

## MINNESOTA STRUCTURE INVENTORY REPORT

Bridge ID: 5060

MN 210 over MISSISSIPPI RIVER

Date: 02/16/2023

+ GENERAL +	+ ROADWAY ON BRIDGE +	+ INSPECTION +
<b>Agency Br. No.</b> 5060 <b>Crew</b> <b>District</b> 3 <b>Maint. Area</b> 3A <b>County</b> 18 - CROW WING <b>City</b> BRAINERD <b>Township</b> <b>Desc. Loc.</b> 1.6 MI E OF W JCT TH 371 <b>Sect., Twp., Range</b> 04 - 133N - 28W <b>Latitude</b> 46d 21m 29.12s <b>Longitude</b> 94d 12m 40.56s <b>Custodian</b> STATE HWY <b>Owner</b> STATE HWY <b>Insp Responsibility</b> DISTRICT 3 <b>Year Built</b> 1932 <b>Date Opened to Traffic</b> 05-01-1985 <b>MN Year Remodeled</b> 1984 <b>FHWA Year Reconstructed</b> 1984 <b>Bridge Plan Location</b> CENTRAL <b>Potential ABC</b> YES	<b>Facility</b> MN 210 <b>Functional Class</b> URB/OTH PR ART <b>ADT (YEAR)</b> 32,500 (2019) <b>HCADT</b> 1,300 <b>National Highway System</b> Y <b>Route Sys/Nbr (TIS)</b> MNTH 210 <b>Ref. Point (TIS)</b> 122+00.155 <b>Detour Length</b> 60 mi. <b>Lanes</b> 4 Lanes ON Bridge <b>Control Section (TH Only)</b> 1805 <b>Function</b> MAINLINE <b>Type</b> 2 WAY TRAF <b>Bridge Match ID</b> 1 <b>Roadway Key</b> 1-ON	<b>Deficient Status</b> F.O. <b>Sufficiency Rating</b> 65.3 <b>Last Routine Insp Date</b> 08-31-2021 <b>Routine Insp Frequency</b> 24 <b>Inspector Name</b> DISTRICT 3 <b>Status</b> A-OPEN
		+ NBI CONDITION RATINGS +
		<b>Deck</b> 6 <b>Superstructure</b> 6 <b>Substructure</b> 6 <b>Channel</b> 6 <b>Culvert</b> N
		+ NBI APPRAISAL RATINGS +
		<b>Structure Evaluation</b> 6 <b>Deck Geometry</b> 3 <b>Underclearances</b> N <b>Waterway Adequacy</b> 9 <b>Approach Alignment</b> 8
		+ SAFETY FEATURES +
		<b>Bridge Railing</b> 1-MEETS STANDARDS <b>GR Transition</b> N-NOT REQUIRED <b>Appr. Guardrail</b> N-NOT REQUIRED <b>GR Termini</b> N-NOT REQUIRED
		+ SPECIAL INSPECTIONS +
		<b>Frac. Critical</b> N <b>Underwater</b> Y 60 mo 05/2021 <b>Pinned Asbly.</b> N
		+ WATERWAY +
		<b>Drainage Area</b> <b>Waterway Opening</b> 15000 sq ft <b>Navigation Control</b> NO PRMT REQD <b>Pier Protection</b> <b>Nav. Vert./Horz. Clr.</b> <b>Nav. Vert. Lift Bridge Clear.</b> <b>MN Scour Code</b> L-STBL;LOW RISK <b>Scour Evaluation Year</b> 1998
		+ CAPACITY RATINGS +
		<b>Design Load</b> HS 20 <b>Operating Rating</b> HS 40.40 <b>Inventory Rating</b> HS 21.40 <b>Posting</b> <b>Rating Date</b> 02-23-2010 <b>Overweight Permit Codes</b> A: 1      B: 1      C: 1
+ STRUCTURE +	+ RDWY DIMENSIONS ON BRIDGE +	
<b>Service On</b> HWY;PED <b>Service Under</b> STREAM <b>Main Span Type</b> CONC ARCH <b>Main Span Detail</b> OPEN SPANDREL ARCH <b>Appr. Span Type</b> CONC SLAB SPAN <b>Appr. Span Detail</b> <b>Skew</b> <b>Culvert Type</b> <b>Barrel Length</b>  <b>Number of Spans</b> MAIN: 5    APPR: 2    TOTAL: 7 <b>Main Span Length</b> 124.0 ft <b>Structure Length</b> 630.6 ft <b>Deck Width</b> 79.0 ft <b>Deck Material</b> C-I-P CONCRETE <b>Wear Surf Type</b> LOW SLUMP CONC <b>Wear Surf Install Year</b> 1984 <b>Wear Course/Fill Depth</b> <b>Deck Membrane</b> NONE <b>Deck Rebars</b> EPOXY COATED REBAR <b>Deck Rebars Install Year</b> 1984 <b>Structure Area</b> 49,817 sq ft <b>Roadway Area</b> 31,527 sq ft <b>Sidewalk Width - L/R</b> 6.0 ft 6.0 ft <b>Curb Height - L/R</b> 0.83 ft 0.83 ft <b>Rail Codes - L/R</b> 27 27	<b>If Divided</b> <b>NB-EB</b> <b>SB-WB</b> <b>Roadway Width</b> 25.0 ft    25.0 ft <b>Vertical Clearance</b> <b>Max. Vert. Clear.</b> <b>Horizontal Clear.</b> 63.9 ft <b>Appr. Surface Width</b> 64.0 ft <b>Bridge Roadway Width</b> 50.0 ft <b>Median Width on Bridge</b> 14.0 ft	
	+ MISC. BRIDGE DATA +	
	<b>Structure Flared</b> NO <b>Parallel Structure</b> NONE <b>Field Conn. ID</b> <b>Cantilever ID</b>  <b>Foundations</b> <b>Abut.</b> CONC - UNKN <b>Pier</b> CONC - FTG PILE <b>Historic Status</b> POSSIBLY ELIGIBLE <b>On - Off System</b> ON	
	+ PAINT +	
	<b>Year Painted</b> <b>Painted Area</b> <b>Primer Type</b> <b>Finish Type</b>	
	+ BRIDGE SIGNS +	
	<b>Posted Load</b> NOT REQUIRED <b>Traffic</b> NOT REQUIRED <b>Horizontal</b> OBJECT MARKERS <b>Vertical</b> NOT APPLICABLE	

02/16/2023

Crew: **MINNESOTA BRIDGE INSPECTION REPORT**

Insp Responsibility: DISTRICT 3

**BRIDGE 5060 MN 210 OVER MISSISSIPPI RIVER****INSP. DATE: 08-31-2021**

County: CROW WING

Location: 1.6 MI E OF W JCT TH 371

Length: 630.6 ft

City: BRAINERD

Route (TIS): MNTH 210 Ref Pt (TIS): 122+00.155

Deck Width: 79.0 ft

Township:

Control Section: 1805 Maint. Area: 3A

Rdwy. Area 31,527 sq ft

Section: 04 Township: 133N Range: 28W

Local Agency Bridge Nbr: 5060

Paint Area

Main Span Type: CONC ARCH

Culvert: N/A

NBI Deck: 6 Super: 6 Sub: 6 Chan: 6 Culv: N Open, Posted, Closed: OPEN

Appraisal Ratings - Approach: 8 Waterway: 9

MN Scour Code: L-STBL; LOW RISK

Def. Stat: F.O.

Suff. Rate: 65.3

Required Bridge Signs - Load Posting: NOT REQUIRED

Traffic: NOT REQUIRED

Horizontal: OBJECT MARKERS

Vertical: NOT APPLICABLE

ELEM NBR	ELEMENT NAME	INSP. DATE	QUANTITY	QTY CS 1	QTY CS 2	QTY CS 3	QTY CS 4
800	CRITICAL DEFS OR SAFETY HAZARDS	08-31-2021	1 EA	0	1	0	0
		08-27-2019	1 EA	0	1	0	0

Notes: Washout of East end W.B. L.L. Approach and slope. (Repaired)  
Monitor for settlement.

12	REINFORCED CONCRETE DECK	08-31-2021	49,817 SF	49,773	40	4	0
		08-27-2019	49,817 SF	49,773	40	4	0

Notes: Span 1:  
- 5-10 minor cracks with minor leaching between each Floor beam 490lf total (49sf CS2) - 2' minor crack with rust staining between F.B. 4 & 5 (1sf CS3) - 3sf delam with rust staining between F.B. 6 & Pier 1 (3sf CS3) - 2sf delam over N. arch (2sf CS2) - 3sf delam segregated concrete over N. arch (3sf CS2)  
-  
Span 2:  
- 5-10 minor cracks with minor leaching between each Floor beam 693lf total (69sf CS2)  
-  
Span 3:  
- 5-10 minor cracks with minor leaching between each Floor beam 690lf total (69sf CS2) - 1lf minor crack with rust staining (1sf CS3)  
-  
Span 4:  
- 5-10 minor cracks with minor leaching between each Floor beam 693lf total (69sf CS2) - 3sf sound patch between F.B. 3 & 4 (3sf CS2) - 5lf minor cracking with rust staining between F.B. 4 & 5 (1sf CS3)  
-  
Span 5:  
- 5-10 minor cracks with minor leaching between each Floor beam 490lf total (49sf CS2) - 5sf delam between Pier 4 & F.B.1 (5sf CS2) - 5sf sound patch Between F.B. 2 & 3 (5sf CS2) - 2.5sf segregated concrete between F.B. 2 & 3 (3sf CS3) - 11sf delam with rust staining between F.B. 3 & 4 (11sf CS3) - 3, 1sf areas of delam between F. B 3 & 4 (3sf CS2) - 3lf minor crack with rust staining between F.B. 4 & 5 (1sf CS3) - 3lf minor crack with rust staining between F.B. 5 & 6 (1sf CS3)  
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510 WEARING SURFACE	08-31-2021	31,527 SF	28,641	2,886	0	0
	08-27-2019	31,527 SF	28,641	2,886	0	0

Notes: 28,800lf sealed deck cracking (2880sf CS2) - 3"x 4" spall .5" deep EB midspan next to median (1sf CS2) - 5sf of sound patch EB lane (5sf CS2)  
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-No Change 2021

521 CONCRETE PROTECTIVE COATING	08-31-2021	28,880 SF	28,880	0	0	0
	08-27-2019	28,880 SF	28,880	0	0	0

Notes: Sealed with TK 590-100 Silane 2019

810 CONC WEAR SURF-CRACKING SEALING	08-31-2021	28,800 LF	0	28,800	0	0
	08-27-2019	28,800 LF	0	28,800	0	0

Notes: crack sealed 7-2019 TK9000

300 STRIP SEAL DECK JOINT	08-31-2021	474 LF	458	16	0	0
	08-27-2019	474 LF	458	16	0	0

Notes: Gland over west abutment has about 4' not seated (4lf CS2). -Gland over #3 pier is not seated for about a foot in eastbound lane (1lf CS2). -3rd gland from west 8ft not seated (8lf CS2). -2nd gland from west 3 ft not seated (3lf CS2).

CS2).  
No Change 2021

301	POURED SEAL JOINT	08-31-2021	632 LF	623	0	9	0
		08-27-2019	632 LF	632	0	0	0
	Notes: Sealed 7-2019 6ft. of Repaired joint should be cut but joint is sealed with epoxy sealer (CS3) - East approach 3' adhesion failure (CS3)						
330	METAL BRIDGE RAILING	08-31-2021	1,340 LF	1,186	152	0	2
		08-27-2019	1,340 LF	1,186	152	0	2
	Notes: -Surface corrosion at all connections to concrete railing 76 connections per side (152lf CS2) -NE end 2lf missing (2lf CS4)						
515	STEEL PROTECTIVE COATING	08-31-2021	1,241 SF	0	1,041	124	76
		08-27-2019	1,241 SF	0	1,041	124	76
	Notes: -Minor Rusting at connections to Concrete railing about .5sf at each connection. (76sf CS4) -10% heavy chalking (124sf CS3) -Remainder of coating light chalking / Fading (1041sf CS2)						
331	REINFORCED CONC BRIDGE RAILING	08-31-2021	1,340 LF	1,282	58	0	0
		08-27-2019	1,340 LF	1,282	58	0	0
	Notes: -S. rail 35ft with small spalled areas and moderate cracking most spalling caused by plows at joints. -N. rail 8 small popouts and joints spalled from plowing. Inside rails sealed 2017						
321	CONCRETE APPROACH SLAB	08-31-2021	2,560 SF	2,537	23	0	0
		08-27-2019	2,560 SF	2,537	23	0	0
	Notes: East Approaches: -WB. lane 5sf patch along pourable (5sf CS2) -EB. lane 12sf patch along pourable (12sf CS2) -2sf spall at SE corner (2sf CS3) -Contractor put multiple shallow random saw cuts in northeast corner of east end panel, westbound driving lane on side of bridge.  West Approaches: -EB 6sf patches (6sf CS2)						
144	REINFORCED CONCRETE ARCH	08-31-2021	1,260 LF	1,217	31	12	0
		08-27-2019	1,260 LF	1,217	33	10	0
	Notes: SOUTH SIDE ARCHES: Span 1: -2, 4in rust stained spots (1lf CS2) -2in Pop out (1lf CS2) -2sf spall bottom side at abutment (2lf CS3) - Span 2: -2, 4in. popouts bottom side of arch. (Repaired) (1lf CS2) -30"x9" 2.5"deep spall with exposed bar and section loss in bar steel plate behind spall minor cracking around spall. (repaired 2015) (1lf CS2) -3" spall exposed bar top N. edge between columns 1 & 2 (1lf CS3) -5" shallow spall top N. edge between col. 1 & 2 (1lf CS2) -3" delam under col. 2 (1lf CS2) - Span 3: -2'x2" form board mark top south side of arch (1lf CS1) -N. side 2, 1" bars sticking out about 6" (1lf CS1) -2"popout with rust staining bottom side between F.B. 3 & 4 (1lf CS3) - Span 4: -1" bar sticking out 6" on N. side of arch (1lf CS1) -7, 1sf sound patches top of arch between columns 7 & 8 (7lf CS2) - Span 5: -2, 2sf sound patches Top between columns 5 & 6 (2lf CS2) - NORTH SIDE ARCHES: Span 1: -1.5sf. spall bottom side with exposed bar (1lf CS3) -2" spall with exposed bar (1lf CS3) -1sf delamed patch S. bottom edge close to abutment (1lf CS2) - Span 2: Look good - Span 3: 1.5sf spall 3" deep under col. 3 bottom N. edge (1lf CS3) -						

Span 4:

5 delam areas about 1ft. each where bar is too close on top of arch Between columns 2 & 3 (5lf CS2)

Arch Spandrel Column Notes:

Span 1: TOTAL (1lf CS3)

-South arch: ok 2019

-North arch: -#5- 1.5sf delam (1lf CS3)

Span 2: TOTAL (2lf CS2)

-South arch: -#3 west side 2sf sound patch (1lf CS2) -#2, 6in delam (1lf CS2)

-North arch: OK 2019

Span 3: TOTAL (4lf CS2), (2lf CS3)

-South arch: -#1, 1sf spalled exposed bar E. side (1lf CS3) -#7, west side 4sound patches 5sf (1lf CS2) -#8, 4 sound patches 3sf total (1lf CS2)

-North arch: -#2, 6" delam S. side (1lf CS2) -#3, west side 6" spall with exposed bar (1lf CS3) and 6" delam on south side (1lf CS2)

Span 4: TOTAL (2lf CS2)

-South arch: -#3, south side 3sf sound patch (1lf CS2) -

-North arch: -#3, 1' mod. crack SW edge (1lf CS2)

Span 5: TOTAL (1lf CS2) (2lf CS3)

-South arch: -#2, west side 2, 2sf. sound patches (1lf CS2)

-North arch -#2, west side 2, 2sf. spalls with exposed bar (1lf CS3) -#5, 2sf spall with exposed bar (1lf CS3) 1sf spall (1lf CS3)

155	REINFORCED CONCRETE FLOORBEAM	08-31-2021	5,688 LF	5,611	30	47	0
		08-27-2019	5,688 LF	5,611	33	44	0

Notes: Span 1:

-Abutment FB, 6 -1lf areas of rust staining (6LF CS3), 2lf spalling/delam with light leaching (2lf CS2), 4 minor vertical cracks with light leaching (4lf CS2), 2minor vertical cracks leaching with buildup (2lf CS3), 4"soalled (1lf CS2), 3 1' areas of rust staining bottom south side (3lf CS3), small popout with rust staining S. end (1lf CS2) -FB#1, Good -FB#2, Good -FB#3, N. Bottom 2"x4" delam and minor rust staining (1lf CS3), 2"x4" spall with exposed bar (1lf CS3) -FB#4, West side center 2"spall with rust staining (1lf CS3) -FB#5, Good -FB#6, Good -Pier 1 FB, Good

Span 2:

-Pier 1 FB, Good -FB #1, Good -FB#2, small popout with rust satig (1lf CS3) -FB#3, Good -FB#4, Good -FB#5, Good -FB#6, Good -FB#7, Good -FB#8, Good -Pier 2 FB, Bottom NW end 8" delam (1lf CS2)

Span 3:

-Pier 2 FB, Good -FB #1, N. side 3"x4" popout (1lf CS3) -FB#2, Good -FB#3, Good -FB#4, Good -FB#5, Small popout with rust staining (1lf CS3) -FB#6, Good -FB#7, Good -FB#8, Good -Pier 3 FB, Good

Span 4:

-Pier 3 FB, Good -FB #1, 2 diagonal cracks from cantilever area back toward center measure .004-.010 (4lf CS2) -FB#2, 2 diagonal cracks from cantilever area back toward center measure .004-.010 (4lf CS2) -FB#3, Good -FB#4, Good -FB#5, Small popout with rust staining (1lf CS3) -FB#6, Good -FB#7, Good -FB#8, 2 diagonal cracks from cantilever area back toward center measure .004-.010 (4lf CS2), 5" spall N. end with rust staining (1lf CS3) -Pier 4 FB, Good

Span 5:

-Pier 4 FB, Bottom edge 3, 5" spalled with rust staining (3lf CS3) -FB #1, S. bottom 3 1sf sound patches (3lf CS2), N. bottom edge 1sf spalled/delam with rust staining (1lf CS2) -FB#2, small popout with rust satig (1lf CS3) -FB#3, N. end west side 1sf spall (1lf CS3) -FB#4, 2 minor popouts with rust staining over N arch (2lf CS2) -FB#5, Good -FB#6, Good -East abutment FB, 20lf spalling at deck (20lf CS3), 3lf spalling with exposed bar (3lf CS3), 5 minor popouts (5lf CS2)

-90% of all floorbeams have 2-3 vertical hairline cracks .004-.006 at the beginning of cantilevers and angling upward at 45 degrees toward the center line of the bridge and 2-3 minor .004-.006 vertical cracks coming down from the deck around the cantilever area 368lf Minor cracking in the cantilever areas (368lf CS1) .

-There is rebar exposed at the ends of a couple of floorbeams from construction.

205	REINFORCED CONCRETE COLUMN	08-31-2021	8 EA	0	0	8	0
		08-27-2019	8 EA	0	0	8	0

Notes: Pier 1:

- South Column (CS3): East side N. corner of bump out area 7sf delam and 1sf spalled (CS3), -Rust staining SW (CS3)

- N. column (CS3): E. and W. side 2sf. spall with exposed bar (CS3), E side top 7sf delam (CS2) -5sf. spall with exposed bar on SE edge (CS3), -10 sf delam bottom of south edge (CS2), -5sf. delam E side in arch area (CS2) -1sf spalled with exposed bar under drain (CS3) -Moderate crack in bottom east side (CS2) -north side between Floor beams 5" shallow spall (CS2) .

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-Arch area: -5sf. delam minor rust staining E side (CS3)

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Pier 2:

-South Column (CS3): Bottom NW edge 3sf delam (CS3) -SW bump-out N. corner 7sf delam (CS3)

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-North Column (CS3): North side 8" spall with exposed bar (CS3) -North column W. side 10sf. delam in center and 5sf at bottom (CS3) -6, 1sf areas of segregated concrete (CS2) - SE edge 5sf delam (CS3)

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-Arch area: 12ft delam (CS3) -E. side 7sf delam (CS3)

Pier 3:

South Column (CS3): NW side of arch 2 small spalls with exposed bar 1, 1"x6" and 1, 5" spall with delam around it (CS3) -22sf. delam spalling on W. side (CS3) -2, 1sf sound patches (CS2) -13sf. spalling and delam top N. Side (CS3) -NE edge 6sf. spalling exposed bar 12sf delam rust staining (CS3) -East side 8sf delam (CS3) -1.5sf spalled with rust staining (CS3) -Top of Bump-out 4sf delam (CS3)

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North Column (CS3): S. edge 20sf. delam (CS3)

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Arch area: East side of arch between columns 10sf. delam (CS3) -2, 1sf spalls N. side column (2sf CS3)

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Pier 4:

South column (CS3): NW edge 4ft delam (CS2) -NE edge 3sf spalled (CS3), 7sf delam (CS3) -NW 10ft minor to moderate crack (CS2)

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North column (CS3): SW edge 5sf delam (CS2), 4sf spalled (CS2) -North side 2, 1sf. spalls (CS3)

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Arch area: 13sf delam / minor rust staining

210	REINFORCED CONCRETE PIER WALL	08-31-2021	316 LF	153	158	5	0
		08-27-2019	316 LF	153	158	5	0

Notes: Pier 1: West side Not visible -1 moderate crack E. side (1lf CS2) - 5 minor vertical cracks (5lf CS1)

Pier 2: -1 wide 1/4" vertical crack in center (1lf CS3) -7 vertical moderate sized cracks (7lf CS2) -4 minor vertical cracks (4lf CS1)

Pier 3: -3 wide vertical cracks (3lf CS3) -7 moderate vertical cracks (7lf CS2) -2 minor horizontal crack between columns (12lf CS1)

Pier 4: -1 wide vertical crack (1lf CS3) -1 moderate vertical crack (1lf CS2) -9 minor vertical cracks (9lf CS1)

[2021] Underwater Inspection: Light scaling with 1/4 to 1/2 inch penetration from 5 feet above the waterline to the channel bottom and random vertical and/or map cracking, hairline to 1/16 inch wide, from 3 feet above the waterline to the waterline around the entire perimeter of Piers 2 and 3. (158 LF CS2)

215	REINFORCED CONCRETE ABUTMENT	08-31-2021	326 LF	306	13	7	0
		08-27-2019	326 LF	306	13	7	0

Notes: EAST ABUTMENT:

-3 spalls on N. wing edge (1lf CS2) -1sf spall NW edge under floorbeam cold joint (1lf CS3) -3' spalled front side under floorbeam (3lf CS3) -2 minor spalls (chips) SE edge (1lf CS2) -10lf minor Spalling under floorbeam joint (10lf CS2) -2sf spall under floorbeam N edge (1lf CS3)

WEST ABUTMENT:

-3 small rust stains popouts N. edge (3lf CS2) -4" spall N. corner (1lf CS2) -1' spall with exposed bar N. of arch (1lf CS3) -2, 1' spalls N. edge of center section (2lf CS3) -20' moderate crack across center section (cold joint) (20lf CS1) -1' spall with exposed bar S. side of arch (1lf CS3) -under mining where the abutment bumps out at the top.

234	REINFORCED CONCRETE PIER CAP	08-31-2021	316 LF	296	0	20	0
		08-27-2019	316 LF	296	0	20	0

Notes: Pier 1: -1 moderate crack with 1'x6" spalling along crack (1lf CS3) -2 small rust stains next to column (2lf CS2) -14 minor cracks (14lf CS1)

Pier 2: -2 wide vertical cracks 1/4" cracks and 1lf spalling along crack (2lf CS3) -9 moderate vertical cracks (9lf CS2)

Pier 3: -2 wide cracks with 1' delam and spalling around crack (2lf CS3) -2 moderate cracks (2lf CS2) -5 minor cracks (5lf CS1)

Pier 4: -1 wide crack with spalling (1lf CS3) -1 moderate crack (1lf CS2) -9 minor cracks (9lf CS1)

NO Change 2021

883	CONCRETE SHEAR CRACKING	08-31-2021 08-27-2019	1 EA 1 EA	1 1	0 0	0 0	0 0
Notes: Use this element to monitor the presence of shear cracking on concrete elements.							
885	SCOUR	08-31-2021 08-27-2019	1 EA 1 EA	1 1	0 0	0 0	0 0
Notes: [2021] DO NOT DELETE. THIS ELEMENT MUST BE RATED FOR ALL BRIDGES (not culverts) OVER WATER. INSPECTOR TO RATE CONDITION STATE PER GUIDANCE IN CHAPTER B OF THE BSIPM.							
[2021] Underwater Inspection: No scour was observed at the submerged portions of substructure units or within the channel.							
891	OTHER BRIDGE SIGNING	08-31-2021 08-27-2019	1 EA 1 EA	1 1	0 0	0 0	0 0
Notes: Signs Required: Horizontal Clearance							
892	SLOPES & SLOPE PROTECTION	08-31-2021 08-27-2019	1 EA 1 EA	0 0	1 1	0 0	0 0
Notes: -Erosion on southeast corner. -The settlement pond in the northwest corner has had the rock rip-rap in front of it slide down and away from it.							
894	DECK & APPROACH DRAINAGE	08-31-2021 08-27-2019	1 EA 1 EA	0 1	0 0	1 0	0 0
Notes: Holding Pond on NW end Has extensive damage and is no longer functioning as intended this is not affecting any bridge elements (CS3) -SE drain outlet section as separated and is not affecting any bridge elements but is affecting the bank down stream (CS3)							
895	SIDEWALK, CURB, & MEDIAN	08-31-2021 08-27-2019	1 EA 1 EA	0 0	0 1	1 0	0 0
Notes: The curbing on the northwest and southwest corners have 2'-3' each of traffic damage. Both ends of the north sidewalk are low after the bridge. foam jacked the South side . Center median settled 2" below curbs and curb is cracked (CS3)							
899	MISCELLANEOUS ITEMS	08-31-2021 08-27-2019	1 EA 1 EA	0 0	1 1	0 0	0 0
Notes: -12" water main suspended under bridge (City of Brainier). -Power line S. side of the W. Abutment - Graffiti under the bridge at both abutments. -Roadway and Approach joints deteriorated							
900	PROTECTED SPECIES	08-31-2021 08-27-2019	1 EA 1 EA	0 0	0 0	1 1	0 0
Notes: Swallows Present							

General Inspected:

Notes:

22 Aug.2017 Gilbertson/DeRosier  
8/27-28/19 Gilbertson / Koering / DeRosier  
Underwater Inspection - 5/17/2021 - Collins Engineers  
8/31/2021 Gilbertson / DeRosier

Deck: [6] Minor spalling / Delamination Moderate cracking leaching

Brdg [1] Meets Standards less than 40 MPH. Roadway is 35 MPH

Railings:

Superstructure: [6] spalling and delamination with exposed bar on floor beams and Columns.

Substructure: [6] Moderate cracking and delamination and spalls

[2021] Underwater Inspection: NBI has been reviewed and confirmed with the underwater portion of bridge inspected.

Channel: [6] Island located downstream not affecting structure or banks

[2021] Underwater Inspection: No significant changes have occurred to the channel bottom configuration or condition since the 2016 underwater inspection. The shoreline embankments exhibited heavy erosion consisting of up to 4 feet high vertical cut banks and exposed tree roots.