BRIDGE INSPECTION REPORT

Ver Date: 05/04/2015 | Agency: Pierce County

Status: Released | Printed On: 05/18/20 | Program Mgr: Roman G. Peralta

Bridge No. 26211A | Page: 1/4 | **Structure Type**

Bridge Name FOX ISLAND | **Route** 92510 | **Location** 0.1 S WARREN DR NW

Structure ID 08346100 | **MilePost** 0.13 | **Intersecting** HALE PASSAGE

Inspector's Signature RSR IDent# G9926 | Co-Inspector's Signature CKP

3		Structural Adqcy	(657)	2		Pier/Abut/Protect	(679)	1954		Year Built	(332)	**Inspections Performed**			
2		Deck Geometry	(658)	5		Scour	(680)	0		Year Rebuilt	(336)	**IT**	**NT**	**HRS**	**Date**	**Rep Type**
9		Underclearance	(659)	9		Retaining Walls	(682)	24		Oper Rating	(551)					Fract Crit
3		Operating Level	(660)	7		Pier Protection	(683)	14		Inv Rating	(554)	D	60	20.0	07/11/2012	Underwater
6		Alignment Adqcy	(661)	1		Bridge Rails	(684)	P		Open Close	(293)					Special
7		WaterwayAdqcy	(662)	1		Transition	(685)	9999		Vert Over Deck	(360)					Interim
5		Deck Overall	(663)	1		Guardrails	(686)	0000		Vert Under	(374)					Equipment
4		Drains Condition	(664)	1		Terminals	(687)	N		Vert Und Code	(378)					Damage
5		Superstructure	(671)	N		Revise Rating	(688)	0.00		Asphalt Depth						Safety
4		Number Utilities	(675)			Photos Flag	(691)	35		Speed Limit						Short Span
4		Substructure	(676)			Soundings Flag	(693)					Total: 3.0				
8		Chan/Protection	(677)			Measure Clearance	(694)									
9		Culvert	(678)									Suff Rating: 7.33 SD			7.33 SD	

BMS Elements

Element	Element Description	Total	Units	State 1	State 2	State 3	State 4
12	Concrete Deck	42900	SF	38900	0	4000	0
35	Concrete Deck Soffit	42900	SF	42900	0	0	0
113	Steel Stringer	975	LF	975	0	0	0
116	Concrete Stringer	4725	LF	4719	0	0	6
214	Concrete Web Wall between Columns	159	LF	106	0	53	0
215	Concrete Abutment	54	LF	54	0	0	0
227	Concrete Submerged Pile/Column	82	EA	72	0	10	0
234	Concrete Pier Cap / Crossbeam	416	LF	396	0	20	0
266	Concrete Sidewalk & Supports	7800	SF	7800	0	0	0
310	Elastomeric Bearing	6	EA	6	0	0	0
311	Moveable Bearing (roller, sliding, etc)	48	EA	48	0	0	0
313	Fixed Bearing	48	EA	0	48	0	0
330	Metal Bridge Railing	3900	LF	3900	0	0	0

370	Seismic - Longitudinal Restrainer	36	EA	36	0	0	0
371	Seismic - Transverse Restrainer	8	EA	8	0	0	0
373	Seismic - Catcher Block	96	EA	96	0	0	0
9000	ACCESS EQUIPMENT	0	FL	0	0	0	0
9001	Special Access Keys	0	FL	0	0	0	0

Notes

0	CONCRETE TEE BEAMS AND STEEL BEAMS Piers are numbered 1 to 21 from south to north. The spans are numbered 1 to 20 from south to north. Girders are labeled from west to east.
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113	
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663	Deck: The deck is worn to aggregate throughout with rock pop outs, and there are transverse cracks throughout the deck surface. Span 1 - 16" of 4 exposed transverse rebar in span 1, approximately 10' north of the pavement seat. Bent 3 - There is exposed rebar, up to 12 inches, at three there locations. There is also several spalled areas. Bent 4A - There are several small spalls. Bent 6 - Over bent 6 there is some pattern cracking and scaling. Over bents 6 through 16, there is some pattern cracking and scaling. There are several areas of exposed rebar on the deck surface: - between piers 9 and 10, - near piers 14 and 18, (near bent 14, most of the exposed rebar is in the northbound lane) - and between 15-16. Bent 17 - near expansion joint 17, between the double line, there is a 12"x7"x1 1/2" deep spall centered over a lift hole. Bridge deck joints are measured at the east fog line (air temperature 54F) as follows: South Drop Span: Pier 4 - 3 1/2 (sliding plate measured at top edge). Pier 4A -3/4" (the south edge is about 1/4" higher than the north edge). Drop Span #2: Pier 7A - 1 3/4:" Pier 7B - 1/4". Drop Span #3: Pier 10A - 1 5/8" Pier 10B - 2-5/8". Drop Span #4: Pier 13A - 1/4", (the north edge of north bound lane at the fog line 3/8" higher). Pier 13B - 1 3/8" (the south edge is higher than the north edge by 1/4"). North Drop Span: Pier 16A - 7/8" (the north edge is higher than the south edge by 1/2"). Pier 17 - 2 1/2" (sliding plate measured at top edge) Pier 20 - 1/2" Abutment 21 - 1-1/4" (asphalt joint filler). The expansion joints at piers 3 and 17 are sliding plates while all the others are open joints. There are multiple locations of 2" diameter holes drilled through the deck. Holes are in lines of six and are over piers. Some of the holes are spalling.
671	There are hairline cracks in the concrete girders throughout the T-beam webs and bottom flanges. At abutments #1 and #21 -- There are new elastomeric bearing pads located in front of the locations of the (replaced) original bearings. The back of each girders is spalled with exposed rebar. This area and has been painted over. There are three patched core holes approximately 3" diameter on the east face of the east T-beam web of spans 1 and 20. It is located at midspan. See the UBIT report, dated April18, 2013, for additional information. The seismic retrofit was installed in 2003. The retrofit included longitudinal restrainers at each drop span, transverse restrainers at various locations, and beam seats at almost every bent.
673	There is one sidewalk located on the east side of the bridge. The sidewalk deck has minor transverse cracks throughout. The frequency of transverse cracks increases at piers 6 and 12. The south sidewalk ramp is a wedge of HMA. The north sidewalk ramp is newly constructed of concrete.
675	Utilities include two 4" diameter; two 3" diameter; and one 2" diameter conduits located under the sidewalk overhang. The 2" diameter conduit is on the north half of bridge only and supplies power to the navigation lights. The navigation light were on during the inspection.
676	Most of the concrete main piers have rust-stained vertical cracks at the column corners. Some of the cracks are beginning to develop minor spalls. The bottom edge of bent 2 crossbeam, south side, has a 2' foot long spall with exposed rusty rebar.
679	Large slope protection rocks are in place at both abutments and along the south approach road. There are 6 piles exposed on the north abutment. There is erosion at the NE corner exposing the back wall, approach side walk, guardrail post and the adjacent utility vault. There is erosion at the SE corner underming the approach roadway, phone utility pedestal and one of the guardrail transition posts.

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681	There is transverse cracking and spalling at the back of both pavement seats.
682	There is a fender system at piers 10 and 11. There is some missing horizontal rubbing strips.
684	The bridge rail consists of nested thrie beam on steel posts. Steel pipe, in addition to the nested thrie beam railing, is present on the east railing only.
687	NW terminal section has minor traffic damage.
9000	The bridge ID tag is located at the SE approach guardrail.
9001	The bridge is posted at 23, 32, and 40 tons. There are two "NO DIVING SWIMMING OR FISHING" signs on the bridge. There are horizontal clearance markers at all four corners of the bridge. Cars 35mph Trucks 25mph

Repairs

Repair No	Pr	R	Repair Description	Noted	Maint	Verified
18371	2	B		04/29/15		
18372	2	B		04/29/15		

Inspections Performed and Resources Required

Report Type	Date	IT	Frq	Hrs	Insp	CertNo	Coinsp	Note
Routine	04/29/15		24	3.0	RSR	G9926	CKP	

Resources	Use	Hour	Min	Req	Max	Notes

Report Type	Date	IT	Frq	Hrs	Insp	CertNo	Coinsp	Note
Underwater	07/11/12	D	60	20.0	JRH	G0911	MBS	Entered only Inspection Date, Hours, Inspectors' Initials and any data modified by the inspector on the NBI or WB71 through WB75 panels. BDJ

Resources	Use	Hour	Min	Req	Max	Notes

Report Type	Date	IT	Frq	Hrs	Insp	CertNo	Coinsp	Note
2 Man UBIT	04/18/13		24	6.0	GEA	G0803	MTM	

Resources	Use	Hour	Min	Req	Max	Notes
UBIT	50	5.00	50	50	50	
Flagging	LA		LA	LA	LA	