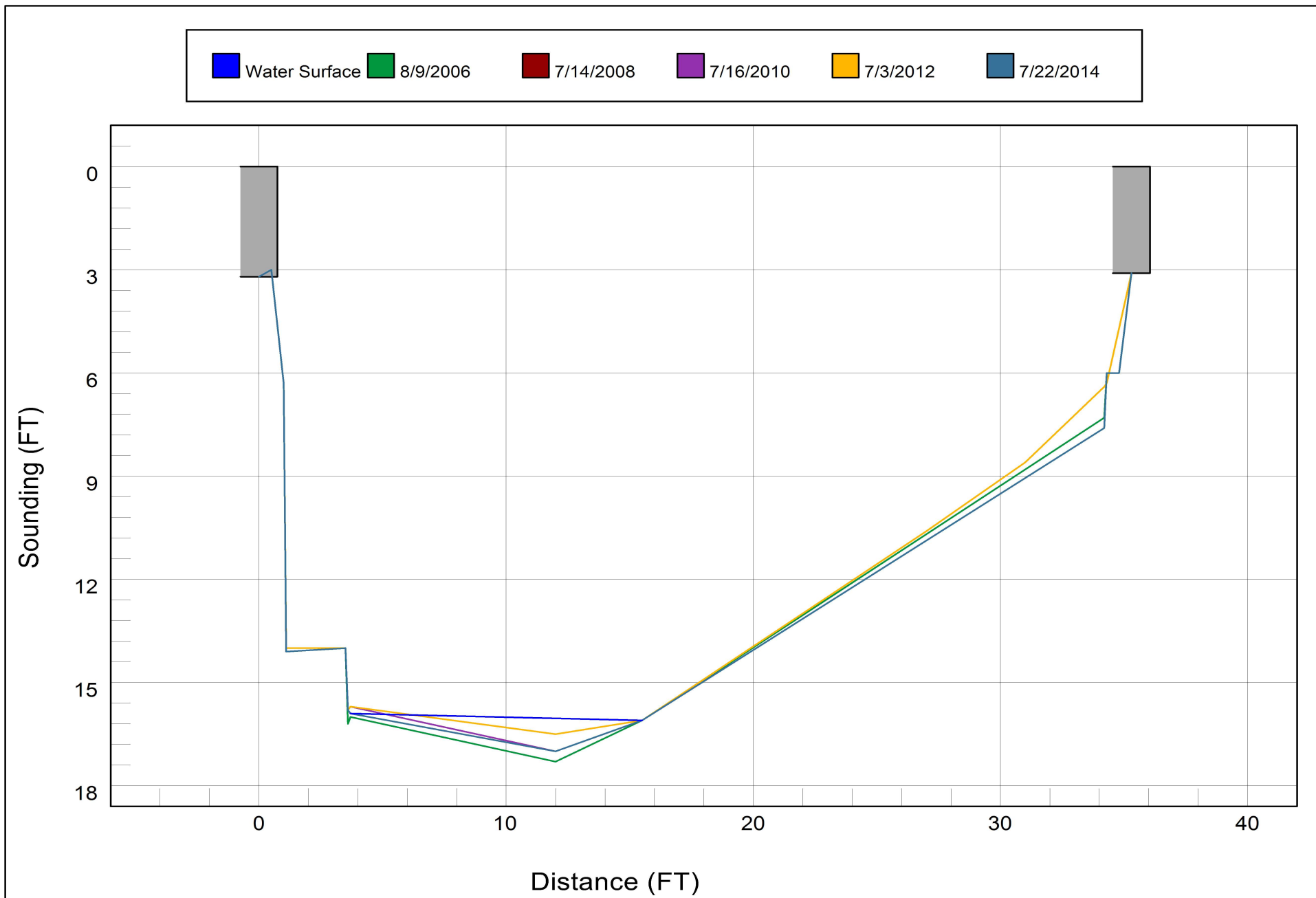
Record sounding from top of rail. Other location if needed: _____

Distance from Highwater Mark to top of rail: _____ Location of Highwater Mark: _____

DOWNSTREAM			UPSTREAM		
Distance (Station) (ft)	Sounding (ft)	Description	Distance (Station) (ft)	Sounding (ft)	Description
0	3.2	FF END BENT 1			
0.5	3				
1	6.3				
1.1	14.1		1.1	14.3	
3.5	14		3.5	14.3	
3.6	15.8		3.6	15.7	
3.7	15.9	Water Surface/Water Edge (WSWE)	3.7	15.5	
12	17				
15.5	16.1	Water Surface/Water Edge (WSWE)			
34.2	7.6		34.2	6.9	
34.3	6	RAIL TO CAP			
34.8	6	RAIL TO CAP			
35.3	3.1	FF END BENT 2			

STREAMBED PROFILE (Downstream)

Top of Rail = 0 FT (Sounding)



Bridge Inspection Field Sketch



Roadway	21.000ft Wide	2 Paved Lanes	Looking North
Left Shoulder	4ft Wide		4.000ft Unpaved
Right Shoulder	5ft Wide		5.000ft Unpaved
Left Guardrail			
Right Guardrail			

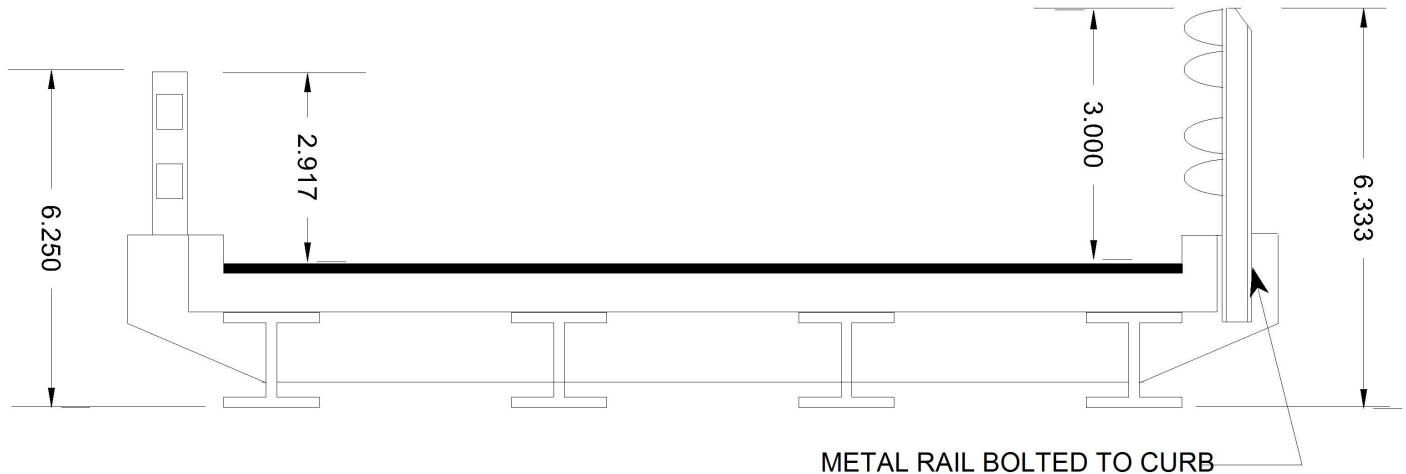
VERIFIED 7/22/2014 BY: BRIAN HEATH

Title APPROACH ROADWAY		Description APPROACH ROADWAY	
Bridge No: 870073	Drawn By: ASC	Date: 06/21/2006	File Name: S0000000740

Bridge Inspection Field Sketch

Deck Width/Out to Out	20.000ft	Wearing Surface	0.4167ft
Between Rails	19.708ft	Median Width	
Curb Height	.583ft	Median Height	
Top Rail to Deck/Wearing Surface	2.833ft	Left Guardrail Width	
Clear Roadway	18.750ft	Right Guardrail Width	
Left Bridge Rail	*	Right Bridge Rail	*

* = UNKNOWN

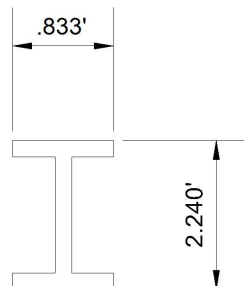


METAL RAIL BOLTED TO CURB

Measurements for Span #	1		
Deck Thickness	.750	Left Overhang	2.167
Top of Rail to Bottom of Beam	6.250	Right Overhang	2.333

Beam No	Beam Type	Spacing	Comments
1	Steel I Beam	5.167 ft.	
2	Steel I Beam	5.167 ft.	
3	Steel I Beam	5.167 ft.	
4	Steel I Beam		

SKEW: STATE = 90 & FED. = 00



FLANGE THICKNESS = 5/8" (NON-TAPERED FLANGE)
WEB THICKNESS = 5/8"

VERIFIED 7/22/2014 BY: BRIAN HEATH

Title		Description	
TYPICAL SECTION		TYPICAL SECTION	
Bridge No: 870073	Drawn By: ASC	Date: 06/21/2006	File Name: S0000000741



NORTH



SOUTH



UPSTREAM (EAST)



DOWNSTREAM (WEST)



LOOKING UPSTREAM (EAST)



LOOKING DOWNSTREAM (WEST)



APPROACH GUARDRAIL LOOKING NORTH



APPROACH GUARDRAIL LOOKING SOUTH



REP OF APPROACH GUARDRAIL ATTACHMENT AT NORTH WEST, SOUTH WEST (SOUTH WEST)



REP OF APPROACH GUARDRAIL POST SPACING AT BRIDGE (SOUTH WEST)



REP OF APPROACH GUARDRAIL POST SPACING OUT FROM BRIDGE (SOUTH EAST)



REP OF APPROACH GUARDRAIL TERMINAL END AT SOUTH EAST, NORTH WEST (SOUTH EAST)



REP OF NARROW BRIDGE SIGN (NORTH APPROACH)



UNDERSIDE OF BRIDGE DECK



END BENT 1



END BENT 2