

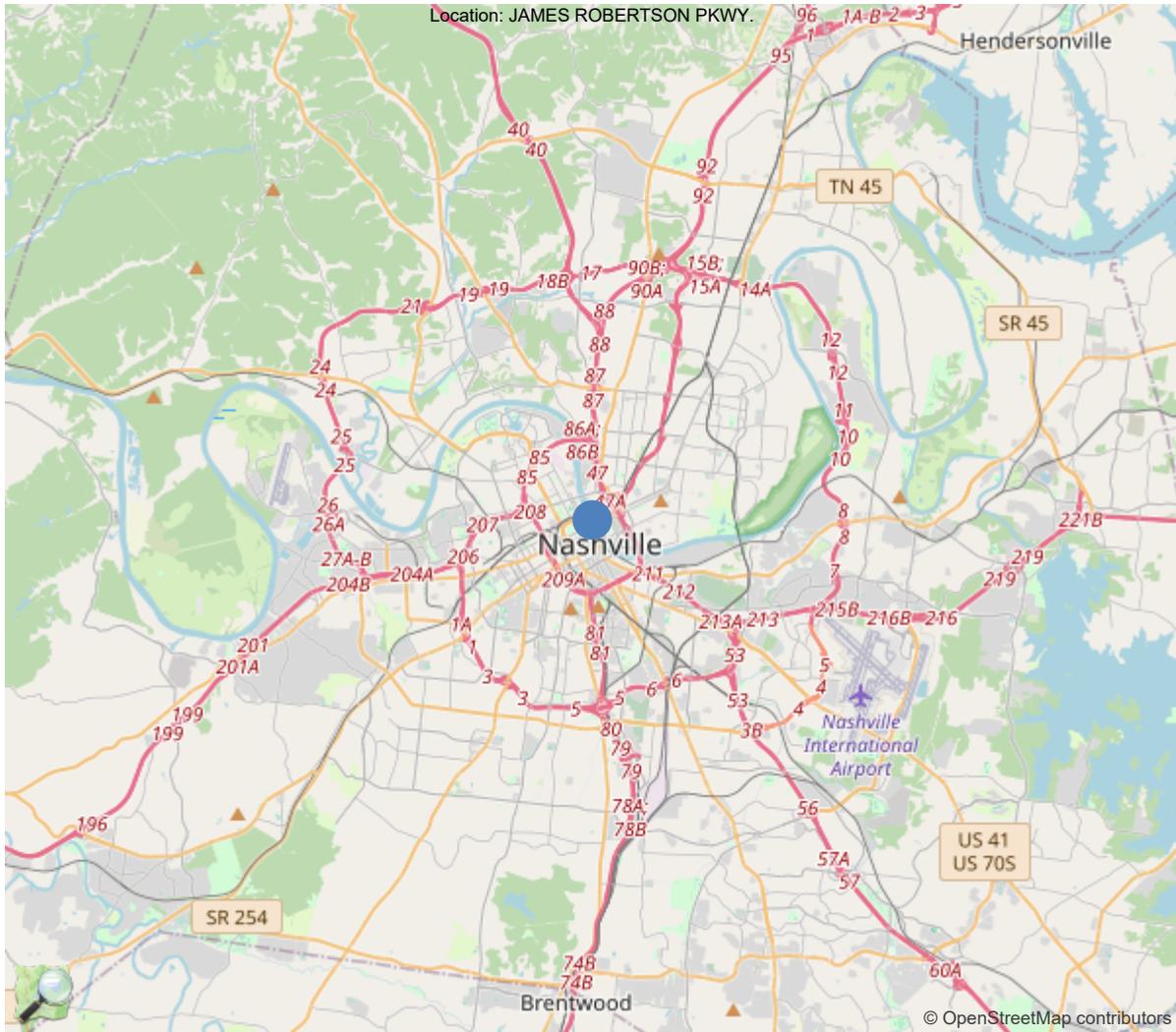


Latitude:36.16862, Longitude:-86.77624

Region 03, 19 - Davidson County

Team Leader: Michael Morales

Inspectors: Marcial Valladares, Blayne Carroll, Marris Jones



JAMES ROBERTSON PKWY. Crossing CUMBERLAND RIVER

36.16862, -86.77624

Inspection Date(s): 05/15/2025 - 05/15/2025

Posting status PP - PP Permanent -  
Posted

Change date 07/22/2020

N	NOT APPLICABLE	Component does not exist.
9	EXCELLENT	Isolated inherent defects.
8	VERY GOOD	Some inherent defects.
7	GOOD	Some minor defects.
6	SATISFACTORY	Widespread minor or isolated moderate defects.
5	FAIR	Some moderate defects: strength and performance of the component are not affected.
4	POOR	Widespread moderate or isolated major defects: strength and/or performance of the component is affected.
3	SERIOUS	Major defects: strength and/or performance of the component is seriously affected. Condition typically necessitates more frequent monitoring, load restrictions, and/or corrective actions.
2	CRITICAL	Major defects: component is severely compromised. Condition typically necessitates frequent monitoring, significant load restrictions, and/or corrective actions in order to keep the bridge open.
1	IMMINENT FAILURE	Bridge is closed to traffic due to component condition. Repair or rehabilitation may return the bridge to service.
0	FAILED	Bridge is closed due to component condition and is beyond corrective action. Replacement is required to restore service.

Item	Condition Description	Rating
B.C.01	Deck	5
B.C.02	Superstructure	5
B.C.03	Substructure	5
B.C.04	Culvert	N
B.C.05	Bridge Railing	7
B.C.06	Bridge Railing Transitions	N
B.C.07	Bridge Bearings	6
B.C.08	Bridge Joints	4
B.C.09	Channel	6
B.C.10	Channel Protection	N
B.C.11	Scour Condition Rating	6
B.C.14	NSTM Inspection Condition	
B.C.15	Underwater Inspection Condition	7
521	Overall Condition	F - Fair

Latitude Longitude  
36.16862, -86.77624

**Team Leader Signature**

---

IDENTIFICATION	
(1) State Names	47 - Tennessee
(8) Structure Number	19SR0060015
(5) Inventory Route	1
(2) Highway Agency District	Region 3
(3) County Code	19 - Davidson
(4) Place Code	52006
(6) Features Intersected	CUMBERLAND RIVER
(7) Facility Carried	SR-6
(9) Location	JAMES ROBERTSON PKWY.
(11) Mile Point	9.720 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	19SR006001
(16) Latitude	36.168620
(17) Longitude	-86.776240
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	43
Material	4 - Steel continuous
Type	3 - Girder and floorbeam system
(44) Approach Structure Type	00
Material	0 - Other / None
Type	0 - Other / None
(45) No. of Spans in Main Unit	3
(46) No. of Approach Spans	16
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	6 - Bituminous
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1951
(106) Year Reconstructed	0
(42) Type of Service	58
On	5 - Highway-pedestrian
Under	8 - Highway-waterway-railroad
(28) Lane	
On	4
Under	4
(29) Average Daily Traffic	17296
(30) Year of ADT	2021
(109) Truck ADT	9 %
(19) Bypass, Detour Length	4 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	319.9 ft
(49) Structure Length	1845.1 ft
(50) Curb or Sidewalk Width	
Left	4.9 ft
Right	4.9 ft
(51) Bridge Roadway Width Curb to Curb	56.1 ft
(52) Deck Width Out to Out	74.1 ft
(32) Approach Roadway Width (W/Shoulders)	56.1 ft
(33) Bridge Median	0 - No median
(34) Skew	90 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	55.8 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	14.44 ft
Ref:	
(55) Min Lat Underclear RT	16.1 ft
Ref:	
(56) Min Lat Underclear LT	0.0 ft
NAVIGATION DATA	
(38) Navigation Control	1 - Navigation control on water
(111) Pier Protection	5 - None present but re-evalua
(39) Navigation Vertical Clearance	87.9 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	ft
(40) Navigation Horizontal Clearance	310.7 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	1
(26) Functional Class	14 - Urban Other Principal Art
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exis
(102) Direction of Traffic	2 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	0 - The inventory route is not
(20) Toll	3 - On free road. The structu
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	4 - Historical significance is
CONDITION	
(58) Deck	5
(59) Superstructure	5
(60) Substructure	5
(61) Channel & Channel Protection	6
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	5 - MS 18 / HS 20
(63) Operating Rating Method	8
(64) Operating Rating	
Type	8 - Load and Resistance Factor Rating (LRF
Rating	30.46
(65) Inventory Rating Method	8 - Load and Resistance Factor
(66) Inventory Rating	
Type	
Rating	23.33
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	P - Posted for load (may inclu
APPRAISAL	
(67) Structural Evaluation	5
(68) Deck Geometry	5
(69) Clearances, Vertical/Horizontal	5
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	8
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	N - Not applicable or a safety feat
(36C) Approach Guardrail	0 - Inspected feature does not meet
(36D) Approach Guardrail Ends	N - Not applicable or a safety feat
(113) Scour Critical Bridges	5 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	35 - Bridge rehabilitation bec
(76) Length of Structure Improvement	1845.1 ft
(94) Bridge Improvement Cost	\$ 32855
(95) Roadway Improvement Cost	\$ 3286
(96) Total Project Cost	\$ 49283
(97) Year of Improvement Cost Estimate	2022
(114) Future ADT	27674
(115) Year of Future ADT	2042

INSPECTIONS *			
(90) Inspection Date			05/12/2025
(91) Frequency			24
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	Yes	60	07/21/2023
C: Other Special Inspection	No		
* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.			

## SNBI Data

IDENTIFICATION	
B.ID.01 Bridge Number	19SR0060015
B.ID.02 Bridge Name	VICTORY MEMORIAL BRIDGE (1993)
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	1951

LOCATION	
B.L.01 State Code	47 - Tennessee
B.L.02 County Code	19 - Davidson
B.L.03 Place Code	52006
B.L.04 Highway Agency District	03
B.L.05 Latitude	36.168620
B.L.06 Longitude	-86.776240
B.L.07 Border Bridge Number	
B.L.08 Border Bridge State or Country Code	
B.L.09 Border Bridge Insp. Resp.	
B.L.10 Border Bridge Designated Lead State	
B.L.11 Bridge Location	JAMES ROBERTSON PKWY.
B.L.12 Metropolitan Planning Organization	Nashville

CLASSIFICATION	
B.CL.01 Owner	S01 - State transportation departme
B.CL.02 Maint. Responsibility	S01 - State transportation departme
B.CL.03 Federal or Tribal Land Access	N - Not Applicable
B.CL.04 Historic Significance	7 - Historic significance of the br
B.CL.05 Toll	N - Bridge does not carry a toll ro
B.CL.06 Emergency Evacuation Designation	

ROADSIDE HARDWARE	
B.RH.01 Bridge Railings	I - Bridge rail does not match know
B.RH.02 Transitions	0 - Approach Transition Rail requir

BRIDGE GEOMETRY	
B.G.01 NBIS Bridge Length	1845.1
B.G.02 Total Bridge Length	1847.0
B.G.03 Max Span Length	320.0
B.G.04 Min Span Length	55.5
B.G.05 Bridge Width Out-to-Out	74.2
B.G.06 Bridge Width Curb-to-Curb	56.1
B.G.07 Left Curb or Sidewalk Width	4.9
B.G.08 Right Curb or Sidewalk Width	4.9
B.G.09 Approach Roadway Width	56.1
B.G.10 Bridge Median	0 - No median
B.G.11 Skew	0
B.G.12 Curved Bridge	CK - Kinked girder(s)

B.G.13 Max Bridge Height	93
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	137047.4

LOADS AND LOAD RATING	
B.LR.01 Design Load	H20 - H-20
B.LR.02 Design Method	ASD - Allowable Stress Design
B.LR.03 Load Rating Date	05/07/2025
B.LR.04 Load Rating Method	LRFR - Load and Resistance Factor R
B.LR.05 Inventory Load Rating Factor	0.73
B.LR.06 Operating Load Rating Factor	0.95
B.LR.07 Controlling Legal Load Rating Factor	1.17
B.LR.08 Routine Permit Loads	C - Bridge does not carry routine p

INSPECTION REQUIREMENTS	
B.IR.01 NSTM Inspection Required	N - NSTM inspection not required.
B.IR.02 Fatigue Details	
B.IR.03 UW Inspection Required	Y - Underwater inspection required
B.IR.04 Complex Feature	N - Bridge does not have complex fe

COMPONENT CONDITION RATINGS	
B.C.01 Deck Condition Rating	5 - FAIR - Some moderate defec
B.C.02 Superstructure Condition	5 - FAIR - Some moderate defec
B.C.03 Substructure Condition	5 - FAIR - Some moderate defec
B.C.04 Culvert Condition Rating	N - NOT APPLICABLE - Component
B.C.05 Bridge Railing Condition	7 - GOOD - Some minor defects.
B.C.06 Bridge Railing Transitions Condition	N - NOT APPLICABLE - Component
B.C.07 Bridge Bearings Cond.	6 - SATISFACTORY - Widespread
B.C.08 Bridge Joints Condition	4 - POOR - Widespread moderate
B.C.09 Channel Condition Rating	6 - SATISFACTORY - Widespread
B.C.10 Channel Protection Condition	N - NOT APPLICABLE - Bridge do
B.C.11 Scour Condition Rating	6 - Widespread minor or isolat
B.C.12 Bridge Condition Classification	F - Fair
B.C.13 Lowest Condition Rating	5 - FAIR - Some moderate defec
B.C.14 NSTM Insp. Condition	
B.C.15 UW Inspection Condition	7 - GOOD - Some minor defects.

APPRAISAL	
B.AP.01 Approach Roadway Alignment	G - Good
B.AP.02 Overtopping Likelihood	1 - Remote - once every 100 years o
B.AP.03 Scour Vulnerability	AB-T - TEMP - Stable for scour, pos
B.AP.04 Scour Plan of Action	0 - A scour POA is not required.
B.AP.05 Seismic Vulnerability	

SPAN SETS			
<b>M1</b>			
B.SP.02 # of Spans	3	B.SP.08 Deck Interaction	CU - Composite - unshored cons
B.SP.03 # of Beam Lines	4	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	S04 - Steel - riveted	B.SP.10 Wearing Surface	B01 - Bituminous (asphalt)
B.SP.05 Span Continuity	2 - Continuous	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	G09 - Girder/beam - girder & f	B.SP.12 Deck Reinforcing Protective System	0 - None
B.SP.07 Span Protective System	C02 - Coating - sealer	B.SP.13 Deck Stay-In-Place Forms	0 - None
<b>A1</b>			
B.SP.02 # of Spans	16	B.SP.08 Deck Interaction	CU - Composite - unshored cons
B.SP.03 # of Beam Lines	8	B.SP.09 Deck Material and Type	C01 - Reinforced concrete - ca
B.SP.04 Span Material	S04 - Steel - riveted	B.SP.10 Wearing Surface	B01 - Bituminous (asphalt)
B.SP.05 Span Continuity	2 - Continuous	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	G02 - Girder/beam - I-shaped s	B.SP.12 Deck Reinforcing Protective System	0 - None
B.SP.07 Span Protective System	C02 - Coating - sealer	B.SP.13 Deck Stay-In-Place Forms	0 - None
SUBSTRUCTURE SETS			
<b>A1</b>			
B.SB.02 No. of Substructure Units	2	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	P01 - Pile - steel H-shape
B.SB.04 Substructure Type	A01 - Abutment - cantilever/wa	B.SB.07 Foundation Protective System	0 - None
<b>P1</b>			
B.SB.02 No. of Substructure Units	2	B.SB.05 Substructure Protective System	EX - Encasement - other
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	F02 - Footing - on rock
B.SB.04 Substructure Type	P01 - Pier - wall	B.SB.07 Foundation Protective System	0 - None
<b>P2</b>			
B.SB.02 No. of Substructure Units	1	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	P01 - Pile - steel H-shape
B.SB.04 Substructure Type	P01 - Pier - wall	B.SB.07 Foundation Protective System	0 - None
<b>P3</b>			
B.SB.02 No. of Substructure Units	15	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	P01 - Pile - steel H-shape
B.SB.04 Substructure Type	B01 - Bent - column or open	B.SB.07 Foundation Protective System	0 - None

**HIGHWAY FEATURES**

H1			
B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	17296
B.F.03 Feature Name	SR-6	B.H.10 Annual ADTT	1556
B.H.01 Functional Classification	3 - Principal Arterial - Other	B.H.11 Year of Annual ADT	2021
B.H.02 Urban Code	T-U	B.H.12 Highway Max Usable Vertical Clearance	99.9
B.H.03 NHS Designation	Y - NHS	B.H.13 Highway Min Vertical Clearance	99.9
B.H.04 National Highway Freight Network	N - Not on the NHFN	B.H.14 Highway Min Horizontal Clearance, Left	
B.H.05 STRAHNET Designation	N - Not a STRAHNET route	B.H.15 Highway Min Horizontal Clearance, Right	
B.H.06 LRS Route ID	19SR0060015	B.H.16 Highway Max Usable Surface Width	56.1
B.H.07 LRS Mile Point	9.72	B.H.17 Bypass Detour Length	4
B.H.08 Lanes On Highway	5	B.H.18 Crossing Bridge Number	

H2			
B.F.02 Feature Location	B - Below bridge	B.H.09 Annual ADT	7831
B.F.03 Feature Name	N. 1ST. ST.	B.H.10 Annual ADTT	234
B.H.01 Functional Classification	C-T - TEMP - collector - 5 or	B.H.11 Year of Annual ADT	2021
B.H.02 Urban Code	T-U	B.H.12 Highway Max Usable Vertical Clearance	19.3
B.H.03 NHS Designation	N - Non-NHS	B.H.13 Highway Min Vertical Clearance	19.3
B.H.04 National Highway Freight Network	N - Not on the NHFN	B.H.14 Highway Min Horizontal Clearance, Left	
B.H.05 STRAHNET Designation	N - Not a STRAHNET route	B.H.15 Highway Min Horizontal Clearance, Right	7
B.H.06 LRS Route ID		B.H.16 Highway Max Usable Surface Width	45
B.H.07 LRS Mile Point	0.79	B.H.17 Bypass Detour Length	10
B.H.08 Lanes On Highway	4	B.H.18 Crossing Bridge Number	

H3			
B.F.02 Feature Location	B - Below bridge	B.H.09 Annual ADT	3490
B.F.03 Feature Name	GAY ST.	B.H.10 Annual ADTT	174
B.H.01 Functional Classification	7 - Local	B.H.11 Year of Annual ADT	1995
B.H.02 Urban Code	T-U	B.H.12 Highway Max Usable Vertical Clearance	14.8
B.H.03 NHS Designation	N - Non-NHS	B.H.13 Highway Min Vertical Clearance	14.5
B.H.04 National Highway Freight Network	N - Not on the NHFN	B.H.14 Highway Min Horizontal Clearance, Left	
B.H.05 STRAHNET Designation	N - Not a STRAHNET route	B.H.15 Highway Min Horizontal Clearance, Right	16
B.H.06 LRS Route ID		B.H.16 Highway Max Usable Surface Width	49
B.H.07 LRS Mile Point	0.731	B.H.17 Bypass Detour Length	5
B.H.08 Lanes On Highway	2	B.H.18 Crossing Bridge Number	

**HIGHWAY ROUTES**

Highway Parent	B.RT.01 Route Designation	B.RT.02 Route Number	B.RT.03 Route Direction	B.RT.04 Route Type	B.RT.05 Service Type
H1	R01	31	2-T - TEMP - Two-way traffic - NS or EW	2 - U.S. route	1 - Mainline
H2	R01	3266	2-T - TEMP - Two-way traffic - NS or EW	5 - City street	1 - Mainline
H3	R01	255	2-T - TEMP - Two-way traffic - NS or EW	5 - City street	1 - Mainline

PURSUANT TO  
 PUBLIC RECORDS REQUEST  
 This document is covered by 23 USC §407  
 And its production pursuant to a public  
 Document records request does not  
 Waive the provisions of §407

**RAILROAD FEATURES**

R1			
B.F.02 Feature Location	B - Below bridge	B.RR.02 Railroad Min Vertical Clearance	32.4
B.F.03 Feature Name	CSXT	B.RR.03 Railroad Min Horizontal Offset	28.5
B.RR.01 Railroad Service Type	F - Freight		

**WATERWAY FEATURES**

W1			
B.F.02 Feature Location	B - Below bridge	B.N.03 Movable Bridge Max Navigation Vertical Clearance	
B.F.03 Feature Name	CUMBERLAND RIVER	B.N.04 Navigation Channel Width	310.6
B.N.01 Navigable Waterway	Y - Navigable waters	B.N.05 Navigation Channel Min Horizontal Clearance	
B.N.02 Navigation Min Vertical Clearance	87.9	B.N.06 Substructure Navigation Protection	5 - No protective system in pl

**OTHER FEATURES**

P1			
B.F.02 Feature Location	C - Carried on bridge	B.F.01A Feature Type	P - Pathway
B.F.03 Feature Name	SR-6		

**POSTING STATUS DATA**

B.PS.01 Load Posting Status	B.PS.02 Posting Status Change Date
PP - PP Permanent - Posted	07/22/2020

**LOAD EVALUATION AND POSTING**

B.EP.01 Legal Load Configuration	B.EP.02 Legal Load Rating Factor	B.EP.03 Posting Type	B.EP.04 Posting Value
S-Bus - School Bus - Standard	3	G - Gross Load	40
S-NBFSU2 - NBFSU2	3.24	G - Gross Load	40
S-NBFSU3 - NBFSU3	2.11	G - Gross Load	40
S-NBFSU4 - NBFSU4	1.54	G - Gross Load	40
S-NBFSU5 - NBFSU5	1.5	G - Gross Load	40
S-NBFSU6 - NBFSU6	1.56	G - Gross Load	40
S-NBFMU3 - NBFMU3	2.49	G - Gross Load	40
S-NBFMU4 - NBFMU4	2.12	G - Gross Load	40
S-NBFMU5 - NBFMU5c	1.72	G - Gross Load	40
S-NBFMU5a - NBFMU5a	1.68	G - Gross Load	40
S-NBFMU5b - NBFMU5b	1.71	G - Gross Load	40
S-NBFMU6a - NBFMU6a	1.7	G - Gross Load	40
S-NBFMU6B - NBFMU6B	1.7	G - Gross Load	40
S-NBFMU6c - NBFMU6c	1.81	G - Gross Load	40
S-NBFMU6d - NBFMU6d	1.74	G - Gross Load	40
EV2 - FHWA Type EV2 emergency	1.7	G - Gross Load	40
EV3 - FHWA Type EV3 emergency	1.15	G - Gross Load	40

**LOAD RATING SECTION**

LR.06 Load Rating  
Notes/Summary

### Inspection Team's Summary

The James Robertson Parkway (SR 6) over the Cumberland River (Victory Memorial Bridge) was built in 1951 and is a 19-Span structure that spans Gay Street, Cumberland River, CSX Railroad and 1st Avenue. It is comprised of 3 Span Continuous steel riveted plate girder/floorbeam main spans, and 16 steel multi-girder continuous unit approach spans. The structure overall is in fair condition.

The bridge carries a total of 5 lanes of traffic and is currently load posted for 40 tons at both approaches. Gay Street is currently deficient in vertical underclearance with a minimum vertical clearance of 14'-6". Vertical clearance signs are posted on Gay Street at each side of the bridge for 14'-3".

The previous underwater inspection date that was present at Abutment 1 has been painted over since the last inspection.

The approach roadway alignment is Good with approach embankments in Good condition. The approach pavement is rated Fair due to numerous medium to wide longitudinal/transverse cracks, small shallow potholes, and numerous asphalt patched potholes. Approach drains at all four corners of the bridge are in Good condition. The concrete drainage flume on the left side at approach 2 has damage and minor settlement.

The bridge railing is in Good condition. There is an area of bridge rail separation directly over the abutment 2 joint on the right side. Other Traffic Safety Features do not exist for this structure.

The bridge mounted lighting poles have loose and missing cover plates on the access panels.

The asphalt wearing surface on the deck is reported to be 3" thick and is in Fair condition, exhibiting longitudinal/transverse cracks, up to 1" wide, small to moderate sized shallow potholing, and scattered areas of patchwork. The bare deck underside is in Fair condition due to numerous locations, especially in the sidewalk overhangs in the approach spans, of delaminations, spalls, and spalls with exposed rebar. The bare deck underside also has cracks up to 1/16", areas of patchwork, and areas of full depth repair. Numerous spalls with exposed rebar have between 25% and 100% section loss. There are scattered areas of holed through section loss and some cracks on the rub-rail posts and struts under the overhangs. There are scattered areas of leftover formwork on the bottom of deck throughout. The rubber gutter-line seal in Spans 1-3 has locations where the rubber is loose or no longer secured. Curbs in the approach spans are in Fair condition as a result of delaminations and spalls with exposed rebar including section loss. Concrete sidewalks are Fair having transverse cracks with light scaling throughout, areas of delamination, spalling, and spalling with exposed rebar some with section loss. The Rub Railings have advanced section loss with active corrosion at the termination of the rail on both sides at both approaches. The Deck Drains and Light Standards are Good. Cover plates for electrical junction boxes were noted to be missing or loose at the right-side tower of the overhead traffic light structure above Bent 6, and at the right-side of Span 14 adjacent to the top landing for the staircase. Finger joints at Abut 1, Pier 3, and in Spans 7, 11

and 16, are in Fair condition as the concrete headers are noted to have spalls, concrete and asphalt patches, and vertical misalignment of up to 1/4". There are scattered spalls to steel with up to 100% section loss in the concrete on the bottom side of the joints throughout. The compression joint at Abutment 2 is near fully compressed at 75 degrees. The protective netting in the approach spans has areas of damage and tearing due to dislodged concrete from spalling.

The Superstructure is in overall Fair condition. The majority of the deteriorated steel in Spans 1 through 3 is due to water falling through the open gutter-line prior to the installation of the rubber sealer. Arrested moderate to advanced section loss is noted on the overhang bracket tie-plates, horizontal struts connecting to the tops of girders, and some locations on the brackets. There a few locations of the brackets in the approach spans at the finger joint locations exhibit this condition also. Pack rust, up to 1/2" thick, is noted between the built-up cover plates along the bottom flanges of the fascia girders. Girder D in Span 1 above Gay Street exhibits minor impact damage. The splice plates on the approach span girders exhibit light corrosion in some places. Floorbeams and stringers in Spans 1-3 are in Good condition, there is minor surface corrosion on Floorbeam D in Span 2 Panel 3. Alignment of the girder lines in all spans are Good. The Rocker/Fixed bearings in Spans 1-3 are in Fair condition with moderate to heavy corrosion at Abut 1 and Pier 3. In the approach spans, some roller bearings were noted to be in the fully contracted position at 75 degrees where the sole plate bolts are in contact with the roller. Rocker bearings below the finger joints show moderate/heavy corrosion and are in full expansion in Span 7. Fixed bearings are in Good condition. Areas of paint loss due to corrosion present at localized areas. Paint system is mostly intact. Approach span concrete diaphragms in the overhangs exhibited spalls to steel and cracks, up to 1/8" wide.

The Substructure is in overall Fair condition due to delamination, spalls, spalls with corroded rebar with some noted section loss, and cracks (some with efflorescence) noted in Abutments 1 and 2, and Pier 3. Abutment 1 backwall has cracks, up to 1/4" wide. Piers 1 and 2 are in Good condition. Approach span bent caps are in Fair condition, exhibiting spalling, areas of delamination, and cracks, up to 1/32" wide. Approach span columns are in Fair condition, exhibiting spalling, some with exposed rebar, minor rebar popouts, areas of delamination, and cracks, up to 1/32" wide. All substructure units were observed to be plumb with Bent 15 exhibiting a slight tilt backstation.

The Channel is in overall Satisfactory condition due to moderate bank erosion and debris accumulation at the upstream noses of Piers 1 & 2 (See the 2023 Underwater Inspection Report within InspectX).

There are 3 bridge mounted signs attached to the left fascia of Span 15 which are in overall Good condition; however, sign 19SIGN003393 has a small area of impact damage to the lower left corner.

There are six (6) total navigation lights in Span 2. It was noted that 3 of the 6 were partially illuminated (1 of 2 lights not illuminating).

A metal staircase exists on the right side of Span 14. The staircase is in Fair condition due to cracks in the steel steps and steel plate landings. Also, 2 anchor bolts for the steel column show moderate to heavy corrosion of the bolt shank.

An overhead traffic light structure exists over the bridge deck above Bent 6 and is in overall Good condition. One splice location exists at midspan and was observed to have no defects as seen through binoculars.

A human encampment exists beneath Span 3 adjacent to the CSX Rail line with active persons observed crossing the track.

An underwater inspection was performed by Benesch in July 2023 at Piers 1 and 2. The condition of the substructure units were assessed at Good. They noted that the top and channel side face of the footing for Pier 1 was exposed, and that mild to moderate debris had accumulated at the upstream nose of both piers. The 2023 Underwater Inspection Report can be referenced within InspectX.

### General Inspection Comment

The previous underwater inspection report from 2023 provided the top of cap to top of water measurement and the top of water to streambed measurements for Pier 1. When computing the exposure of the piers and comparing it to the total height of the structure as obtained from the existing plans, Pier 1 was observed to have an exposure greater than the total height of the pier. The 2023 underwater report sketches do not show undermining at these locations, so there is an inconsistency with these measurements.

### HQ notes to TL

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Re Concrete Deck	SF	136809	86569	43740	6500	0
1080	Delamination/Spall/Patched Area	SF	4280	0	480	3800	0
1090	Exposed Rebar	SF	3360	0	660	2700	0
1130	Cracking (RC and Other)	SF	42600	0	42600	0	0
510	Wearing Surfaces	SF	103320	71120	0	32200	0
3210	Delamination/Spall/Patched Area/Pothole (Wearing Surfaces)	SF	1200	0	0	1200	0
3220	Crack (Wearing Surface)	SF	31000	0	0	31000	0
(12) Element record added 2015-09-30.							
(510-12) Element record added 2015-09-30.							
107	Steel Opn Girder/Beam	LF	3081	2889	110	80	2
1000	Corrosion	LF	192	0	110	80	2
515	Steel Protective Coating	SF	92400	60400	0	32000	0
3410	Chalking (Steel Protective Coatings)	LF	32000	0	0	32000	0
(107) Element record added 2015-09-30.							
(515-107) Element record added 2015-09-30.							
113	Steel Stringer	LF	10900	9934	866	100	0
1000	Corrosion	LF	966	0	866	100	0
515	Steel Protective Coating	SF	66490	34250	30000	2000	240
3420	Peeling/Bubbling/Cracking (Steel Protective Coatings)	LF	32240	0	30000	2000	240
(113) Element record added 2015-09-30.							
(515-113) Element record added 2015-09-30.							
152	Steel Floor Beam	LF	2621	2621	0	0	0
1000	Corrosion	LF	40	40	0	0	0
515	Steel Protective Coating	SF	19422	10822	5000	3500	100
3420	Peeling/Bubbling/Cracking (Steel Protective Coatings)	LF	8600	0	5000	3500	100
(152) Element record added 2015-09-30.							
(515-152) Element record added 2015-09-30.							
205	Re Conc Column	EA	45	28	11	6	0
1080	Delamination/Spall/Patched Area	EA	8	0	2	6	0
1130	Cracking (RC and Other)	EA	9	0	9	0	0
521	Conc Prot Coating	SF	18248	17848	250	150	0
3540	Effectiveness (Concrete Protective Coatings)	EA	400	0	250	150	0

PRODUCED PURSUANT TO PUBLIC RECORDS REQUEST  
 This document is covered by 23 USC §407  
 And its production pursuant to a public Document records request does not Waive the provisions of §407

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(205) Element record added 2015-09-30.							
(521-205) Element record added 2015-09-30.							
210	Re Conc Pier Wall	LF	223	166	0	57	0
1080	Delamination/Spall/Patched Area	LF	36	0	0	36	0
1090	Exposed Rebar	LF	9	0	0	9	0
1130	Cracking (RC and Other)	LF	12	0	0	12	0
(210) Element record added 2015-09-30.							
215	Re Conc Abutment	LF	144	75	54	15	0
1080	Delamination/Spall/Patched Area	LF	9	0	0	9	0
1090	Exposed Rebar	LF	7	0	4	3	0
1130	Cracking (RC and Other)	LF	53	0	50	3	0
521	Conc Prot Coating	SF	4329	2179	0	2150	0
3540	Effectiveness (Concrete Protective Coatings)	LF	2150	0	0	2150	0
(215) Element record added 2015-09-30.							
(521-215) Element record added 2015-09-30.							
234	Re Conc Pier Cap	LF	915	853	60	2	0
1080	Delamination/Spall/Patched Area	LF	9	0	7	2	0
1090	Exposed Rebar	LF	1	0	1	0	0
1130	Cracking (RC and Other)	LF	52	0	52	0	0
(234) Element record added 10/14/2019							
(1080-234) Element record added 10/14/2019							
302	Compressn Joint Seal	LF	74	74	0	0	0
305	Assem Jnt Wthut Seal	LF	380	165	150	65	0
2360	Adjacent Deck or Header	LF	215	0	150	65	0
311	Moveable Bearing	EA	140	106	18	16	0
1000	Corrosion	EA	18	0	18	0	0
2210	Movement	EA	16	0	0	16	0
515	Steel Protective Coating	SF	948	568	380	0	0
3420	Peeling/Bubbling/Cracking (Steel Protective Coatings)	EA	380	0	380	0	0
(311) Element record added 2015-09-30.							
313	Fixed Bearing	EA	36	33	3	0	0
1000	Corrosion	EA	3	0	3	0	0
515	Steel Protective Coating	SF	252	222	30	0	0

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
3420 (313) Element record added 2015-09-30.	Peeling/Bubbling/Cracking (Steel Protective Coatings)	EA	30	0	30	0	0
330 (330) Element record added 2015-09-30.	Metal Bridge Railing	LF	3688	3688	0	0	0

**PERFORMANCE EVALUATION**

Time of Day Inspected 8:00 am

Weather Conditions 70° Sunny

Vehicles Observed ALL TYPES

**LIVE LOAD BEHAVIOR**

Sub Horiz./ Vert. Defl	(No)	
Sub Vibration	(No)	
Super Horiz./ Vert. Defl	(Yes)	Slight deflection was noted at the time of the inspection in Spans 1, 2 and 3.
Super Vibration	(Yes)	Slight vibration was noted at the time of the inspection in Spans 1, 2 and 3.

**APPROACH**

B.AP.01 Approach	(G - Good)	
Roadway Alignment		
Slab	(NA)	Not Visible.
Joints	(NA)	
Pavement	(Fair)	Moderate to wide width cracks and small shallow potholes in the asphalt pavement. The approaches also have numerous areas of asphalt patched potholes.
Embankment	(Good)	Concrete drainage flume slightly damaged with minor settlement at approach 2 left.
Approach Drains	(Good)	

**TRAFFIC SAFETY FEATURES**

Bridge Railing Rating	(Good)	
Transitions Rating	(NA)	
Guardrail Rating	(NA)	
Guardrail Terminal Rating	(NA)	

**SIGNS POSTED ON ROUTE**

Paddleboards	<u>No</u>	Weight Limit Posted	<u>Yes</u>
Vertical Clearance (<14'-6")	<u>Yes</u>	Gross .....	<u>40</u> Tons
Posted Height	<u></u>	Single-unit Vehicle	<u></u> Tons
Narrow Bridge Signs	<u>No</u>	Multi-unit Vehicle	<u></u> Tons
One Lane Bridge Signs	<u>No</u>	B.ID.02 Bridge Name	<u>VICTORY MEMORIAL BRIDGE</u>
Other Signs or Plaques	<u>Victory Memorial Bridge</u>		

**ATTACHED SIGNS**

Sign No	Location	Text on Sign	Noted Defects
19SIGN002473	Mounted on north side of Span 15, center	Stadium Lots G-M-S-H-K This Lane	
19SIGN002483	Mounted on north side of Span 15, right	Stadium Lot F This Lane	
19SIGN003393	Mounted on north side of Span 15, left	Stadium Lot E This Lane	Impact damage to lower left corner.

## DECK

Wearing Surface Type	Asphalt	Wearing Surface Depth	3in.
<b>Wearing Surface</b>	(Fair)	Asphalt wearing surface has longitudinal cracks, up to 1" wide, shallow potholes, and areas of asphalt patches.	
<b>Deck - Structural Condition</b>	(Fair)	Deck underside has hairline cracks and cracks, up to 1/32" wide throughout, some with efflorescence, areas of delamination, spalling, some to rebar with up to 100% section loss, and areas of concrete repair up to full depth of deck. There are scattered areas of leftover formwork on the bottom of deck throughout.	
<b>Curbs</b>	(Fair)	Spalls, spalls to steel, and impending spalls. The Rubber gutter-line seal in Spans 1-3 have locations where the rubber is loose or no longer secured. The Rub Railings have advanced section loss with active corrosion at the termination of the rail on both sides at both approaches.	
<b>Median</b>	(NA)		
<b>Sidewalks</b>	(Fair)	Sidewalks exhibited cracks, up to 1/4" wide spaced roughly every 3-6 feet, minor surface scaling, areas of delamination, and spalls to steel with up to 25% section loss.	
<b>Parapet</b>	(NA)		
<b>Railing</b>	(Good)		
<b>Rail Paint</b>	(NA)		
<b>Deck Drains</b>	(Good)		
<b>Lighting Standards</b>	(Good)	The center navigational light on the right side of the bridge has one unilluminated bulb on the bottom. The center navigational light on the left side of the bridge has one unilluminated bulb on the top. The navigational light at Pier 1 on the left side of the bridge has one unilluminated bulb on the top. The right side tower of overhead traffic light structure has an unsecured cover plate exposing electrical wires.	
<b>Utilities</b>	(Good)	The utility at span 14 along the right facia adjacent to the staircase has a missing cover for the electrical junction box. The protective netting in the approach spans has areas of damage and tearing due to dislodged concrete from spalling. The metal staircase on the right side of Span 14 has cracks in the steel steps and steel plate landings, and 2 anchor bolts for the steel column show moderate to heavy corrosion of the bolt shank.	
<b>Expansion Joints</b>	(Fair)	Finger joints have spalled deck headers and vertical misalignments. Compression seal at Abutment 2 is near fully compressed. There are scattered areas of spalling and patchwork present on the joint headers.	

## SUPERSTRUCTURE

<b>Bearing Devices</b>	(Fair)	The Rocker/Fixed bearings in Spans 1-3 have moderate to heavy corrosion at Abut 1 and Pier 3. Moderate corrosion at Pier 3 for Span 3. The roller bearings were fully contracted to the point where the soleplate bolts are in contact with the roller on Bents 9 and 10. Rocker bearings below the finger joints in the approach spans - some show full expansion at 75 degrees.
<b>Girders</b>	(Fair)	Minor impact damage in Span 1, Girder D over Gay St.. Several steel girders throughout exhibit surface corrosion, top flange corrosion, and pack rust to the bottom flange built up cover plates in Spans 1-3. The splice plates on the approach span girders exhibit light corrosion in some places.
<b>Beams</b>	(NA)	
<b>Floor Beams</b>	(Good)	Minor surface corrosion present on Floorbeam D in isolated areas in Span 2. There are scattered areas of holed through section loss and some cracks on the sub-rail posts and struts under the overhangs. There are areas of advanced section loss on the overhang bracket tie plates and riveted connections throughout.
<b>Stringers</b>	(Good)	
<b>Diaphragms</b>	(Fair)	Moderate corrosion at the steel overhang brackets with locations of section losses to the tie plates and steel intermediate diaphragms under each expansion joint due to leakage. Concrete diaphragms in the overhangs exhibited spalls to steel and cracks, up to 1/8" wide.
<b>Superstructure Bracing</b>	(Good)	
<b>Trusses - General</b>	(NA)	
<b>Trusses - Portals</b>	(NA)	
<b>Trusses - Bracing</b>	(NA)	
<b>Superstructure Paint</b>	(Fair)	Areas of paint loss due to corrosion present at localized areas. Paint system is mostly intact.
<b>Alignment of Members</b>	(Good)	
<b>PCCS</b>	(NA)	
<b>PCCS/CBB Bolts</b>	(NA)	
<b>Cross Frames</b>	(NA)	
<b>Nailing Timbers</b>	(NA)	
<b>Earthquake Devices</b>	(NA)	
<b>Texture Coat Condition Rating-1</b>	(NA)	

## ABUTMENTS

<b>Abutment Caps</b>	(Fair)	Abutment1 exhibited cracks, up to 1/4" wide, delaminated areas, and spalls to steel. Abutment 2 exhibited cracks, up to 1/16" wide and some spalls.
<b>Abutment Breastwall</b>	(Fair)	Abutment 1 exhibited cracks, up to 1/4" wide, delaminated areas, and spalls to steel. Abutment 2 exhibited spalling and cracks, up to 1/16" wide, some with efflorescence. The previous underwater inspection date that was present at Abutment 1 has been painted over since the last inspection.
<b>Abutment Wings</b>	(Fair)	Wingwalls exhibited cracks, up to 3/8" wide, and spalling.
<b>Abutment Backwall</b>	(Fair)	Locations of spalls to rebar, areas of delamination, and cracks, up to 1/4" (abutment 1 only).
<b>Abutment Plumb</b>	(Good)	
<b>Abutment Footing</b>	(Not visible)	
<b>Abutment Piles</b>	(Not Visible)	
<b>Abutment Embankment</b>	(NA)	
<b>Abutment Bearing Surface</b>	(Good)	
<b>Abutment Slope Paving</b>	(NA)	
<b>Abutment Rip Rap</b>	(NA)	

## PIERS

<b>Pier Caps</b>	(Fair)	Pier 3 Only - deep spalls to steel, cracks, up to 1/8" wide, and areas of delamination.
<b>Pier Columns I Walls</b>	(Fair)	Piers 1 and 2: Not Visible due to stone facing in front of RC wall. Pier 3: walls exhibited spalls to steel, cracks, up to 1/8" wide, and areas of delamination.
<b>Pier Plumb</b>	(Good)	
<b>Pier Footing</b>	(Not Visible)	
<b>Pier Piles</b>	(Not Visible)	Only Pier 3 has piles, they are not visible.
<b>Pier Bearing Surface</b>	(Good)	

## BENTS

<b>Bent Caps</b>	(Fair)	Bent caps exhibited spalling, areas of delamination, and cracks, up to 1/32" wide.
<b>Bent Columns</b>	(Fair)	Cracks, up to 1/32" wide, spalling, some to steel, minor rebar popouts, and delaminated areas.
<b>Bent Plumb</b>	(Good)	Bent 15 exhibits a slight tilt backstation.
<b>Bent Footing</b>	(Not Visible)	
<b>Bent Piles</b>	(Not Visible)	
<b>Bent Bearing Surface</b>	(Good)	
<b>Piles Need Replacement</b>	(No)	

**STREAM CHANNEL DATA AND CONDITIONS**

Stream Crossing	CUMBERLAND RIVER		
Type of bed material	Bedrock		
Has channel shifted?	No		
Condition of rip-rap	N/A	Est. % failed	%
Overall condition of channel	Fair		
Underwater Inspection Req?	Yes		
Why UW required?	Water Depth >3.5'		

**Channel and bank stability conditions**

Steep bank cond - Failure US	No	Moderate Bank Erosion	Yes
Steep bank cond - Failure DS	No	Sediment or Gravel Accumulation	No
Bank Vegetation:		Channel Altered or Straightened	No
Low Growth	No	Stable Conditions:	
Large Timber	Yes	Live Growth	Yes
Clear Banks	No	Bedrock	Yes
Dead Trees - US	Yes	Boulders	Yes
Dead Trees - DS	Yes	FlatSlopes (<=2:1)	No

**Waterway adequacy and debris characteristics**

Bridge deck elevations:		Large Scour Under Bridge	No
Level with Approach Roadway	Yes	Indications Flood Overtop Bridge	No
Higher than Approach Roadway	No	Debris / Drift - Present	Yes
Road Appr >2' Above Natural Ground	Yes	Debris / Drift - Likely to Accumulate	Yes
Abutment Encroaches into Channel	No		

### Channel Profile Upstream

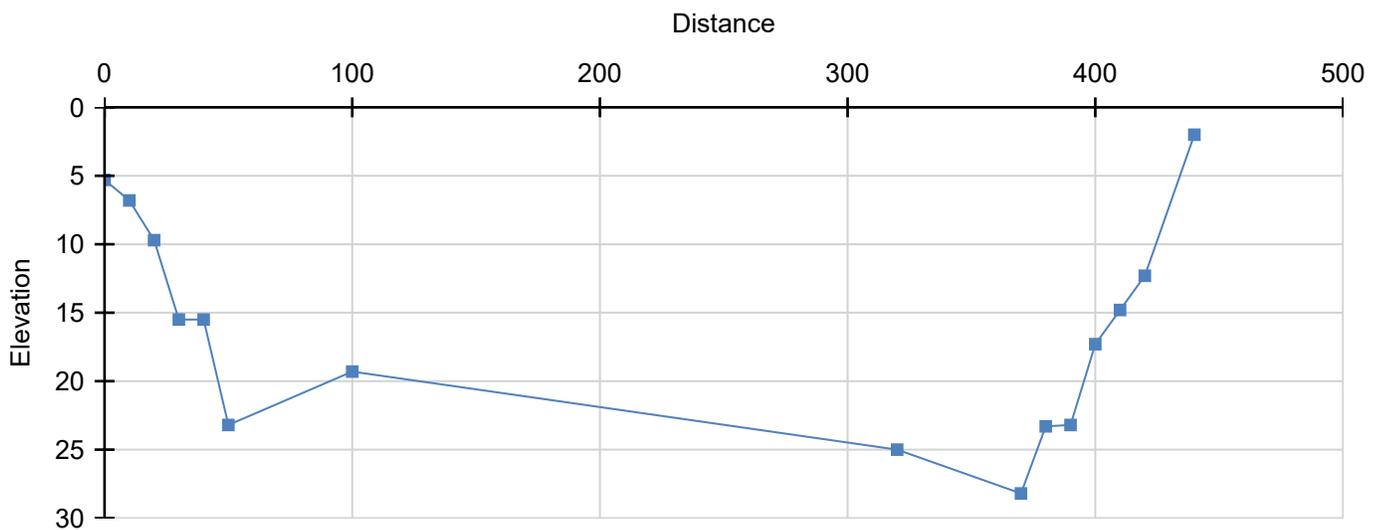
Benchmark height 0.00

Benchmark location \_\_\_\_\_

TOP OF WATER

Comment INFORMATION FROM UNDERWATER INSPECTION JULY 2023

Station	Distance	HI	Upstream
01-BANK	0	0	5.3
02-PIER1-40'	10	0	6.8
03-PIER1-30'	20	0	9.7
04-PIER1-20'	30	0	15.5
05-PIER1-10'	40	0	15.5
06-PIER1	50	0	23.2
07-MID1	100	0	19.3
08-MID2	320	0	25
09-PIER2	370	0	28.2
10-PIER2+10'	380	0	23.3
11-PIER2+20'	390	0	23.2
12-PIER2+30'	400	0	17.3
13-PIER2+40'	410	0	14.8
14-PIER2+50'	420	0	12.3
15-BANK	440	0	2



### Channel Profile Downstream

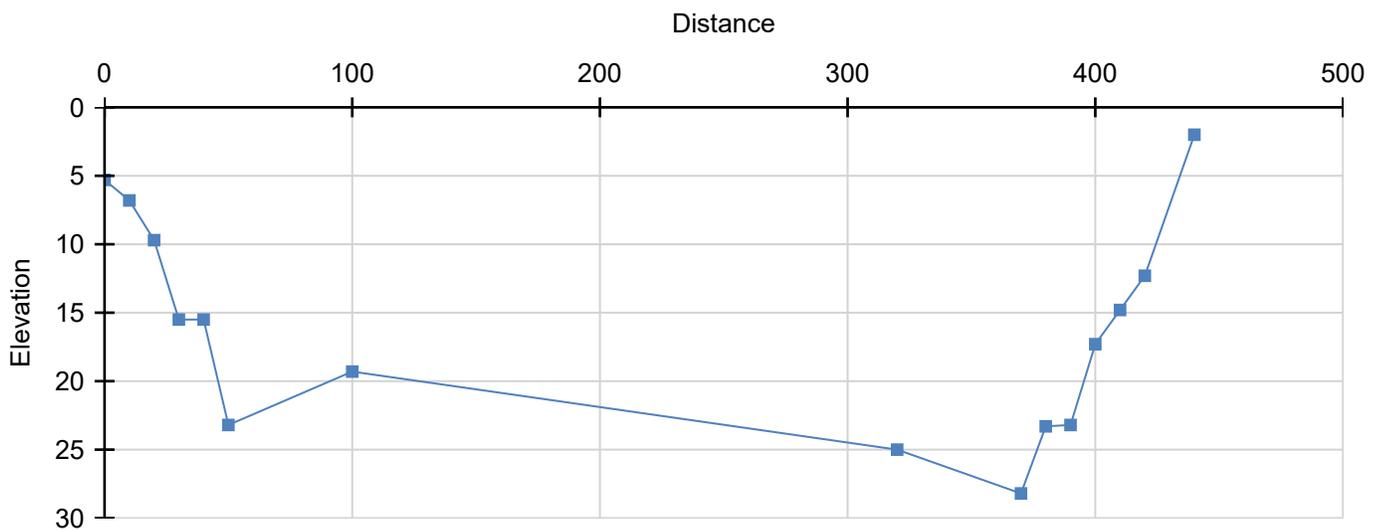
Benchmark height 0.00

Benchmark location \_\_\_\_\_

TOP OF WATER

Comment INFORMATION FROM UNDERWATER INSPECTION JULY 2023

Station	Distance	HI	Downstream
01-BANK	0	0	5.3
02-PIER1-40'	10	0	6.8
03-PIER1-30'	20	0	9.7
04-PIER1-20'	30	0	15.5
05-PIER1-10'	40	0	15.5
06-PIER1	50	0	23.2
07-MID1	100	0	19.3
08-MID2	320	0	25
09-PIER2	370	0	28.2
10-PIER2+10'	380	0	23.3
11-PIER2+20'	390	0	23.2
12-PIER2+30'	400	0	17.3
13-PIER2+40'	410	0	14.8
14-PIER2+50'	420	0	12.3
15-BANK	440	0	2



**Substructure Exposure**

Last Exposure	Abut/Bent/Pier Number	Total height	Footing Thickness	Exposure
70	PIER 1	99.61	8.75	100.53
70	PIER 2	101.05	8.75	98.27

Last Exposure Upstream	_____	Rip-Rap	N
Last Exposure Downstream	_____	@ Abutment	_____
Top of cap to top of water	77.33	@ Bents	_____
Upstream Distance	50.00	@ Piers	_____
Upstream Depth	22.10	Upstream	_____
Thru structure	25.00	Downstream	_____
Downstream Distance	50	Thru Structure	_____
Downstream Depth	27.8		



## Equipment List

### General Inspection

- Pocket knife
- Sounding/chipping hammer
- Chain drag
- Range pole
- 25' rod - depth and clearance

### Visual Aid

- Binoculars
- Flashlight
- Magnifying glass
- Hand mirror

### Cleaning

- Wisk broom
- Wire brush
- Flat bladed screwdriver
- Hand shovel
- Penetrating oil (WD-40, etc.)

### Tools For Access

- Ladders
- Rope
- Waders
- Machete or bush axe

### Tools For Measuring

- Masonry/Wood Ruler
- 6' Pocket Tape
- 25' and 100' Tape
- Calipers
- Thermometer
- Carpenter's Level
- String and Weighted line (plumb bob)
- Laser
- Measuring Wheel

### Special Purpose Equipment

- Reach All
- Bucket Truck
- Traffic control
- Boat
- Sonar depth finder
- Increment borer
- Survey equipment
- Safety Harness
- Climbing equipment
- Dye penetrant
- Drone
- Air Meter

### Special Purpose Equipment

### Comment

Coordination with Region 3 Bridge Division and TDOT Pool Car needed to access the fenced in areas below the bridge in Spans 6 thru 14, and 16 thru 19 with the man-lift.

### Reach-All Approval and Comments





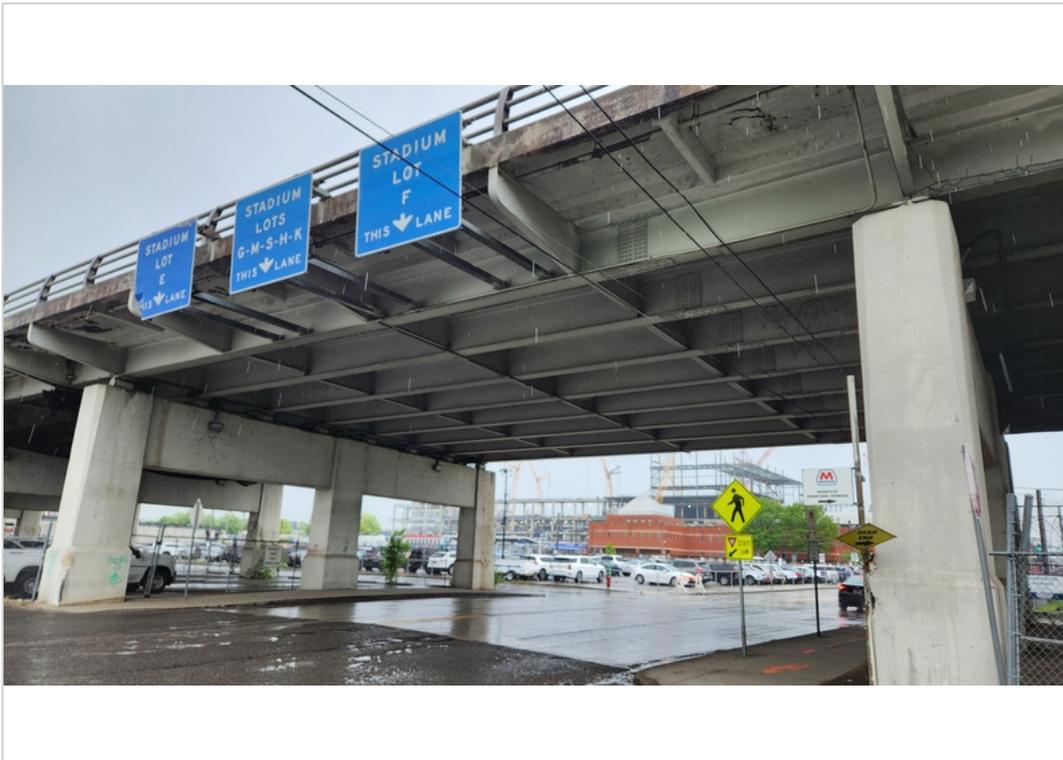
Main Span Right Elevation, Upstream



Main Span Left Elevation, Downstream



Approach Spans 4 through 14, Right



Approach Span 15 over 1st Ave., Left. Note the 3 Bridge Mounted Signs



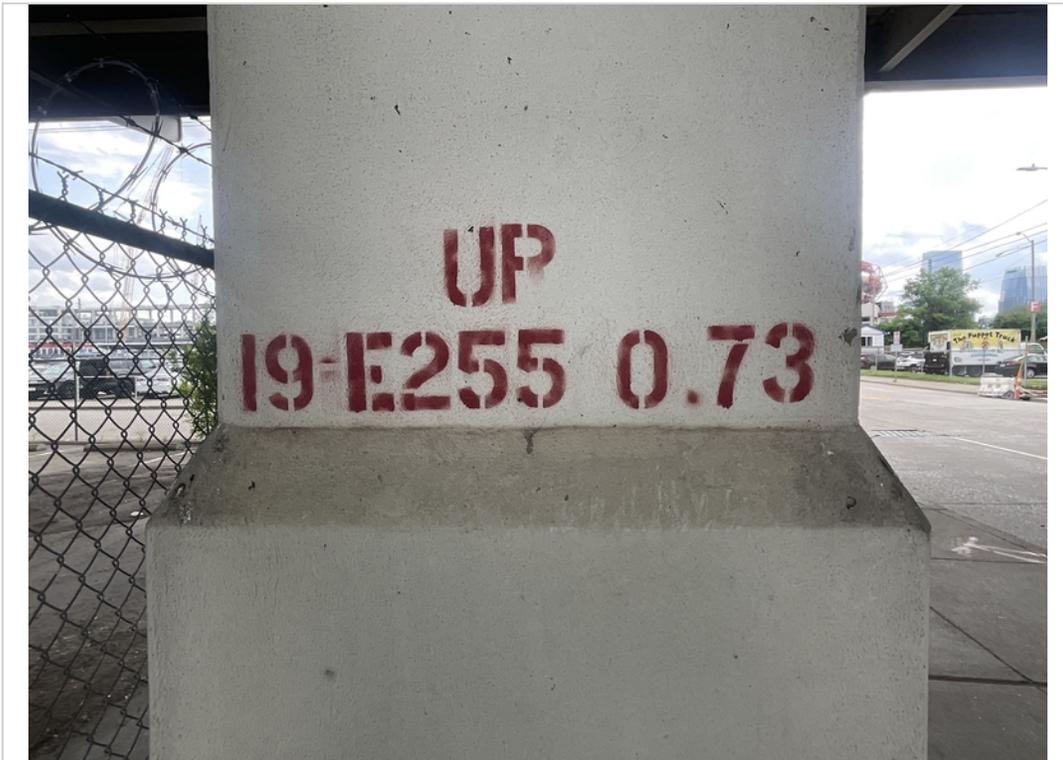
Approach Spans 16 through 19, Right



Bridge Number and Underwater Inspection Date have been Painted Over since the last inspection



Underpass Number for Gay Street at Abutment 1



Underpass Number for 1st Avenue, Bent 12, Left Face of Column B



Approach1 Looking Ahead



Approach 2 Looking Back



'Weight Limit 40 Tons' Load Posting Sign at Approach 1



'Weight Limit 40 Tons' Load Posting Sign at Approach 2





A 14'-3" Vertical Clearance Sign on Gay Street for Span 1, Right Side of Bridge



Below Span 3 Looking Left - Active CSX Spur Rail Line



Below Span 3 Looking Right - Active CSX Spur Rail Line



Typical View Across Decks for Spans 1 -through 3 - Spans 4 through 19 are Similar



Waterway, Upstream View from Bridge, looking Right



Waterway, Downstream View from Bridge, Looking Left



Main Span 2 Underside, Looking Ahead - Similar Underside Configuration for Spans 1 and 3



Approach Span 4 Underside, Looking Ahead - Similar Underside Configuration for Spans 5 through 19



Abutment 1, Rocker Bearing C. Others on Abut 1 are Similar



Typical roller bearings over extended ~3" back (showing exterior face roller bearing (Bent 14))



Approach Span Fixed Bearings - Typical on Bents 2, 6, 10 and 15



Abutment 1, Right Half



Abutment 1, Left Half



Pier 1 Looking Ahead



Pier 1 Looking Back - Note Rescue Boat in Waterway provided by TDOT



Pier 2 Looking Ahead



Pier 3 Looking Ahead



Pier 3 Looking Back



Bent 4 Looking Ahead - Similar Configuration at Bents 1-3, 5 and 7-15



Bent 6 Looking Ahead



Abutment 2



Typical Approach Drain at Approach 1 Right



Approach 2 Left - Concrete Drainage Flume Slightly Damaged with Minor Settlement



Fresh Asphalt Patching in Span 1 Looking Ahead



Metal Bridge Rail Disconnected at Right Side above Abutment 2



Right Side Rub-rail above Abutment 1 - Holed Through Section Loss and Active Corrosion. Typical of end of rail on both sides at both approaches



Typical curb spall with exposed rebar, showing right side



Typical curb spall at joints, showing span 16 Left at Finger Joint



Span 2 Right Side - Loose Rubber Seal along Curb-line



Transverse Cracks in the Sidewalk - Typical in all Spans both Left and Right



Abutment 1 Finger Joint, Looking Left - Note fresh Asphalt Repair Patching along the Deck Joint



Abutment 1 Finger Joint with 1/4" Vertical Misalignment



Pier 3 Finger Joint Looking Left



Pier 3 Finger Joint Open approx. 3"



Span 7 Finger Joint Looking Left



Span 7 Finger Joint Open 1-3/4"



Span 11 Finger Joint Looking Left



Span 11 Finger Joint Open 1-3/8"



Span 16 Finger Joint Looking Left



Span 16 Finger Joint Open 1/2"



Abutment 2 Compression Joint Looking Left



Span 2 in Panel 12, Bay C. Large Spall to Steel and adjacent Delamination



Span 3, Panel 4, Bay A - Large Spall to Steel with up to 50% Section Loss



Span 3, Panel 4, Bay B - Spalls to Steel, Delamination and Formwork left in place



Span 9, Left Overhang near Bent 5 - Spalls to Steel



Span 9, Right Overhang near Bent 5 - Large Spall to Steel and Spall to Concrete Diaphragms



Span 13, Right Overhang - Typical Spalls to Steel, some with Section Loss



Span 15, Left Overhang - Spalls to steel



Span 19, Right Overhang - Spall to Steel with up to 100% Section Loss



Span 19, Right Overhang - Concrete Diaphragm with Spalls to Steel and Cracking thru Full Section



Span 1, Girder D over Gay Street - Minor Impact Damage to the Bottom Flange



Span 1, Girder D near Pier 1 - Bottom Flange Pack Rust



Span 1, Right Overhang at Panel 7 - Holed Through Section Loss to Rub-rail Post and Strut



Span 2, Right Overhang in Panel 4 - Girder D Top Flange. Moderate corrosion for full length



Span 2, Left Overhang in Panel 11 - 100% Section Loss and Crack in Strut Connection to Girder A



Span 2, Right Overhang Sidewalk Bracket between Panels 4 and 5 - Advanced Section Loss of the Tie-Plate



Span 2, Left Overhang in Panel 14 - 100% Section Loss of Strut Connection to Girder A



Span 3, Girder A Bottom Flange Below Panel 1 - Up to 1/2" thick Pack of Rust



Span 3, Girder A Top Flange in Panel 3 - 4 LF of Heavy Corrosion / Exfoliation with up to 1/8" Section Loss



Span 3, Right/Front Side Overhang Bracket at Panel 4/5 has Localized Arrested Section Loss 1/2" Remains of 3/4" Nominal



Span 3, Right side Overhang Bracket Tie-Plate for Panel 5/6. 100% Section Loss 9" L x 3" W



Span 16, at Right Overhang, in line with Finger Joint - Spall to Steel with Section Loss and Full Expansion of Rocker Bearing for Girder H (Same for Bearings A - G)



Span 16, at Right Overhang, in line with Finger Joint - 100% Section Loss to 1/2 width of Top Flange  
Sidewalk Bracket for 12" Long



Span 17 - Damaged and Torn Netting



Span 17, Girder H Right Face near Bent 14. Typical Approach Span Splice Plate. Light Corrosion at this Location



Typical Leakage with Efflorescence and Rust Stain at Top Flange of Beam in the Overhang (Showing Span 18 Right Side Beam H)



Severe Corrosion at the Steel Overhang Brackets and Tie Plates Under the Joint in Span 11 Right Side



Typical Corrosion of the Riveted Connection from Steel Overhang Brackets to Top Flange of Beam (Showing Span 19 Right Side)



Typical Rivets to Steel Overhang Bracket have Severe Corrosion and "Rosebudding" at Rivets (Cleaned) Connection to Steel Beam, Showing Beam A at Abutment 2



Pier 3 from Span 4, Looking Back under Girders A and B - Wide Horizontal Crack, Spall to Steel and Corrosion on End Diaphragm and Girder A Bearing



Pier 3 Looking Back, between Girders C and D - Large Spall along Top Edge of Wall. No undermining of the Masonry Plates



Abutment 1 Right Side - Typical Cracks



Abutment 1 - Backwall Delamination between Girders B and C



Abutment 2 Backwall - Impending Spall and Spall to Steel on either side of Girder C



Abutment 2 Left Side - Spall and Cracks with Efflorescence



Span 2 Right Center Navigation Light. Bottom Light is not Illuminated. Similar condition to Center Light  
Left for Top and Top Light at Pier 1 Left



Encampment Beneath Span 3, looking ahead



Overhead Traffic Light Structure above Bridge Deck Attached to Bent 6



Right Side Tower of Overhead Traffic Light Structure - Unsecured Cover Plate Exposing Electrical Wires



Steel Staircase at Right side of Span 14 - Cracks in steel steps between Landings 2 and 3



Steel Staircase at Right side of Span 14 - Crack in Steel Landing 4, which is Level with the Bridge Sidewalk



Anchor Bolt for Staircase Column - Moderate to Heavy Corrosion. Similar to opposite side Anchor Bolt



Span 14, Right Fascia adjacent to Staircase - Missing Cover for Electrical Junction Box

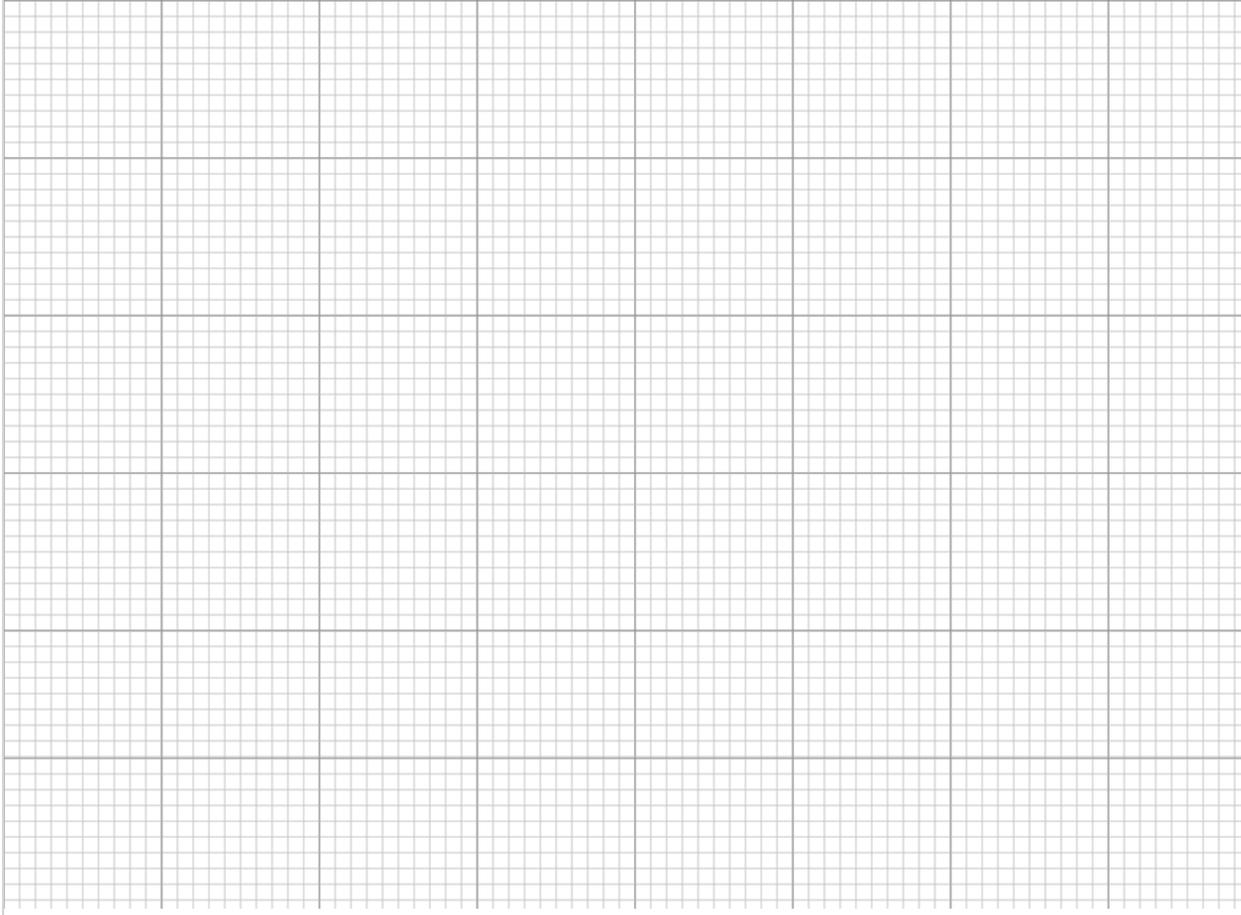


Impact Damage to Bridge Mounted Sign in Span 15

**Sketches**

Sketch Name: Sheet

Unit Number:



Component	Condition	Comments
-----------	-----------	----------

### Maintenance Recommendations

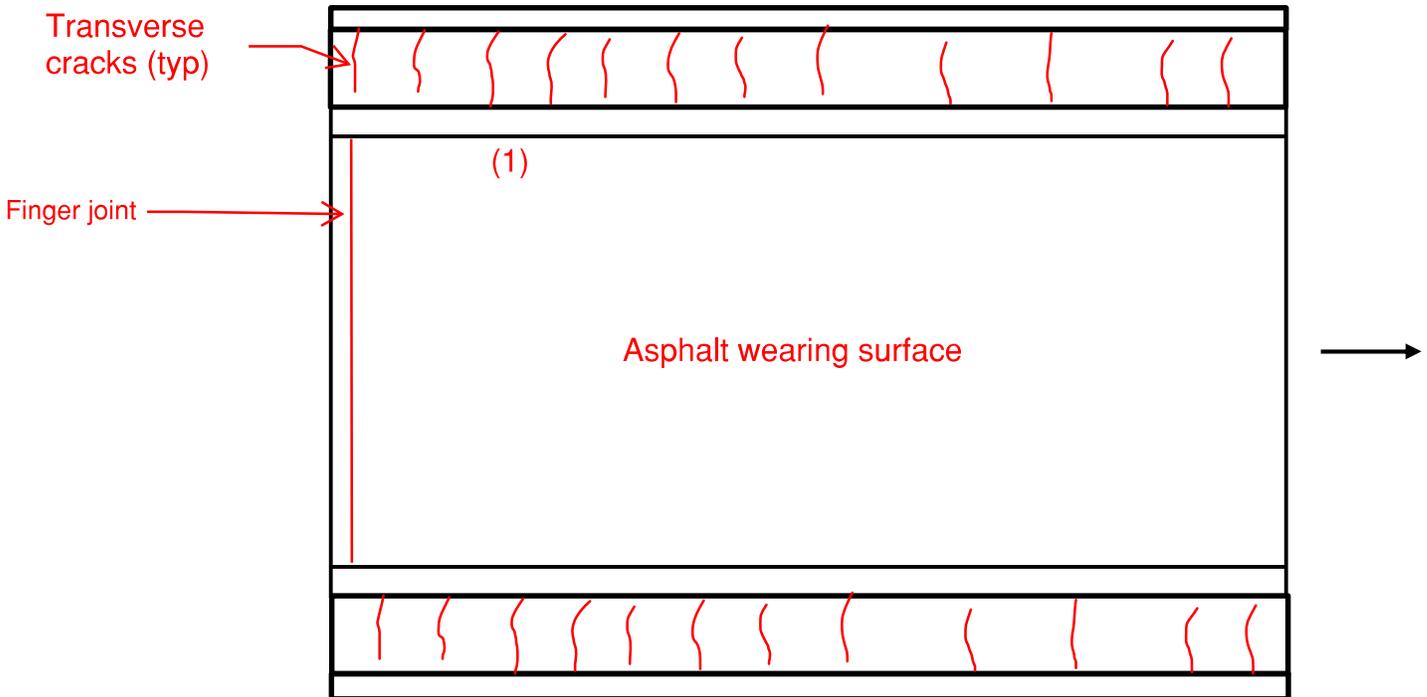
525 - Repair List #   N        523 - Repair List Add Date                           524 - Repair List Revise Date   5/6/2024   1

Date Added	Recommendation	Priority
05/24/2021	REPLACE LIGHTING FOR NAVIGATIONAL LIGHTS IN SPAN 2	
05/22/2017	REPAIR SPALLED CURBS IN SPANS 4 THROUGH 19	
08/11/2019	REPAIR BOTTOM OF DECK SPALLS AND DELAMINATION IN ALL SPANS	3
08/11/2019	CLEAN AND PAINT ALL STRUCTURAL STEEL	2
08/11/2019	CLEAN AND PAINT BEARINGS	(Inactive) (Inactive) 4
08/11/2019	RESET BEARINGS AT BENTS 11 THRU 14	(Inactive) (Inactive) 5
08/11/2019	RECONSTRUCT HEADERS FOR ALL BRIDGE FINGER JOINTS	
08/11/2019	REPAIR CURB RUBBER SHEATHING IN SPANS 1 THROUGH 3	
05/06/2024	REPAIR SPALLS AND DELAMINATION ON BOTH ABUTMENTS AND PIER 3.	
05/15/2025	CLEAN & PAINT SCRAPE MARKS FROM IMPACT DAMAGE TO GIRDER D IN SPAN 1 OVER GAY ST.	
05/15/2025	REPAIR CRACKS IN THE STEEL STEPS AND LANDINGS OF THE STAIRCASE IN SPAN 14	
05/15/2025	REPAIR IMPACT DAMAGED BRIDGE MOUNTED SIGN 19SIGN003393 ON LEFT FASCIA IN SPAN 15	
05/15/2025	REPAIR ELEC. JUNCTION BOX COVERS FOR OVERHEAD TRAFF LIGHT STR AND IN SPAN 14	
05/15/2025	REMOVE HUMAN ENCAMPMENT FROM BELOW SPAN 3	
05/15/2025	REMOVE DEBRIS FROM THE TROUGHS BELOW THE FINGER JOINTS IN SPANS 7, 11 AND 16	

Top of Deck Span No. 1

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile



ABUT 1

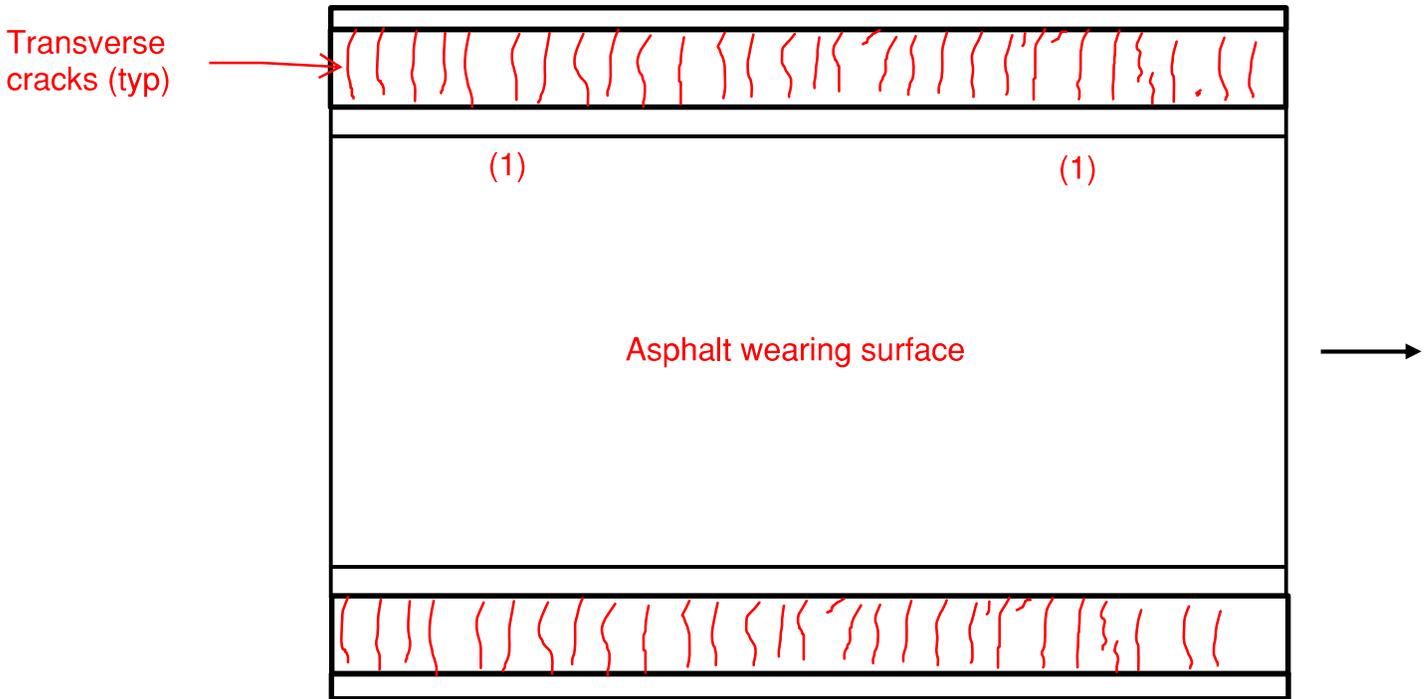
PIER 1

DECK	N/V	Longitudinal and transverse cracks up to 1"
CURBS	Fair	(1) Rubber loose
RAILS	Good	
SIDEWALK	Fair	Cracks up to 3/4" every 6 ft and minor surface raveling
DRAINS	N/A	
JOINTS	Fair	Finger Joint at Abut 1 has deteriorated concrete headers, previous conc and asphalt repairs. Approach side of joint is 1/4" higher than span side.

Top of Deck Span No. 2

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

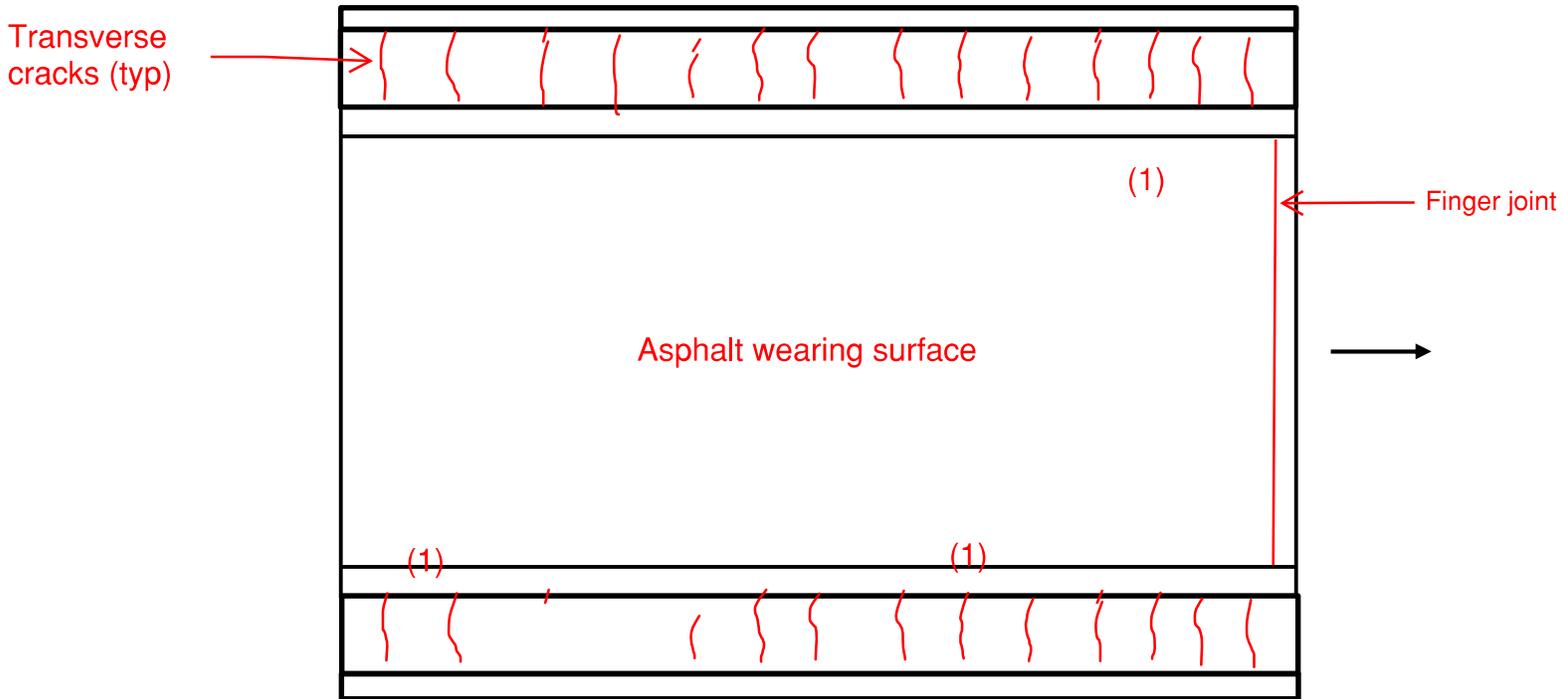


	PIER 1	PIER 2
DECK	N/V	Longitudinal and transverse cracks up to 1", potholes, patching
CURBS	Fair	(1) Rubber sealant loose
RAILS	Good	
SIDEWALK	Fair	Cracks up to 1/2" every 3-5 ft
DRAINS	N/A	
JOINTS	N/A	

Top of Deck Span No. 3

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile



PIER 2

PIER 3

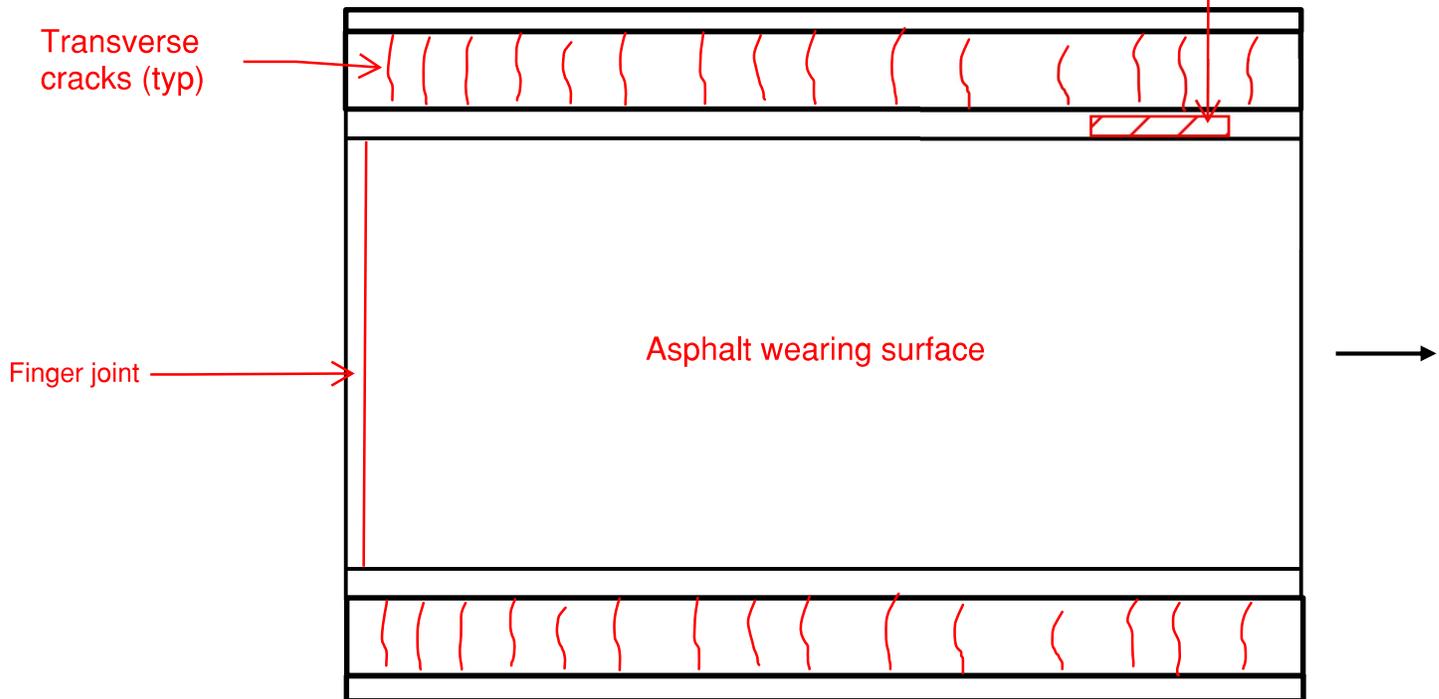
DECK	N/V	Longitudinal and transverse cracks up to 1", shallow potholes and asphalt patching
CURBS	Fair	(1) Rubber sealant loose
RAILS	Good	
SIDEWALK	Fair	Cracks up to 1/8" every 3-6ft
DRAINS	N/A	
JOINTS	Fair	Finger Joint at Pier 3 has deteriorated concrete headers, previous conc and asphalt repairs. Joint is open for 3".

Top of Deck Span No. 4

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Spall with exposed rebar  
 6' long, x 14" wide x 5" deep



PIER 3

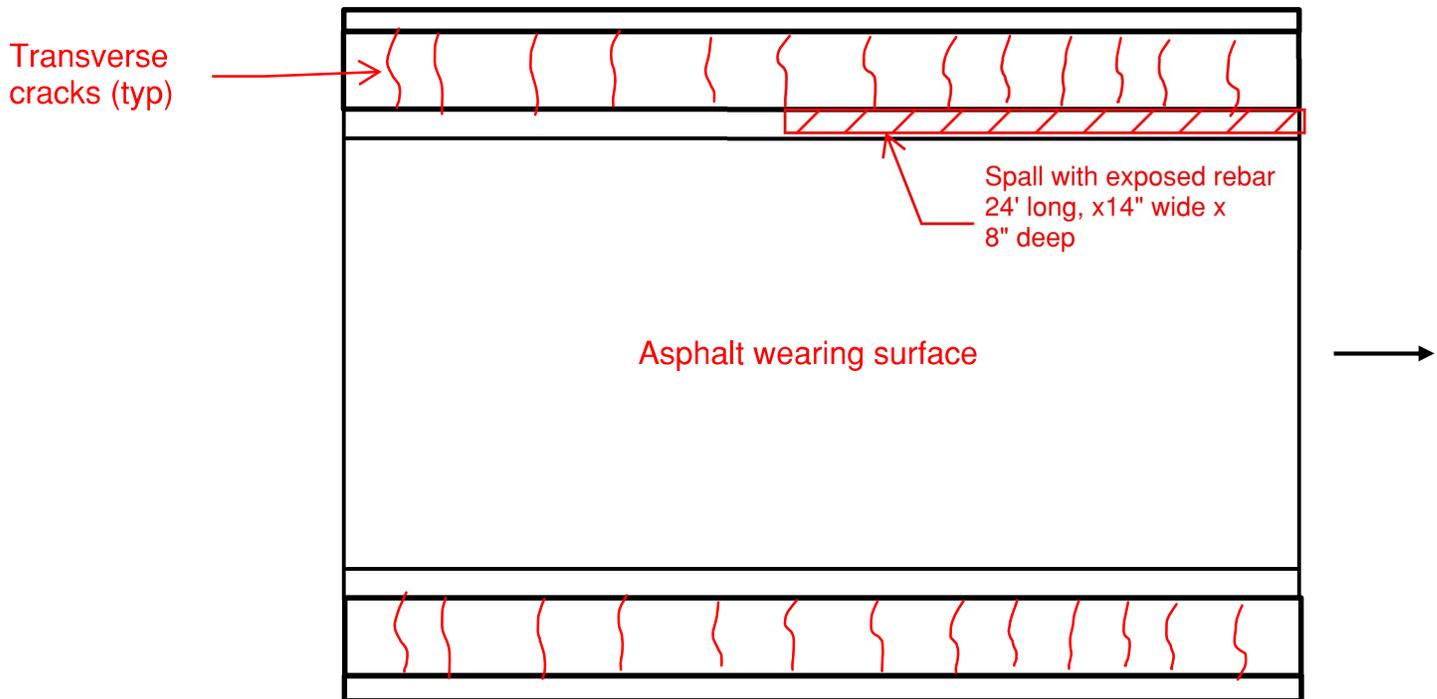
BENT 1

DECK	N/V	Longitudinal and transverse cracks up to 1"; asphalt patches along the joint.
CURBS	Fair	Damage/spalling with exposed rebar
RAILS	Good	
SIDEWALK	Fair	Cracks up to 1/8" every 3-6ft
DRAINS	N/A	
JOINTS	Fair	See Span 3

Top of Deck Span No. 5

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

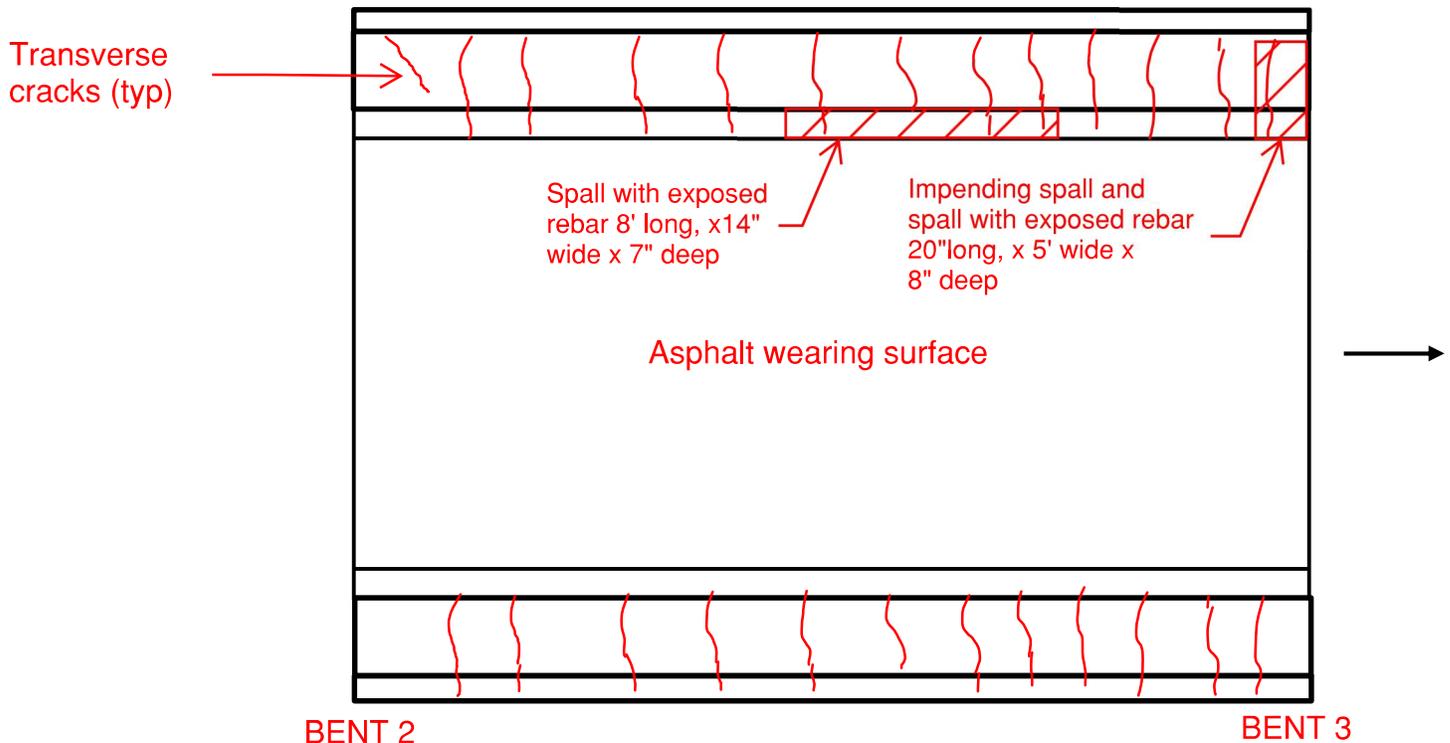


DECK	N/V	Longitudinal and transverse cracks up to 1"
CURBS	Poor	Deep spalling with exposed rebar
RAILS	Good	
SIDEWALK	Fair	Cracks up to 1/8" every 3-6ft
DRAINS	N/A	
JOINTS	N/A	

Top of Deck Span No. 6

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

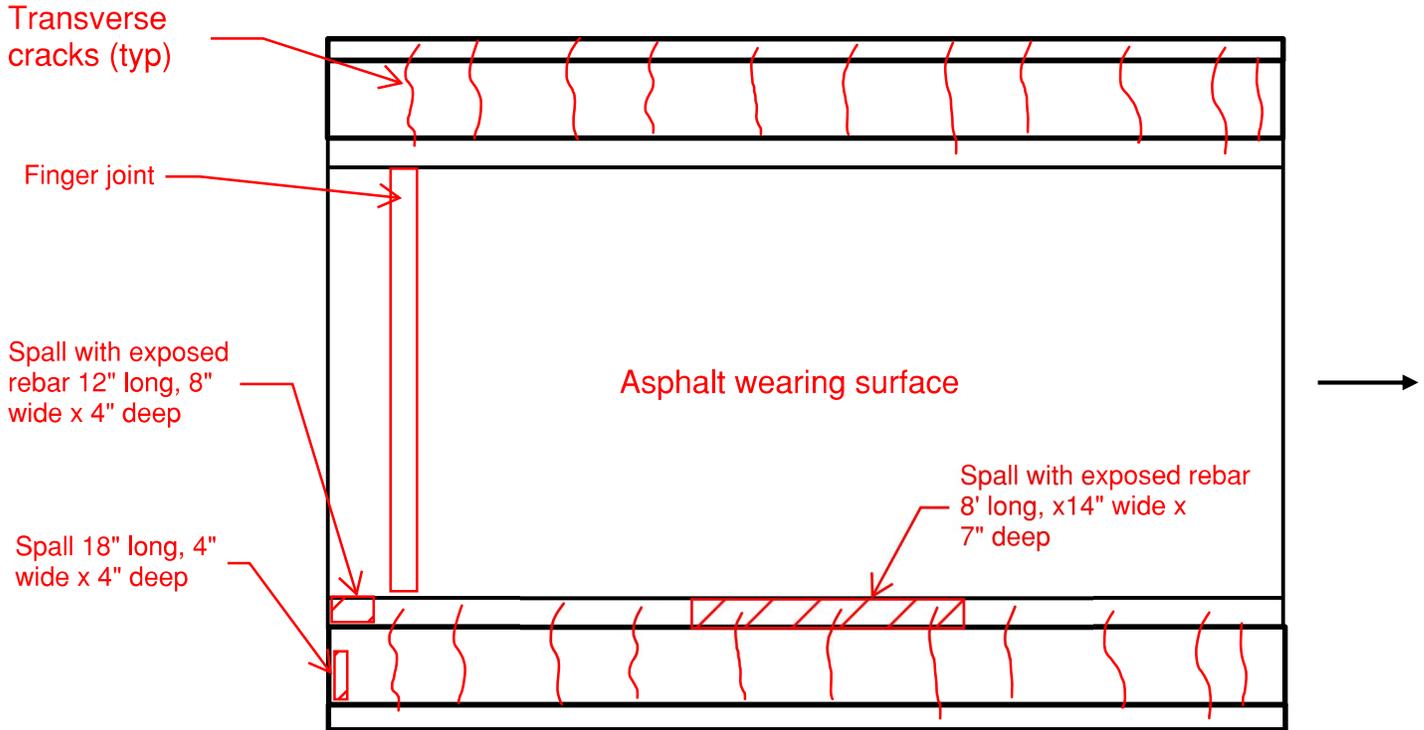


DECK	N/V	Longitudinal and transverse cracks up to 1", patching near joint
CURBS	Fair	Spalling with exposed rebar and Impending spalls
RAILS	Good	
SIDEWALK	Fair	Cracks up to 1/8" every 3-6ft, impending spall
DRAINS	N/A	
JOINTS	N/V	Joint paved over

Top of Deck Span No. 7

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

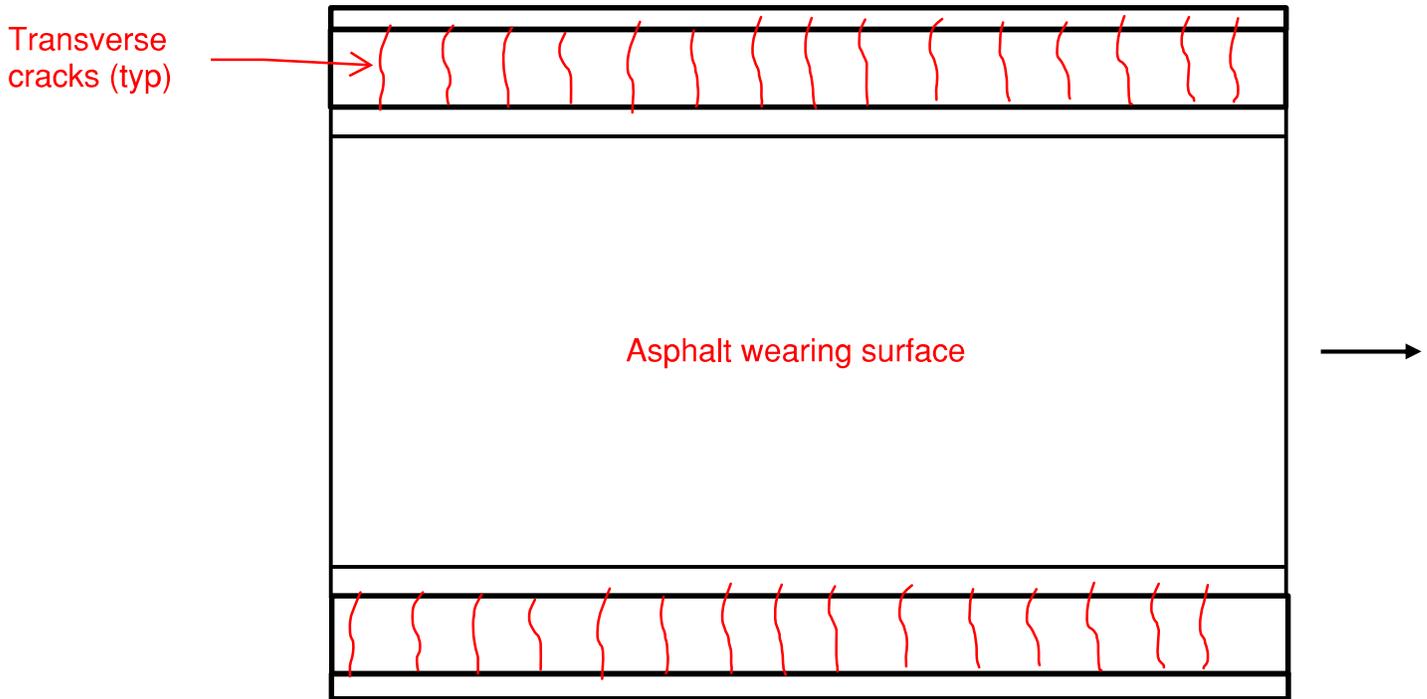


	BENT 3	BENT 4
DECK	N/V	Longitudinal and transverse cracks up to 1", patching near joint
CURBS	Fair	Spalls to steel
RAILS	Good	
SIDEWALK	Fair	Cracks up to 1/8" every 3-6ft and spalling
DRAINS	Good	
JOINTS	Fair	Finger Joint at has deteriorated concrete headers, previous conc and asphalt repairs. Joint is open for 1-3/4".

Top of Deck Span No. 8

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile



BENT 4

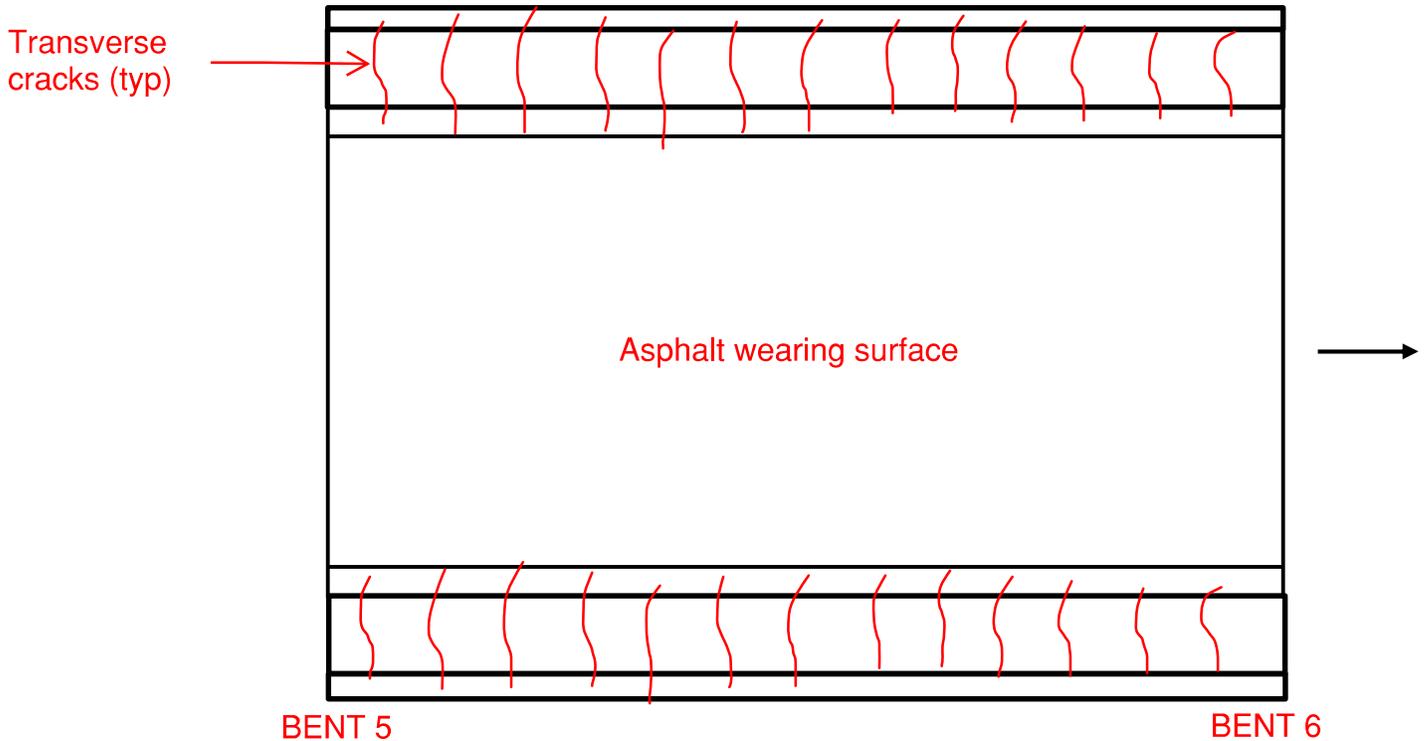
BENT 5

DECK	N/V	Longitudinal and transverse cracks up to 1"
CURBS	Good	
RAILS	Good	
SIDEWALK	Fair	Cracks up to 1/8" every 3-6ft
DRAINS	Good	
JOINTS	N/A	Joint paved over

Top of Deck Span No. 9

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile



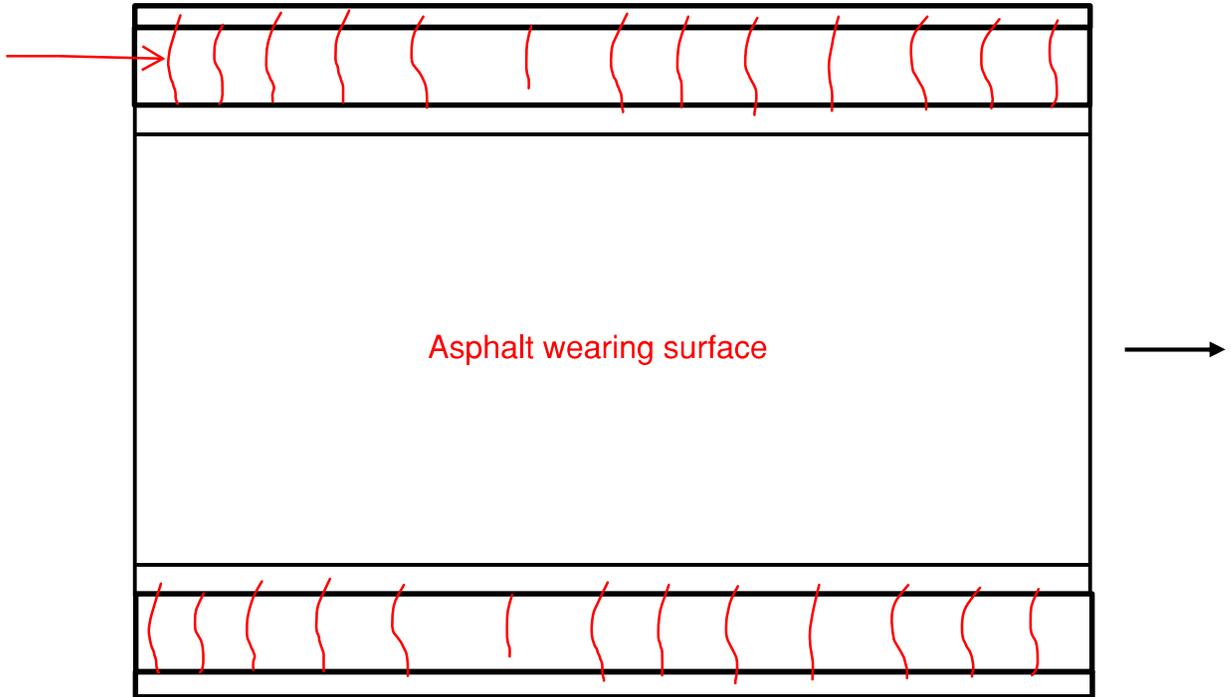
DECK	N/V	Longitudinal and transverse cracks up to 1",
CURBS	Good	
RAILS	Good	
SIDEWALK	Fair	Cracks up to 1/8" every 3-6ft
DRAINS	Good	
JOINTS	N/A	Joint paved over

Top of Deck Span No. 10

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Transverse cracks (typ)



BENT 6

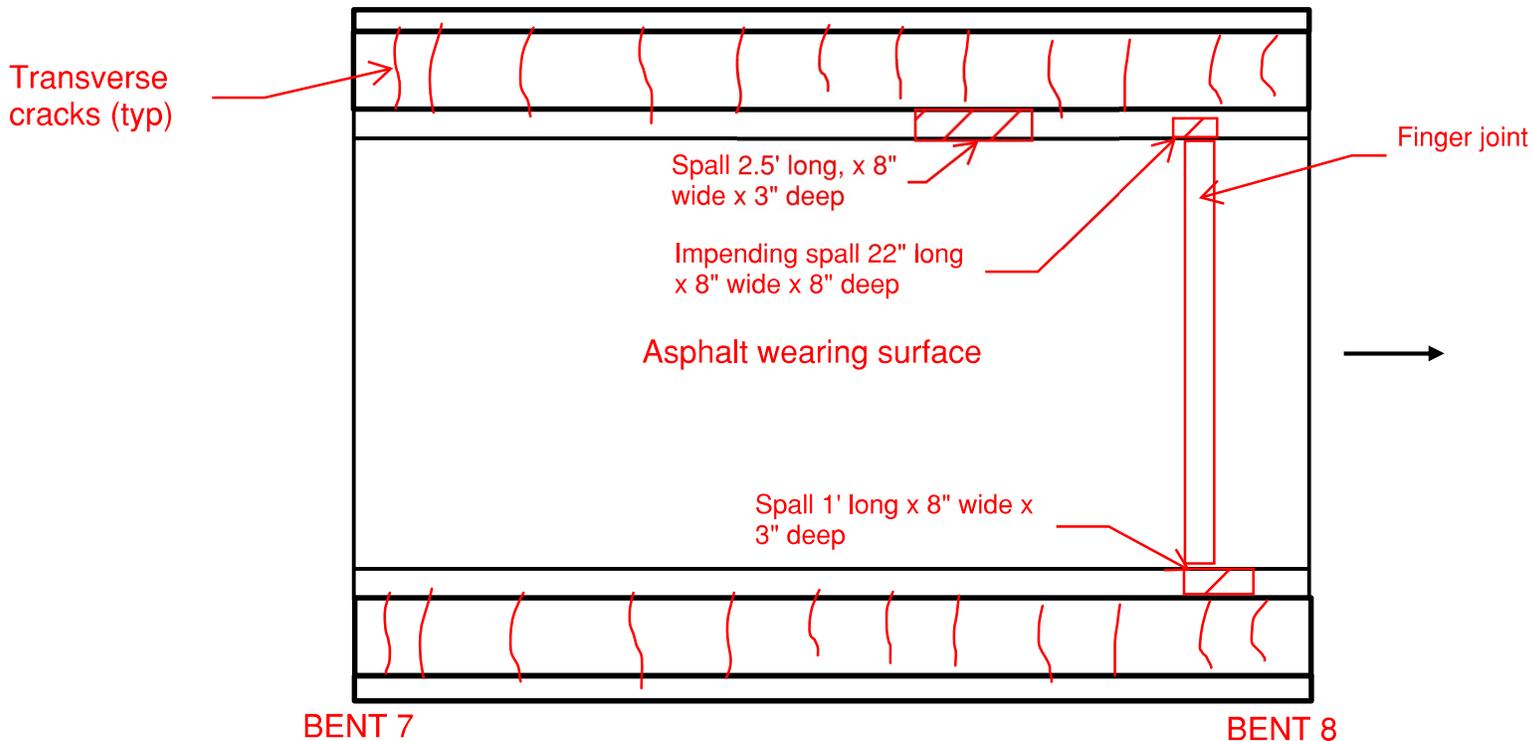
BENT 7

DECK	N/V	Longitudinal and transverse cracks up to 1",
CURBS	Good	
RAILS	Good	
SIDEWALK	Fair	Cracks up to 1/8" every 3-6ft
DRAINS	Good	
JOINTS	N/A	Joint paved over

Top of Deck Span No. 11

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

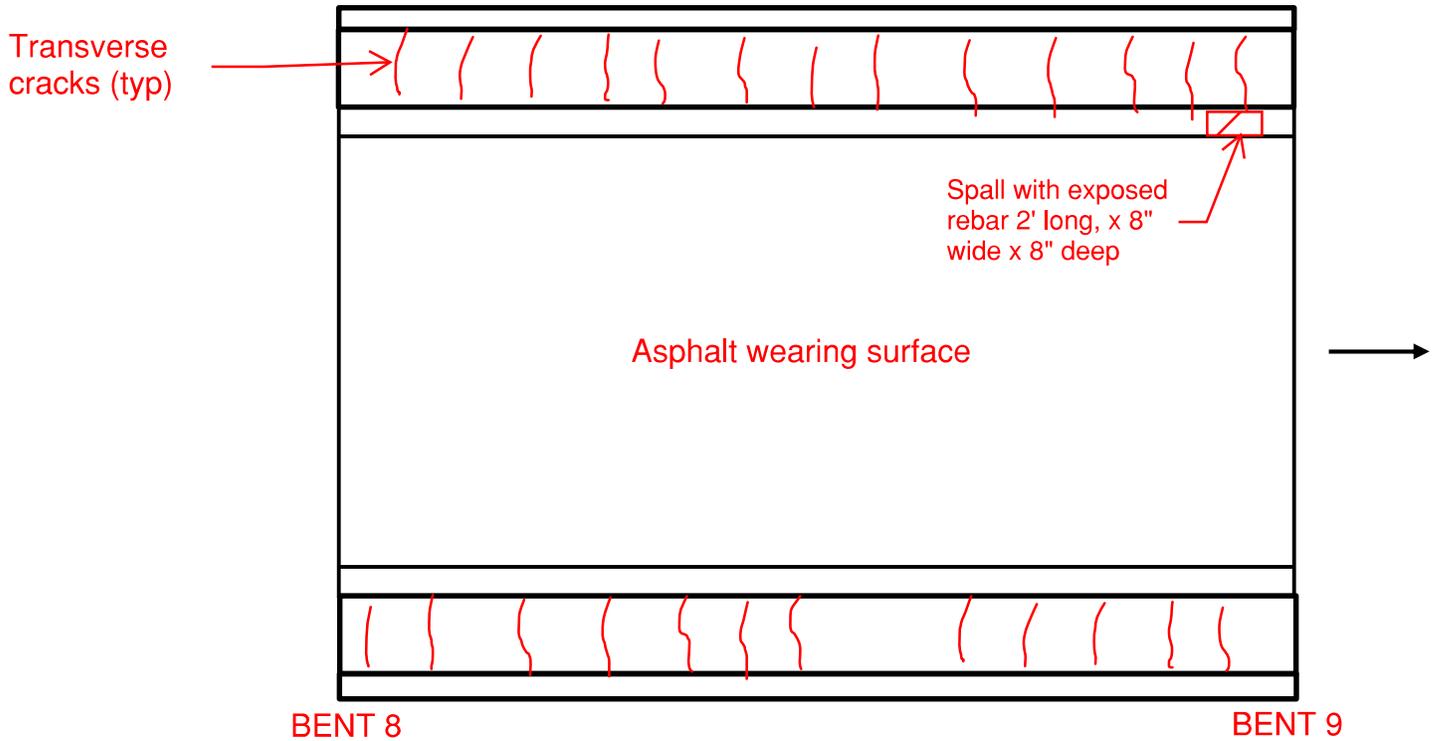


DECK	N/V	Longitudinal and transverse cracks up to 1", patching near joint
CURBS	Fair	Spalls and Impending spalls
RAILS	Good	
SIDEWALK	Fair	Cracks up to 1/8" every 3-6ft
DRAINS	Good	
JOINTS	Fair	Finger Joint has deteriorated concrete headers, previous conc and asphalt repairs. Joint is open for 1-3/8".

Top of Deck Span No. 12

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

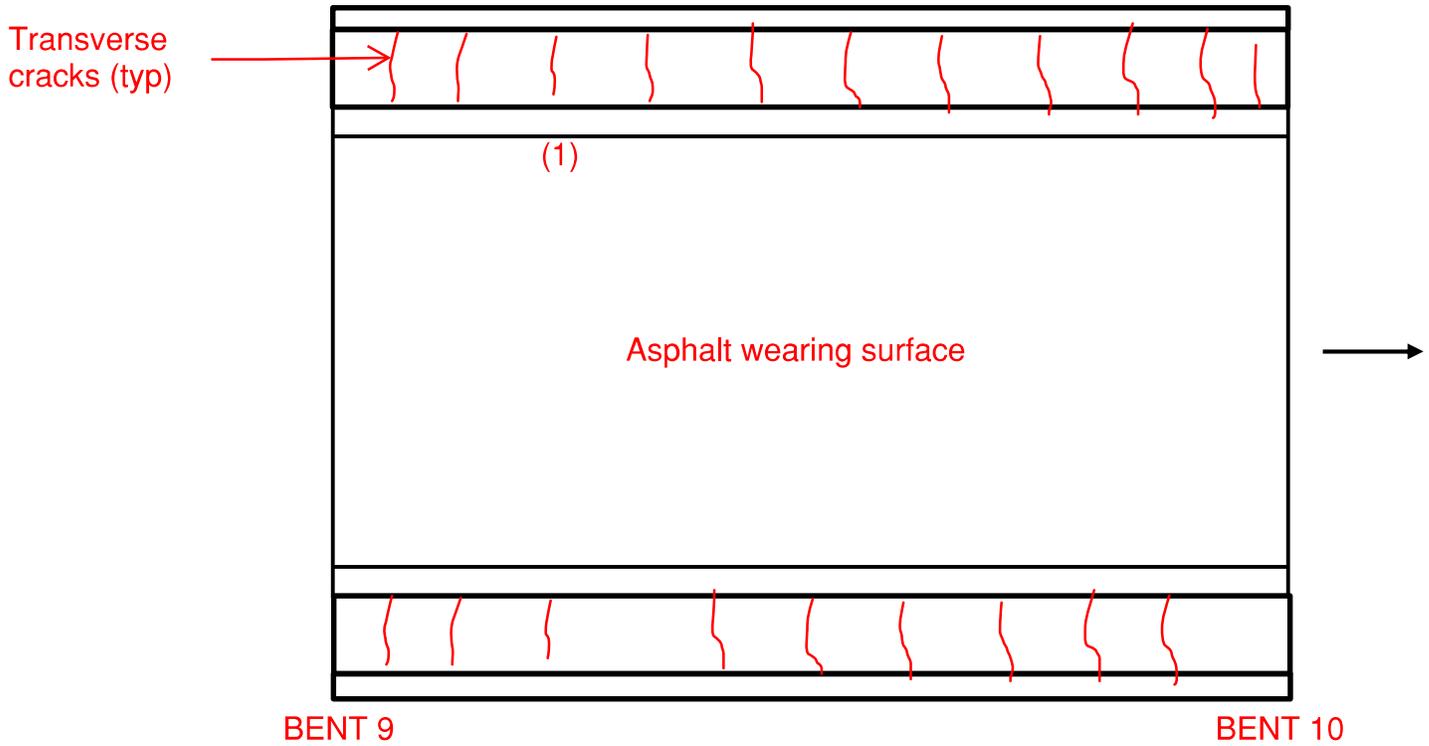


DECK	N/V	Longitudinal and transverse cracks up to 1"
CURBS	Fair	Spalling with exposed rebar
RAILS	Good	
SIDEWALK	Fair	Cracks up to 1/8" every 3-6ft
DRAINS	N/A	
JOINTS	N/A	

Top of Deck Span No. 13

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

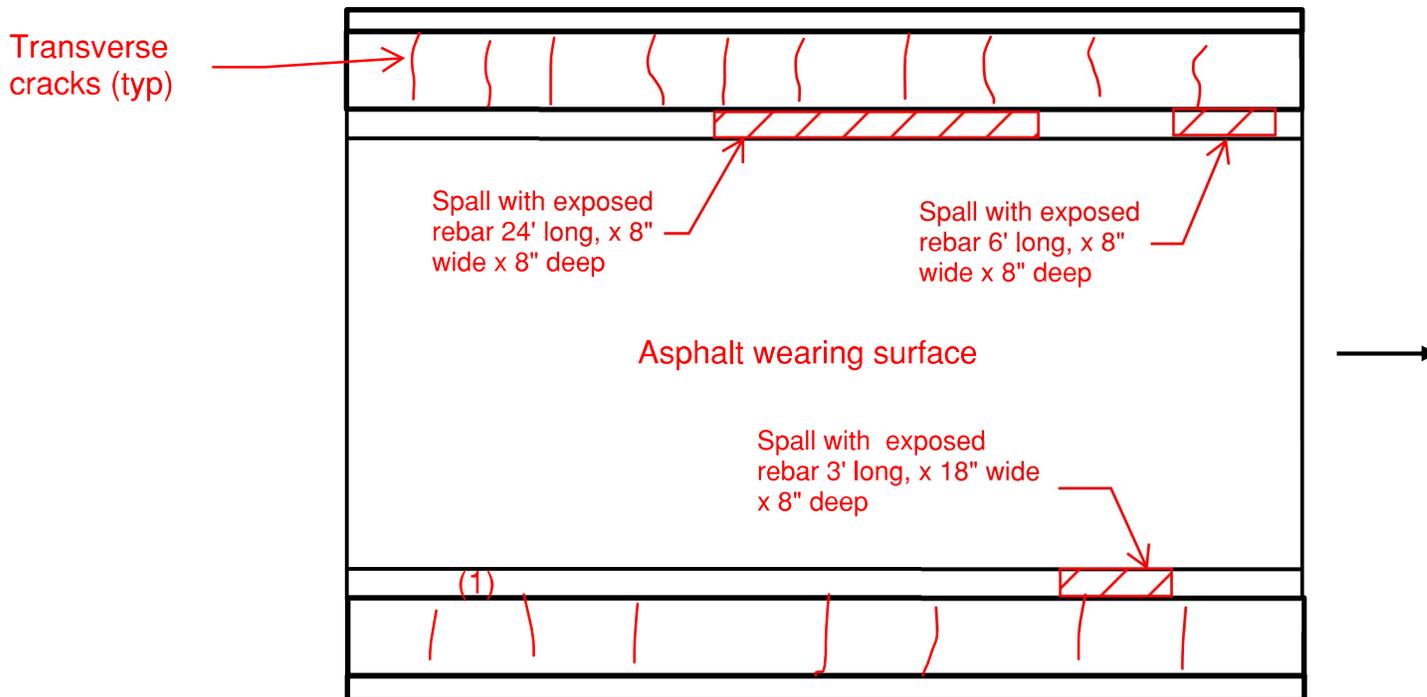


DECK	N/V	Longitudinal and transverse cracks up to 1"
CURBS	Fair	(1) Area of rub-rail damage
RAILS	Good	
SIDEWALK	Fair	Cracks up to 1/8" every 3-6ft
DRAINS	Good	
JOINTS	N/A	

Top of Deck Span No. 14

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile



BENT 10

BENT 11

DECK	N/V	Longitudinal and transverse cracks up to 1"
CURBS	Fair	(1) Area of rub-rail damage; spalling with exposed rebar
RAILS	Good	
SIDEWALK	Fair	Cracks up to 1/8" every 3-6ft
DRAINS	N/A	
JOINTS	N/A	

Top of Deck Span No. 15

Date 05/13/2025

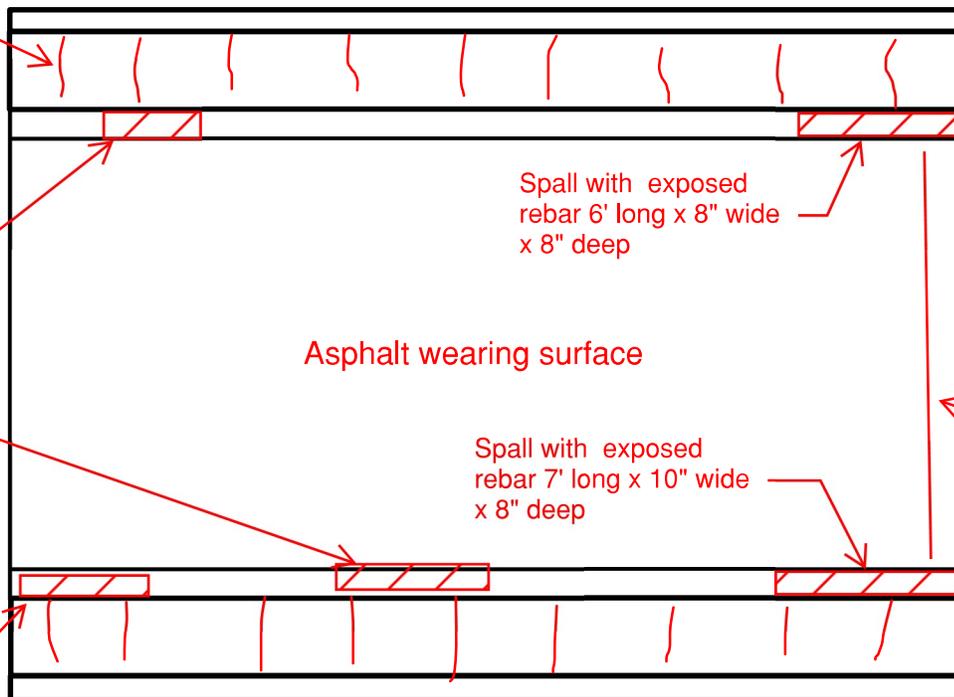
Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Transverse cracks up to 1/8" every 3-6 ft

Impending spall with 6' long x 8" wide x 8" deep

Impending spall and spall with exposed rebar 12' long x 10" wide x 8" deep

Spall with exposed rebar 7' long x 10" wide x 8" deep



Spall with exposed rebar 6' long x 8" wide x 8" deep

Spall with exposed rebar 7' long x 10" wide x 8" deep

Asphalt wearing surface

Finger joint

BENT 11

BENT 12

DECK	N/V	Longitudinal and transverse cracks up to 1"; small shallow pothole
CURBS	Fair	spalling with exposed rebar and impending spalls
RAILS	Good	
SIDEWALK	Fair	Cracks up to 1/8" every 3-6ft
DRAINS	Good	
JOINTS	N/A	

Top of Deck Span No. 16

Date 05/13/2025

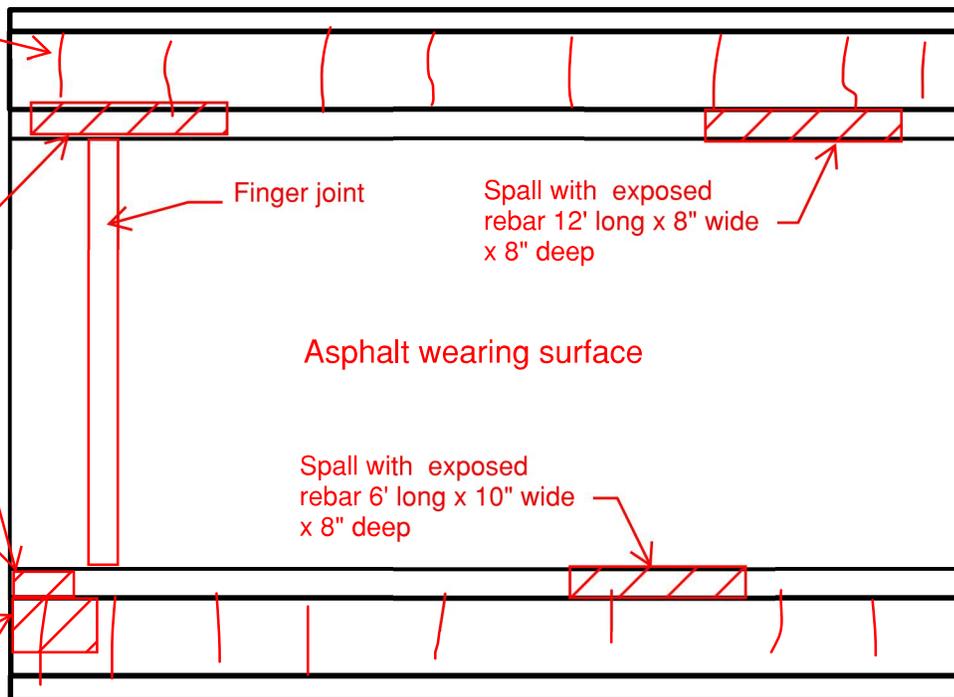
Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Transverse cracks up to 1/8" every 3-6 ft

Spall with exposed rebar 7' long x 8" wide x 8" deep

Spall with exposed rebar 16" long x 10" wide x 8" deep

Impending spall and spall with exposed rebar with 4' long x 3' wide x 1/4" deep



BENT 12

BENT 13

DECK	N/V	Longitudinal and transverse cracks up to 1"
CURBS	Fair	spalling with exposed rebar
RAILS	Good	
SIDEWALK	Fair	Cracks up to 1/8" every 3-6ft, impending spall
DRAINS	N/A	
JOINTS	Fair	

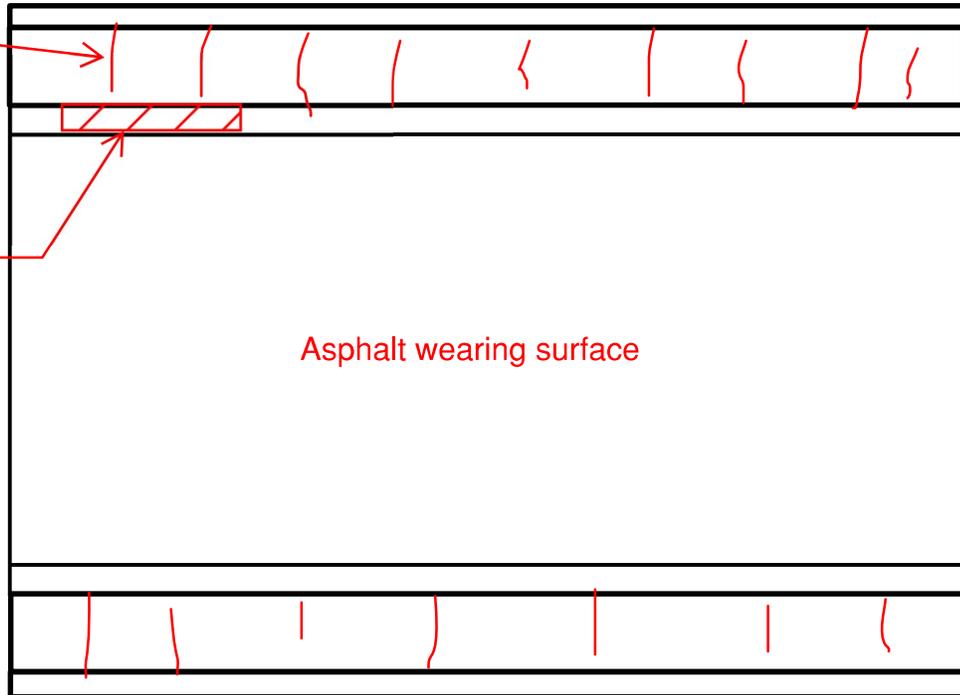
Top of Deck Span No. 17

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Transverse cracks (typ)

Spall with exposed rebar 4' long x 8" wide x 8" deep



BENT 13

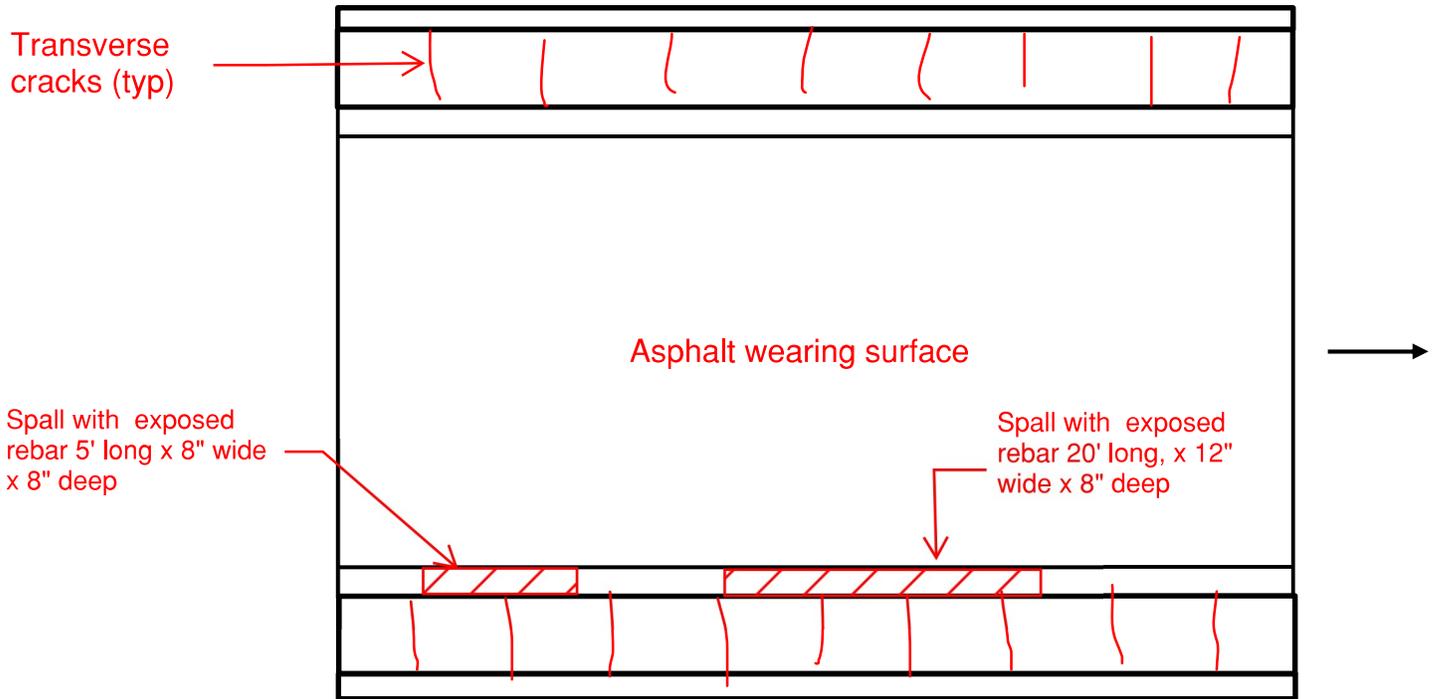
BENT 14

DECK	N/V	Longitudinal and transverse cracks up to 1"
CURBS	Fair	spalling with exposed rebar
RAILS	Good	
SIDEWALK	Fair	Cracks up to 1/8" every 3-6ft
DRAINS	Good	
JOINTS	N/A	

Top of Deck Span No. 18

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

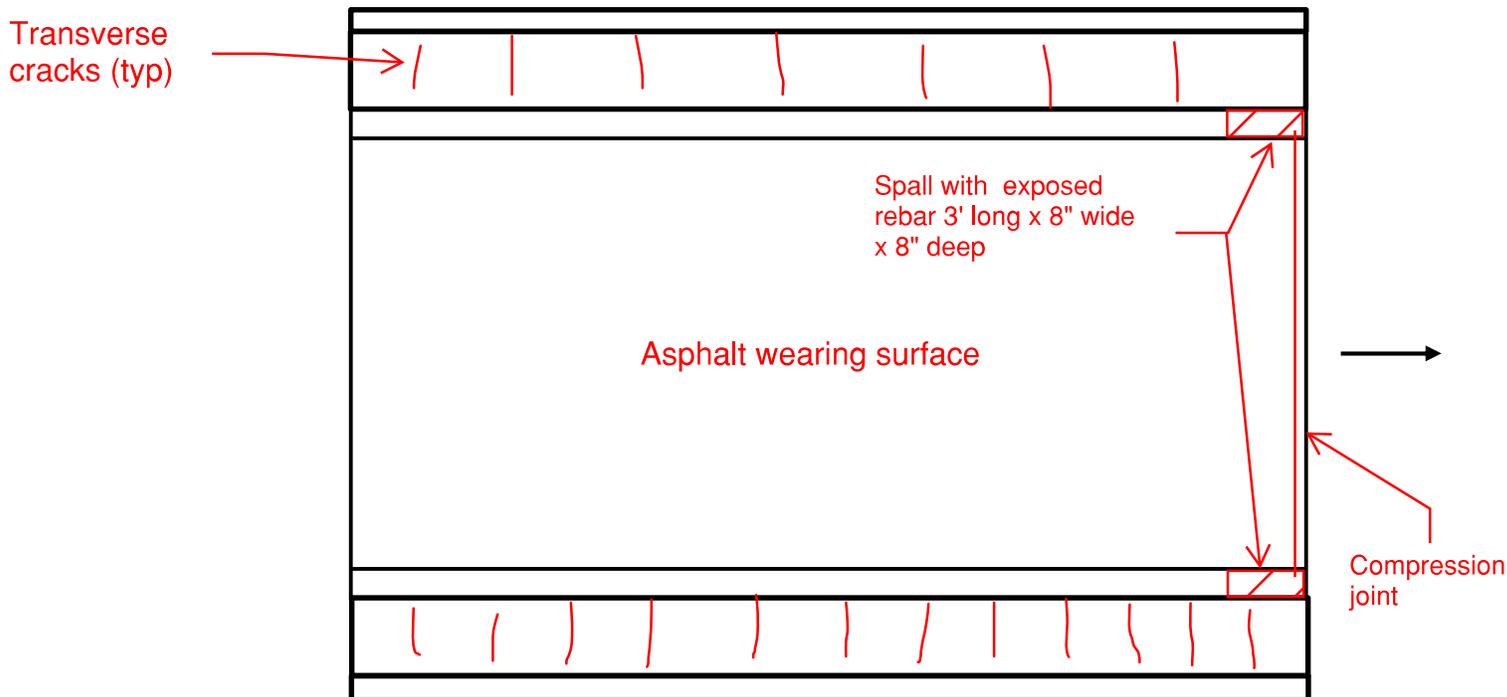


BENT 14

BENT 15

DECK	N/V	Longitudinal and transverse cracks up to 1",
CURBS	Fair	spalling with exposed rebar
RAILS	Good	
SIDEWALK	Fair	Cracks up to 1/8" every 3-6ft
DRAINS	N/A	
JOINTS	N/A	

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile



BENT 15

ABUT 2

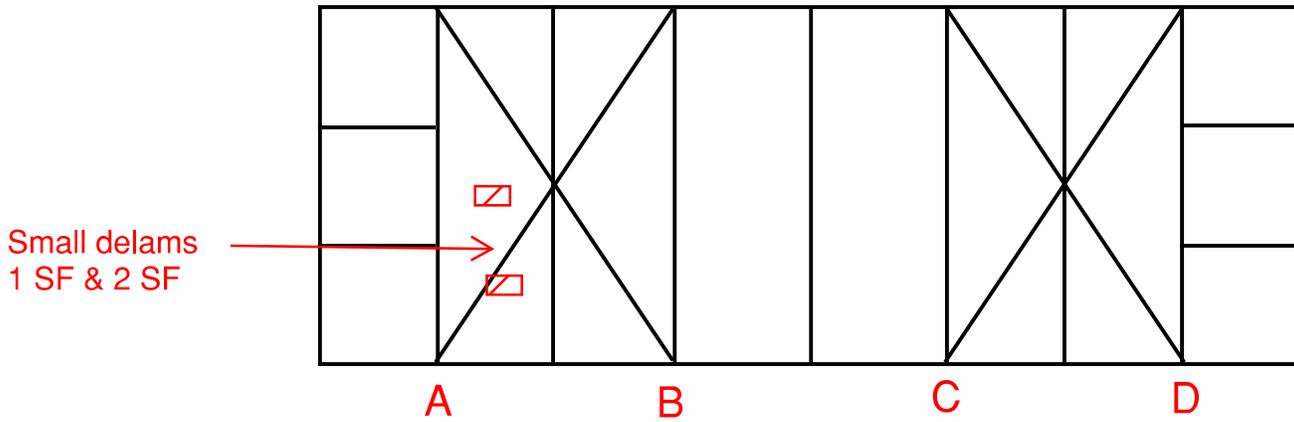
DECK	N/V	Longitudinal and transverse cracks up to 1", patching near joint
CURBS	Fair	spalling with exposed rebar
RAILS	Good	
SIDEWALK	Fair	Cracks up to 1/8" every 3-6ft
DRAINS	Fair	Medium to wide cracks in the concrete header
JOINTS	Fair	Joint seal is near fully compressed at 75 deg. Deteriorated concrete header with edge spalls, previous conc and asphalt repair patches.

# Bottom of Slab Span No. 1

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
County Route Log Mile

Panel # 1



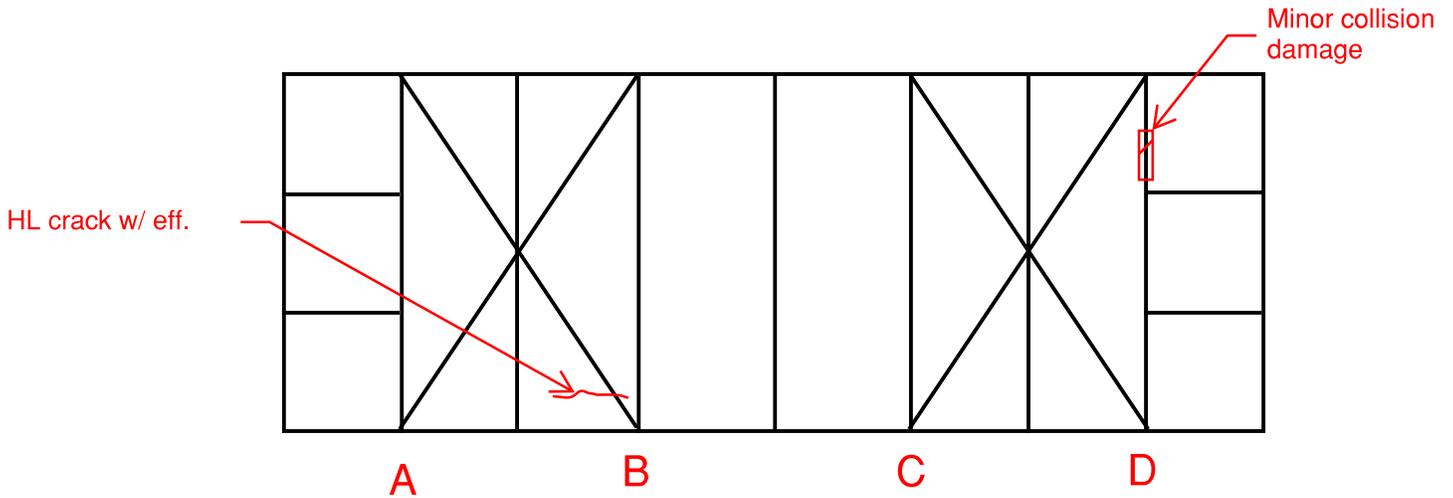
DECK	Good	
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Good	

Bottom of Slab Span No. 1

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 2



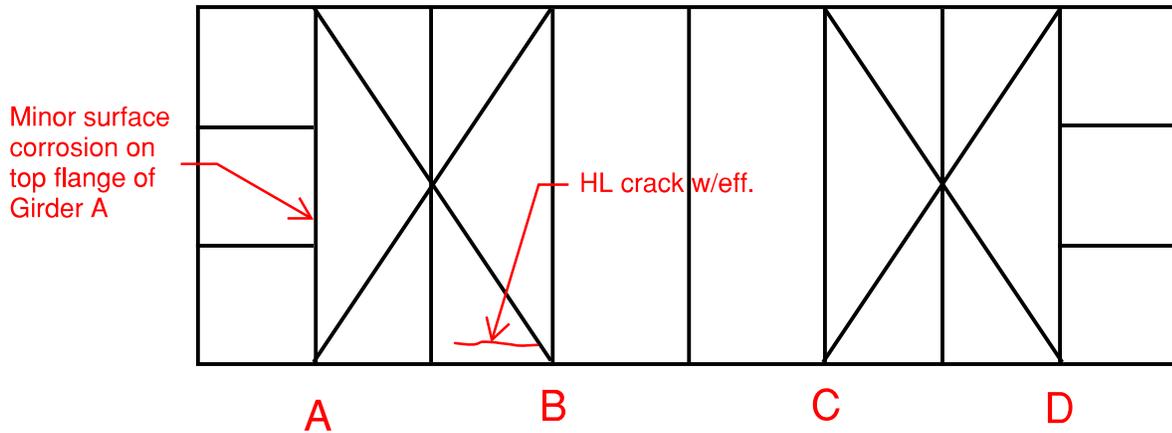
DECK	Good	HL crack w/ eff
FLOOR BEAMS	Good	
GIRDERS	Good	Minor collision damage to Girder D
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Good	

Bottom of Slab Span No. 1

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 3



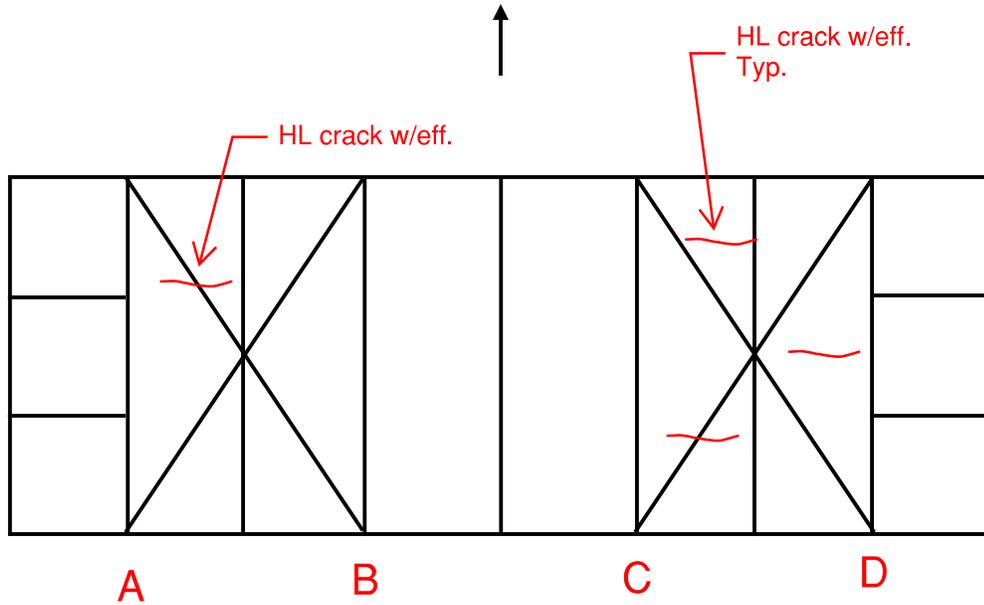
DECK	Good	HL crack w/ eff
FLOOR BEAMS	Good	
GIRDERS	Good	Minor surface corrosion on top flange of Girder A
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Good	

Bottom of Slab Span No. 1

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 4



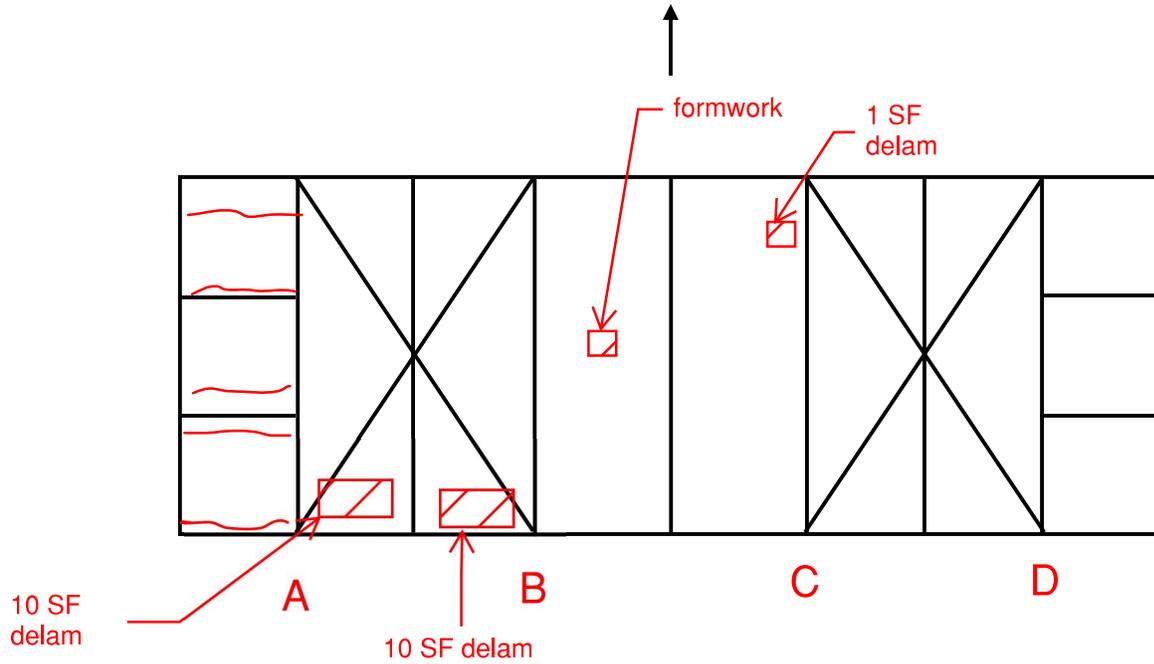
DECK	Good	HL cracks w/ eff
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Good	

# Bottom of Slab Span No. 1

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

**Panel # 5**



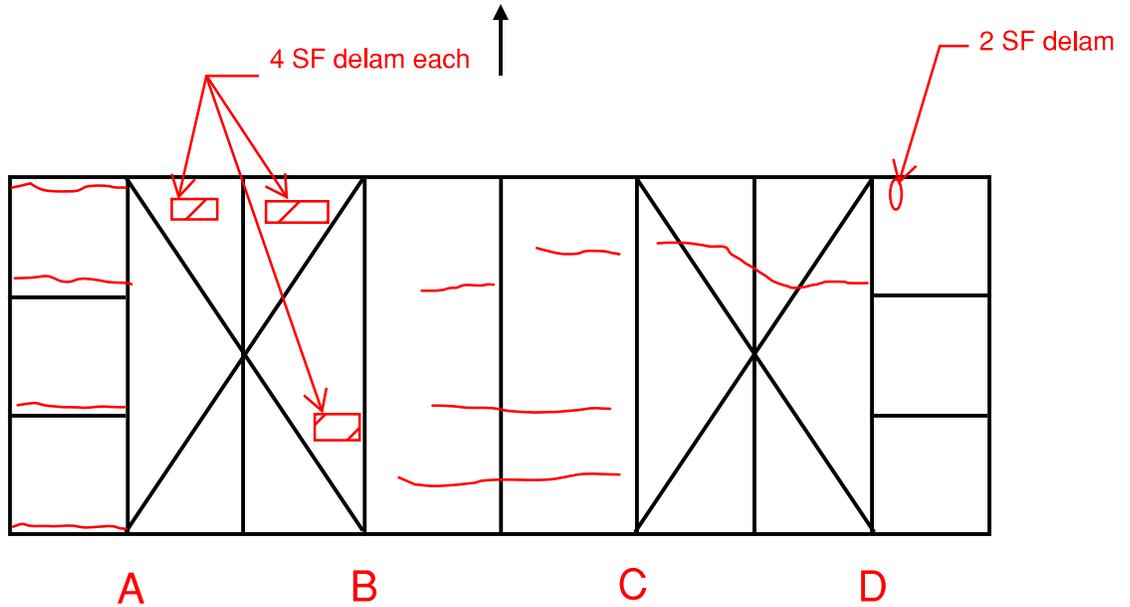
DECK	Fair	Areas of delamination and previous formwork
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Good	

Bottom of Slab Span No. 1

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 6



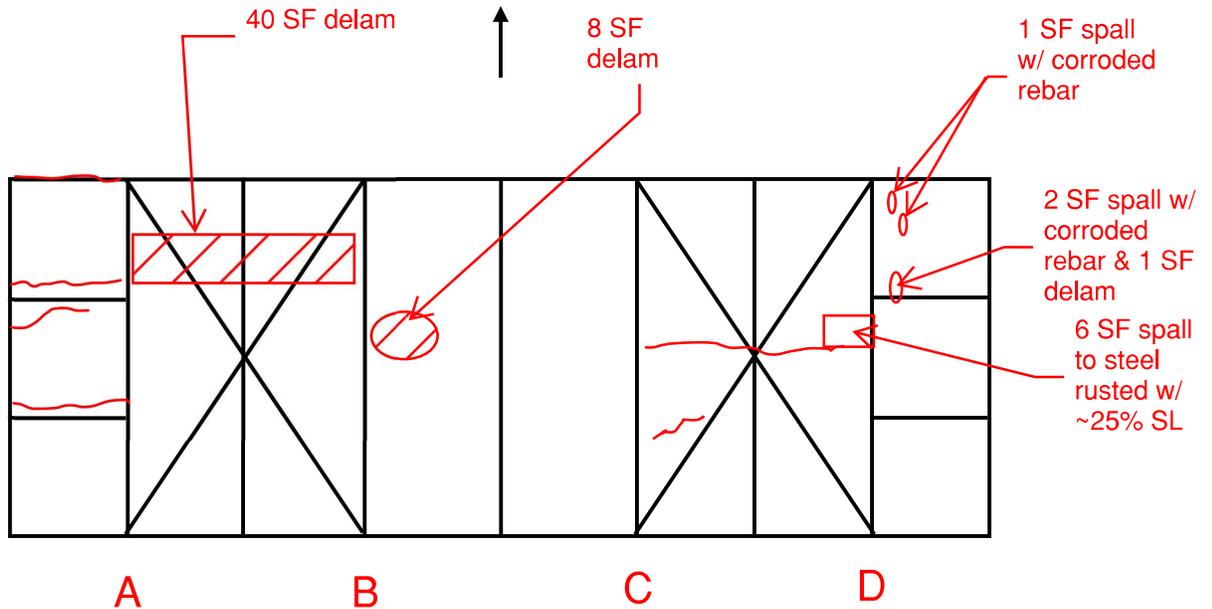
DECK	Fair	Areas of delamination and cracks up to 1/32"
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Good	

Bottom of Slab Span No. 1

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 7



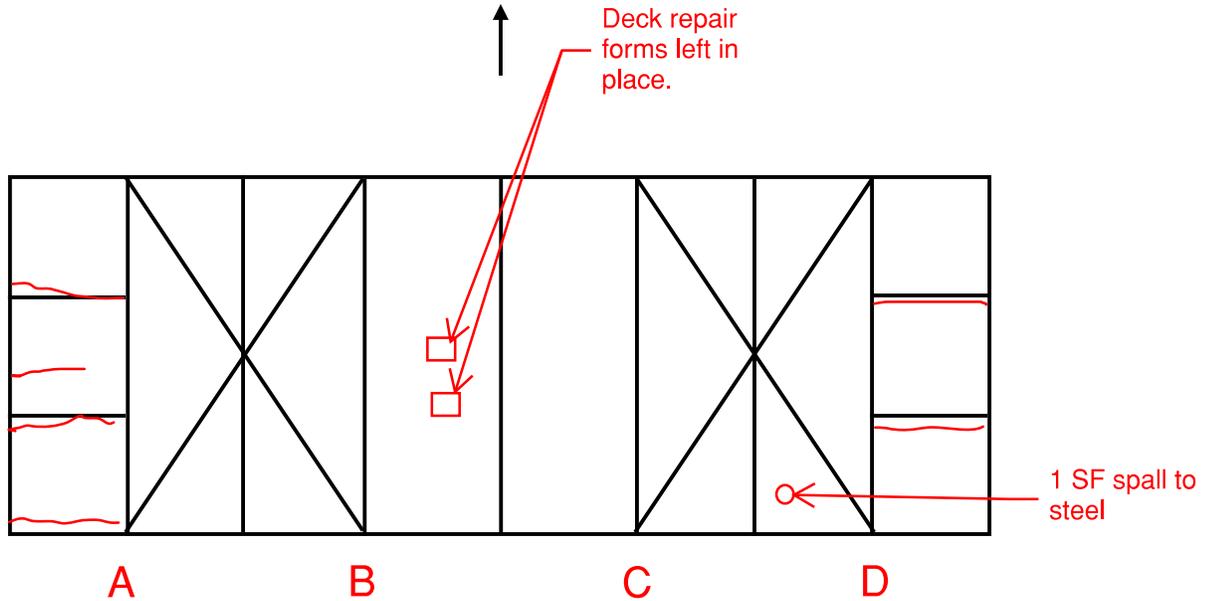
DECK	Fair	Areas of delamination, spalls to steel with section loss, and cracks up to 1/32"
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Good	Spalls to steel with corrosion on rebar

Bottom of Slab Span No. 1

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 8



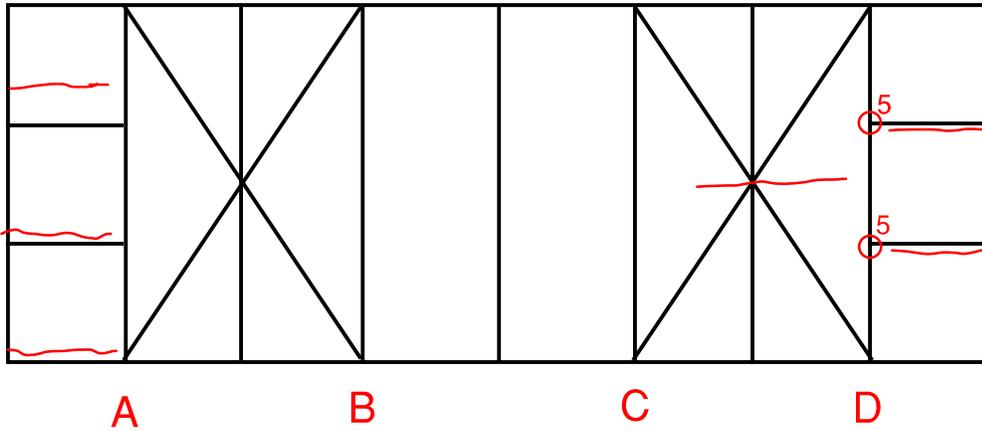
DECK	Fair	Spalling to steel, cracks up to 1/32" and leftover formwork
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Good	

Bottom of Slab Span No. 1

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 9



5 - 100% SL of overhang strut at top flange of girder.

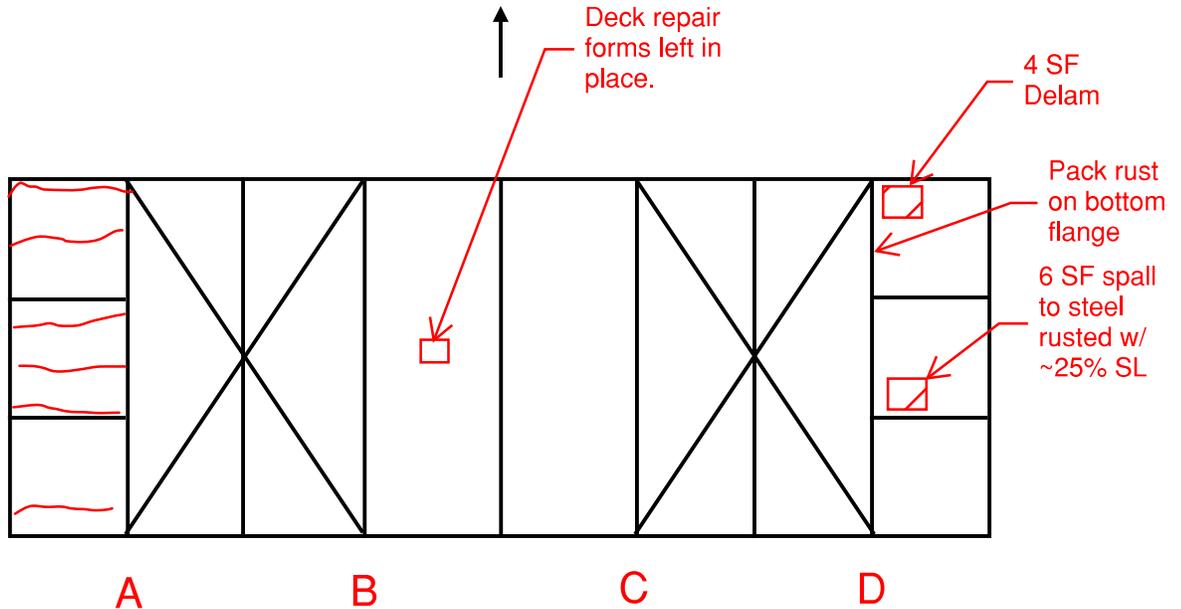
DECK	Good	HL cracks
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Fair	See 5

Bottom of Slab Span No. 1

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

**Panel # 10**



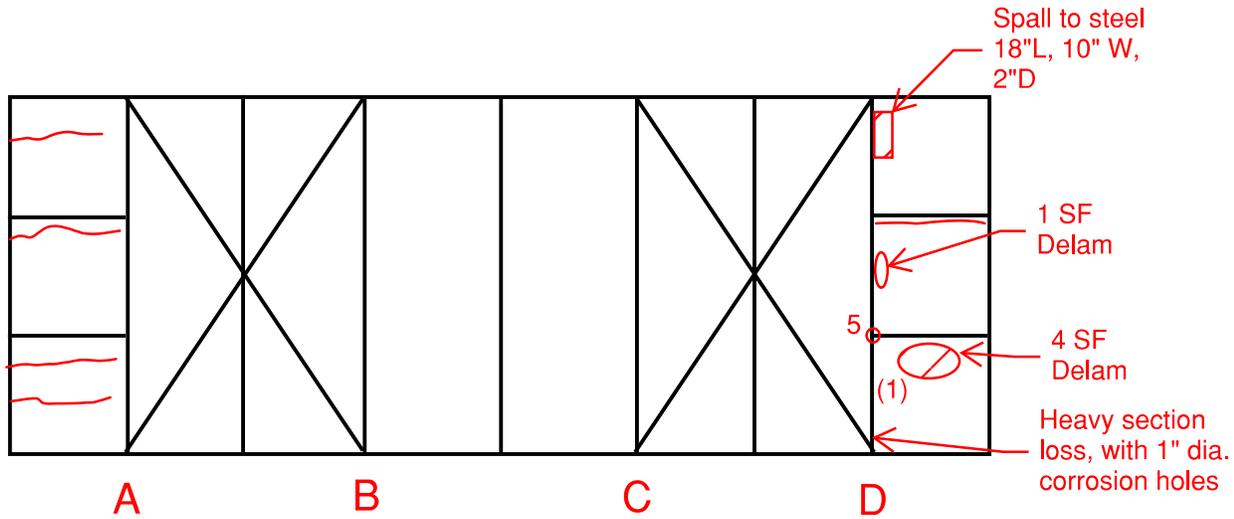
DECK	Fair	Areas of delamination, spalls to steel with section loss, and HL cracks
FLOOR BEAMS	Good	
GIRDERS	Fair	Pack rust on bottom flange, exterior Girder D for 30 LF
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Poor	Delaminated areas, and areas of section loss up to 100%

Bottom of Slab Span No. 2

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 1



5 - 100% SL of overhang strut at top flange of girder.

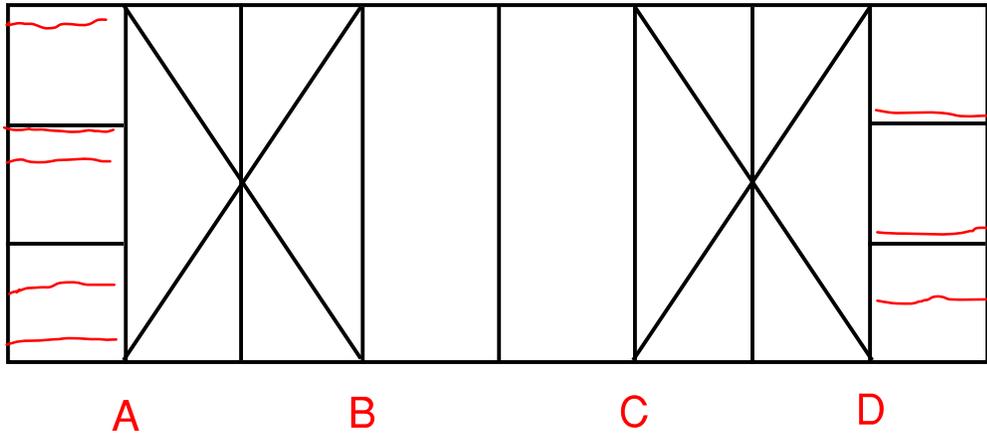
DECK	Good	HL cracks
FLOOR BEAMS	Good	
GIRDERS	Fair	(1) 25% localized section loss at top flange
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Poor	See 5, heavy section loss with corrosion holes present

Bottom of Slab Span No. 2

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 2



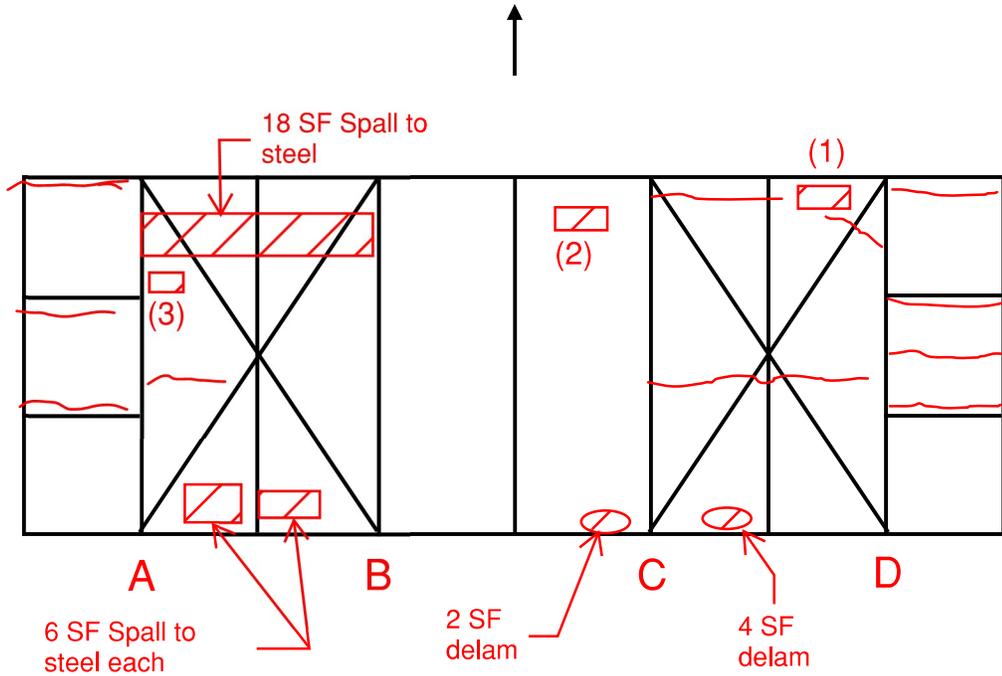
DECK	Good	HL cracks
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Good	

Bottom of Slab Span No. 2

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 3



DECK	Fair	See (1),(2),(3), spalls to steel, areas of delamination, cracks up to 1/32"
FLOOR BEAMS	Good	Minor surface corrosion on Floorbeam "D"
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Good	

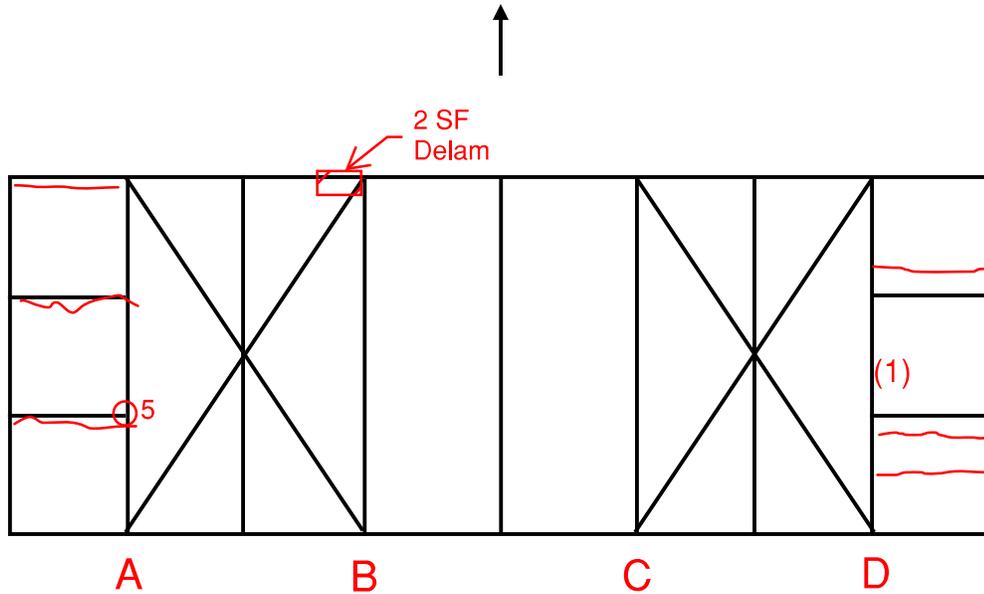
- (1) Spall to steel 3 SF x up to 2" D
- (2) Spall/delam 4 SF x up to 2" D
- (3) Spall to steel 0.5 SF x up to 2" D

Bottom of Slab Span No. 2

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 4



5 - 100% SL of overhang strut at top flange of girder.

DECK	Good	
FLOOR BEAMS	Good	
GIRDERS	Fair	See (1)
STRINGERS	Good	
LATERAL BRACING		
SIDEWALK BRACKETS	Good	

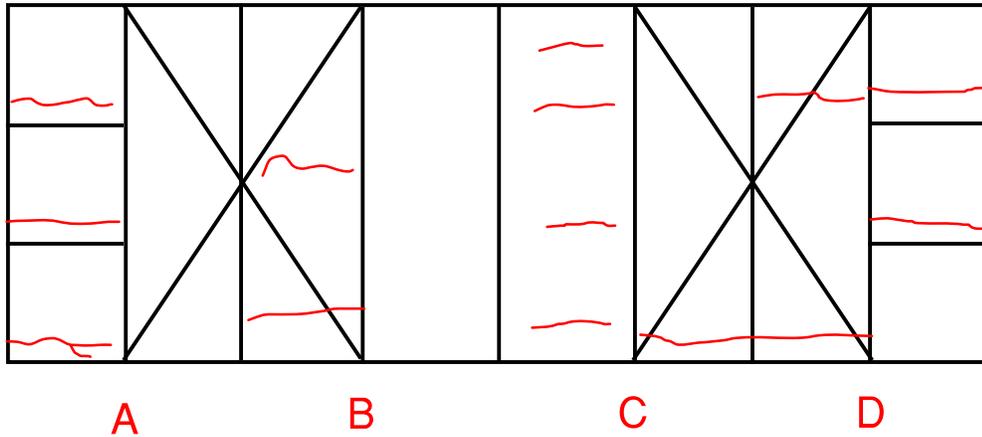
(1) Heavy pitting and flaking of top flange of Girder "D"

Bottom of Slab Span No. 2

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 5



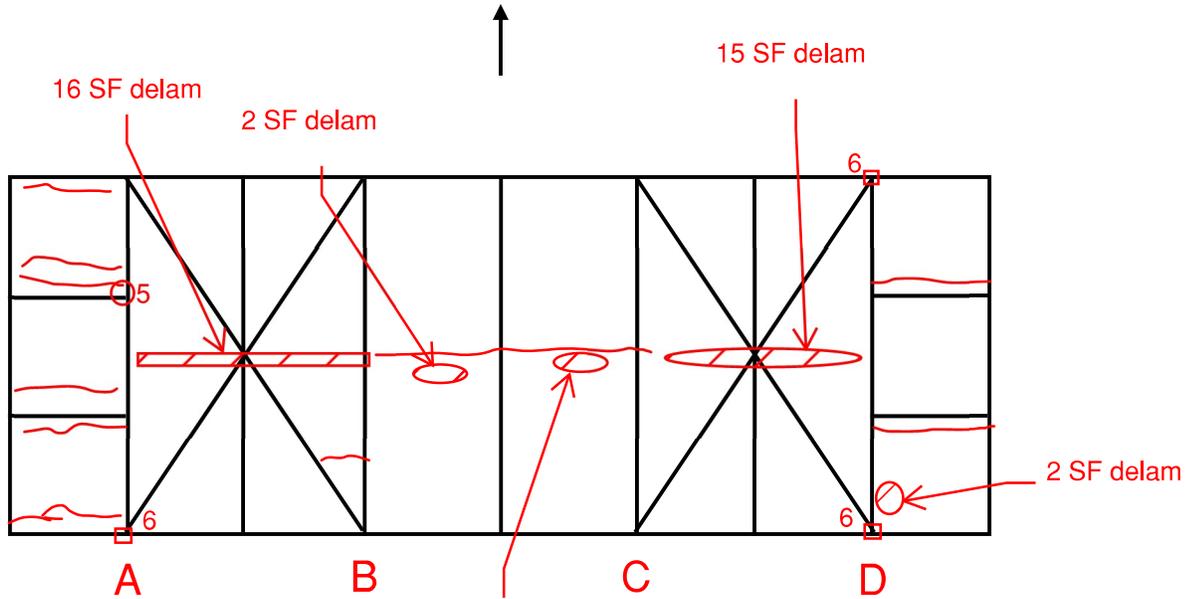
DECK	Good	HL cracks
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Good	

# Bottom of Slab Span No. 2

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

**Panel # 6**



5 - 100% SL of overhang strut at top flange of girder.  
 6 - heavy corrosion of tie plate for overhang bracket.

2 SF spall w/ 1 rusted rebar

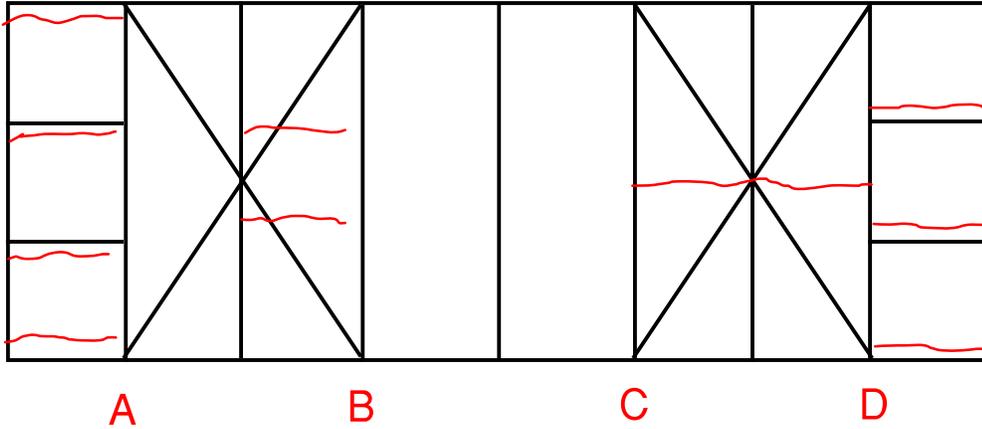
DECK	Fair	HL cracks, areas of delamination, spalls to steel with rebar corrosion
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Poor	Areas of heavy corrosion with up to 100% section loss See 5 and 6

Bottom of Slab Span No. 2

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 7



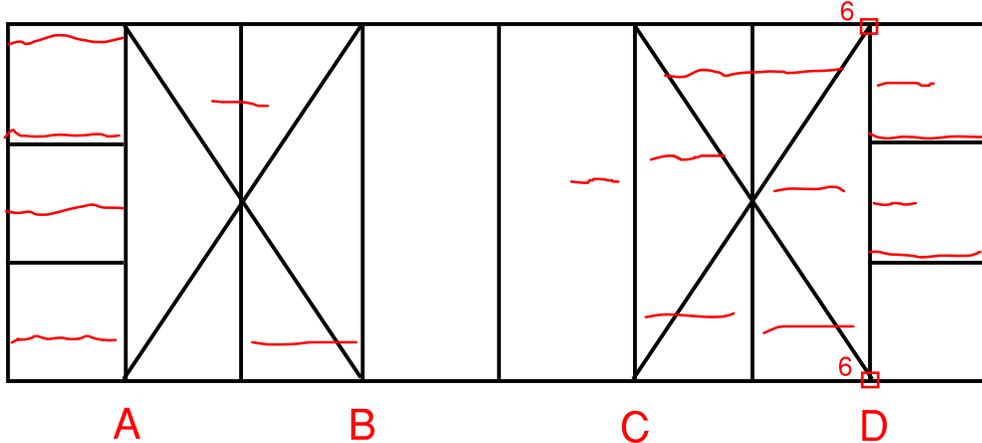
DECK	Good	HL cracks
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Good	

Bottom of Slab Span No. 2

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 8



6 - heavy corrosion and section loss of tie plate for overhang bracket.

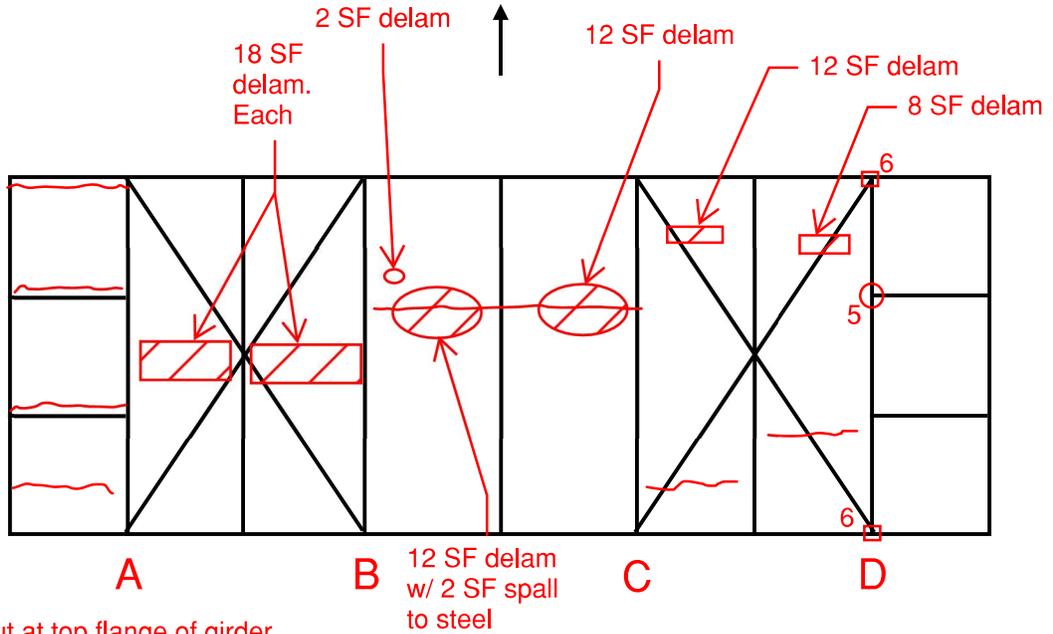
DECK	Good	HL cracks
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Poor	Areas of heavy corrosion with up to 100% section loss See 6

# Bottom of Slab Span No. 2

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

**Panel # 9**



- 5 - 100% SL of overhang strut at top flange of girder.
- 6 - heavy corrosion and section loss of tie plate for overhang bracket.

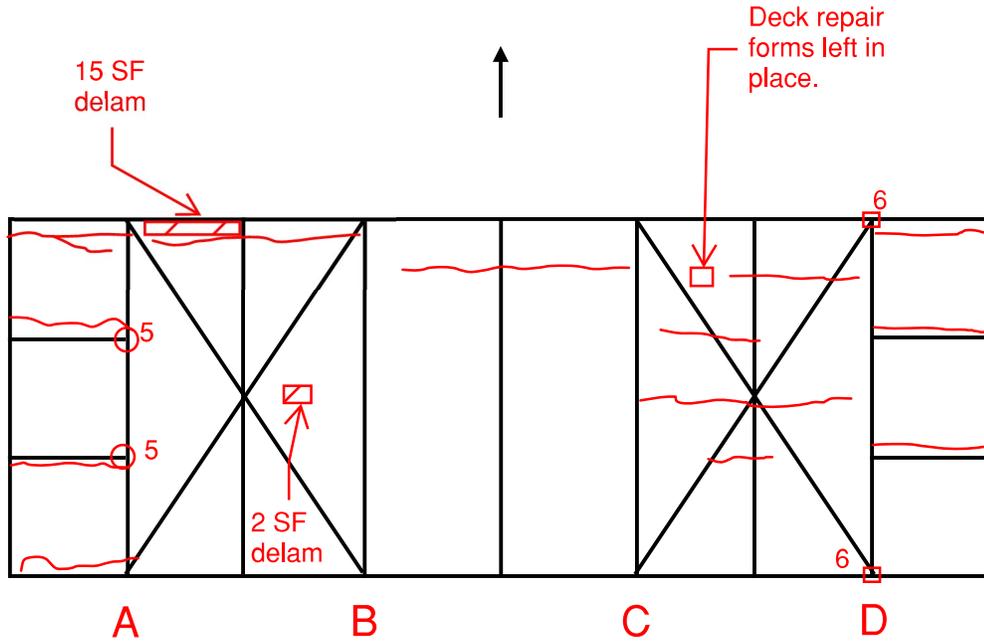
DECK	Fair	HL cracks, areas of delamination, and spalls to steel
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Poor	Areas of heavy corrosion with up to 100% section loss See 5 and 6

Bottom of Slab Span No. 2

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

**Panel # 10**



5 - 100% SL of overhang strut at top flange of girder.  
 6 - heavy corrosion of tie plate for overhang bracket.

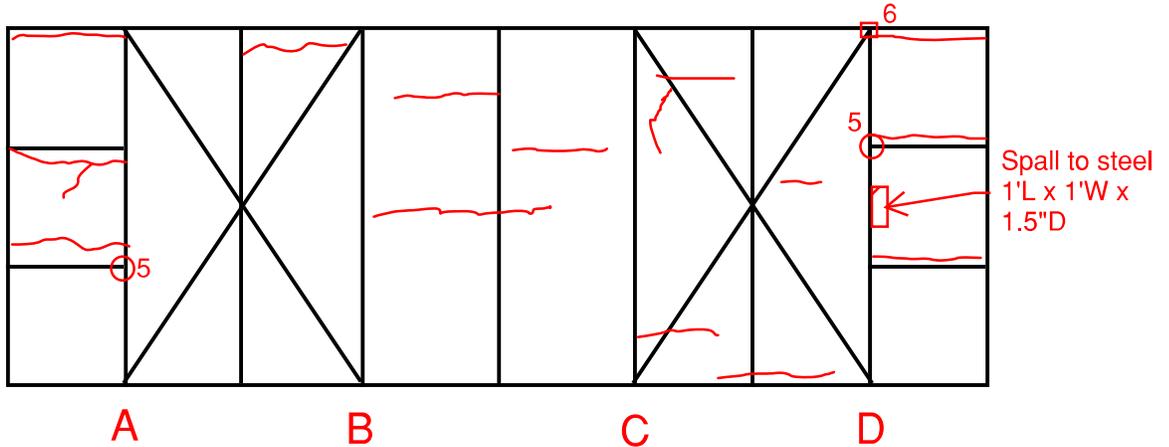
DECK	Fair	HL cracks, areas of delamination, leftover formwork
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Poor	Areas of heavy corrosion with up to 100% section loss. See 5 and 6

Bottom of Slab Span No. 2

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 11



- 5 - 100% SL of overhang strut at top flange of girder.
- 6 - heavy corrosion of tie plate for overhang bracket.

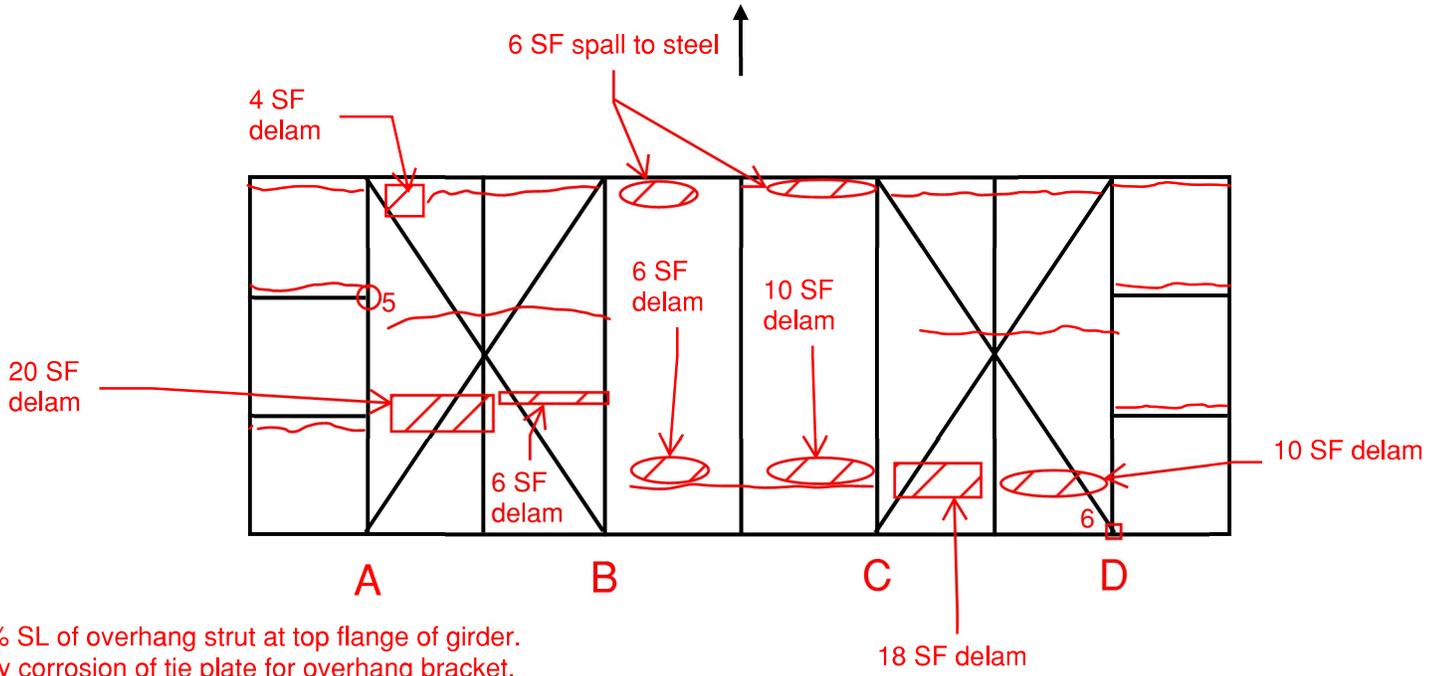
DECK	Good	HL cracks
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Poor	Areas of heavy corrosion with up to 100% section loss. See 5 and 6

# Bottom of Slab Span No. 2

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

**Panel # 12**



5 - 100% SL of overhang strut at top flange of girder.  
 6 - heavy corrosion of tie plate for overhang bracket.

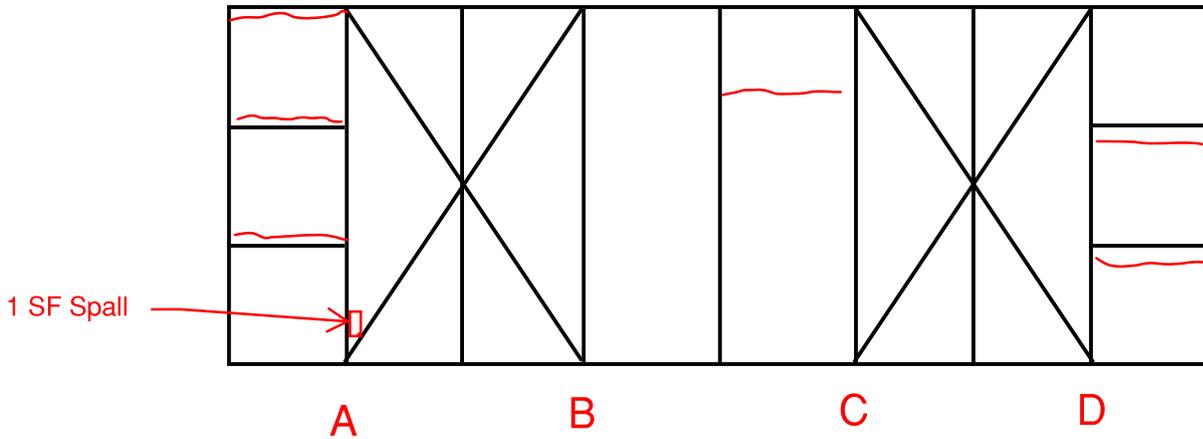
DECK	Good	HL cracks, areas of delamination, spalls to steel
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Poor	Areas of heavy corrosion with up to 100% section loss. See 5 and 6

Bottom of Slab Span No. 2

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 13



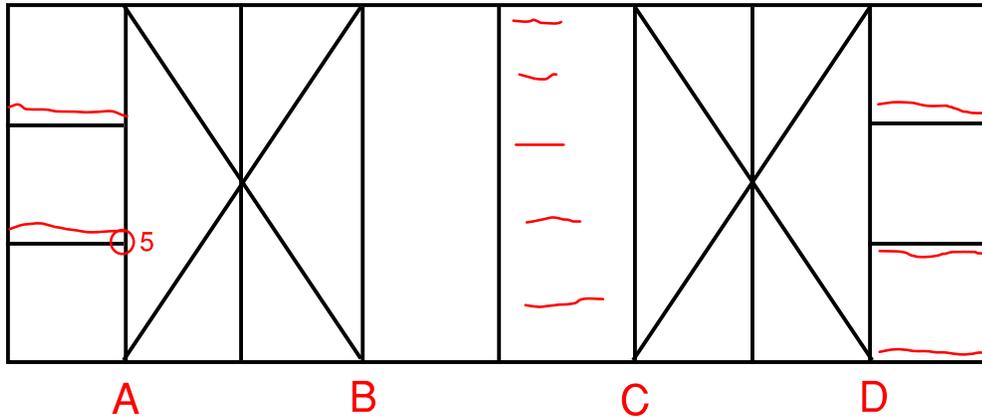
DECK	Good	HL cracks, isolated spall
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Good	

Bottom of Slab Span No. 2

Date 05/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 14



5 - 100% SL of overhang strut at top flange of girder.

DECK	Good	HL cracks
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Poor	Areas of heavy corrosion with up to 100% section loss. See 5

Bottom of Slab Span No. 3

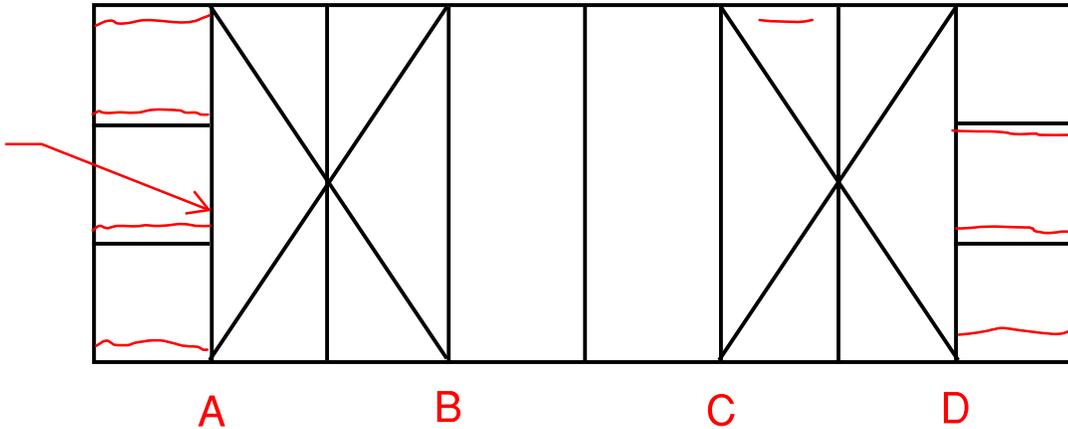
Date 05/14/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 1



Girder A  
 Bottom  
 Flange up to  
 1/2" Thick  
 pack rust



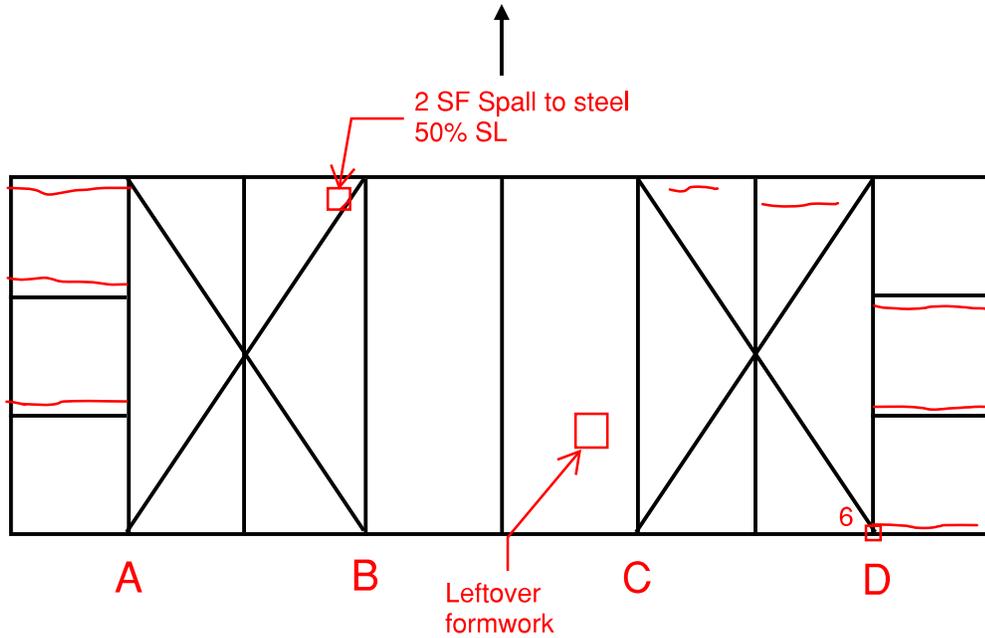
DECK	Good	HL cracks
FLOOR BEAMS	Good	
GIRDERS	Fair	Girder A bottom flange pack rust
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Good	

Bottom of Slab Span No. 3

Date 05/14/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 2



6 - heavy corrosion of tie plate for overhang bracket.

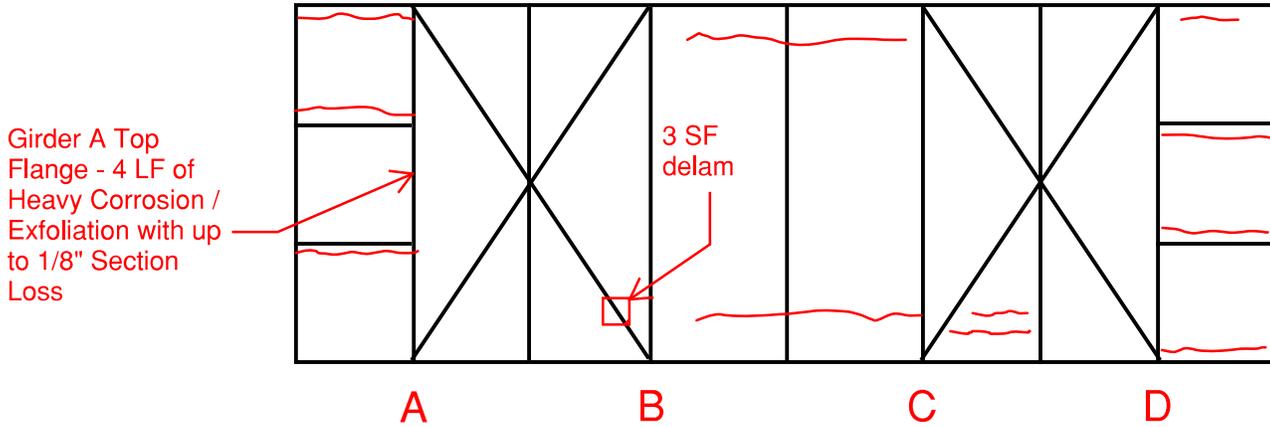
DECK	Good	HL cracks, isolated spall to steel, leftover formwork
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Fair	Areas of heavy corrosion. See 6

Bottom of Slab Span No. 3

Date 05/14/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 3



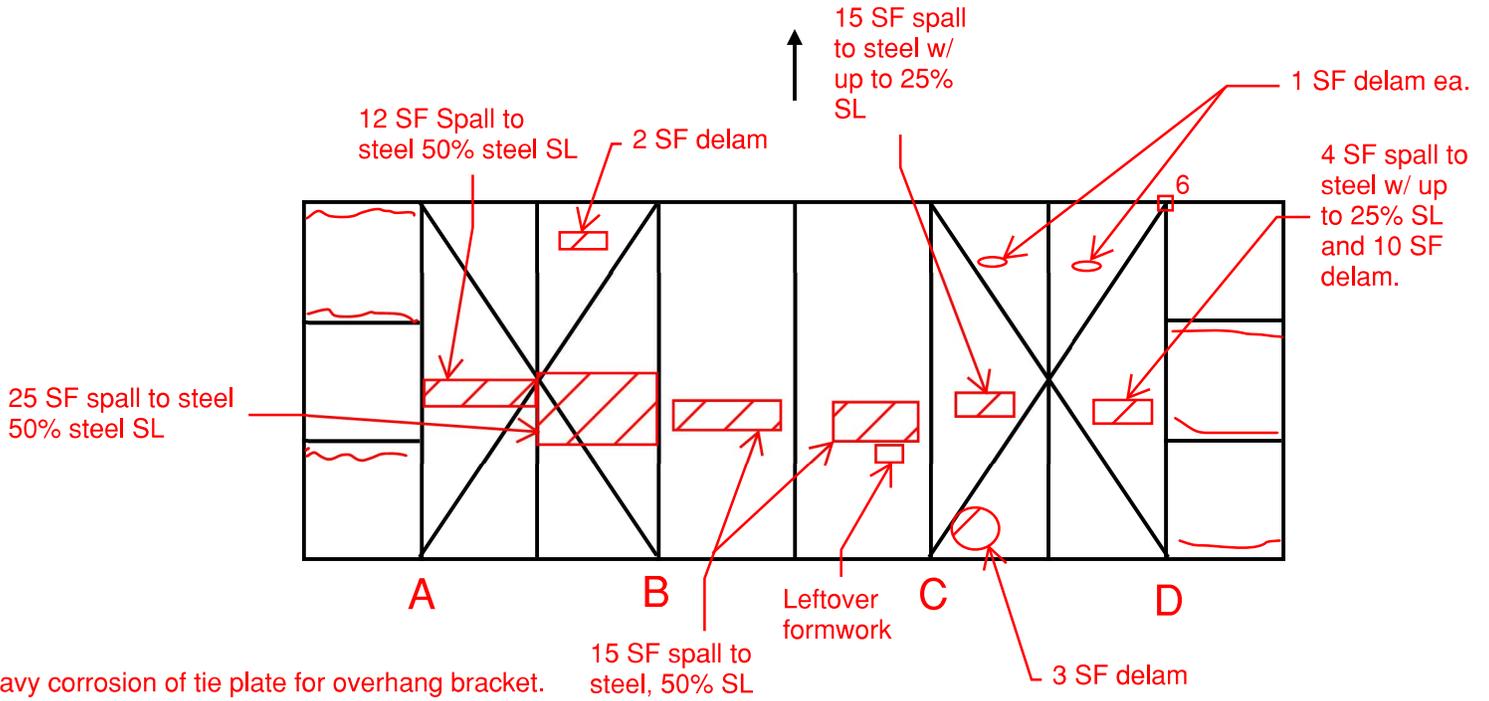
DECK	Good	HL cracks, isolated area of delamination
FLOOR BEAMS	Good	
GIRDERS	Fair	Girder A Top Flange - 4 LF of Heavy Corrosion / Exfoliation with up to 1/8" Section Loss
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Good	

# Bottom of Slab Span No. 3

Date 05/14/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

## Panel # 4



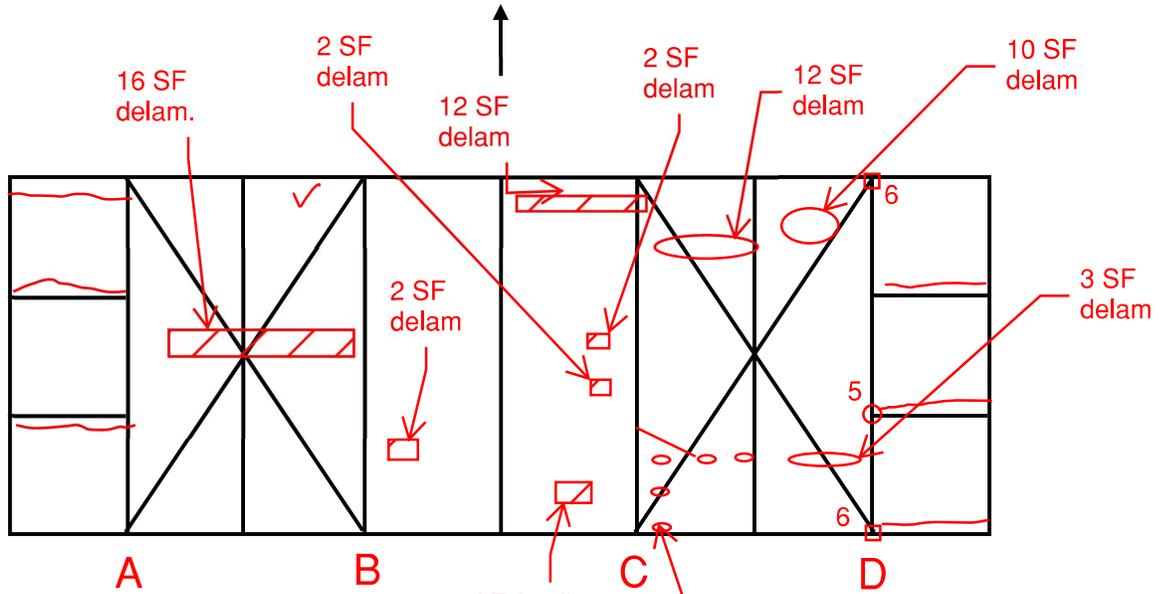
DECK	Fair	HL cracks, areas of delamination, spalls to steel with section loss, leftover formwork
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Fair	Heavy corrosion. See 6

Bottom of Slab Span No. 3

Date 05/14/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

**Panel # 5**



5 - 100% SL of overhang strut at top flange of girder.  
 6 - heavy corrosion of tie plate for overhang bracket.

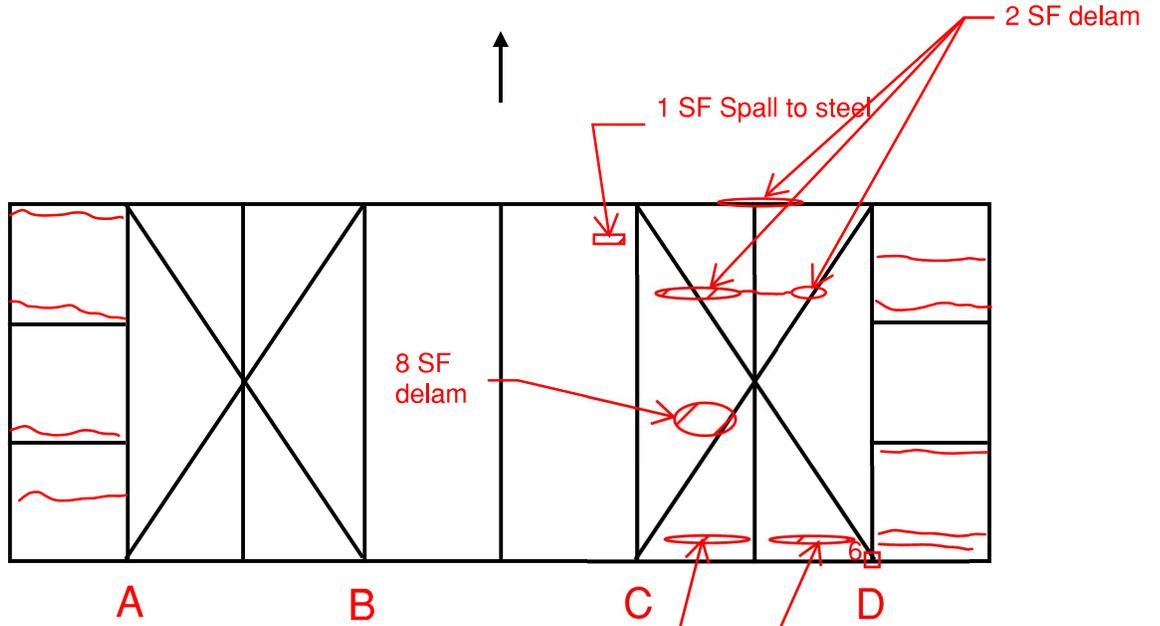
DECK	Fair	HL cracks, areas of delamination and spalls to steel
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Poor	Areas of heavy corrosion with up to 100% section loss. See 5 and 6

Bottom of Slab Span No. 3

Date 05/14/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

**Panel # 6**



6 - heavy corrosion of tie plate for overhang bracket.

2 SF spall to steel 2 SF delam

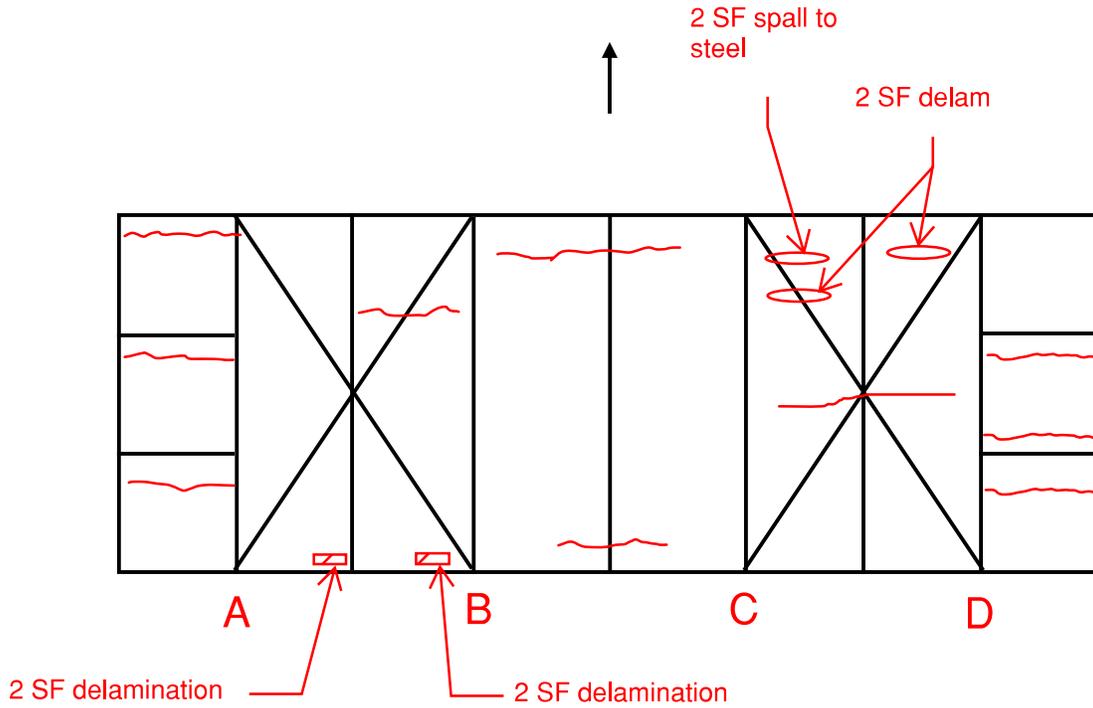
DECK	Fair	HL cracks, areas of delamination, and spalls to steel
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Fair	Areas of heavy corrosion. See 6

Bottom of Slab Span No. 3

Date 05/14/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 7



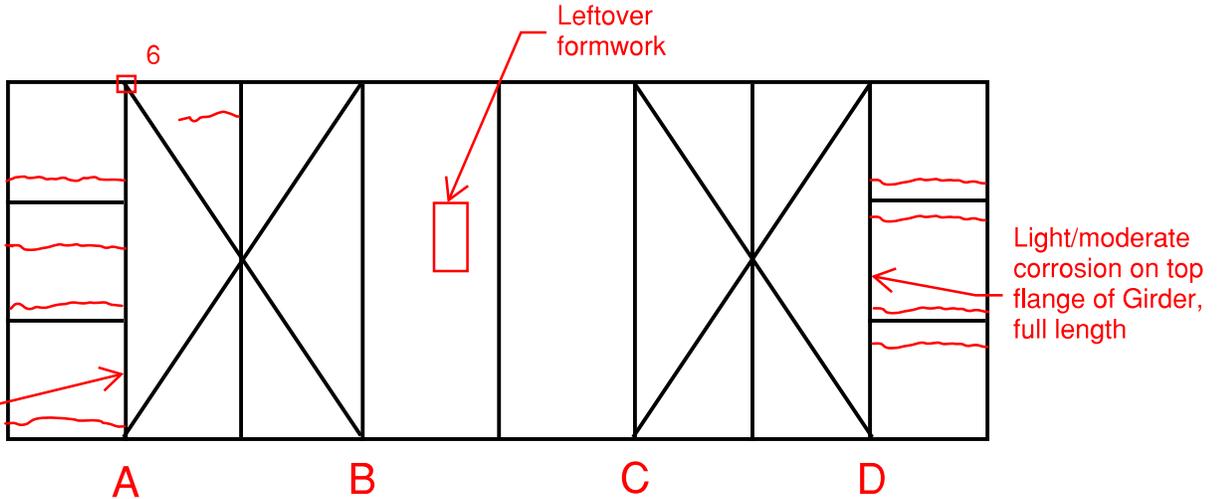
DECK	Fair	HL cracks, areas of delamination, and spalls to steel
FLOOR BEAMS	Good	
GIRDERS	Good	
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Good	

Bottom of Slab Span No. 3

Date 05/14/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 8



Light/moderate corrosion on top flange of Girder, full length

Light/moderate corrosion on top flange of Girder, full length

6 - heavy corrosion of tie plate for overhang bracket.

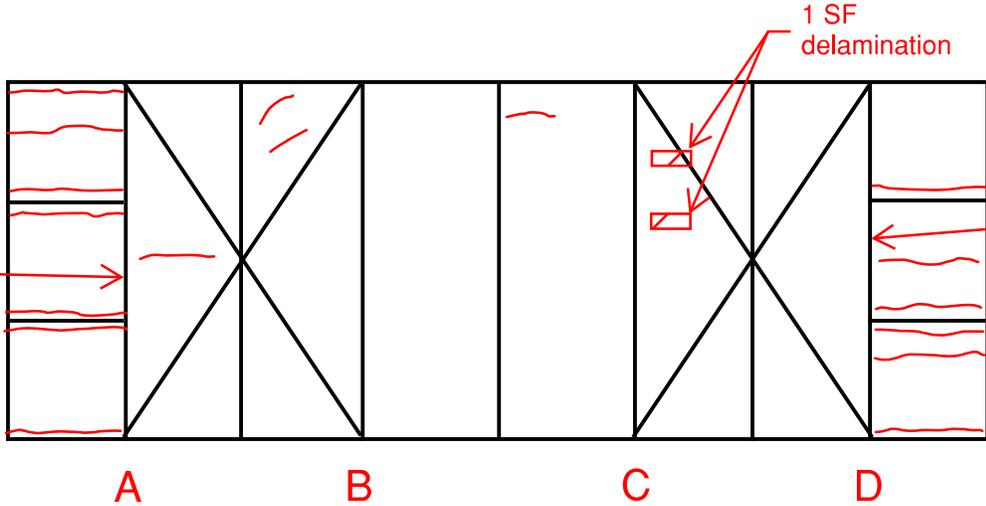
DECK	Good	HL cracks, and leftover formwork
FLOOR BEAMS	Good	
GIRDERS	Fair	Light to moderate corrosion along exterior top FL of Girders A & D.
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Fair	Areas of heavy corrosion. See 6

Bottom of Slab Span No. 3

Date 05/14/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Panel # 9



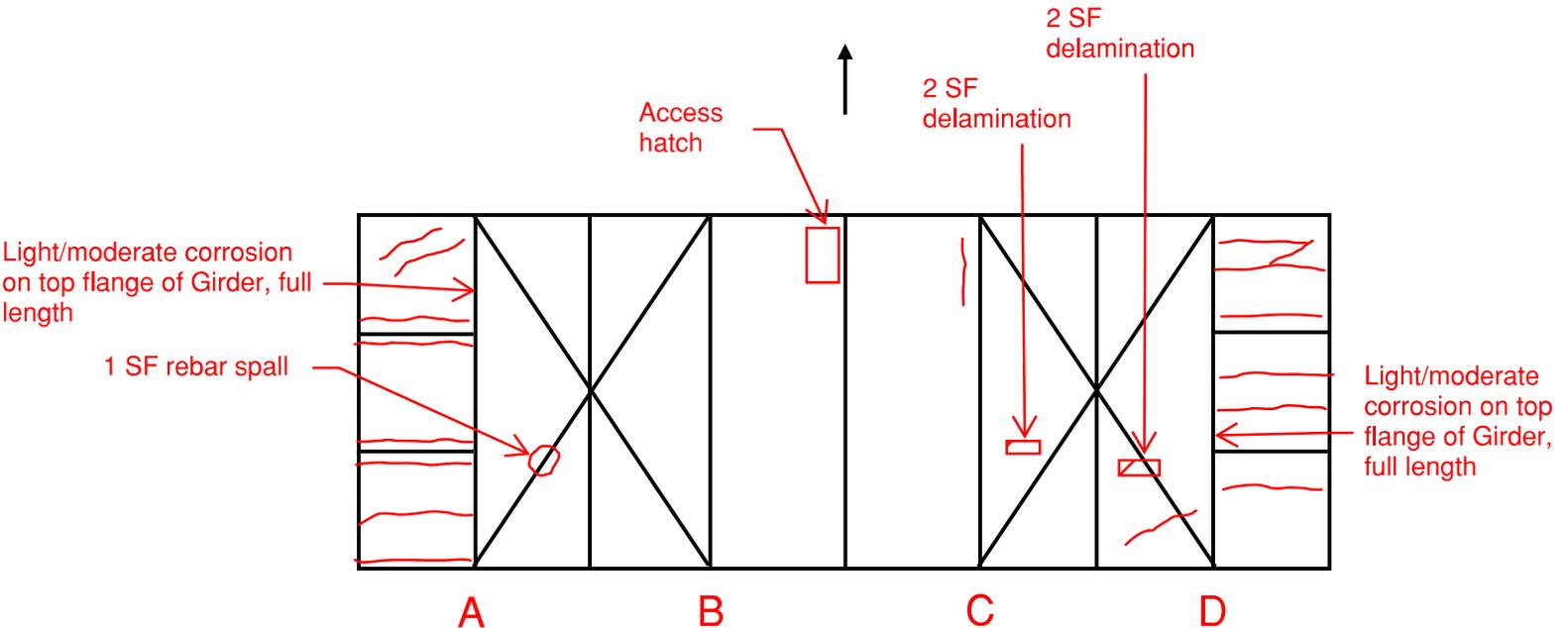
DECK	Fair	HL cracks, and areas of delamination
FLOOR BEAMS	Good	
GIRDERS	Fair	Light to moderate corrosion along exterior top FL of Girders A & D.
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Good	

# Bottom of Slab Span No. 3

Date 05/14/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

## Panel # 10

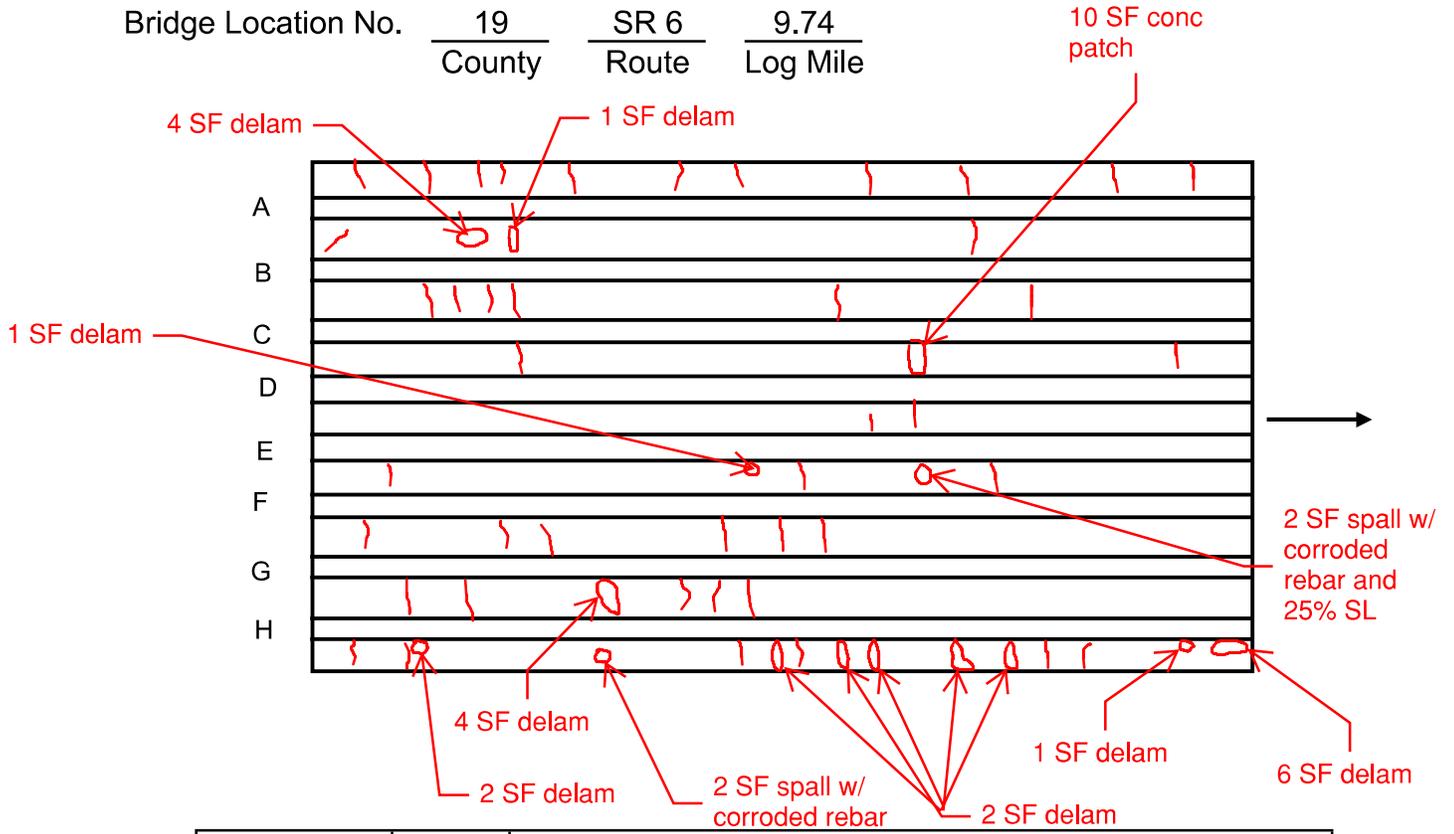


DECK	Fair	HL cracks, areas of delamination, and spalls to steel
FLOOR BEAMS	Good	
GIRDERS	Fair	Light to moderate corrosion along exterior top FL of Girders A & D.
STRINGERS	Good	
LATERAL BRACING	Good	
SIDEWALK BRACKETS	Good	

# Bottom of Slab Span No. 4

Date 5/12/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile



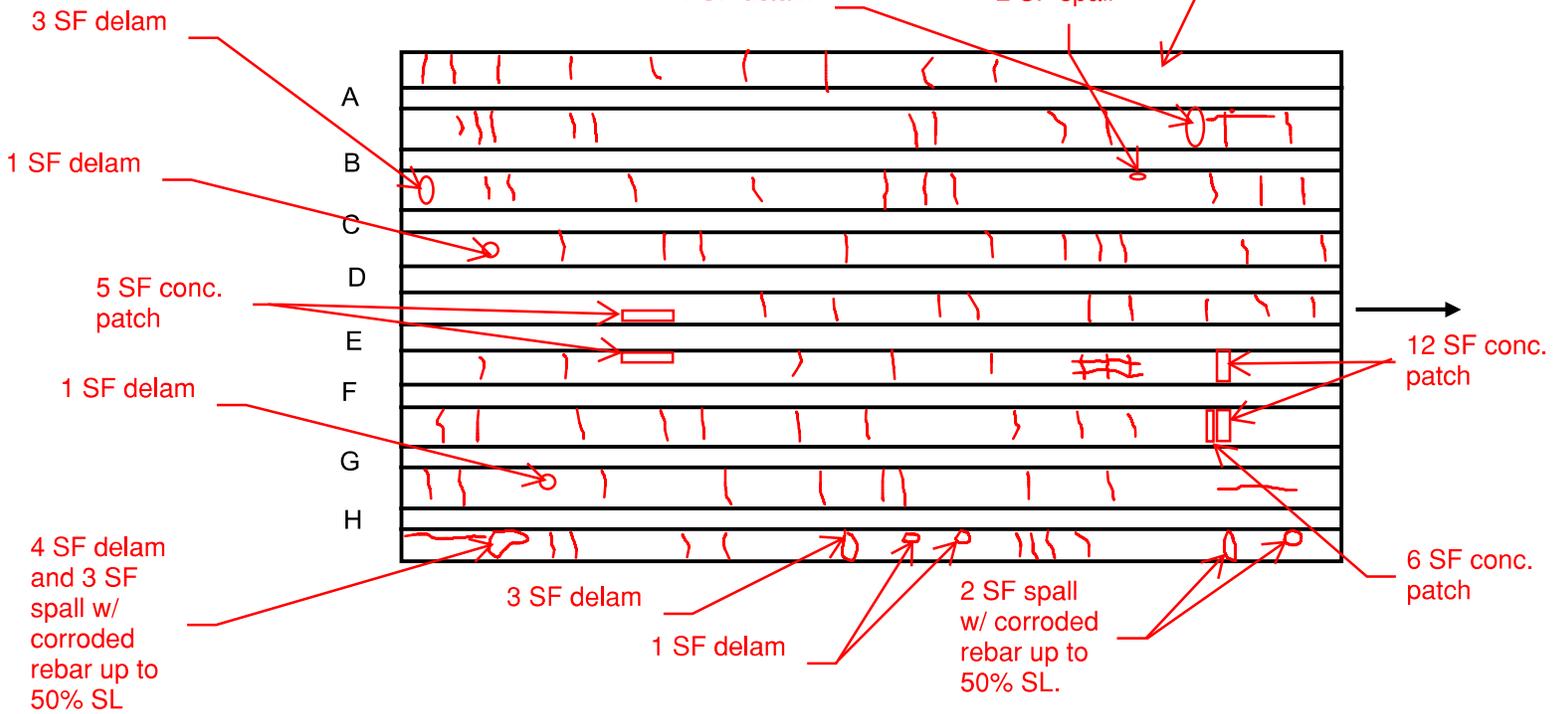
DECK	Fair	Areas of delamination, spalls to steel with section loss, and HL cracks
		Overhangs: spalls to steel with rebar corrosion, areas of delamination, and HL cracks
DIAPHRAGMS	Good	
BEAMS	Good	

# Bottom of Slab Span No. 5

Date 5/12/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

Light to moderate corrosion on top & bottom FLs, full length.

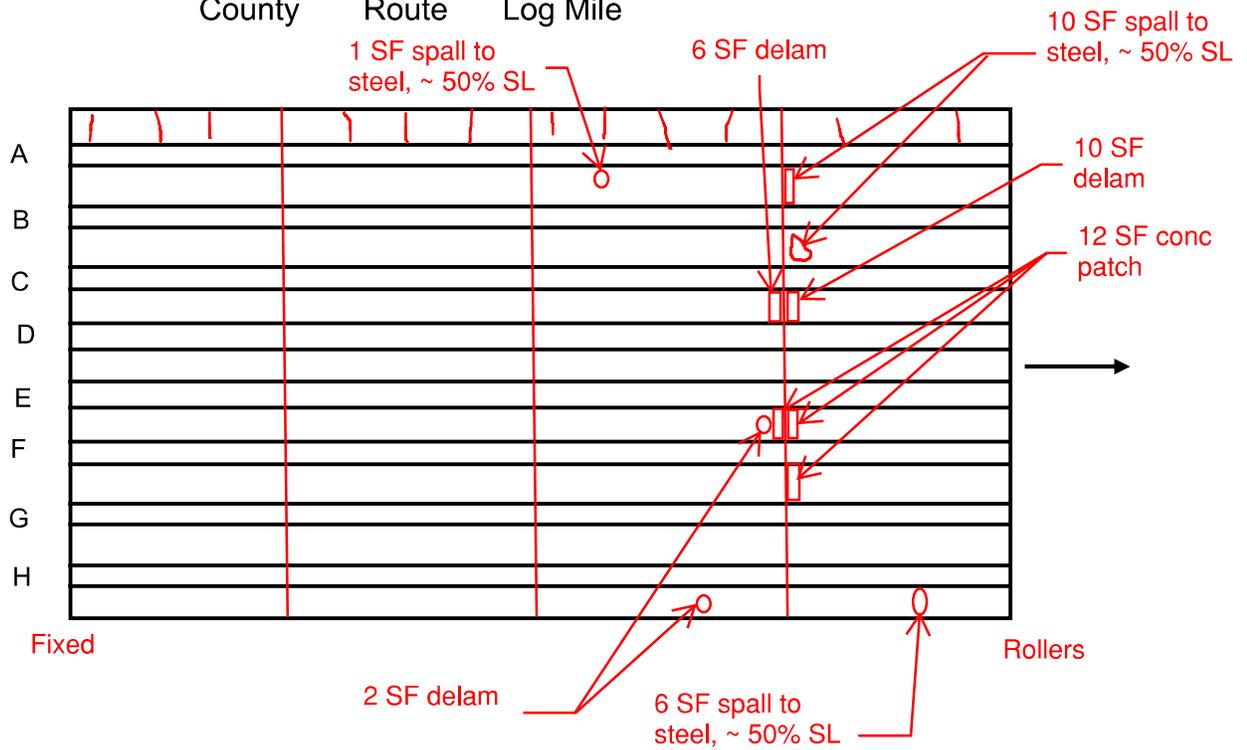


DECK	Fair	Areas of patching and delamination, spalling, and HL cracks
		Overhangs: spalls to steel with section loss, areas of delamination, and HL cracks
DIAPHRAGMS	Good	
BEAMS	Fair	Light to moderate corrosion on top & bottom flanges, full length
		Beam A

# Bottom of Slab Span No. 6

Date 5/12/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile



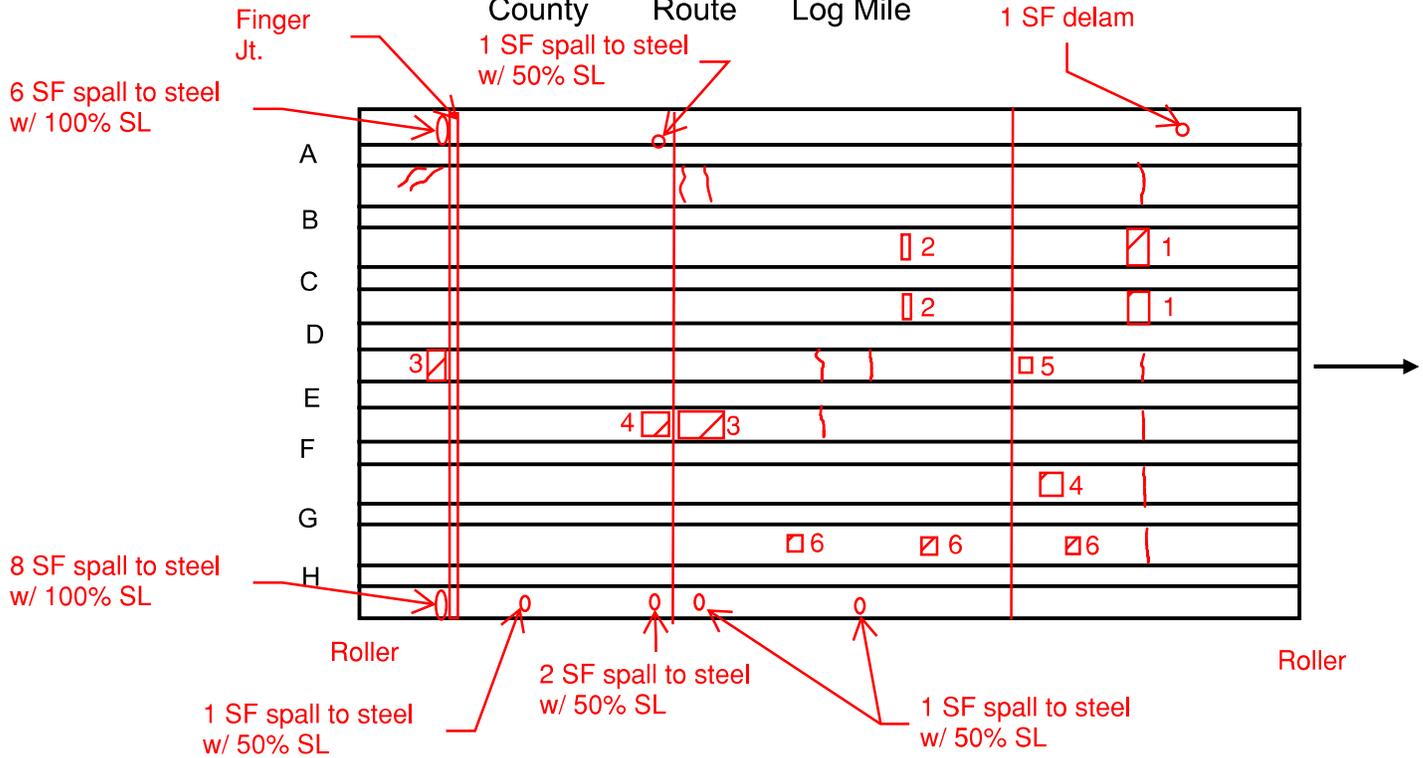
DECK	Fair	Areas of patching and delamination, spalls to steel
		Overhangs: spalls to steel with section loss, areas of delamination, and HL cracks
DIAPHRAGMS	Good	Isolated spalls on concrete diaphragms in overhangs
BEAMS	Good	

All bays and both overhangs have fine transverse cracks that represent ~ 6% of the under deck area

# Bottom of Slab Span No. 7

Date 5/12/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile



DECK	Fair	See 1-5, cracks up to 1/32" throughout, spalling to steel with section loss and areas of delamination in overhangs
DIAPHRAGMS	Fair	Moderate corrosion at the steel overhang brackets with tie plates and steel intermediate diaphragms under the joint due to leakage
BEAMS	Good	
BEARINGS	Fair	Rockers under finger joint have light to moderate corrosion that are moderately expanded

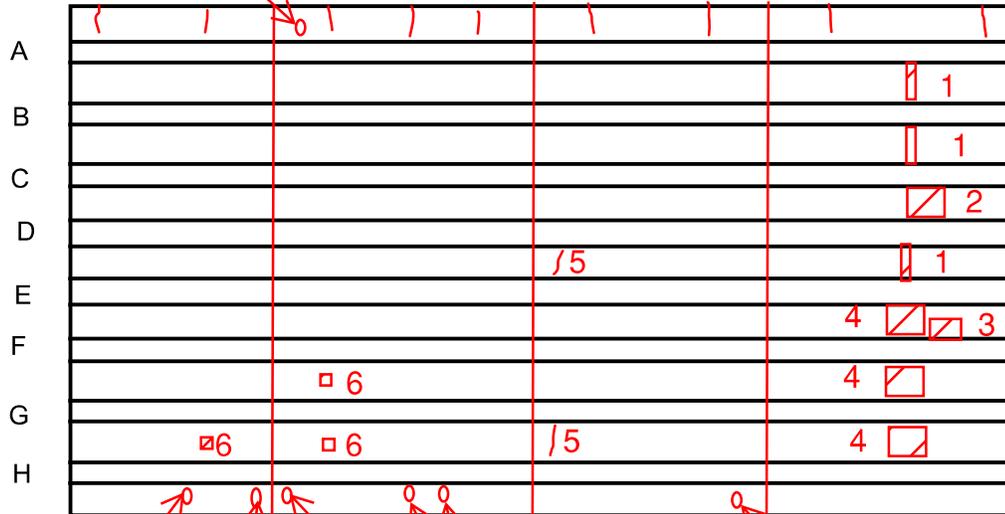
- 1: denotes concrete patch 10 SF
- 2: denotes 2 SF of delamination
- 3: denotes 4 SF of delamination
- 4: denotes 2 SF of spall to steel
- 5: denotes 1 SF of spall to steel
- 6: denotes 1 SF of delamination

# Bottom of Slab Span No. 8

Date 5/14/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

1 SF spall



Roller

Roller

1 SF spall to steel w/ 50% SL

2 SF spall to steel w/ 50% SL

1 SF spall

1 SF delam

3 SF spall to steel w/ 50% SL

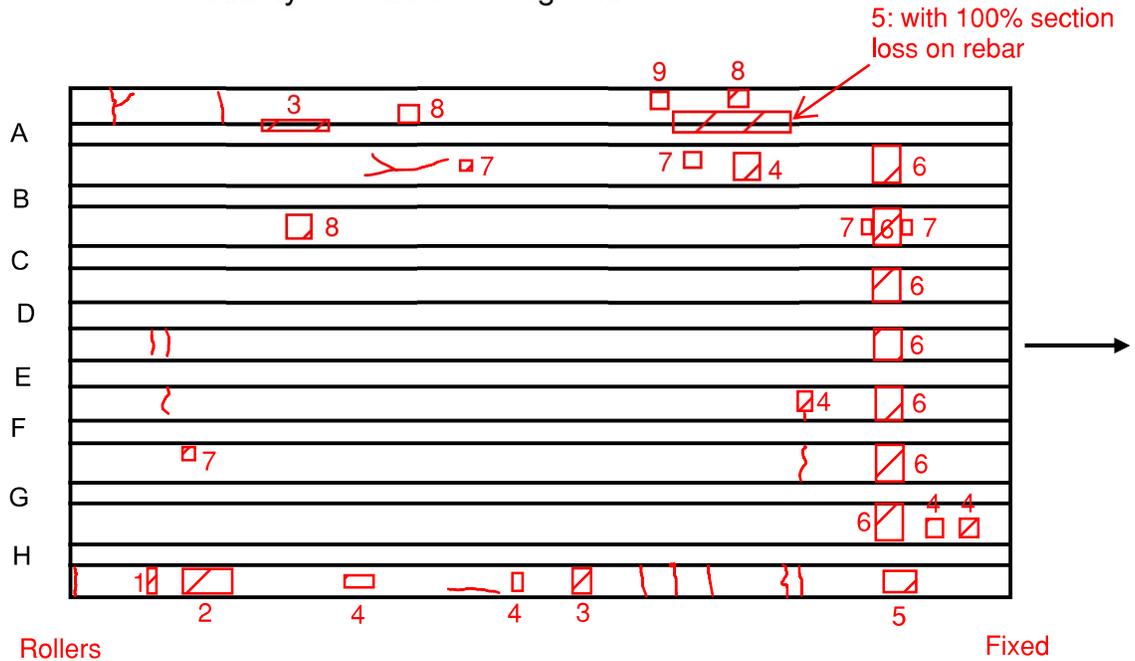
DECK	Fair	See 1-6, spalling to steel with section loss, areas of delamination, spalling, cracks up to 1/32" in overhangs
DIAPHRAGMS	Good	
BEAMS	Good	

- 1 - denotes; 10 SF spall
- 2 - denotes; 20 SF spall to steel
- 3 - denotes; 12 SF spall to steel
- 4 - denotes; 20 SF delam
- 5 - denotes; 5 LF HL crack
- 6 - denotes; 1 SF delam

# Bottom of Slab Span No. 9

Date 5/14/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile



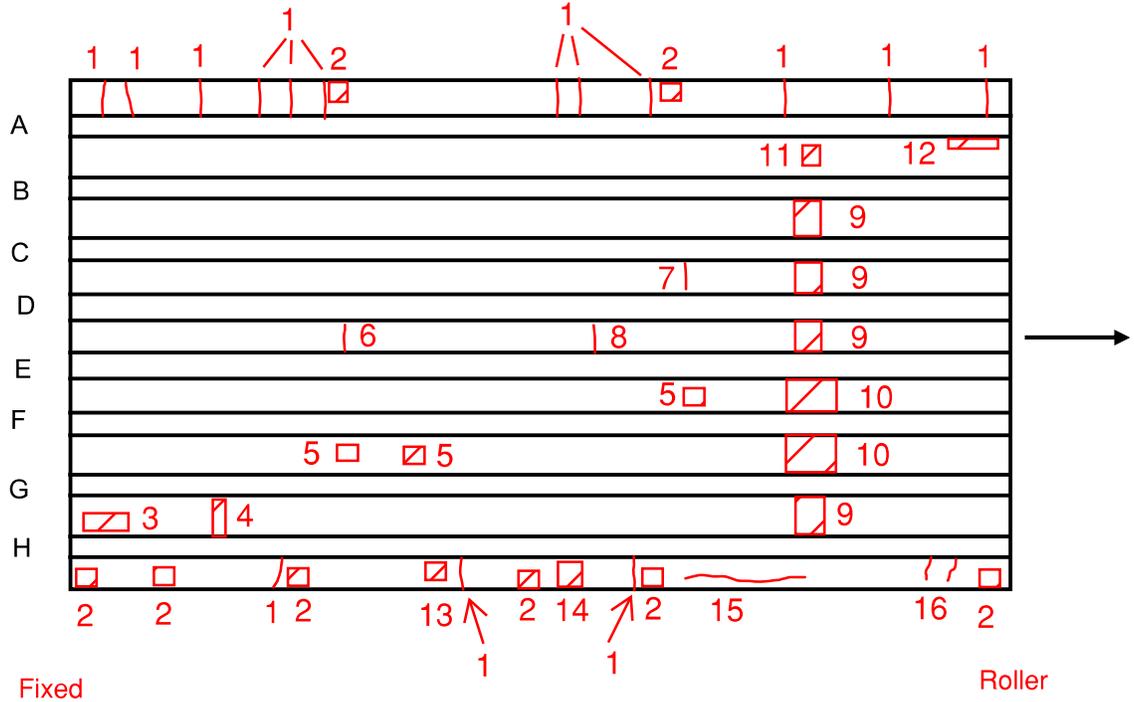
DECK	Fair	See 2-9, cracks up to 1/32" throughout
DIAPHRAGMS	Fair	See 1
BEAMS	Good	

- 1: denotes 2 SF of spall to steel in concrete diaphragm in the overhang
- 2: denotes 8 SF of spall to steel
- 3: denotes 3 SF of spall to steel
- 4: denotes 2 SF of delamination
- 5: denotes 4 SF of spall to steel
- 6: denotes concrete patch 10 SF
- 7: denotes 1 SF of delamination
- 8: denotes 2 SF of spall to steel
- 9: denotes 1 SF of spall to steel

Bottom of Slab Span No. 10

Date 5/14/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile



DECK	Fair	See 1-16
DIAPHRAGMS	Good	
BEAMS	Good	

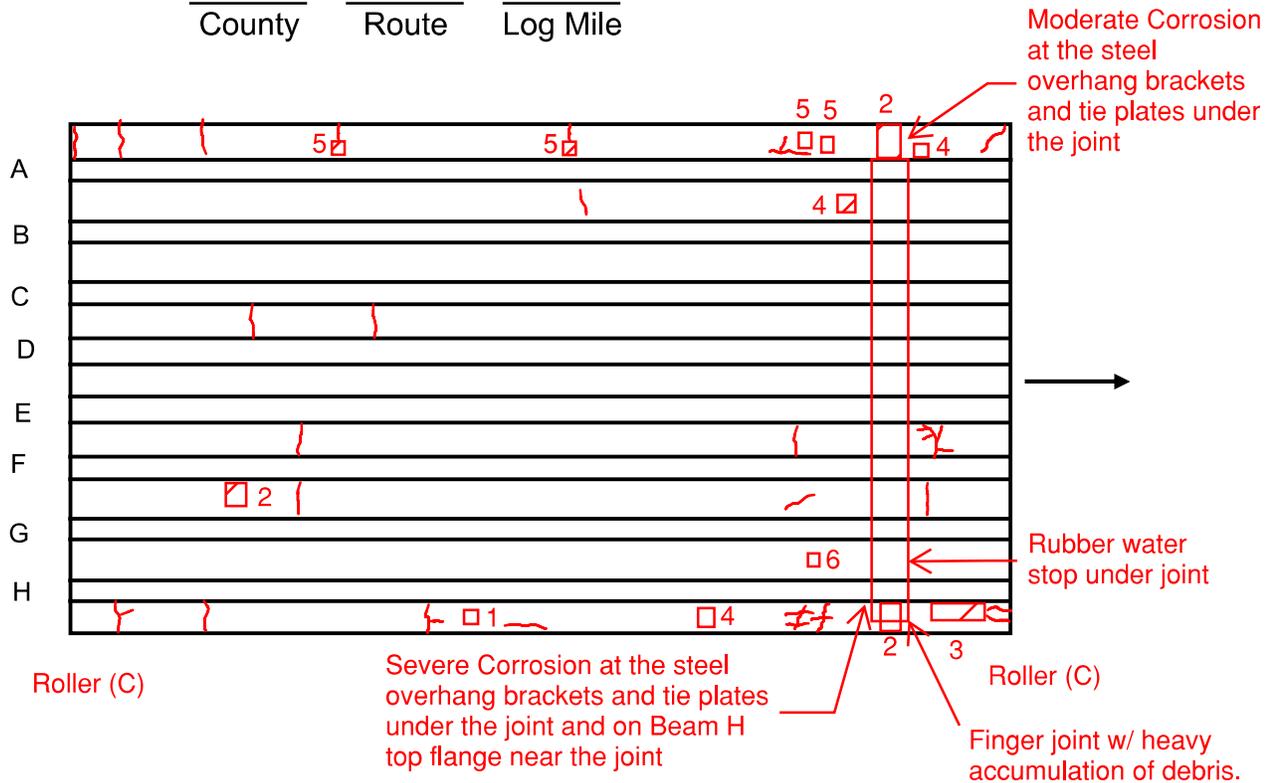
- 1 - denotes: 6 LF HL crack
- 2 - denotes: 1 SF spall w/exp. Rebar
- 3 - denotes: 6 SF Deck repair
- 4 - denotes: 2 SF Delamination
- 5 - denotes: 2 SF Deck repair
- 6 - denotes: 4 LF HL crack w/eff
- 7 - denotes: 1 LF HL crack w/eff
- 8 - denotes: 6 LF HL crack w/eff

- 9 - denotes: 20 SF Deck repair
- 10 - denotes: 36 SF Deck repair
- 11 - denotes: 8 SF Spall w/ exp. Rebar
- 12 - denotes: 6 SF Deck repair
- 13 - denotes: 4 SF Spall w/ exp. Rebar
- 14 - denotes: 9 SF Spall w/ exp. Rebar
- 15 - denotes: 8 SF HL crack
- 16 - denotes: 2 x 4 LF HL crack

Bottom of Slab Span No. 11

Date 5/14/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile



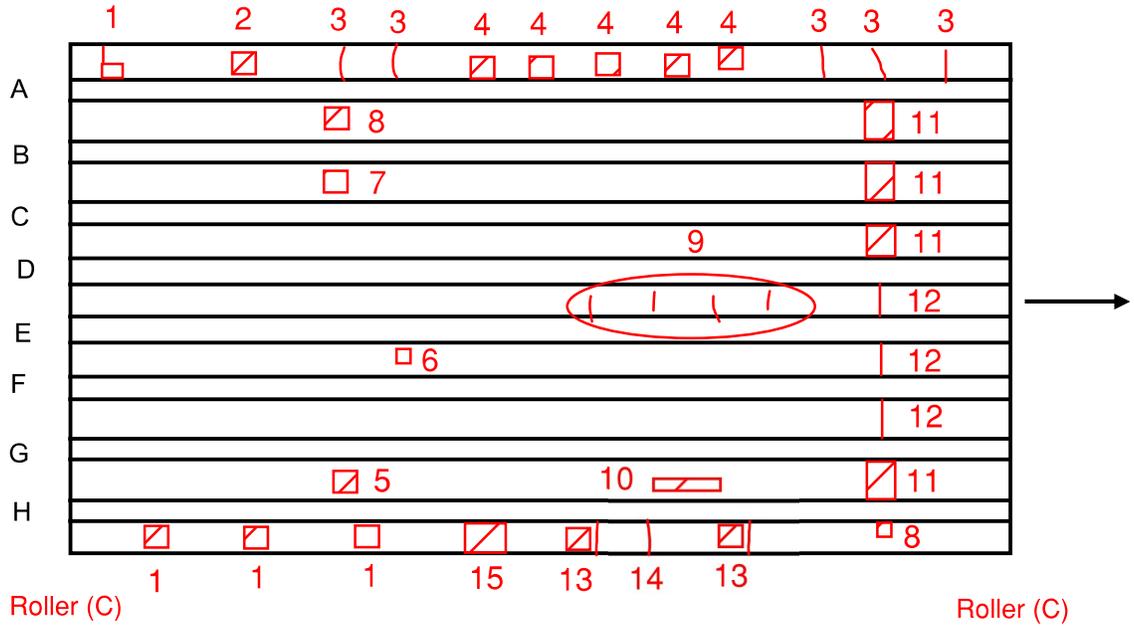
DECK	Fair	See 1-6, cracks up to 1/32" throughout
DIAPHRAGMS	Fair	Moderate to severe corrosion at the steel overhang brackets with tie plates and steel intermediate diaphragms under the joint due to leakage
BEAMS	Fair	Moderate to severe corrosion on exterior face top flange of Beams A and H near the joint due to leakage
BEARINGS	Fair	Rockers under finger joint have light to moderate corrosion that are moderately expanded

- 1: denotes 2 SF of spall to steel
- 2: denotes 4 SF of spall to steel
- 3: denotes 3 SF of spall to steel
- 4: denotes 2 SF of delamination
- 5: denotes 1 SF of spall to steel
- 6: denotes 1 SF of delamination

Bottom of Slab Span No. 12

Date 5/14/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile



DECK	Fair	See 1-15
DIAPHRAGMS	Good	
BEAMS	Good	

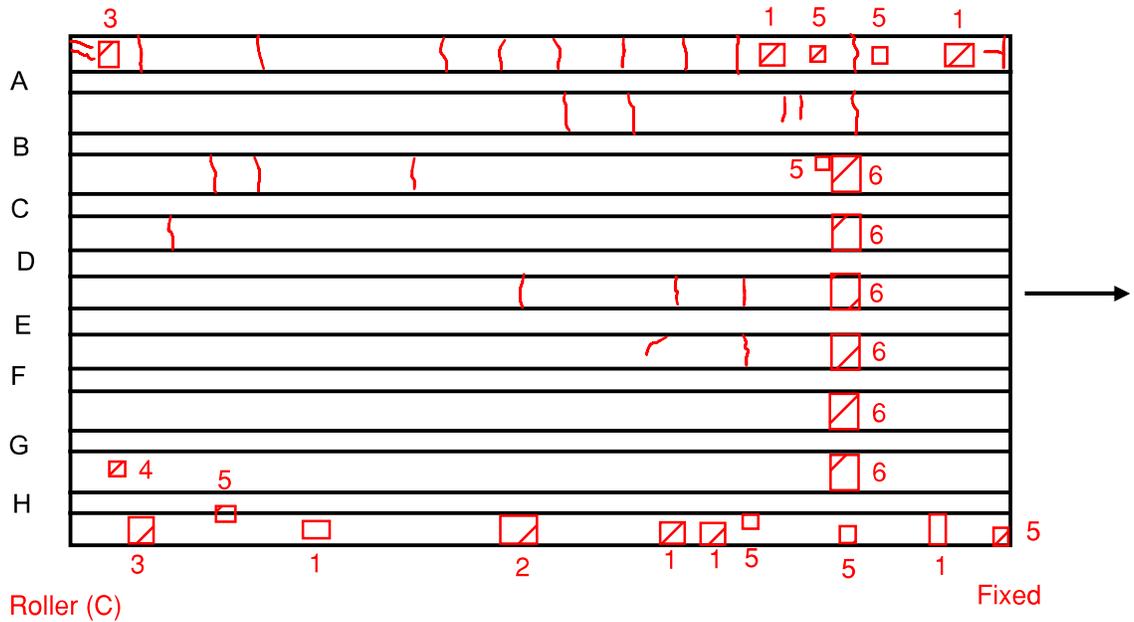
- 1 - denotes: 2 SF spall; 4 LF HL crack
- 2 - denotes: 1 SF spall; 3 LF HL crack
- 3 - denotes: 4 LF HL crack
- 4 - denotes: 4 LF HL crack
- 5 - denotes: 2 SF Deck repair
- 6 - denotes: 12 SF Deck repair
- 7 - denotes: 3 SF Spall
- 8 - denotes: 1 SF Spall

- 9 - denotes : 7 LF HL crack w/eff
- 10 - denotes: 10 SF Deck repair
- 11- denotes: 24 SF Deck repair
- 12 - denotes: 6 LF HL crack w/eff
- 13 - denotes: 2 SF Spall; 6 LF HL crack
- 14 - denotes: 6 LF HL crack
- 15 - denotes: 6 SF Spall w/ exp.rebar

Bottom of Slab Span No. 13

Date 5/14/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile



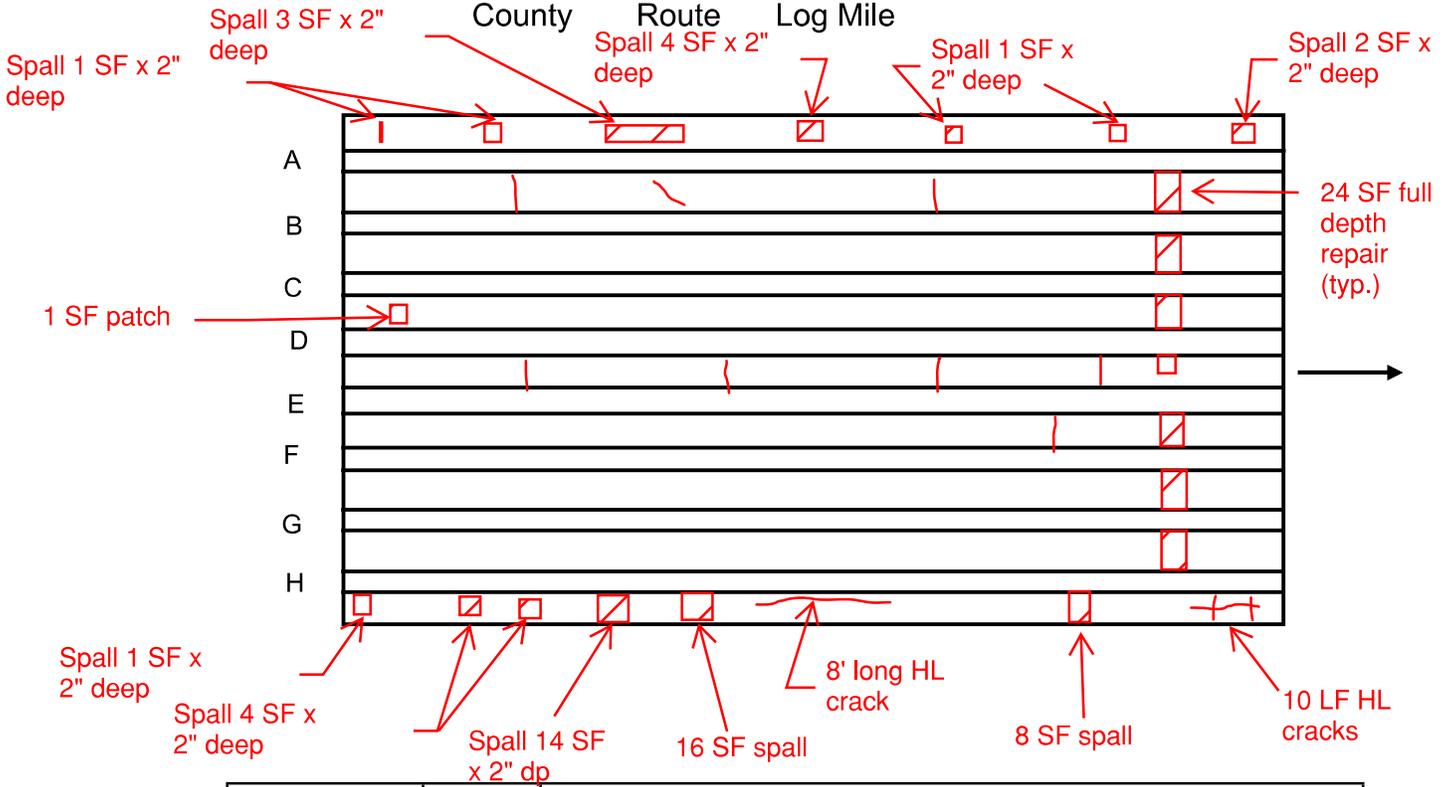
DECK	Fair	See 1-6, cracks up to 1/32" throughout
DIAPHRAGMS	Good	Isolated spalls on concrete diaphragms in overhangs
BEAMS	Good	
BEARINGS	Fair	Rollers are fully contracted to the point where sole plate bolts are in contact with the roller.

- 1: denotes 2 SF of spall to steel
- 2: denotes 4 SF of spall to steel
- 3: denotes 3 SF of spall to steel
- 4: denotes 1 SF of delamination
- 5: denotes 1 SF of spall to steel
- 6: denotes concrete patch 10 SF

# Bottom of Slab Span No. 14

Date 5/14/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

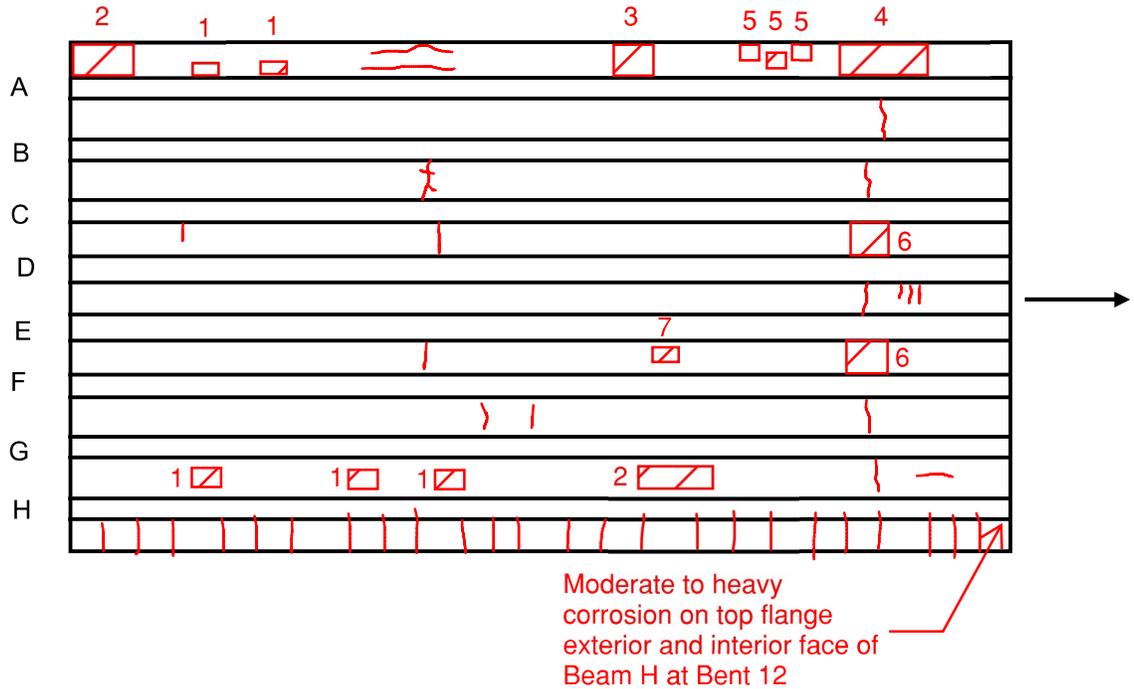


DECK	Fair	Areas of patching, full depth repair, and HL cracks with eff.
		Overhangs: spalls to steel with section loss, areas of delamination, and HL cracks
DIAPHRAGMS	Good	Isolated spalls on concrete diaphragms in overhangs
BEAMS	Good	

# Bottom of Slab Span No. 15

Date 5/14/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile



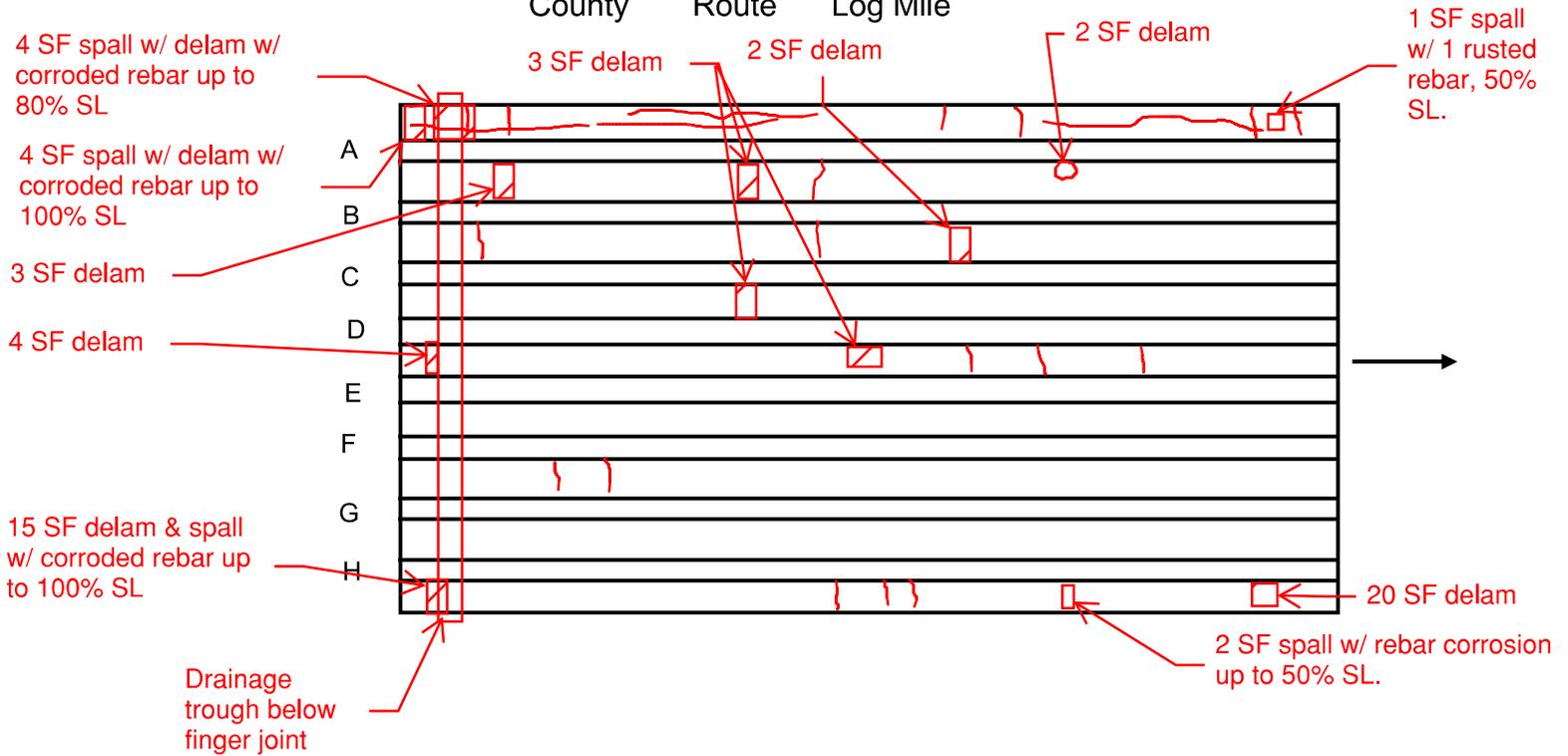
DECK	Fair	See 1-7, cracks up to 1/32" throughout
DIAPHRAGMS	Good	
BEAMS	Fair	Moderate to heavy corrosion on top flange exterior and interior face of Beam H at Bent 12

- 1: denotes 2 SF of delamination
- 2: denotes 4 SF of delamination
- 3: denotes 3 SF of spall to steel
- 4: denotes 5 SF of spall to steel
- 5: denotes 1 SF of spall to steel
- 6: denotes concrete patch 10 SF
- 7: denotes 1 SF of delamination

# Bottom of Slab Span No. 16

Date 5/12/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile



DECK	Fair	Areas of delamination, spalling, and HL cracks with eff.
		Overhangs: spalls to steel with section loss, areas of delamination, cracks up to 1/16"
DIAPHRAGMS	Good	
BEAMS	Good	
BEARINGS	Poor	Rockers under finger joint have moderate to heavy corrosion that are fully expanded

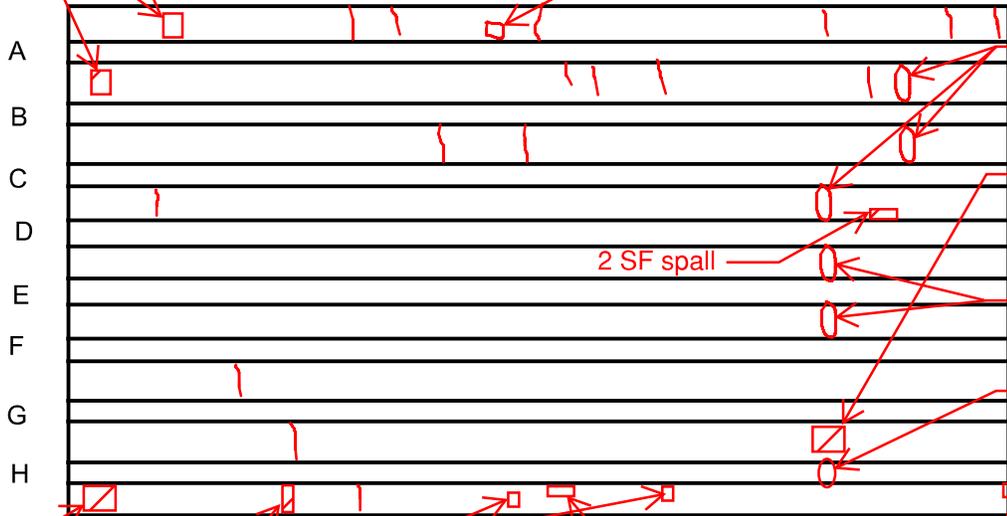
# Bottom of Slab Span No. 17

Date 5/12/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

4 SF Delam

1 SF Spall with exposed rebar 1.5" deep with section loss up to 1/16"



3 SF Delam

8 SF spall w/ corroded rebar up to 50% SL

2 SF spall

10 SF Delam

Light corrosion on splice plate

25 SF spall w/ delam and corroded rebar up to 80% SL

4 SF Delam

1 SF Delam

Spall with exposed rebar 4.5' long x 1' high w/ rebar SL up to 50 %.

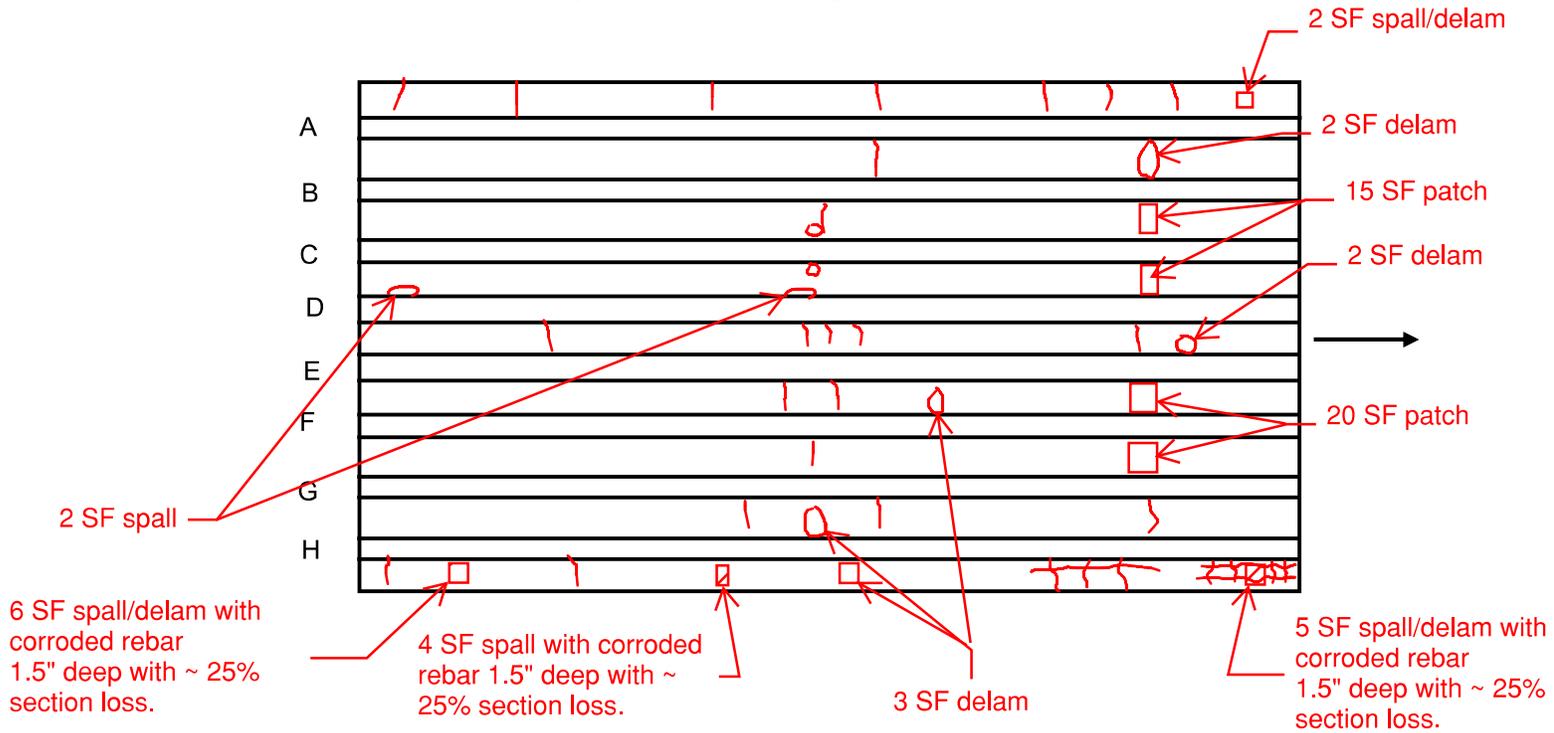
Heavy corrosion on tie plate w/ 40 % SL to rivet heads.

DECK	Fair	Areas of patching and delamination, spalling, and HL cracks with eff.
		Overhangs: spalls to steel with section loss, areas of delamination, cracks up to 1/16", areas of heavy corrosion on sidewalk brackets
DIAPHRAGMS	Good	
BEAMS	Good	

# Bottom of Slab Span No. 18

Date 5/12/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile



DECK	Fair	Areas of patching and delamination, spalling, and HL cracks with eff.
		Overhangs: spalls to steel with section loss, areas of delamination, cracks up to 1/16"
DIAPHRAGMS	Good	Initiation of small areas of minor surface corrosion
BEAMS	Good	Initiation of small areas of minor surface corrosion

# Bottom of Slab Span No. 19

Date 5/12/2025

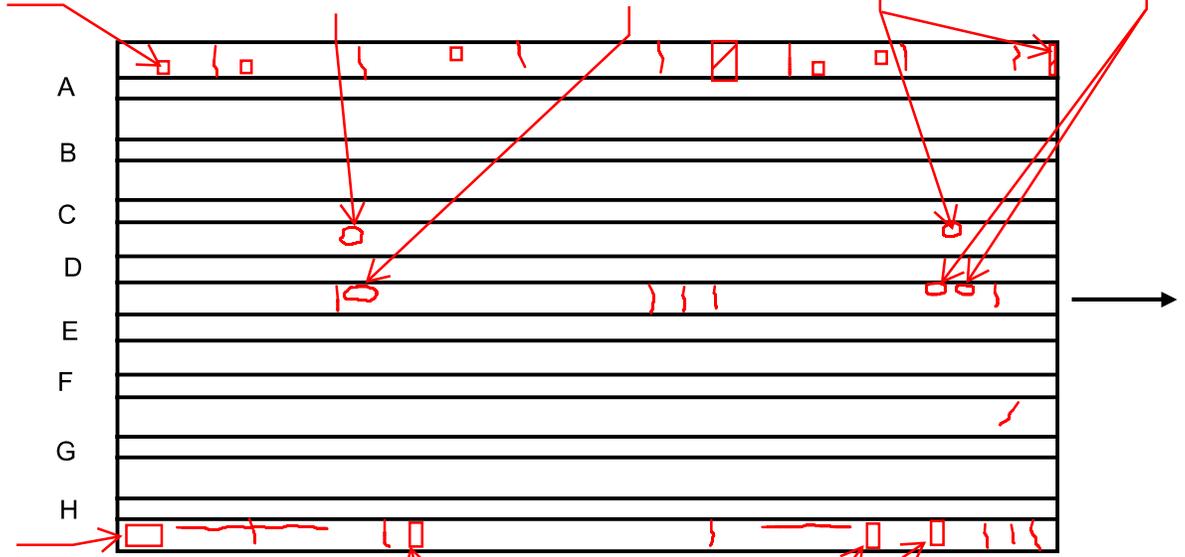
Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

1 SF spall with corroded rebar with ~ 25% section loss. (Typ.)

4 SF conc delam

6 SF conc patch

1 SF conc delam 1 SF conc patch ea.



Spall with corroded rebar 8' long, 3' wide 1.5" deep with ~ 25% section loss.

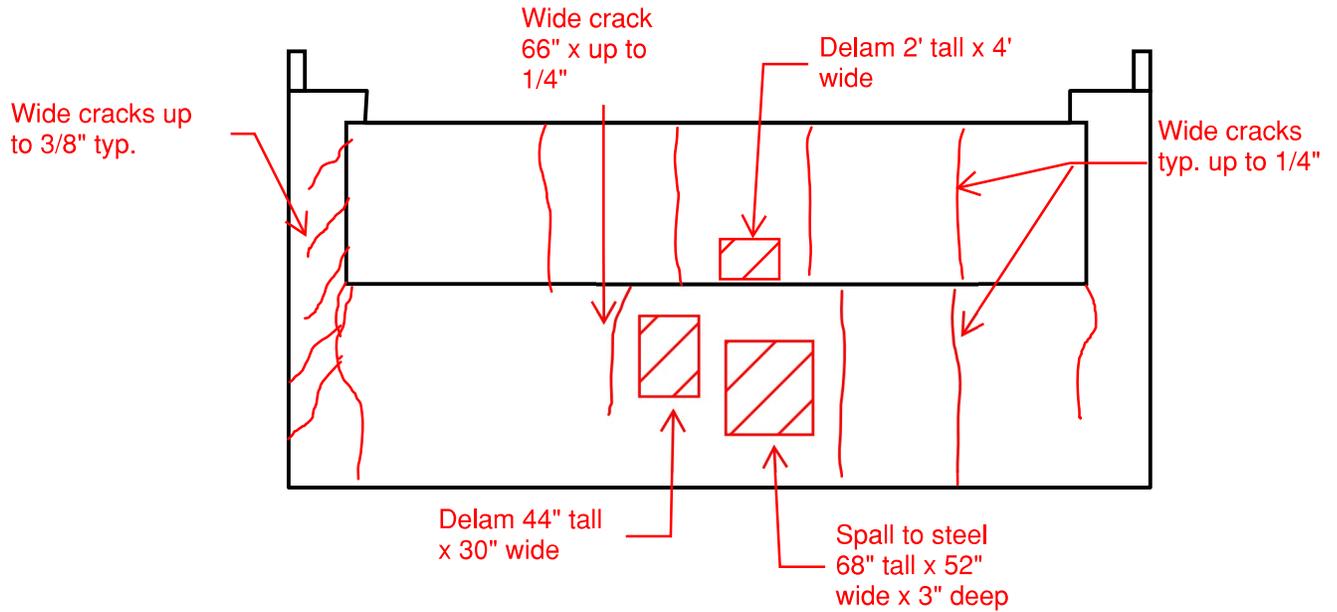
Spalls with corroded rebar up to 1.5" deep with ~ 25% section loss.

DECK	Fair	Areas of patching, areas of delamination, and HL cracks with eff.
		Overhangs: spalls to steel with section loss, areas of delamination, cracks up to 1/16"
DIAPHRAGMS	Good	Initiation of small areas of minor surface corrosion
BEAMS	Good	Initiation of small areas of minor surface corrosion

# Abutment No. 1

Date 5/13/2025

Bridge Location No. 19 SR 6 9.74  
 County            Route            Log Mile           



CAP	Fair	Cracks up to 1/4", delaminated areas, spalls to steel
WALL	Fair	Cap and wall are synonymous at this abutment
BACKWALL	Fair	Cracks up to 1/4", delaminated areas
WINGS	Fair	Cracks up to 3/8"
BEARINGS	Good	
FOOTING	N/V	

## GAY STREET VERTICAL CLEARANCES

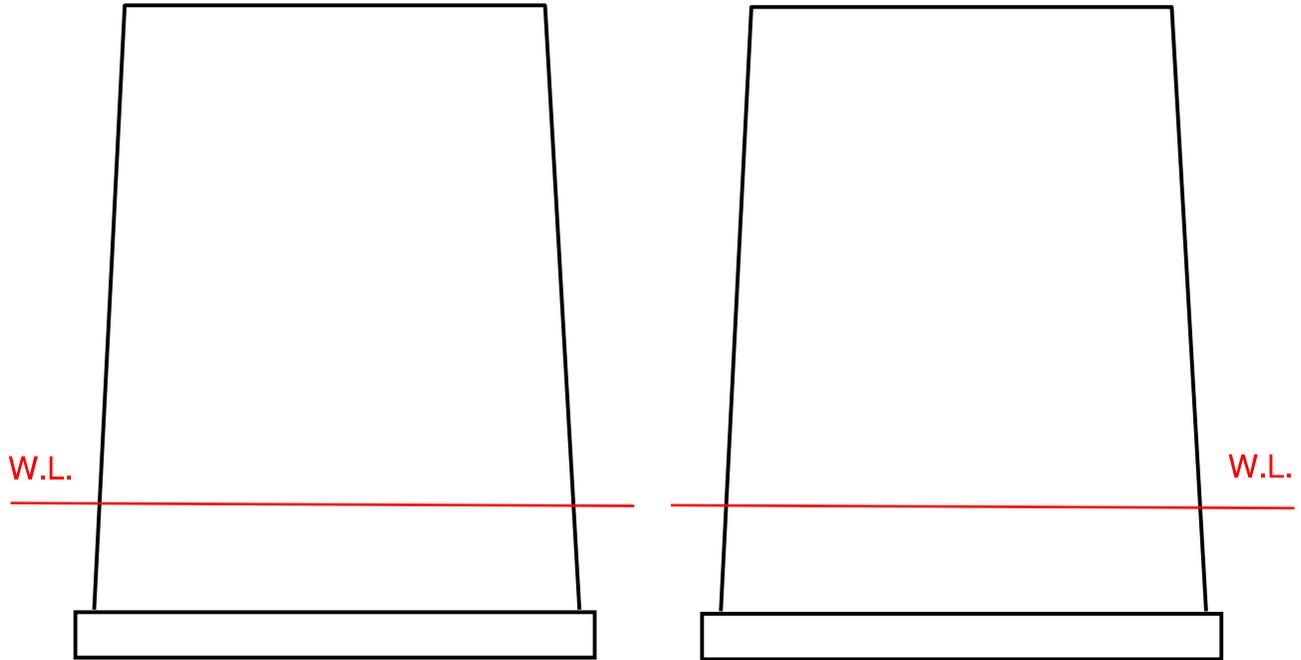
V.C. Left Girder A  
 EOP right = 15'-7"  
 Rdwy CL = 15'-3"  
 EOP Left = 15'-7"

V.C. Right Girder D  
 EOP right = 15'-1"  
 Rdwy CL = 14'-10"  
 EOP Left = 14'-6"

Pier No. 1

Date 5/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile



Front

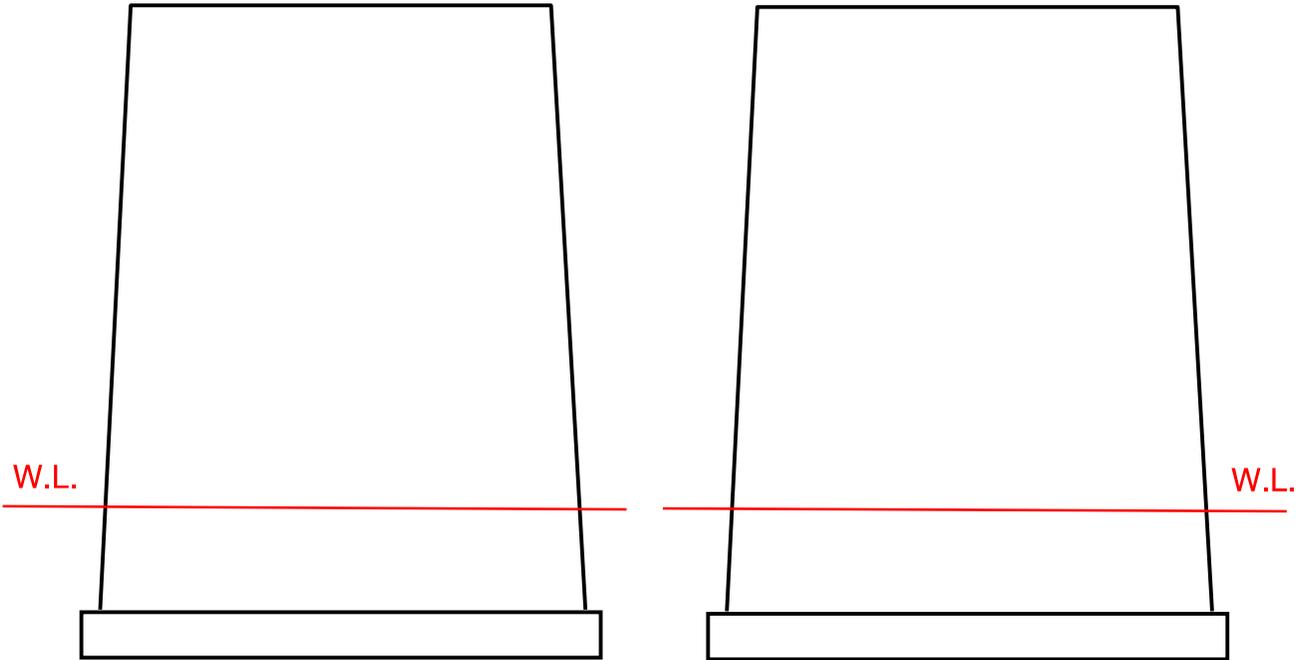
Back

CAP	N/A	
WALL	Good	Masonry textiled outer shell
FOOTING	N/V	
BEARINGS	Good	

Pier No. 2

Date 5/14/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile



Front

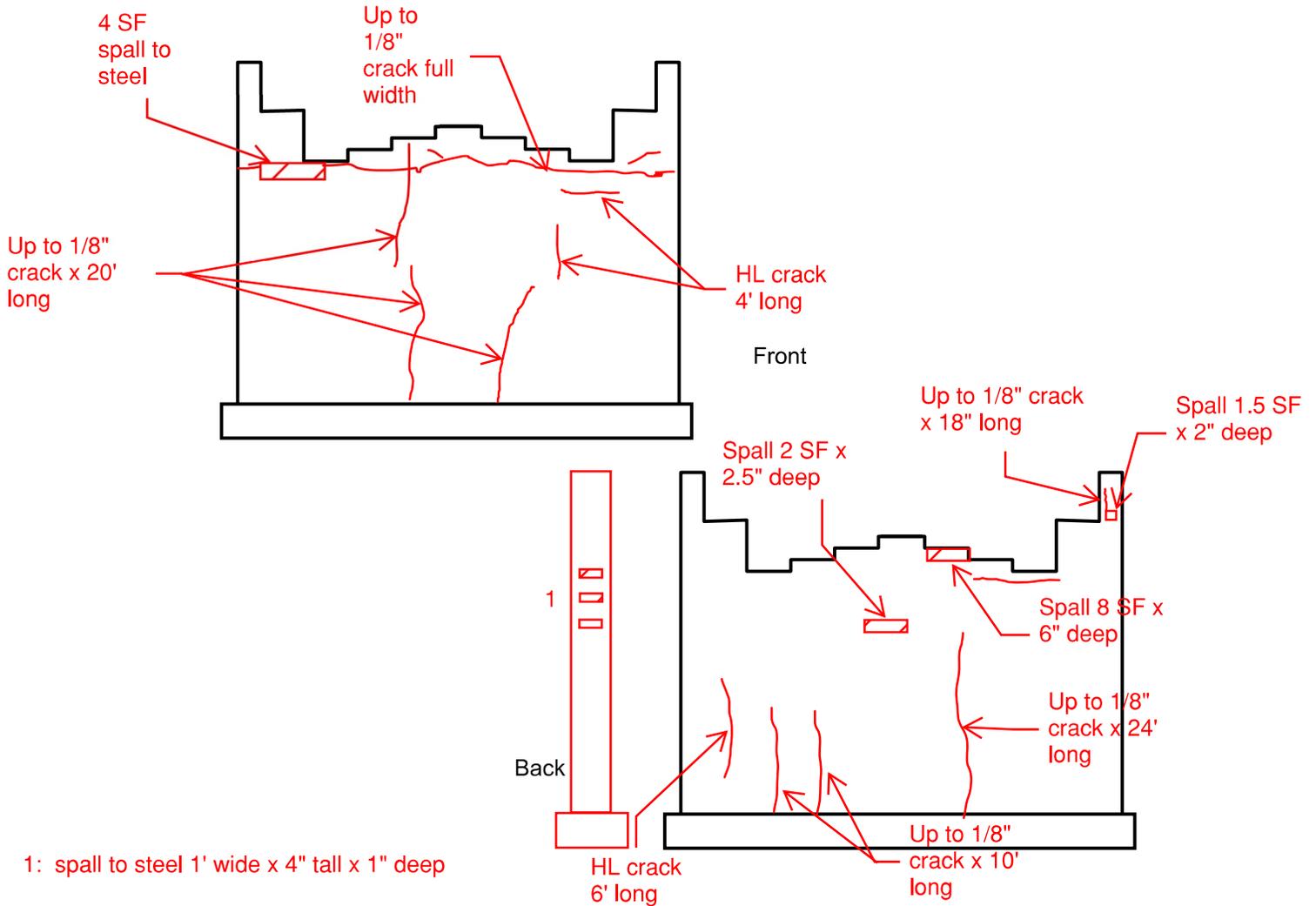
Back

CAP	N/A	
WALL	Good	Masonry textiled outer shell
FOOTING	N/V	
BEARINGS	Good	

# Pier No. 3

Date 5/14/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

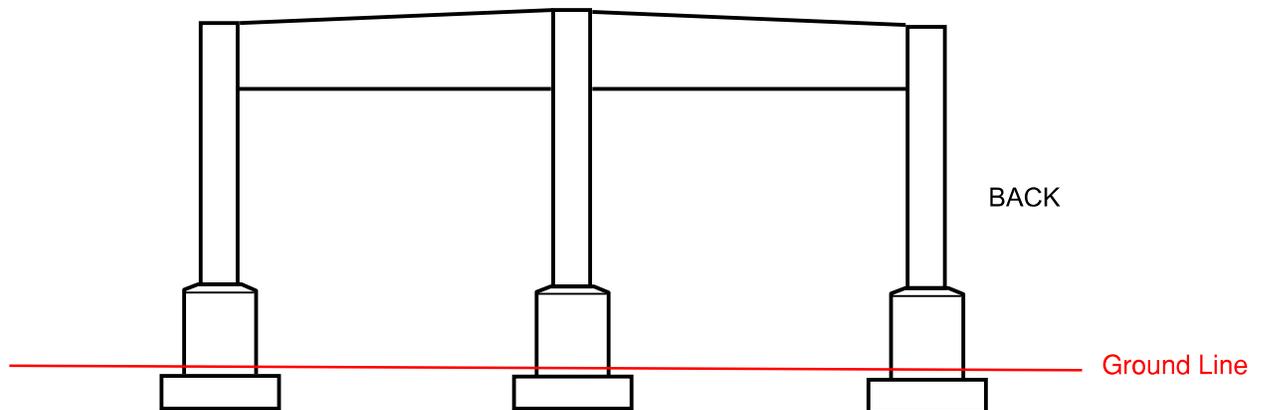
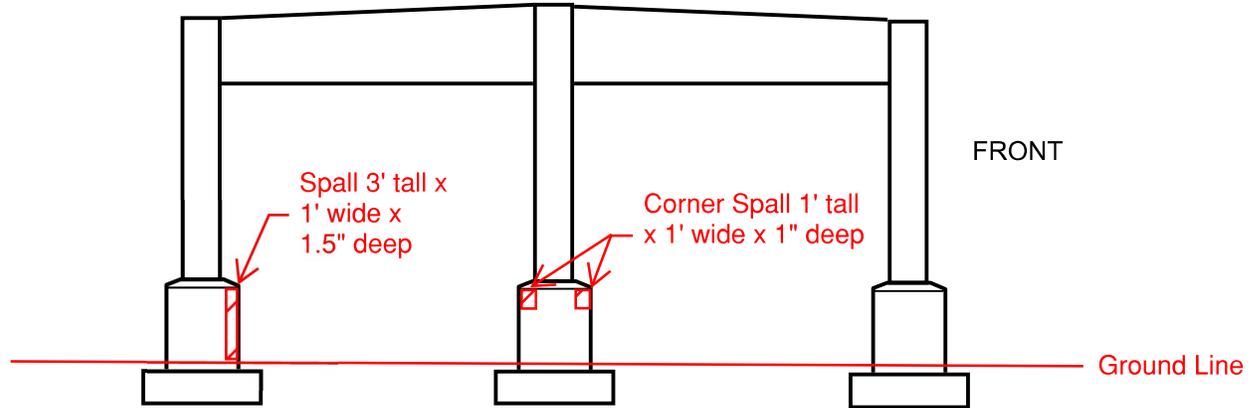


CAP	Fair	Cracks up to 1/8", deep spalls to steel
WALL	Fair	Cracks up to 1/8", spalls to steel
FOOTING	N/V	
BEARINGS	Fair	Moderate corrosion present

# BENT # 1

Date 5/14/2025

Bridge Location No. 19 SR 6 9.74  
 County            Route            Log Mile           

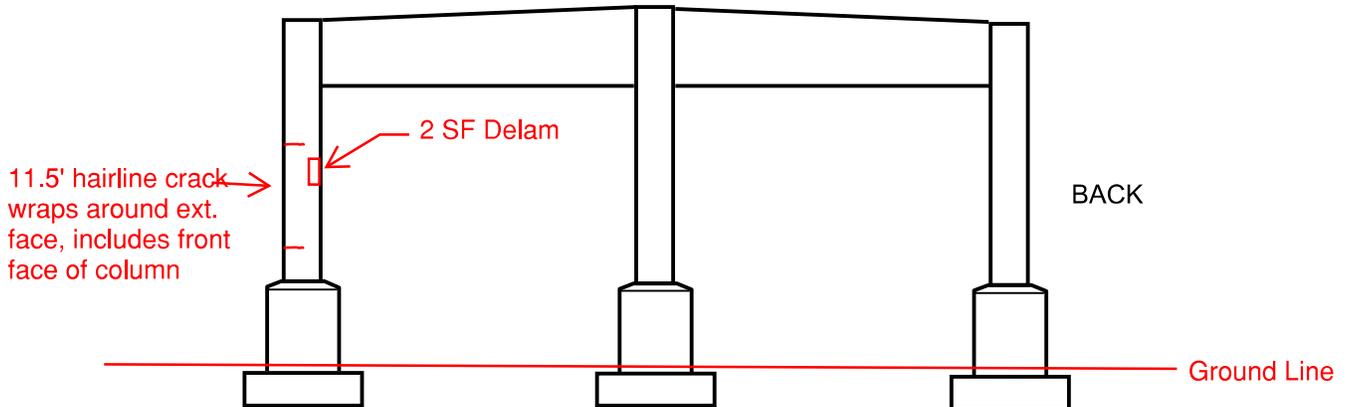
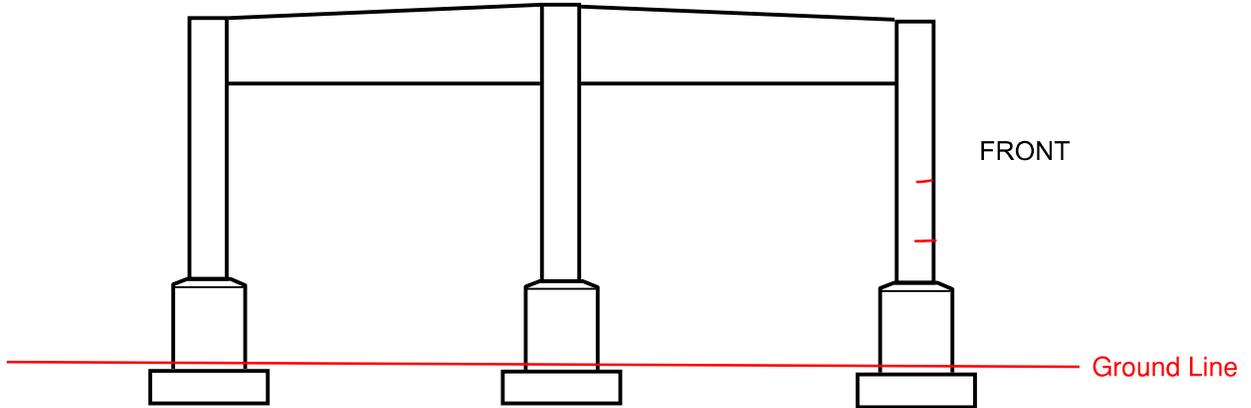


CAP	Good	
COLUMNS	Good	
FOOTING	Fair	Spalling
BEARINGS	Good	

# BENT # 2

Date 5/14/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

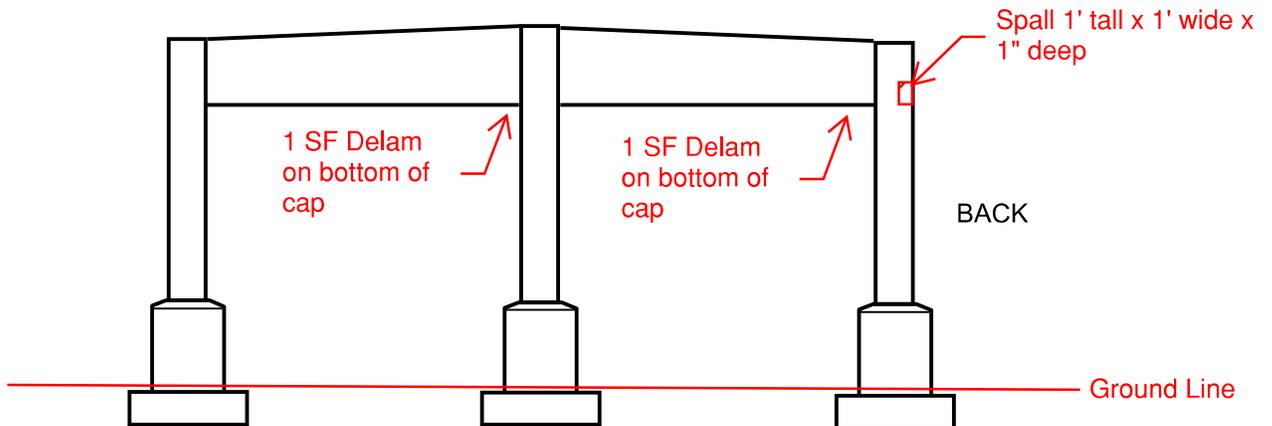
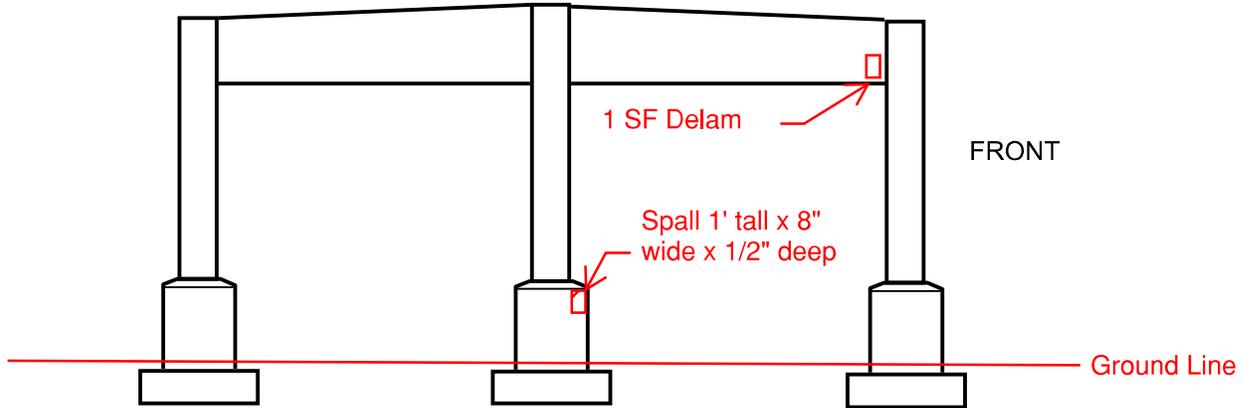


CAP	Good	
COLUMNS	Good	Delaminated area and HL cracks
FOOTING	Fair	
BEARINGS	Good	

# BENT # 3

Date 5/13/2025

Bridge Location No. 19 SR 6 9.74  
 County            Route            Log Mile           

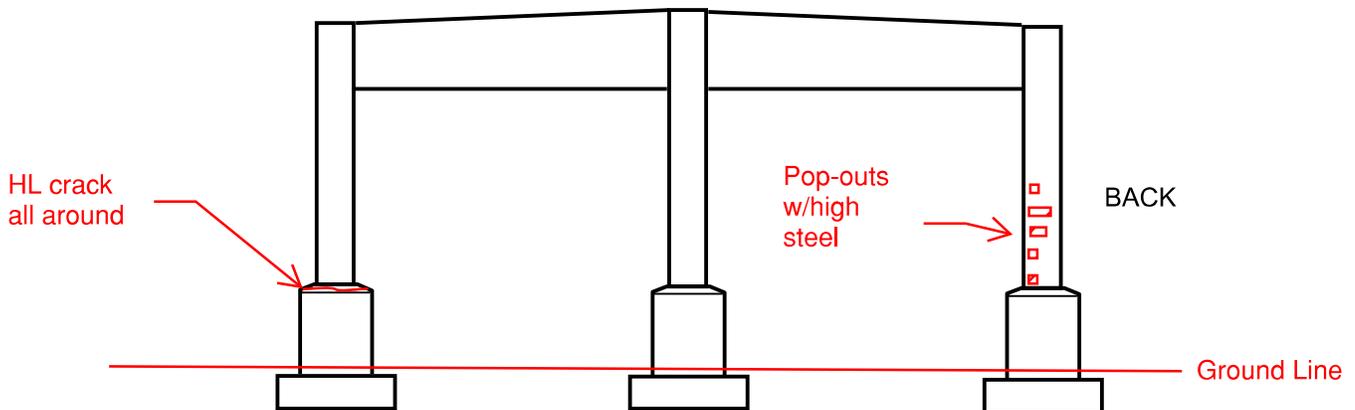
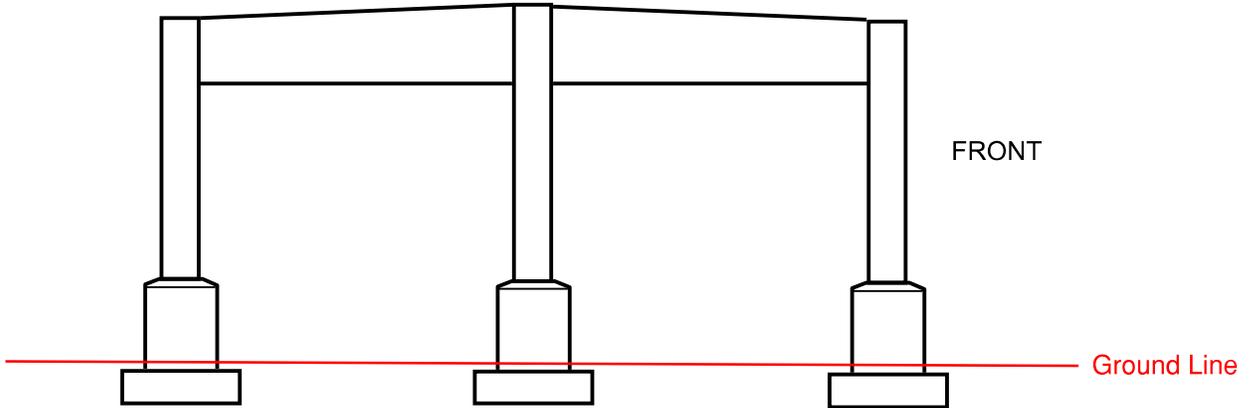


CAP	Fair	Spalling and delaminated areas
COLUMNS	Good	Isolated spalling
FOOTING	Fair	
BEARINGS	Good	

# BENT # 4

Date 5/13/2025

Bridge Location No. 19 SR 6 9.74  
 County            Route            Log Mile           

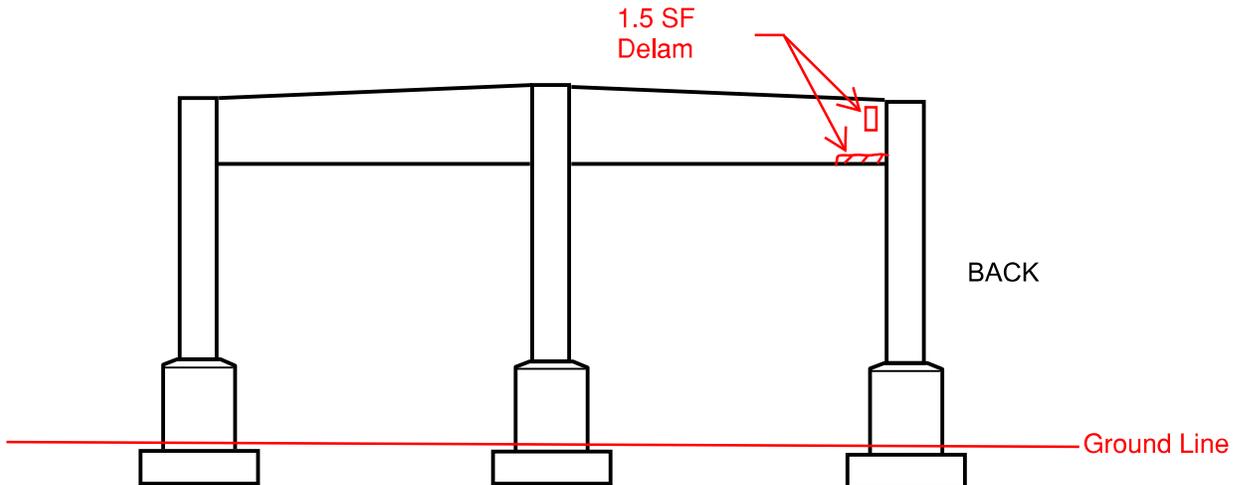
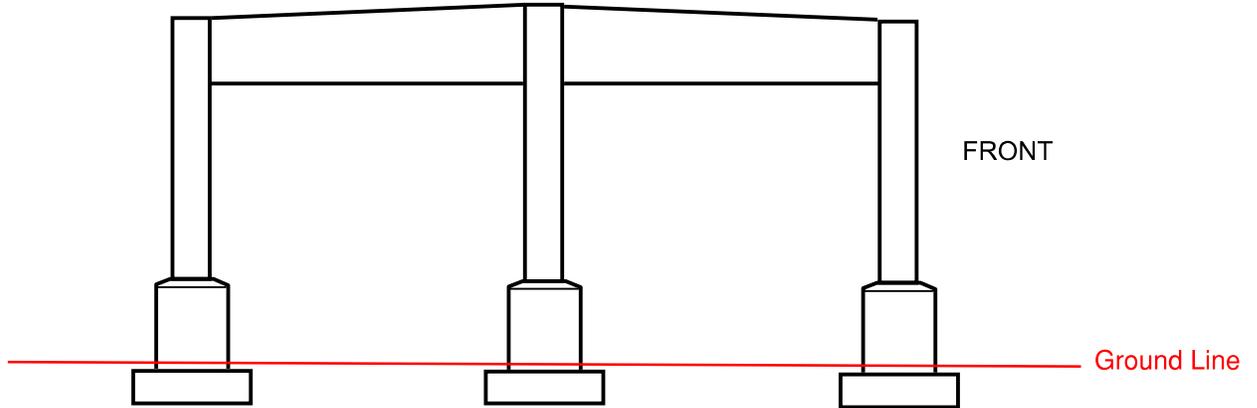


CAP	Good	
COLUMNS	Fair	High-steel popouts and HL crack
FOOTING	N/V	
BEARINGS	Good	Slightly expanded at 65 degrees

# BENT # 5

Date 5/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

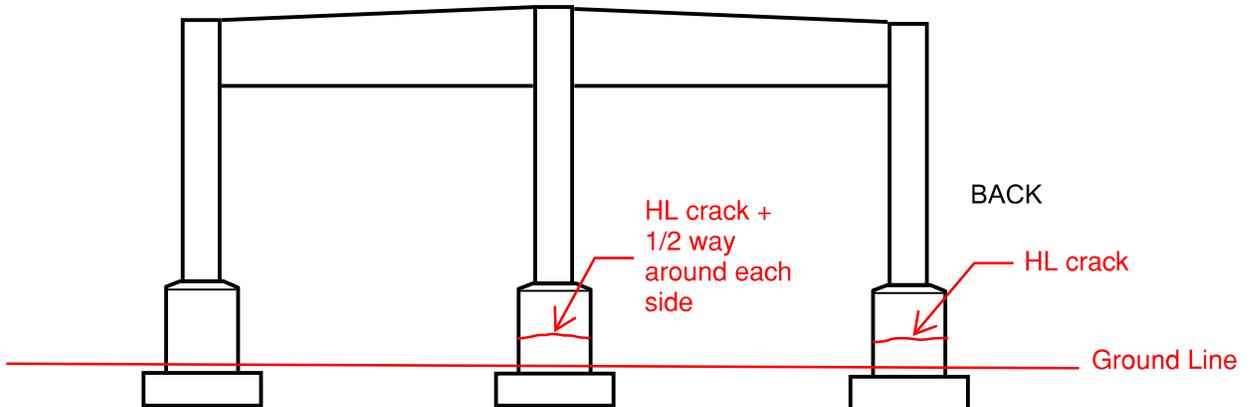
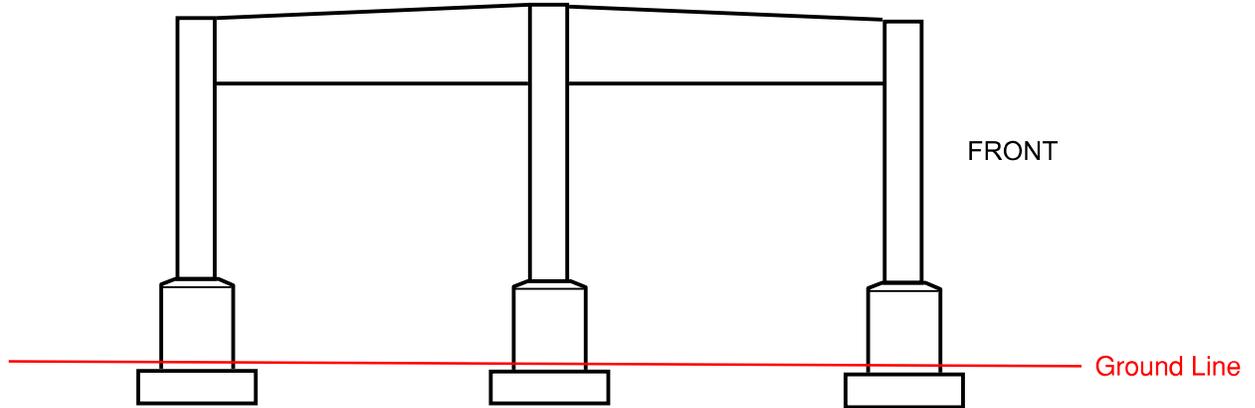


CAP	Fair	Delaminated areas
COLUMNS	Good	
FOOTING	N/V	
BEARINGS	Good	Slightly expanded at 65 degrees

# BENT # 6

Date 5/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

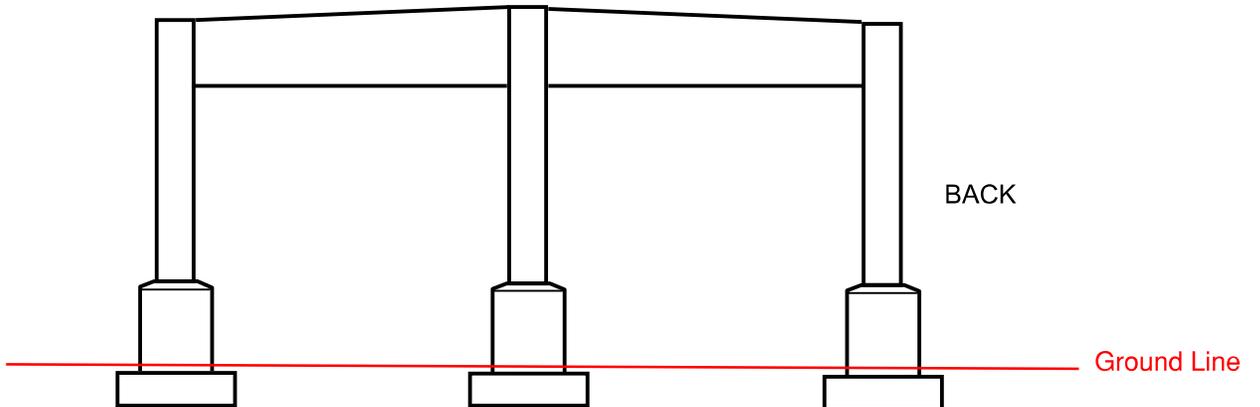
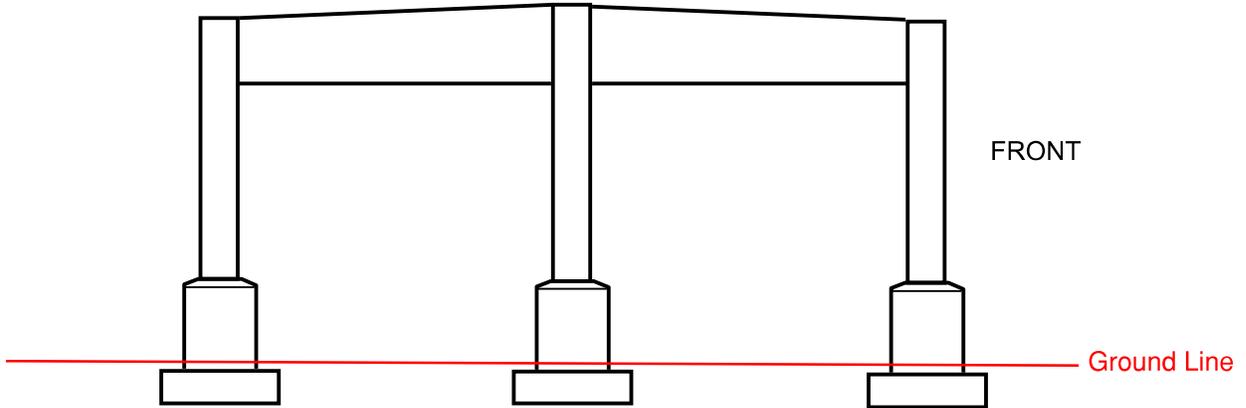


CAP	Good	
COLUMNS	Good	Isolated HL cracks
FOOTING	N/V	
BEARINGS	Good	

# BENT # 7

Date 5/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

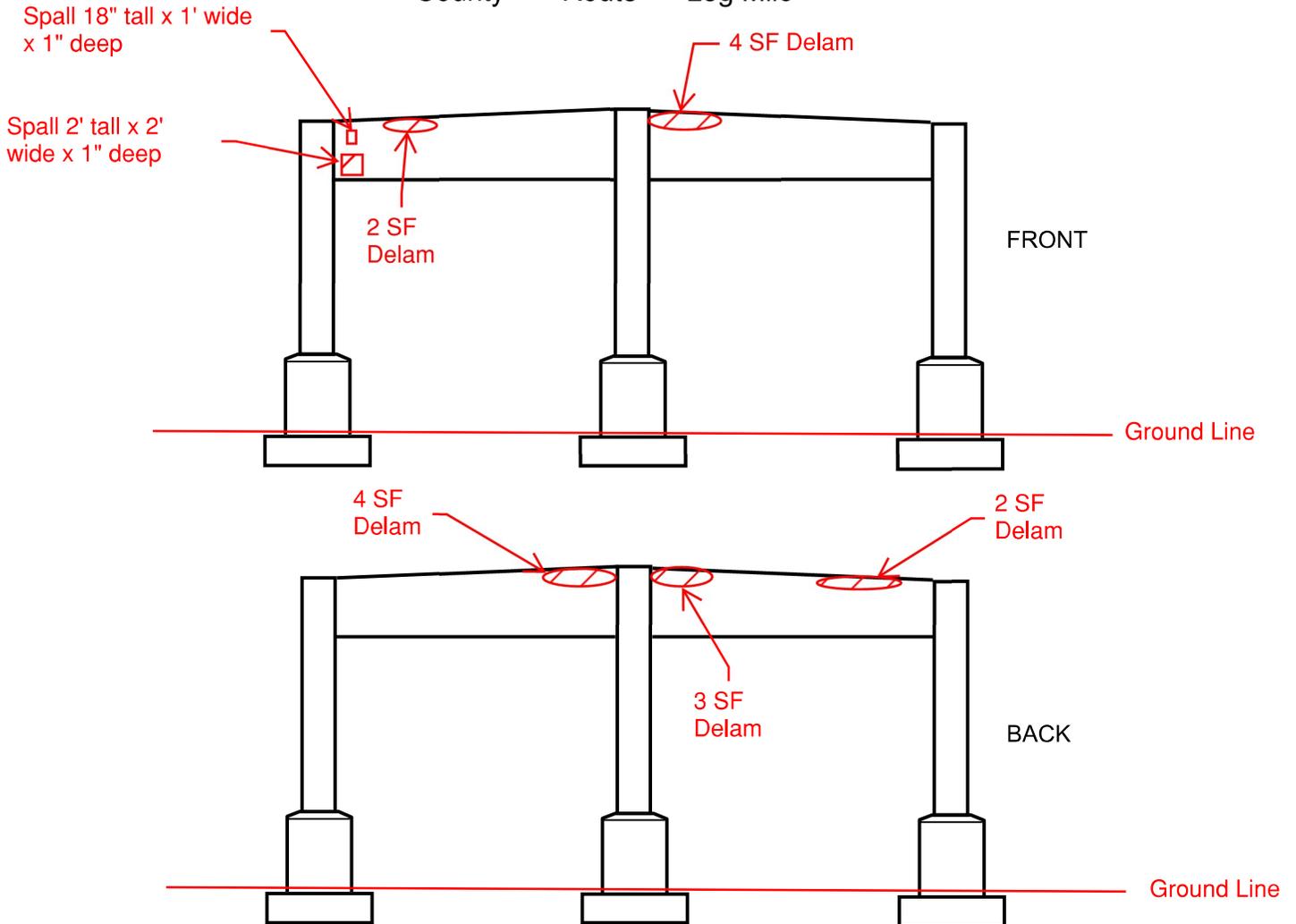


CAP	Good	
COLUMNS	Good	
FOOTING	N/V	
BEARINGS	Fair	Rollers are fully contracted to the point where sole plate bolts are in contact with the roller.

# BENT # 8

Date 5/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

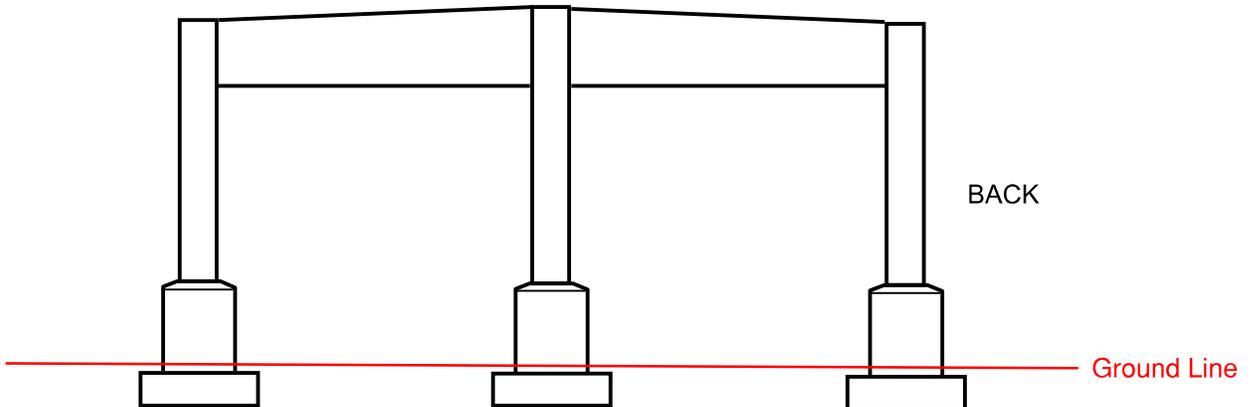
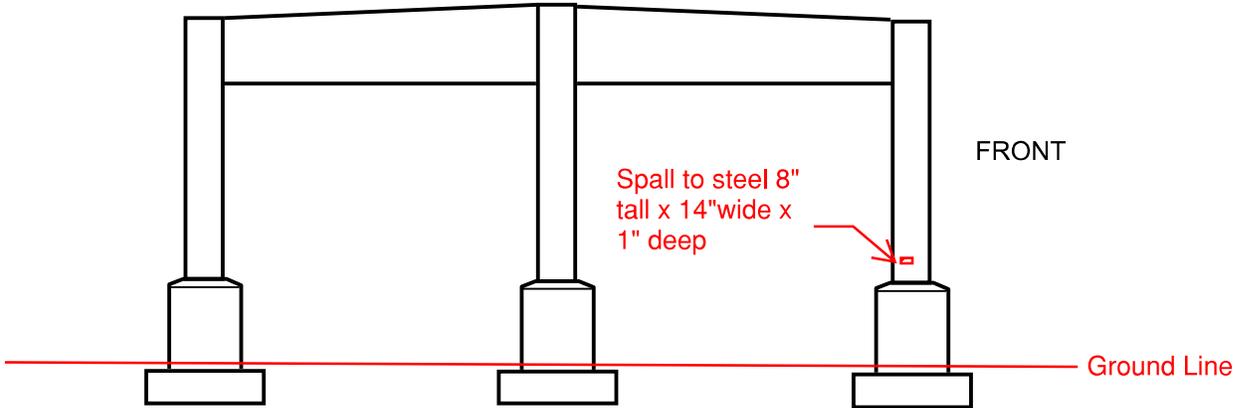


CAP	Fair	Spalling and delaminated areas
COLUMNS	Good	
FOOTING	N/V	
BEARINGS	Fair	Rollers are fully contracted to the point where sole plate bolts are in contact with the roller.

# BENT # 9

Date 5/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

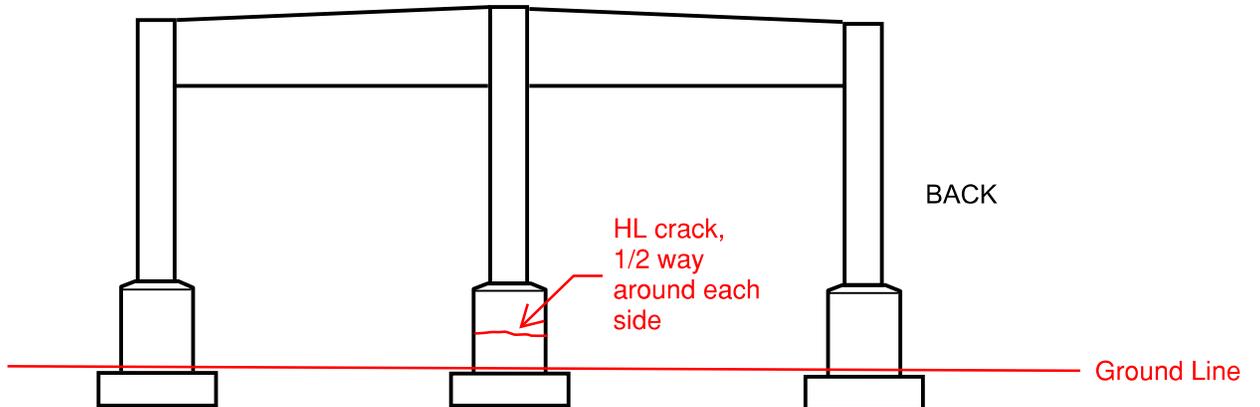
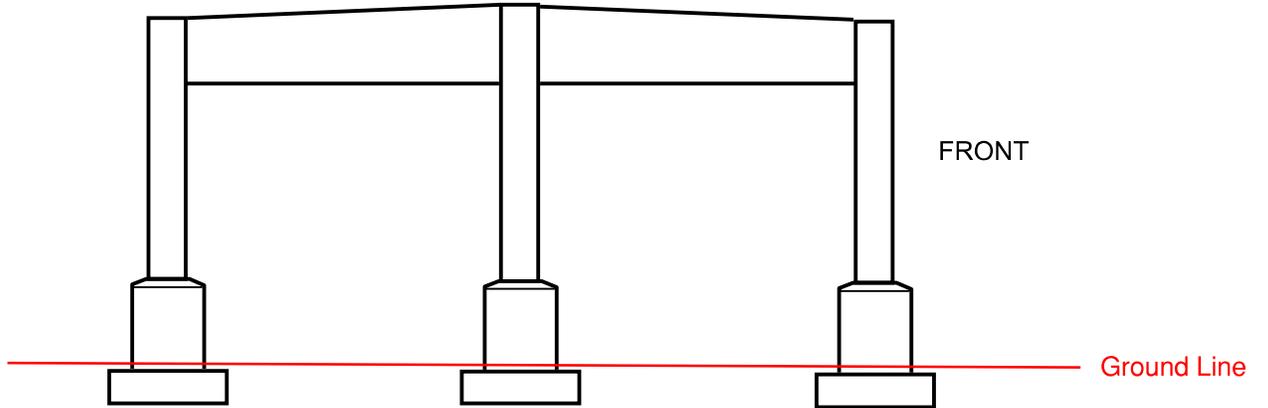


CAP	Good	
COLUMNS	Good	Minor spall
FOOTING	N/V	
BEARINGS	FAIR	Rollers are fully contracted to the point where sole plate bolts are in contact with the roller.

# BENT # 10

Date 5/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

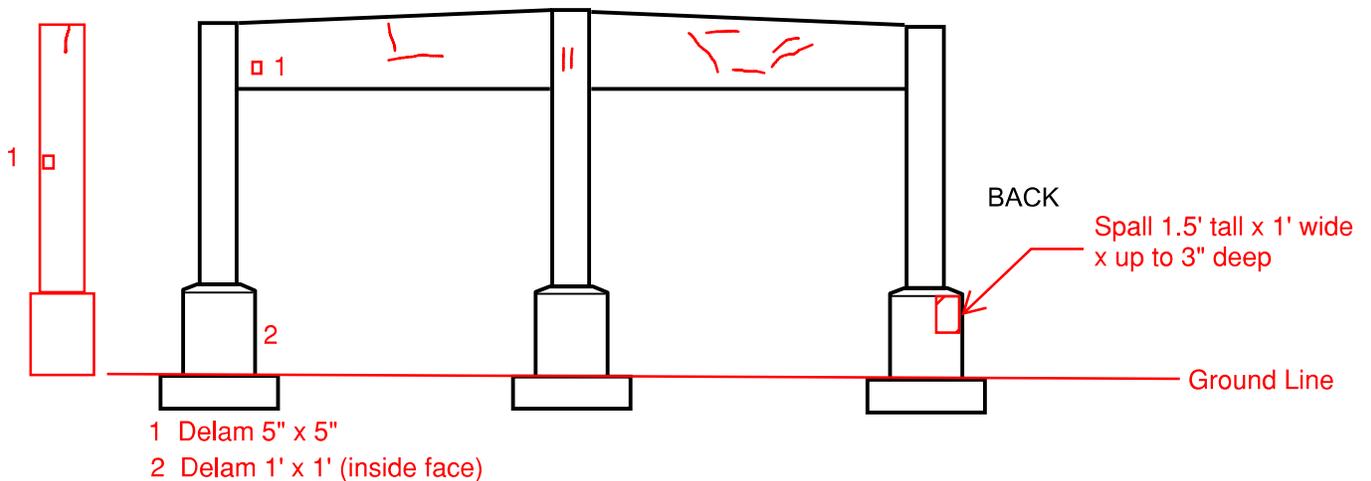
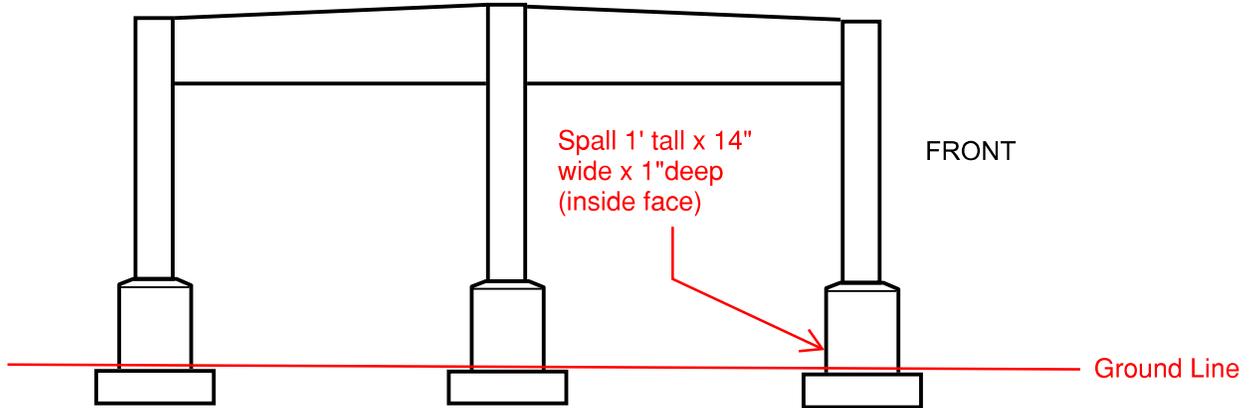


CAP	Good	
COLUMNS	Good	HL crack
FOOTING	N/V	
BEARINGS	Good	

# BENT # 11

Date 5/13/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile

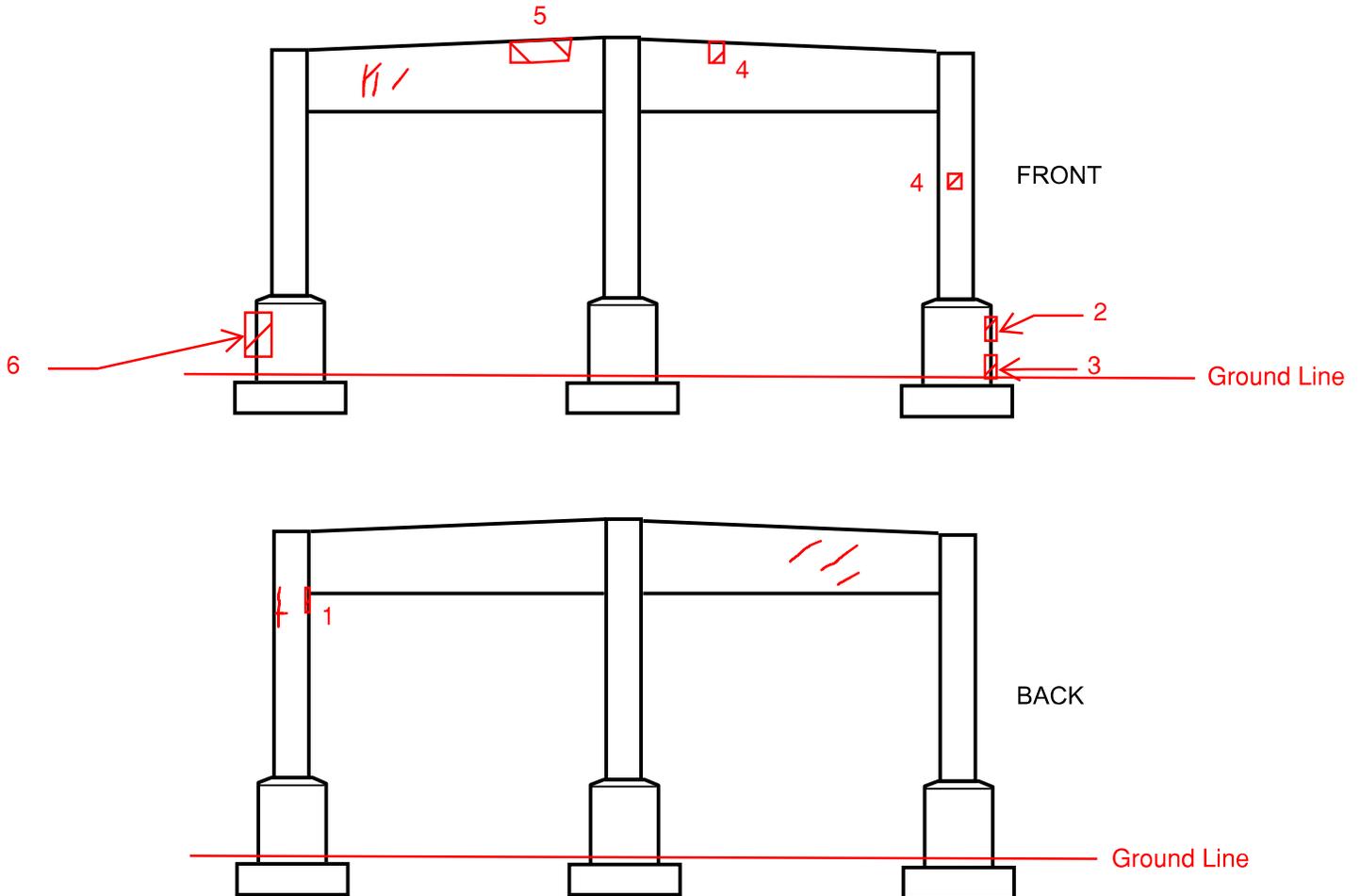


CAP	Fair	See 1, and cracking up to 1/32"
COLUMNS	Fair	See 2, and cracking up to 1/32"
FOOTING	N/V	
BEARINGS	Fair	Rollers are fully contracted to the point where sole plate bolts are in contact with the roller.

# BENT # 12

Date 05/12/2025

Bridge Location No. 19 SR 6 9.74  
 County            Route            Log Mile           



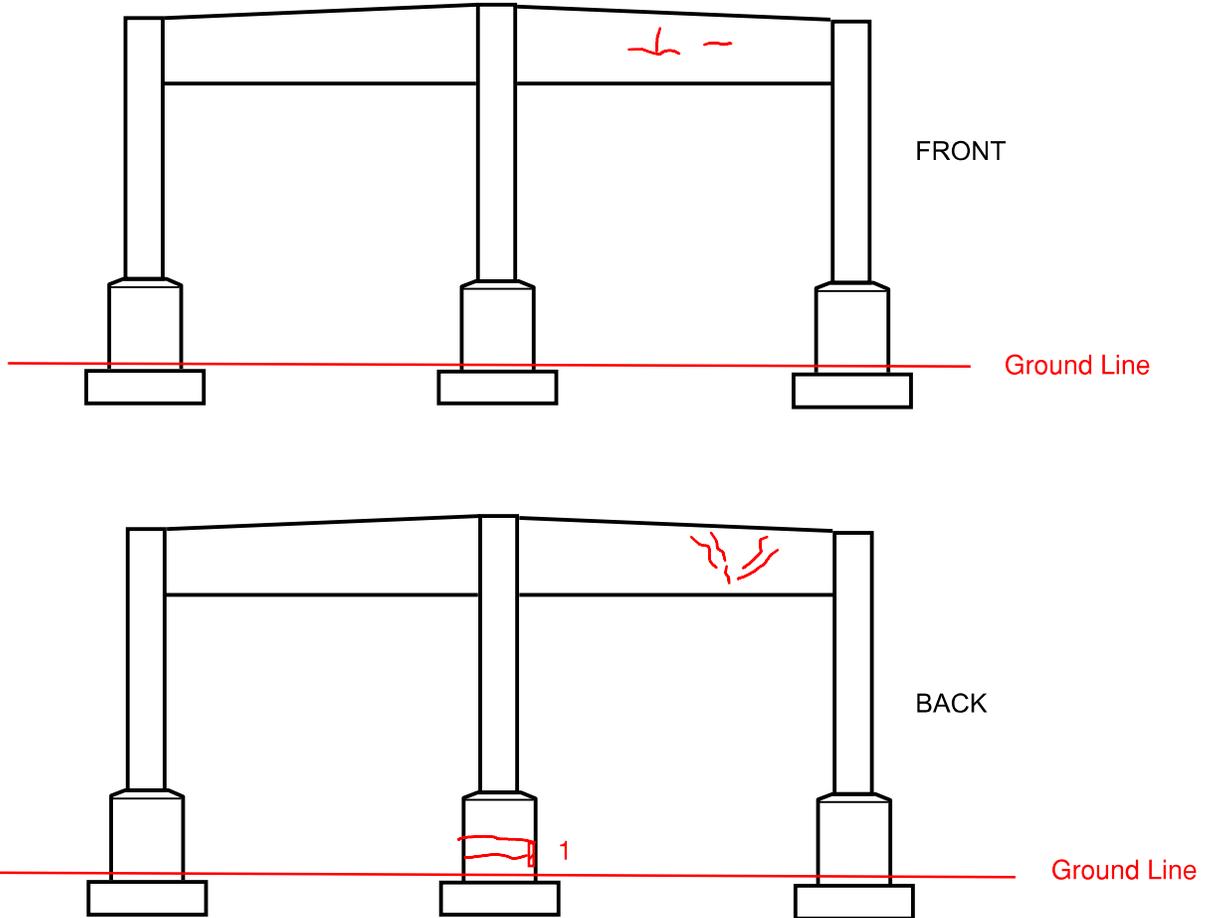
CAP	Fair	See 4 & 5, and cracking up to 1/32"; texture coat peeling on back right side
COLUMNS	Fair	See 1, 2, 3, 4 & 6, and cracking up to 1/32"
FOOTING	N/V	
BEARINGS	Fair	Rollers are fully contracted to the point where sole plate bolts are in contact with the roller.

- 1 Spall 1' tall x 3" wide x up to 2" deep
- 2 Spall 1' tall x 2' wide x up to 3" deep
- 3 Spall 1' tall x 6" wide x up to 2.5" deep
- 4 Delam 5" x 5"
- 5 Delam 2.5' long x 5" tall
- 6 Spall 2' tall x 1.5' wide x up to 2" deep

# BENT # 13

Date 05/12/2025

Bridge Location No. 19 SR 6 9.74  
 County Route Log Mile



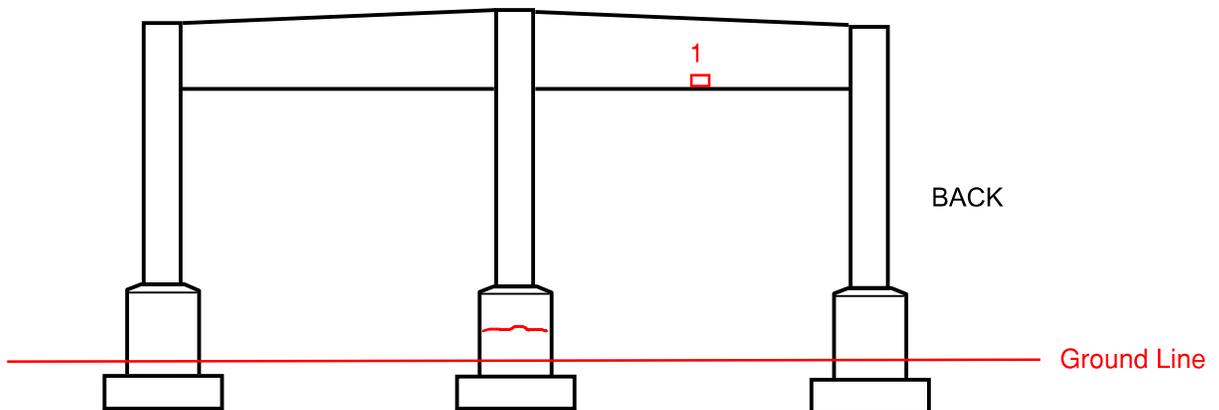
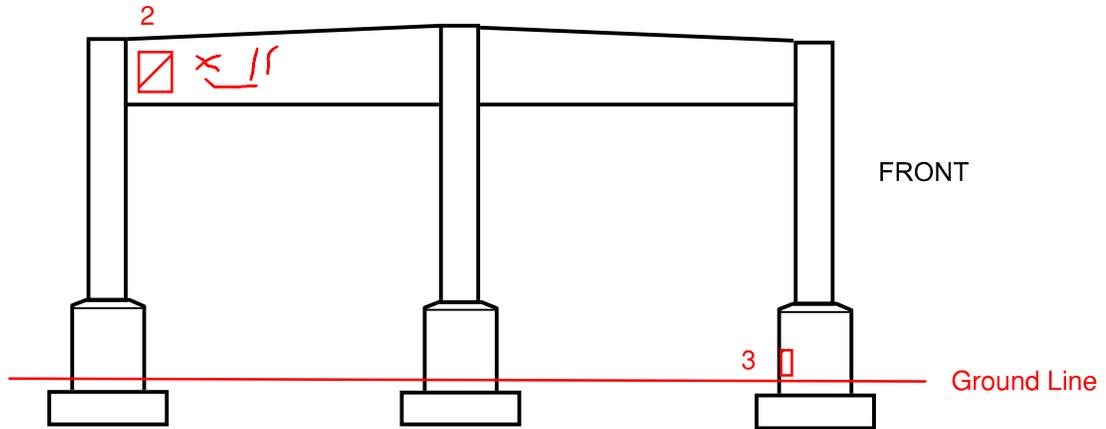
1. Spall 1.5' high x 4" wide x 2" deep

CAP	Good	HL Cracks
COLUMNS	Good	HL Cracks and see 1
FOOTING	N/V	
BEARINGS	Fair	Rollers are fully contracted to the point where sole plate bolts are in contact with the roller.

# BENT # 14

Date 05/12/2025

Bridge Location No. 19 SR 6 9.74  
 County            Route            Log Mile           



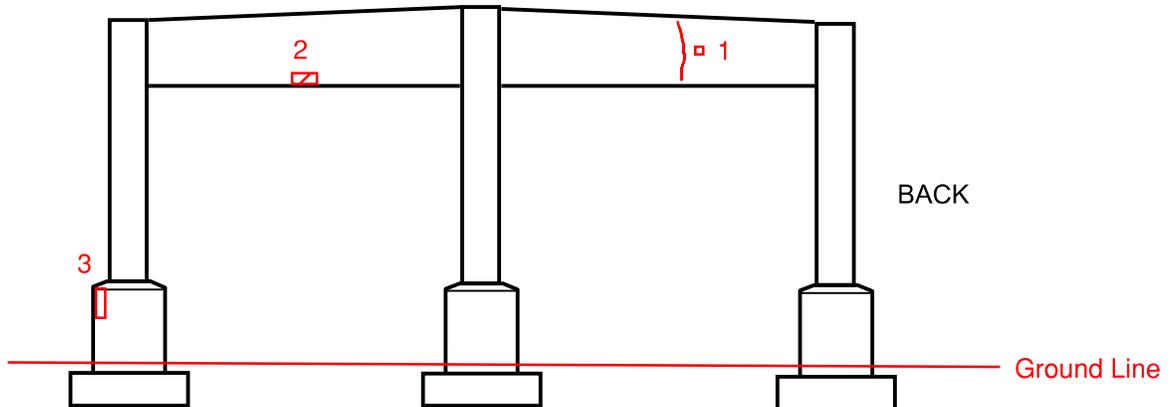
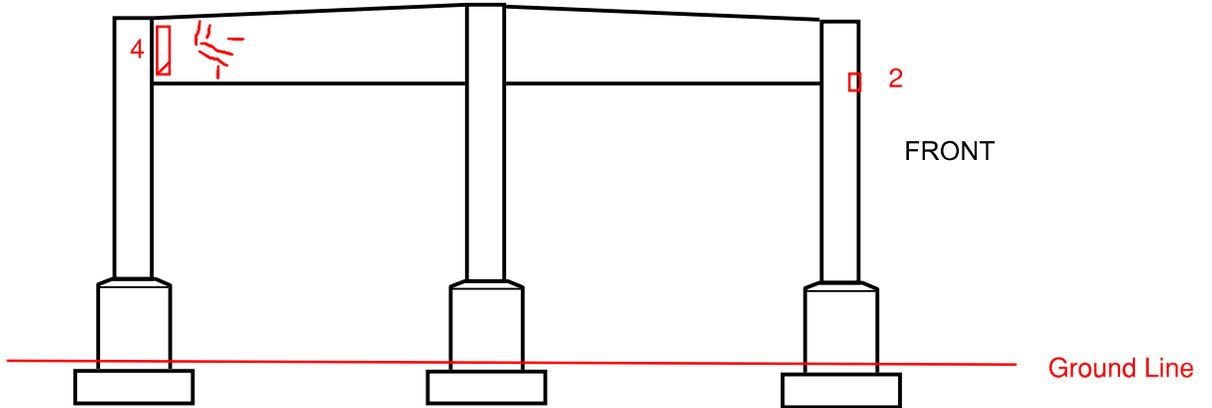
CAP	Fair	See 1 & 2, and cracks up to 1/32"
COLUMNS	Good	Cracks up to 1/32" and see 3
FOOTING	N/V	
BEARINGS	Fair	Rollers are fully contracted to the point where sole plate bolts are in contact with the roller.

- 1 Spall 4" tall x 4" wide x 2" deep
- 2 Spall to steel 2' tall x 2' wide x 1" deep
- 3 Spall 1' tall x 9" wide x 1.5" deep

# BENT # 15

Date 05/12/2025

Bridge Location No. 19 SR 6 9.74  
 County            Route            Log Mile           



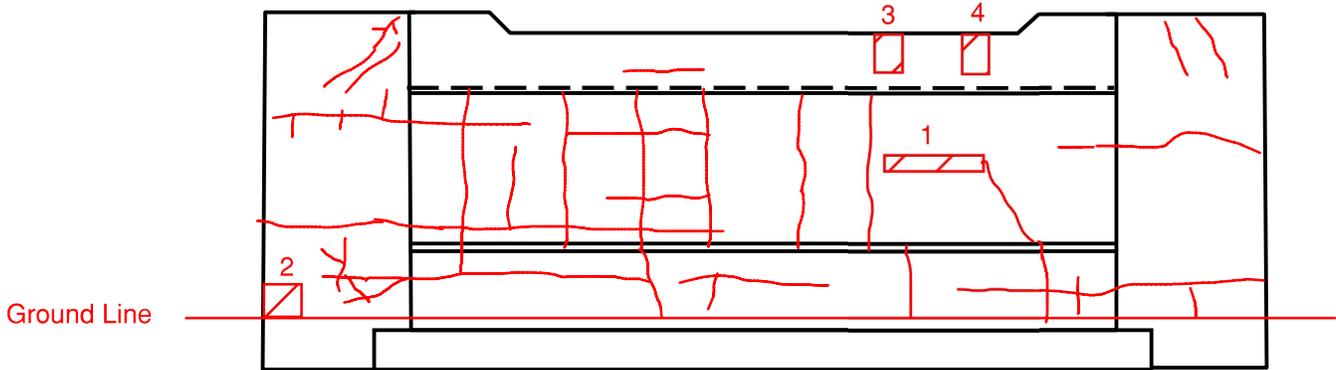
CAP	Fair	See 1 , 2 & 4 , and cracks up to 1/32"
COLUMNS	Good	See 2 & 3
FOOTING	N/V	
BEARINGS	Good	

- 1 Minor rebar pop-out 2" x 2"
- 2 Spall 4" tall x 4" wide x 2" deep
- 3 Spall 1' tall x 4" wide x 1.5" deep
- 4 Delam 2.5' tall x 8" wide

# Abutment No. 2

Date 05/12/2025

Bridge Location No. 19 SR 6 9.74  
 County            Route            Log Mile           



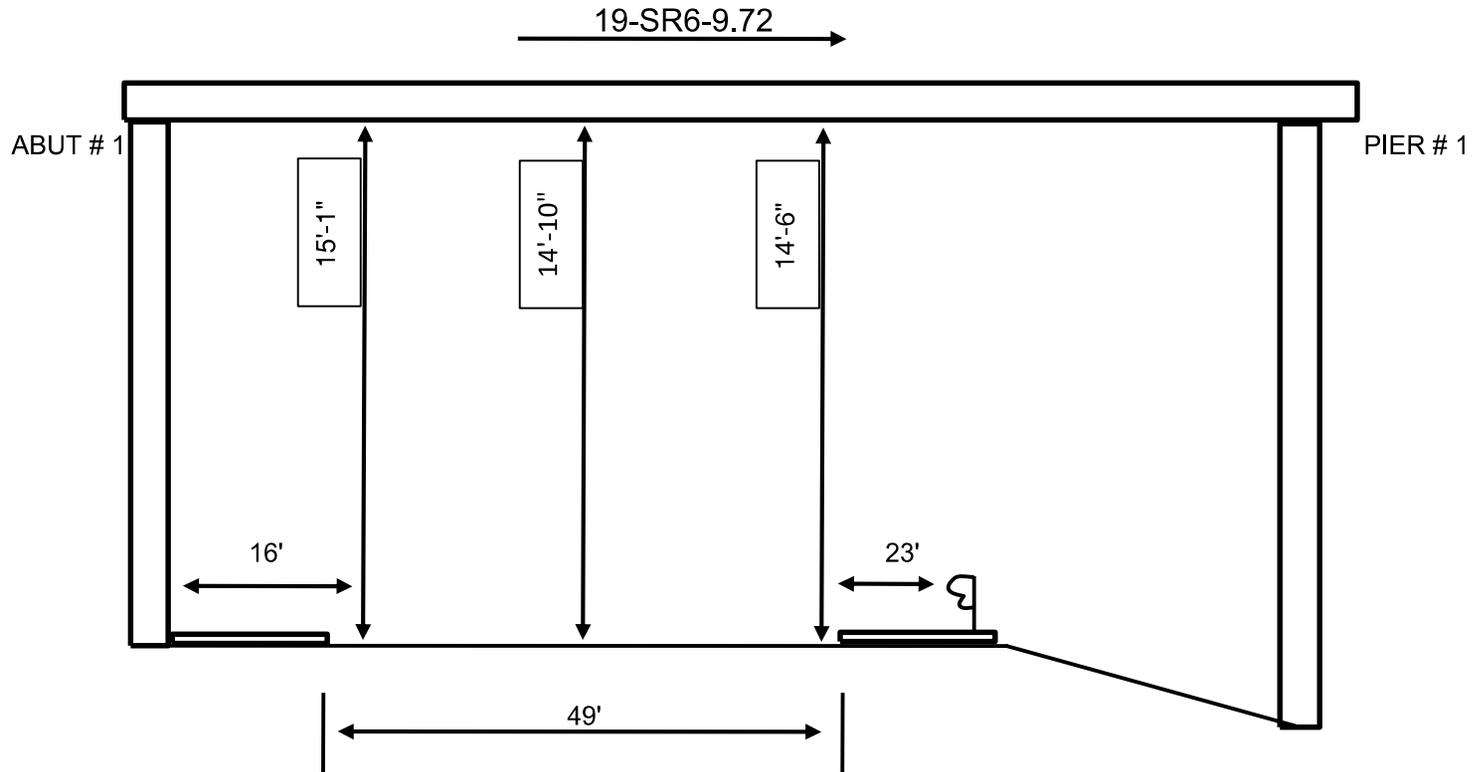
CAP	Fair	Cracks up to 1/16"
WALL	Fair	See 1 and 2 , cracks up to 1/16"
BACKWALL	Fair	See 3 and 4 , cracks up to 1/32"
WINGS	Fair	Cracks up to 1/16"
BEARINGS	Good	
FOOTING	N/V	

- 1 Spall 3' long x 6" high x 1/2" deep
- 2 Spall 1' tall x 1' wide x up to 3" deep
- 3 Delam 2' tall x 1' wide
- 4 Spall to steel 2' tall x 1' wide x up to 3" deep

# CLEARANCE SKETCH

Date 05/13/2025  
INSPECTOR BARGE

Bridge Location No. 19 SR 6 9.72  
County Route Log Mile



19-3266-0.79

GAY STREET

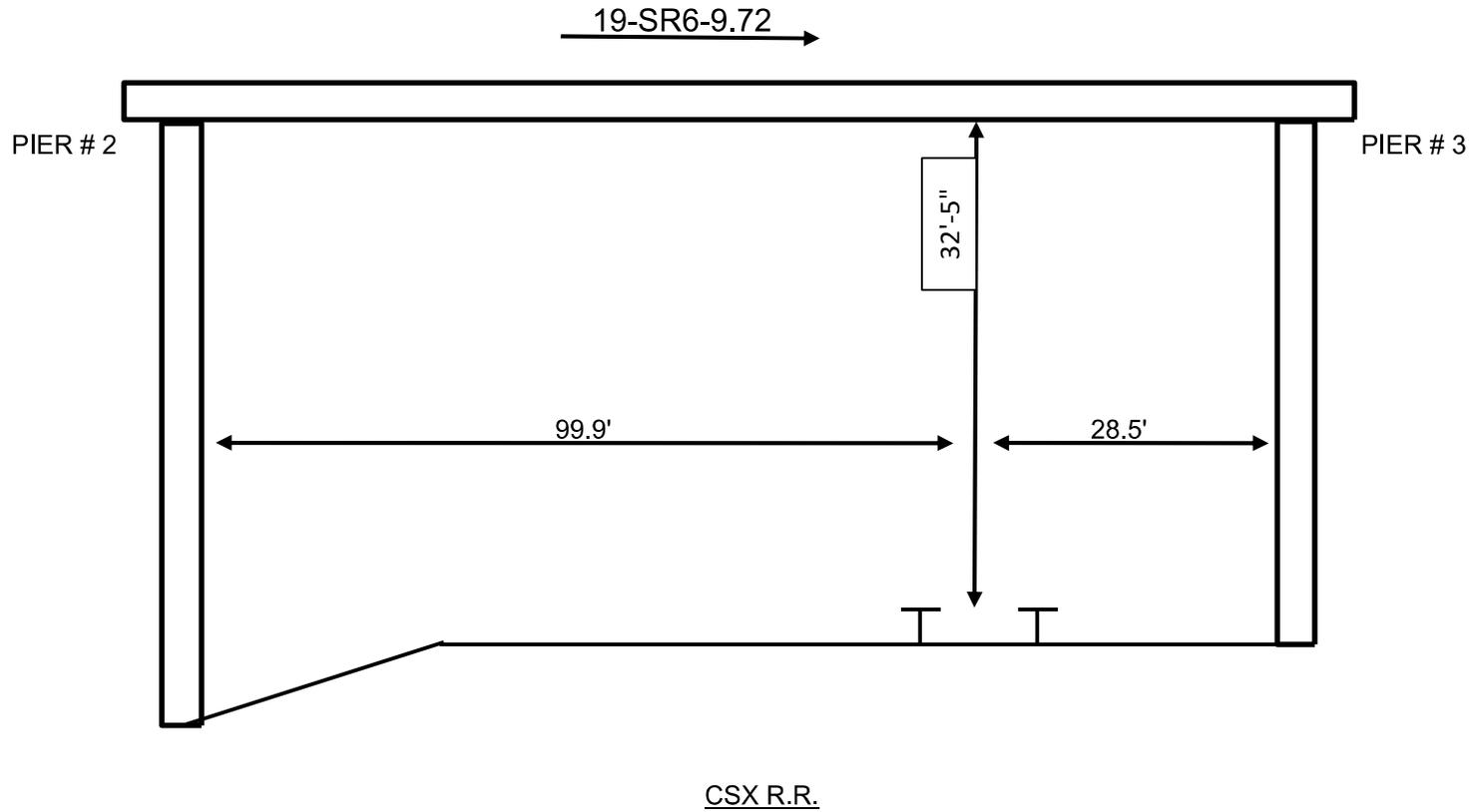
SPAN 1

PRODUCED PURSUANT TO  
PUBLIC RECORDS REQUEST  
This document is covered by 23 USC §407  
And its production pursuant to a public  
Document records request does not  
Waive the provisions of §407

# CLEARANCE SKETCH

Date 05/13/2025  
INSPECTOR BARGE

Bridge Location No. 19 SR 6 9.72  
County Route Log Mile



Horizontal and Vertical Clearances

Date 05/13/2025  
INSPECTOR BARGE

Bridge Location No. 19 SR 6 9.72  
County Route Log Mile

