# Bridge Inspection Report

**056B00186N**
Inspector: Luke Adkins
Entered by: LADKINSCON
12/09/2024
Standard (24 months)

## IDENTIFICATION

| | |
|---|---|
| **Structure Num (8):** | 056B00186N |
| **NBI Number** | 056B00186N |
| **Structure Name:** | |
| **Location (9):** | 0.8 MI S OF US 150 |
| **Carries (7):** | I-65 |
| **Type of Service (42A):** | 1 Highway |
| **Feature Crossed (6):** | E OAK ST |
| **Type of Service (42B):** | 1 Highway |
| **Placecode (4):** | Not Applicable |
| **County (3):** | Jefferson (056) |
| **State (1):** | 21 Kentucky |
| **Admin Area:** | Inventory |
| **District:** | District 5 |
| **Latitude (16):** | 38° 14' 3" |
| **Longitude (17):** | 85° 45' 4" |
| **Owner (22):** | State Highway Agency |
| **Maint. Resp. (21):** | State Highway Agency |
| **Year Built (27):** | 1960 |
| **Year Recon (106):** | 1982 |
| **Border State (98A):** | Not Applicable (P) |
| **Border Number (99):** | |
| **% Responsibility (98B):** | |

**Fair** **Heath Index:** 85.57

**SubStd:** No **SubStd Reason:** Not Sub-Standa

| Inspection Type | Freq (92) | Last Insp (93) | Next Insp |
|---|---|---|---|
| Routine | 24 | 12/9/2024 | 12/9/2026 |
| Element | 24 | 12/9/2024 | 12/9/2026 |
| Fracture Critical (A) | | 1/1/1901 | 1/1/1901 |
| Underwater (B) | | 1/1/1901 | 1/1/1901 |
| Special Insp (C) | | 1/1/1901 | 1/1/1901 |

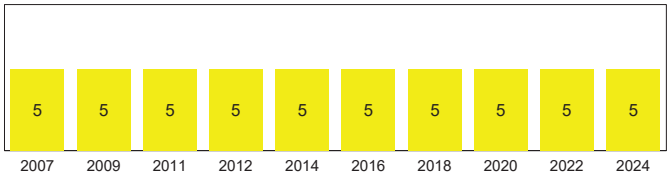
## LOAD RATING AND POSTING

| | |
|---|---|
| **Posting Status(41):** | A Open, no restriction |
| **Posting (70):** | 5 At/Above Legal Loads |
| **Signs Posted Cardinal:** | No |
| **Signs Posted Non-Cardinal:** | No |
| **Recmd Date:** | **Posted Date:** |

| Required Postings (Tons.) | | Field Postings (Tons.) | |
|---|---|---|---|
| **Gross:** | | **Gross:** | |
| **Truck Type 1:** | | **Truck Type 1:** | |
| **Truck Type 2:** | | **Truck Type 2:** | |
| **Truck Type 3:** | | **Truck Type 3:** | |
| **Truck Type 4:** | | **Truck Type 4:** | |
| **SUV 5:** | | **SUV 5:** | |
| **SUV 6:** | | **SUV 6:** | |
| **SUV 7:** | | **SUV 7:** | |
| **EV Single Axle:** | | **EV Single Axle:** | |
| **EV Tadem Axle:** | | **EV Tadem Axle:** | |
| **EV Gross:** | | **EV Gross:** | |

## DECK GEOMETRY

| | |
|---|---|
| **Deck Geometry (68):** | 9 Above Desirable Crit |
| **Deck Area:** | 19,806.00 ft² |
| **Deck Type (107):** | 1 Concrete-Cast-in-Place |
| **Wearing Surface (108A):** | 6 Bituminous |
| **Membrane (108B):** | 0 None |
| **Deck Protection (108C):** | 1 Epoxy Coated Reinforci |
| **Approach Roadway width (32):** | 119.00 ft. |
| **Width Curb to Curb (51):** | 119.00 ft. |
| **O. to O. Width (52):** | 124.80 ft. |
| **Curb / Sidewalk Width L (50A):** | 0.00 ft. |
| **Curb / Sidewalk Width R (50B):** | 0.00 ft. |
| **Median (33):** | 3 Closed Med w/Barriers |




## DECK CONDITION

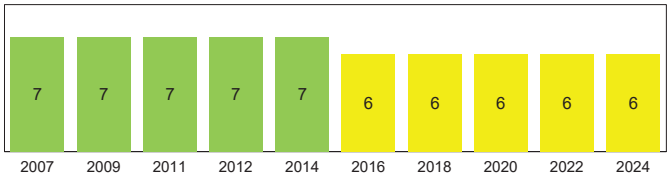
| | |
|---|---|
| **Deck Rating (58):** | 5 Fair |
| **Bridge Rail (36A):** | 0 Substandard |
| **Transition (36B):** | 0 Substandard |
| **Approach Rail (36C):** | 0 Substandard |
| **Approach Rail Ends (36D):** | 0 Substandard |

# Bridge Inspection Report

**056B00186N**
Inspector: Luke Adkins
Entered by: LADKINSCON
12/09/2024
Standard (24 months)

## SUPERSTRUCTURE GEOMETRY

| | |
|---|---|
| **# of Main Spans (45):** | 3 |
| **# of Approach Spans (46):** | 0 |
| **Main Material (43 A):** | 4 Steel Continuous |
| **Main Design (43 B):** | 02 Stringer/Girder |
| **Max Span Length (48):** | 68.10 ft. |
| **Structure Length (49):** | 158.70 ft. |
| **NBIS Length (37):** | Long Enough |
| **Temp Structure (103):** | Not Applicable (P) |
| **Skew (34):** | 21° |
| **Structure Flared (35):** | 1 Yes, flared |
| **Parallel Structure (101):** | No \|\| bridge exists |
| **Approach Alignment (72):** | 8 Equal Desirable Crit |

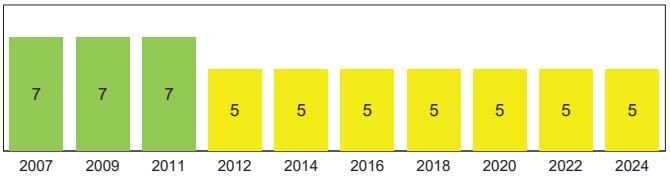



## SUPERSTRUCTURE CONDITION

| | |
|---|---|
| **Superstructure Rating (59):** | 6 Satisfactory |
| **Structure Evaluation (67):** | 5 Above Min Tolerable |

## SUBSTRUCTURE GEOMETRY

| | |
|---|---|
| **Navigation Control (38):** | NA-no waterway |
| **Nav Vert Clearance (39):** | 0.00 ft. |
| **Nav Horiz Clearance (40):** | 0.00 ft. |
| **Pier Protection (111):** | Not Applicable (P) |
| **Lift Bridge Vertical Clearance (116):** | |
| **Scour Rating (113):** | N Not Over Waterway |
| **Waterway Adequacy (71):** | N Not applicable |




## SUBSTRUCTURE CONDITION

| | |
|---|---|
| **Substructure Rating (60):** | 5 Fair |
| **Channel Rating (61):** | N N/A (NBI) |

## KYTC FIELDS

| | | | |
|---|---|---|---|
| **Overlay:** | Yes | **Scour Observed:** | N/A |
| **Overlay Type:** | L T Polymer Asph | **Scour Risk :** | N/A |
| **Overylay Thickness:** | 2.25 in. | **Scour Analysis/Assessment :** | Not Required |
| **Overlay Year:** | 2012 | **Scour POA :** | Not Required |
| **Cross Section:** | Not Required | **Scour POA Date :** | |
| **Cross Section Date:** | | **Next Cross Section Due Date :** | |

## 1ST NON-CARD ROUTE ON: I-65 NC

### ROADWAY LOCATION

| | |
|---|---|
| **Pos Prefix (5A):** | 1st Non-Card Route |
| **Kind of Hwy (5B):** | 1 Interstate Hwy |
| **Route Num (5D):** | 00065 |
| **LRS Route (13A/B):** | IO0065_000/00 |
| **Milepost (11):** | 134.44 mi |
| **Suffix (5E):** | 0 N/A (NBI) |
| **Lanes Under (28B):** | 6 |
| **Detour Length (19):** | 8.00 mi |

### ROADWAY CLASSIFICATION

| | |
|---|---|
| **Funct Class (26):** | 11 Urban Interstate |
| **Level Service (5C):** | 1 Mainline |
| **NHS (104):** | 1 On the NHS |
| **Defense Hwy (100):** | 1 On Interstate STRAHNET |
| **Toll Facility (20):** | 3 On free road |
| **ADT (29):** | 122,958 Cars/Day |
| **Pct Trucks (109):** | 16.00% |
| **ADT Year (30):** | 2024 |

### CLEARANCES

| | |
|---|---|
| **Vertical (10):** | 99.99 ft. |
| **Min Vert Over (53):** | 99.99 ft. |
| **Vert Ref (54A):** | H Hwy beneath struct |
| **Undrclearnce (54B):** | 14.67 ft. |
| **Horizontal (47):** | 49.75 ft. |
| **Min Lat Left (56):** | 8.88 ft. |
| **Min Lat Right (55B):** | 8.92 ft. |
| **Horiz Ref (55A):** | H Hwy beneath struct |
| **Underclearance (69):** | 3 Intolerable - Correct |

## 2ND NON-CARD ROUTE ON: I-65 RAMP to E ST CATHERINE

### ROADWAY LOCATION

| | |
|---|---|
| **Pos Prefix (5A):** | 2nd Non-Card Route |
| **Kind of Hwy (5B):** | 1 Interstate Hwy |
| **Route Num (5D):** | 00065 |
| **LRS Route (13A/B):** | |
| **Milepost (11):** | 134.44 mi |
| **Suffix (5E):** | 0 N/A (NBI) |
| **Lanes Under (28B):** | 1 |
| **Detour Length (19):** | 8.00 mi |

### ROADWAY CLASSIFICATION

| | |
|---|---|
| **Funct Class (26):** | 11 Urban Interstate |
| **Level Service (5C):** | 7 Ramp |
| **NHS (104):** | 1 On the NHS |
| **Defense Hwy (100):** | 1 On Interstate STRAHNET |
| **Toll Facility (20):** | 3 On free road |
| **ADT (29):** | 122,958 Cars/Day |
| **Pct Trucks (109):** | 16.00% |
| **ADT Year (30):** | 2024 |

### CLEARANCES

| | |
|---|---|
| **Vertical (10):** | 99.99 ft. |
| **Min Vert Over (53):** | 99.99 ft. |
| **Vert Ref (54A):** | H Hwy beneath struct |
| **Undrclearnce (54B):** | 14.67 ft. |
| **Horizontal (47):** | 69.25 ft. |
| **Min Lat Left (56):** | 8.88 ft. |
| **Min Lat Right (55B):** | 8.92 ft. |
| **Horiz Ref (55A):** | H Hwy beneath struct |
| **Underclearance (69):** | 3 Intolerable - Correct |

## ROUTE UNDER STRUCTURE: E OAK ST

### ROADWAY LOCATION

| | |
|---|---|
| **Pos Prefix (5A):** | One Route Under |
| **Kind of Hwy (5B):** | 5 City Street |
| **Route Num (5D):** | 01016 |
| **LRS Route (13A/B):** | |
| **Milepost (11):** | 0.24 mi |
| **Suffix (5E):** | 0 N/A (NBI) |
| **Lanes Under (28B):** | 2 |
| **Detour Length (19):** | 0.00 mi |

### ROADWAY CLASSIFICATION

| | |
|---|---|
| **Funct Class (26):** | 16 Urban Minor Arterial |
| **Level Service (5C):** | 0 None of the below |
| **NHS (104):** | 0 Not on NHS |
| **Defense Hwy (100):** | 0 Not a STRAHNET hwy |
| **Toll Facility (20):** | 3 On free road |
| **ADT (29):** | 7,645 Cars/Day |
| **Pct Trucks (109):** | 0.00% |
| **ADT Year (30):** | 2023 |

### CLEARANCES

| | |
|---|---|
| **Vertical (10):** | 14.67 ft. |
| **Min Vert Over (53):** | 99.99 ft. |
| **Vert Ref (54A):** | H Hwy beneath struct |
| **Undrclearnce (54B):** | 14.67 ft. |
| **Horizontal (47):** | 40.00 ft. |
| **Min Lat Left (56):** | 8.88 ft. |
| **Min Lat Right (55B):** | 8.92 ft. |
| **Horiz Ref (55A):** | H Hwy beneath struct |
| **Underclearance (69):** | 3 Intolerable - Correct |

## ROUTE ON STRUCTURE: I-65

### ROADWAY LOCATION

| | |
|---|---|
| **Pos Prefix (5A):** | Route On Structure |
| **Kind of Hwy (5B):** | 1 Interstate Hwy |
| **Route Num (5D):** | 00065 |
| **LRS Route (13A/B):** | IO0065_000/00 |
| **Milepost (11):** | 134.44 mi |
| **Suffix (5E):** | 0 N/A (NBI) |
| **Lanes On (28A):** | 6 |
| **Detour Length (19):** | 8.00 mi |

### ROADWAY CLASSIFICATION

| | |
|---|---|
| **Funct Class (26):** | 11 Urban Interstate |
| **Level Service (5C):** | 1 Mainline |
| **NHS (104):** | 1 On the NHS |
| **Defense Hwy (100):** | 1 On Interstate STRAHNET |
| **Toll Facility (20):** | 3 On free road |
| **ADT (29):** | 122,958 Cars/Day |
| **Pct Trucks (109):** | 16.00% |
| **ADT Year (30):** | 2024 |

### CLEARANCES

| | |
|---|---|
| **Vertical (10):** | 99.99 ft. |
| **Min Vert Over (53):** | 99.99 ft. |
| **Vert Ref (54A):** | H Hwy beneath struct |
| **Undrclearnce (54B):** | 14.67 ft. |
| **Horizontal (47):** | 69.25 ft. |
| **Min Lat Left (56):** | 8.88 ft. |
| **Min Lat Right (55B):** | 8.92 ft. |
| **Horiz Ref (55A):** | H Hwy beneath struct |
| **Underclearance (69):** | 3 Intolerable - Correct |

## STRUCTURE NOTES

-MINIMUM VERTICAL UNDER-CLEARANCE MEASURED AT 14’-8”. SHOULD BE POSTED AT 14’-5”.
-In 2023, AECOM used infrared thermography to identify and locate areas of concrete delamination and overlay debonding in the deck, plus they obtained core samples for testing to determine chloride ion levels in the concrete. See Media tab for results.
-2017 contract (CID 174301) included the following: Removal and replacement of the existing asphalt plug joints with an asphalt waterproofing mix and joint sealer.
-2012 contract (CID 121305) included the following: 1. The deck was overlaid with 2.25" of an asphalt waterproofing mix (low temp., a product by "Road Science" - not Rosphalt), 2. Asphalt plug joints were installed over all existing joints, 3. Rollers were cleaned and some reset (bearings 1, 7, 8, 10, 11, 13, 14, and 15 at A4), and abutment seats were cleared off.
-State forces performed an in-depth inspection in 1995, and a consultant performed one in 2007. From the 1995 inspection: Some rollers are rusting. Rollers are not centered on bearing plates at the south abutment. Rockers at P3 are slightly over expanded. Rollers at A4 are in an expanded position. Roller under G6 at the north abutment, SB, is not in bearing. Roller under G3 at the north abutment, NB, is not in bearing. The roller at G7 at the south abutment, SB, is not parallel to the bearing plate. This same condition applies to G1 at the north abutment, NB.

## INSPECTION NOTES

Standard 24-month element level inspection performed by Luke Adkins (QTL) and Blake Combs. Prime AE 12/9/2024 LA
-Substructure units are labeled from south to north (cardinal direction) and the beams are labeled from left to right while looking north.
-BRIDGE IS POSTED FOR 14'-5" AT THE WEST APPROACH (ONE-WAY).
-Added Element 853.

## SCOUR NOTES

## LOAD RATING NOTES

11/30/2021. Controlling member is an interior beam ( NB) with PCC overlay plus 2.25 inch asphalt overlay. JCG

## COMPLIANCE NOTES

| ELEM NBR | ELEMENT NAME | ENV | INSP. DATE | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|---|---|---|---|---|---|---|---|---|---|
| **12** | **Re Concrete Deck** | **3** | **12/09/2024** | **20,662.00** | **sq.ft** | **15,500.00** | **5,060.00** | **102.00** | **0.00** |

**Top of deck cannot be visually inspected due to overlay. Soffit has transverse cracks with efflorescence. There are local areas of full depth deterioration along the longitudinal joint and Bay 1 in all three spans, especially at the abutments. There are areas of spalling with exposed rebar at Abutment 1 in the west overhang and at the longitudinal joint.**

| ELEM NBR | ELEMENT NAME | ENV | INSP. DATE | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|---|---|---|---|---|---|---|---|---|---|
| 813 | AC Wearing Surf w/ Membrane | 3 | 12/09/2024 | 19,745.00 | sq.ft | 19,733.00 | 12.00 | 0.00 | 0.00 |

2012 asphalt waterproofing overlay has a few gouges in the right SB lane in Span 1, and two small cracks at the northeast corner in the NB off-ramp lane. Water ponds in the right SB shoulder.

| ELEM NBR | ELEMENT NAME | ENV | INSP. DATE | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|---|---|---|---|---|---|---|---|---|---|
| **107** | **Steel Opn Girder/Beam** | **3** | **12/09/2024** | **2,544.00** | **ft** | **2,182.00** | **300.00** | **62.00** | **0.00** |

**Beams have freckling rust scattered throughout the bottom flanges, and flaking corrosion with very minor section loss on the flanges below the joints, worst case being Beam 11 at Abutment 4. Beam 1 also has minor section loss in the web and bearing stiffener at both abutments. In Span 2, Beams 1, 2, and 3 bottom flanges are scraped due to vehicular impact, and the Beam 15 splice plate near Pier 2 has one missing bolt. The northeast corner of Beams 13 through 15 bottom flanges are bearing against the Abutment 4 backwall.**

| ELEM NBR | ELEMENT NAME | ENV | INSP. DATE | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|---|---|---|---|---|---|---|---|---|---|
| 515 | Steel Protective Coating | 3 | 12/09/2024 | 21,630.00 | sq.ft | 15,736.00 | 5,408.00 | 300.00 | 186.00 |

Protective coating has intermittent dulling; several areas of the fascia beam bottom flanges have limited effectiveness and local areas with no effectiveness where corrosion is heaviest near abutments .

| ELEM NBR | ELEMENT NAME | ENV | INSP. DATE | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|---|---|---|---|---|---|---|---|---|---|
| **205** | **Re Conc Column** | **3** | **12/09/2024** | **20.00** | **each** | **14.00** | **5.00** | **1.00** | **0.00** |

**The following columns have moderate cracking and/or small spalls: Pier 2-Columns 1, 2, and 4, and Pier 3-Column 2. Pier 2-Column 5 has a 3.5-foot tall by 2-foot wide by 2-inch deep spall with exposed rebar in the west face. Pier 3-Column 7 has a delamination.**

| ELEM NBR | ELEMENT NAME | ENV | INSP. DATE | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|---|---|---|---|---|---|---|---|---|---|
| 215 | Re Conc Abutment | 3 | 12/09/2024 | 278.00 | ft | 164.00 | 46.00 | 68.00 | 0.00 |

**Abutment backwalls have moderate to wide vertical cracks, diagonal cracks with rust staining at each end, and intermittent patching; some areas are unsound or spalling with exposed rebar, especially at the longitudinal joint. Worst deterioration is in the Abutment 1 backwall at the longitudinal joint, with spalling up to 13 inches deep and two layers of exposed rebar with section loss. Abutment 4 has horizontal cracking and scaling in the seat, with 14 feet of wide cracking at the west end. Abutment 4 seat also has spalls varying from 1 to 2 feet wide with exposed rebar below Bays 3, 4, and 12.**

| ELEM NBR | ELEMENT NAME | ENV | INSP. DATE | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|---|---|---|---|---|---|---|---|---|---|
| 234 | Re Conc Pier Cap | 3 | 12/09/2024 | 281.00 | ft | 254.00 | 25.00 | 2.00 | 0.00 |

**Pier caps exhibit cracks, small spalls, and small patches. Both faces of the Pier 3 cap have shallow spalls under Beam 8. Inspections prior to 2022 noted cracking in some of the patches, but these cracks have since been painted over and are not visible.**

| ELEM NBR | ELEMENT NAME | ENV | INSP. DATE | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|---|---|---|---|---|---|---|---|---|---|
| 306 | Other Joint | 3 | 12/09/2024 | 268.00 | ft | 0.00 | 87.00 | 71.00 | 110.00 |

**Asphalt plug joints were reconstructed in 2017. Asphalt joints have gapping, wide cracks, and spalls, some exposing the original joints and allowing moderate to free flow of water. Asphalt joints are also heaving in portions of the NB lanes. From below the deck, daylight is visible through the joints in the two left NB lanes over Abutment 4 and the two left SB lanes over Abutment 1.**

| ELEM NBR | ELEMENT NAME | ENV | INSP. DATE | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|---|---|---|---|---|---|---|---|---|---|
| 311 | Moveable Bearing | 3 | 12/09/2024 | 48.00 | each | 0.00 | 42.00 | 6.00 | 0.00 |

**Roller bearings have been greased, but corrosion has reinitiated on the rollers and masonry plates and several have flaking corrosion. Many roller bearings are misaligned, movement is inconsistent with temperatures conditions, and some beam ends are bearing on the Abutment 4 backwall. Beam sole plates are floating (in contact with the roller only under live load) with vertical movement up to 1/8 inch at the following locations: Abutment 1-Beams 4, 6, and 7 and Abutment 4-Beams 10, 11, and 12. The following rollers were reset in 2012: 1, 7, 8, 10, 11, 13, 14 and 15 at Abutment 4.**

**Pier 3 rockers are slightly expanded at 55° (inconsistent with temperature), and Beam 1 rocker has surface rust.**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 515 | Steel Protective Coating | 3 | 12/09/2024 | 235.00 | sq.ft | 0.00 | 147.00 | 78.00 | 10.00 |

At the abutment bearings, protective coating is substantially effective with limited to no effectiveness on some rollers and most masonry plates. At the Pier 3 bearings, protective coating is substantially effective.

| ELEM NBR | ELEMENT NAME | ENV | INSP. DATE | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|---|---|---|---|---|---|---|---|---|---|
| 313 | **Fixed Bearing** | **3** | **12/09/2024** | **16.00** | **each** | **4.00** | **12.00** | **0.00** | **0.00** |

**Some of the fixed bearings at Pier 2 have freckling rust, heavier on exterior beam bearings.**

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| 515 | Steel Protective Coating | 3 | 12/09/2024 | 45.00 | sq.ft | 0.00 | 11.00 | 22.00 | 12.00 |

Protective coating on the fixed bearings is dulling throughout, with some surface rust indicating local areas of limited to no effectiveness.

| ELEM NBR | ELEMENT NAME | ENV | INSP. DATE | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|---|---|---|---|---|---|---|---|---|---|
| 331 | **Re Conc Bridge Railing** | **3** | **12/09/2024** | **636.00** | **ft** | **438.00** | **168.00** | **30.00** | **0.00** |

**Concrete railings have vertical and horizontal cracks. SB median barrier has moderate to heavy scaling for the south half of the bridge length. There is a 3'L spall with exposed rebar along the top of the approach median at Abutment 1 (not included in quantities). The approach guardrail and concrete rail at the NE corner along the exit ramp has impact damage (not included in quantities).**

| ELEM NBR | ELEMENT NAME | ENV | INSP. DATE | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|---|---|---|---|---|---|---|---|---|---|
| 850 | **2nd Elem** | **1** | **12/09/2024** | **1.00** | **each** | **0.00** | **0.00** | **1.00** | **0.00** |

**Shear keys at the abutments typically have map cracking and/or spalls greater than 6 inches wide.**

| ELEM NBR | ELEMENT NAME | ENV | INSP. DATE | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|---|---|---|---|---|---|---|---|---|---|
| 853 | **Utilities** | **3** | **12/09/2024** | **1.00** | **each** | **0.00** | **0.00** | **1.00** | **0.00** |

**There are streetlights attached to the superstructure in Span 2, but they were not on (unclear if they are functioning). There is metal conduit attached to the full-length of Abutment 4 that has flaking corrosion and is broken at the east end.**

| ELEM NBR | ELEMENT NAME | ENV | INSP. DATE | QUANTITY | UNITS | QTY CS 1 | QTY CS 2 | QTY CS 3 | QTY CS 4 |
|---|---|---|---|---|---|---|---|---|---|
| 860 | **Erosion Ctrl/Prt** | **3** | **12/09/2024** | **1.00** | **each** | **0.00** | **1.00** | **0.00** | **0.00** |

**Abutment 1 slope wall has areas of undermining along the top, up to 1.5'D. There is a broken/cracked/settled section at the top below Beam 4.**


Looking north along I-65 SB


Deck looking north along I-65 SB


Joint over Abutment 1, SB lanes. There is a 3'L spall with exposed rebar along the top of the approach median at Abutment 1.


SB median barrier has moderate to heavy scaling for the south half of the bridge length


Joint over Abutment 4, SB lanes


Deck looking south along I-65 SB


Looking south along I-65 SB


Looking south along I-65 NB. The approaching guardrail at the NE corner along the exit ramp has impact damage.


The approach concrete rail at the NE corner along the exit ramp has impact damage


Deck looking south along I-65 NB


Joint over Abutment 4, NB lanes


Deck looking north along I-65 NB


Joint over Abutment 1, NB lanes


Looking north along I-65 NB


Span 2 looking north


Span 2 Beam 15 splice plate near Pier 2 has one missing bolt


South face of Pier 3


East profile


Looking east


Looking west


West profile. Note vertical clearance signs. There are also vertical clearance signs on each corner of the intersection at the west side of the bridge.


North face of Pier 2


Span 2 Beams 1, 2, and 3 bottom flanges are scraped due to vehicular impact


Soffit has transverse cracks with efflorescence


Pier 2 Column 5 has a 3.5-foot tall by 2-foot wide by 2-inch deep spall with exposed rebar in the west face


There are local areas of full depth deterioration along the longitudinal joint and Bay 1 in all three spans (Span 1 Bay 1 pictured)


Span 1 looking south


Abutment 1 backwall has wide diagonal cracking with rust staining at the west end


Flaking corrosion with very minor section loss on the bottom flange of Beam 1 at Abutment 1. Note flaking corrosion in the masonry plate.


spalling with exposed rebar at Abutment 1 in the west overhang


Abutment 1


Abutment 1 slope wall has areas of undermining along the top, up to 1.5'D. There is a broken/cracked/settled section at the top below Beam 4.


Soffit has spalling with exposed rebar at Abutment 1 at the longitudinal joint


Many roller bearings are misaligned, movement is inconsistent with temperatures conditions (Beam 8 at Abutment 1 pictured)


Typical vertical cracking in abutments


South face of Pier 2


Stamps at NW corner of railing


Paint stamp on Beam 1 at Abutment 4


Abutment 4


North face of Pier 3


Span 3 looking south


Abutment 4 has 14 feet of wide horizontal cracking at the west end


Spalling in Abutment 4 below Bay 3


Many roller bearings are misaligned, movement is inconsistent with temperatures conditions (Beam 10 at Abutment 4 pictured)


Beam 11 at Abutment 4 has flaking corrosion with very minor section loss on the bottom flange


There is metal conduit attached to the full-length of Abutment 4 that has flaking corrosion and is broken at the east end


The northeast corner of Beams 13 through 15 bottom flanges are in bearing against the Abutment 4 backwall