

The National Bridge Inventory contains data submitted by state transportation departments to the Federal Highway Administration in coded format.
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Basic Information

Washington [53] Pierce County [053] Sumner [68435] 0.3 E JCT SR 167 47-12-14.00 = 47.203889 122-14-45.00 = -122.245833

8541900000000 Highway agency district 3 Owner City or Municipal Highway Agency [04] Maintenance responsibility City or Municipal Highway Agency [04]

Route 96770 BRIDGE STREET Toll On free road [3] Features intersected STUCK RIVER

Design - main Steel [3] Design - approach Concrete [1] Kilometerpoint 973 km = 603.3 mi

1 Truss - Thru [10] 4 Tee beam [04] Year built 1927 Year reconstructed N/A [0000]

Skew angle 0 Structure Flared

Historical significance Bridge is not eligible for the NRHP. [5]

Total length 109.7 m = 359.9 ft Length of maximum span 67.1 m = 220.2 ft Deck width, out-to-out 6.4 m = 21.0 ft Bridge roadway width, curb-to-curb 6.1 m = 20.0 ft

Inventory Route, Total Horizontal Clearance 6.1 m = 20.0 ft Curb or sidewalk width - left 1.5 m = 4.9 ft Curb or sidewalk width - right 1.5 m = 4.9 ft

Deck structure type Concrete Cast-in-Place [1]

Type of wearing surface Monolithic Concrete (concurrently placed with structural deck) [1]

Deck protection

Type of membrane/wearing surface

Weight Limits

Bypass, detour length 0.2 km = 0.1 mi Method to determine inventory rating Allowable Stress(AS) [2] Inventory rating 17.1 metric ton = 18.8 tons

Method to determine operating rating Allowable Stress(AS) [2] Operating rating 28.8 metric ton = 31.7 tons

Bridge posting 20.0 - 29.9 % below [2] Design Load M 18 / H 20 [4]

Functional Details

Average Daily Traffic	9400	Average daily truck traffi	5	%	Year	2010	Future average daily traffic	14640	Year	2030
Road classification	Minor Arterial (Urban) [16]	Lanes on structure	2	Approach roadway width	11 m = 36.1 ft					
Type of service on bridge	Highway-pedestrian [5]	Direction of traffic	2 - way traffic [2]		Bridge median					
Parallel structure designation	No parallel structure exists. [N]									
Type of service under bridge	Waterway [5]	Lanes under structure	0	Navigation control						
Navigation vertical clearanc	0 = N/A		Navigation horizontal clearance	0 = N/A						
Minimum navigation vertical clearance, vertical lift bridge			Minimum vertical clearance over bridge roadway	4.75 m = 15.6 ft						
Minimum lateral underclearance reference feature	Feature not a highway or railroad [N]									
Minimum lateral underclearance on right	0 = N/A				Minimum lateral underclearance on left	0 = N/A				
Minimum Vertical Underclearance	0 = N/A		Minimum vertical underclearance reference feature	Feature not a highway or railroad [N]						
Appraisal ratings - underclearances	N/A [N]									

Repair and Replacement Plans

Type of work to be performed	Work done by	Work to be done by contract [1]								
Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]	Bridge improvement cost	669000	Roadway improvement cost	66000						
	Length of structure improvement	109.7 m = 359.9 ft		Total project cost	1004000					
	Year of improvement cost estimate	2013								
	Border bridge - state				Border bridge - percent responsibility of other state					
	Border bridge - structure number									

Inspection and Sufficiency

Structure status	Posted for load [P]	Appraisal ratings - structural	Basically intolerable requiring high priority of corrective action [3]
Condition ratings - superstructure	Serious [3]	Appraisal ratings - roadway alignment	Equal to present minimum criteria [6]
Condition ratings - substructure	Satisfactory [6]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of replacement [2]
Condition ratings - deck	Satisfactory [6]		
Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]		
Channel and channel protection	Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]		
Appraisal ratings - water adequacy	Equal to present desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	11.3
Culverts	Not applicable. Used if structure is not a culvert. [N]		
Traffic safety features - railings			
Traffic safety features - transitions			
Traffic safety features - approach guardrail			
Traffic safety features - approach guardrail ends			
Inspection date	August 2013 [0813]	Designated inspection frequency	24 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	August 2013 [0813]
Other special inspection	Not needed [N]	Other special inspection date	

BRIDGE INSPECTION REPORT

Ver Date: 09/25/2013

Agency: SUMNER

Status: Released

Printed On: 10/03/20

Program Mgr: Roman G. Peralta

Bridge No. SUM24204A

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Structure Type

Bridge Name WHITE RIVER - TRUSS

Route 96770

Location 0.3 E JCT SR 167

Structure ID 08541900

MilePost 6.05

Intersecting STUCK RIVER

Inspector's Signature ALP

IDent# G0507

Co-Inspector's Signature

JSS

										Inspections Performed				
3		Structural Adqcy (657)	N		Pier/Abut/Protect (679)	1927	Year Built (332)	IT	NT	HRS	Date	Rep	Type	
2		Deck Geometry (658)	8		Scour (680)	0	Year Rebuilt (336)	Y	20	2.0	08/29/2013	Routine		
9		Underclearance (659)	9		Retaining Walls (682)	32	Oper Rating (551)	Y	20	7.0	08/29/2013	Fract Crit		
2		Operating Level (660)	9		Pier Protection (683)	19	Inv Rating (554)						Underwater	
6		Alignment Adqcy (661)	0		Bridge Rails (684)	P	Open Close (293)						Special	
8		WaterwayAdqcy (662)	0		Transition (685)	1507	Vert Over Deck (360)	Y	8	0.5	08/29/2013	Interim		
6		Deck Overall (663)	0		Guardrails (686)	0000	Vert Under (374)						Equipment	
7		Drains Condition (664)	0		Terminals (687)	N	Vert Und Code (378)						Damage	
3		Superstructure (671)	Y		Revise Rating (688)	0.00	Asphalt Depth						Safety	
7		Number Utilities (675)			Photos Flag (691)	25	Speed Limit						Short Span	
6		Substructure (676)	N		Soundings Flag (693)									
7		Chan/Protection (677)			Measure Clearance (694)									
9		Culvert (678)												
											Total: 9.5			
											Suff Rating: 11.30 SD		11.30 SD	

BMS Elements

Element	Element Description	Total	Units	State 1	State 2	State 3	State 4
12	Concrete Deck	7200	SF	7194	5	1	0
35	Concrete Deck Soffit	7200	SF	7163	0	37	0
110	Concrete Girder	630	LF	612	0	18	0
113	Steel Stringer	1760	LF	1694	0	66	0
126	Steel Thru Truss	440	LF	0	0	88	352
133	Truss Gusset Plates	40	EA	22	0	0	18
152	Steel Floor Beam	198	LF	198	0	0	0
205	Concrete Pile/Column	18	EA	12	0	6	0
214	Concrete Web Wall between Columns	44	LF	44	0	0	0
215	Concrete Abutment	44	LF	44	0	0	0
227	Concrete Submerged Pile/Column	2	EA	2	0	0	0
234	Concrete Pier Cap / Crossbeam	2	LF	2	0	0	0

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Bridge Name WHITE RIVER - TRUSS	Route 96770	Location 0.3 E JCT SR 167
Structure ID 08541900	MilePost 6.05	Intersecting STUCK RIVER

264	Timber Sidewalk & Supports	1540	SF	1540	0	0	0
266	Concrete Sidewalk & Supports	1400	SF	1355	0	45	0
311	Moveable Bearing (roller, sliding, etc)	2	EA	0	0	2	0
313	Fixed Bearing	2	EA	0	0	2	0
321	Concrete Roadway Approach Slab	2	SF	2	0	0	0
331	Concrete Bridge Railing	280	LF	280	0	0	0
340	Metal Pedestrian Railing	440	LF	428	0	12	0
355	Damaged Bolts or Rivets	251	EA	4	238	9	0
357	Pack Rust	20	EA	20	0	0	0
361	Scour	1	EA	0	1	0	0
362	Impact Damage	2	EA	1	1	0	0
402	Hot Poured and/or Premolded Joint Filler	100	LF	80	0	20	0
407	Steel Angle Header	80	LF	0	40	40	0
705	Bridge Luminaire Pole and Base	12	EA	11	0	1	0
903	Inorganic Zinc/Urethane Paint System	16000	SF	15950	50	0	0
905	Coal Tar Epoxy Paint System	16000	SF	15600	300	100	0

Notes

0	<p>Bridge is oriented from the west to the east with "Traffic Street" east of the bridge.</p> <p>Interim inspection is to be conducted on a 24 month frequency to monitor bottom chord joints with known significant defects. See element note 126. Next interim inspection is to be conducted on 4/29/14. Conducting the interim in 2014 will get the intended inspection schedule on track.</p> <p>Newer paint is continuing to protect the severely corroded areas of the bottom chord.</p> <p>Trees are blocking the north truss access on the east end and the south truss access on the west. See photo #18. VERIFIED REPAIR #13837 4/18/2011.</p>
12	<p>Concrete Deck is worn to aggregate in the wheel lines along with a couple of small areas of light scale heaviest in Span 3. There are tight transverse cracks scattered throughout and open to 1/8" at the top.</p> <p>Span 3, near Pier 4 and the south curb, has a 10" x 3" x 1" deep spall.</p> <p>Span 5, near Pier 5 and the south curb, has a 5 ft. x 1 ft. patch.</p>

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35	<p>Deck Soffit has scattered transverse leaching cracks and many small spalls at the stringer/soffit interface in the truss (Span 3). The overhangs have transverse leaching cracks and short sections of exposed transverse rebar due to lack of cover. In the west approach overhang there is leaching along the deck to sidewalk interface. Deck edges typically have leaching at the horizontal construction joint.</p> <p>Span 1, south overhang near the west abutment and the drain, has a 12" x 7" x 1" deep spall with two rusty rebars exposed for a total of 16". See photo #40.</p> <p>Span 2, north overhang, has four transverse rebar exposed about 4" each due to lack of cover and heavy rust stained leaching in the edge of the deck.</p> <p>Span 3, has a few transverse delaminations and short segments of exposed rebar due to lack of cover for a total of approximately 8 sq. ft. The north edge of the deck has a few spalls up to 8" x 4" x 2" deep located primarily adjacent to areas with predominant transverse cracking and at midspans of panels.</p> <p>Span 4, near Pier 4 between Girders A and B, has a 4 ft. length of transverse rebar exposed due to lack of cover. The north overhang has a 4 ft. length of exposed rebar in a 4" wide x 1/2" deep spall and a 12" diameter x 3" deep spall near midspan. The south overhang has several areas of shallow delaminations up to 10 sq. ft. with up to 8 linear ft. of exposed rebar due to lack of cover and heaviest near Pier 4.</p> <p>Span 5 north overhang has three transverse rebar exposed due to lack of cover for a total of 16". The south overhang, at Pier 6, has 24" of exposed rebar due to lack of cover.</p>
110	<p>Five lines of Concrete Girders are in Span 1. Spans 2, 4 and 5, all have four girder lines.</p> <p>A couple of the concrete girders have small spalls around the bearings and a few hairline cracks in the webs and haunches. The girder webs and diaphragms typically have vertical delaminations and exposed rebar due to lack of cover.</p> <p>Girder 1A, at the west abutment, has a 9" x 4" x 1/2" deep north web spall with 7" of exposed rusty rebar.</p> <p>Girder 2A, at the third diaphragm from Pier 2 on the south web, has a 9" x 6" x 1/2" deep spall with 8" of exposed vertical rebar.</p> <p>Girder 2B, about 10 ft. from Pier 3 on the north web, has an 18" x 6" x 1/2" deep spall with 17" of exposed vertical rebar.</p> <p>Girder 2B, at the second diaphragm from Pier 2 on the north web, has two vertical rebar exposed 26" and 20" due to lack of cover.</p> <p>Girder 2B, on the south web, has three rebars exposed a total of 23" due to lack of cover.</p> <p>Girder 2C, at Pier 2 on the south web, has 7" of rebar exposed due to lack of cover and 12" of exposed rebar near midspan.</p> <p>Girder 4B, on the south web, has two 8" x 3" delaminations and a 4" length of exposed rebar due to lack of cover.</p> <p>Girder 4D, about midspan on the north web, has a 24" x 4" delamination.</p> <p>The Pier 5 diaphragm, between Girders 4B and 4C has a 20" x 6" x 2-1/2" deep lower edge spall with 15" of exposed rebar and an exposed stirrup. See photo #58.</p> <p>The Pier 5 diaphragm between Girders 5B and 5C has an 18" x 4" x 2" deep lower edge spall with 8" of exposed rebar.</p>
113	<p>Eight lines of Steel Stringers in the truss span have some minor section loss in the top flanges and heaviest in the exterior stringer lines.</p> <p>Exterior stringers at the south, especially Stringer 7H, have top flange laminar rust that is lifting the deck.</p> <p>Several stringers also have some minor to moderate section loss in the web near the top flange. These are small localized areas about 6" in diameter.</p> <p>Stringer 2C at Floorbeam 1 has a rivet with a sheared head.</p> <p>Stringer 2D at Floorbeam 1 has a rivet with a sheared head. See photo #13. REPAIR #13833.</p> <p>Stringer 5D at Floorbeam 4 has a rivet with a sheared head. See photo #45. REPAIR #13833.</p>

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126	<p>The steel through truss vertical and diagonal members, typically have little to no section loss (less than 1 percent) with some surface rust. Both portals have been raised. See photo #63.</p> <p>The fill plates under the splice plates at the top chord splices and a few of the bottom chord tie plates have pack rust under the corners or remaining deformity from previous pack rust. See photos #16 and #49.</p> <p>Debris that had been building up in the lower panel points and bottom chord areas making it difficult to inspect and monitor corrosion has been vacuum cleaned out. See photos #98 and #99. VERIFIED REPAIR #13840, 8/29/2013, ALP/JSS. (Photos #98 and #99 have been archived.)</p> <p>Several of the bottom chords are built up sections with interior web plates riveted to the insides. These chord sections can be identified by the rivets on the channels running the entire length of the chord.</p> <p>Component portions of members in the built up bottom chords and panel point connections generally have varying degrees of localized section loss due to corrosion. Section loss is heaviest in the tie plates, channel bottom flanges, splice plates, and gusset plates.</p> <p>All bottom chord members have vertical diaphragms inside the joints coplanar with the floor beam webs. Interior diaphragms typically have severe corrosion damage to the bottom 1" of the diaphragm plate and bottom 2" of connection angles</p> <p>Joints with known significant defects are L1, L2, L3, L4, L5, L6, L8 and L9 on the south truss and L1, L2, L4, L5, L6, L7, L8, L9, and L10 on the north truss. REPAIR #13842, REPAIR #13836</p> <p>NORTH TRUSS: A 12" diameter waterline has been mounted to hangers and bolted to the bottom chord. The bolt holes for the hanger brackets have been flame cut into the side of the chord. See photo #14. Rivets have been replaced with bolts at the following locations: L2 (4 bolts), L3 (12 bolts), L4 (19 bolts), L5 (5 bolts), L6 (42 bolts), L7 (46 bolts), and L8 (18 bolts). Damaged or missing rivets that need to be replaced are located at Panel Points L5, L6 and L7. REPAIR #13833 Member L2-U2 was previously damaged by traffic impact and has been heat straightened. Member L8-U9 has been recently hit, impact damage consists of a minor twist in the member just above the sidewalk line. Member L9-U9 also damaged by the same recent hit, impact damage consists of a minor twist in the member and a minor bend in the south L9 gusset plate, 1/4" north. The paint in the member has cracked along member seams, but no cracking in the steel was observed.</p> <p>SOUTH TRUSS Rivets have been replaced with bolts at the following locations: L2 (8 bolts), L3 (12 bolts), L4 (1 bolt), L5 (33 bolts), L6 (17 bolts), L7 (8 bolts), and L8 (13 bolts). Damaged or missing rivets that need to be replaced are located at Panel Point L5. REPAIR #13833 Member L2-U2 was previously damaged by traffic impact and has been heat straightened. Member L8-U8 has heavy scalloping with section loss full width of channel web above bottom chord.</p> <p>SWAY FRAMES AND PORTALS: The west portal, over the westbound lane about 3 ft. above the deck, has been torn over a 1 ft. length. The U2 and U3 sway braces have been damaged by traffic impact and have been replaced. The angle connecting sway brace U8 to member L8-U8, on the north truss is bent about 1" over a 6 ft. length due to traffic impact. The east portal has bracing to repair previous impact damage and has been nicked over the westbound lane. The angle bracing under the deck in L4L5 panel is bowed upwards.</p> <p>See the "Visual Fracture Critical Report" attached to the Files tab for specific defects and additional photo callouts.</p>
133	See 126 note.
152	Steel Floorbeams have areas with minor section loss on the top flanges. Some of the floorbeams also have some minor section loss on the webs near the bottom chord connection angles.

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205	<p>There are four Concrete Columns each at Piers 1, 2, 5 and 6, with two columns each at Piers 3 and 4. Column 2B, at the northeast edge near the base, has a 10" x 5" area of poor consolidation. Column 4B, on the west face near the top, has a 15" x 6" x 1" deep spall with 12" of exposed rebar. Near this spall there is heavy leaching and two 2 ft. long narrow cracks. See photo #55. REPAIR #13838. Column 5A, at the girder haunch, has a 4" x 4" x 2-1/2" deep southeast edge spall. Column 5C, at the southeast corner base of haunch, has a 6" x 5" x 2" spall with 2" of exposed vertical rebar. Column 6A has a 6" x 6" corner delamination at the southwest corner. Column 6B has a 15" x 7" x 2" deep spall with 2" of exposed rebar. Column 6C has a 12" x 6" x 2" deep southwest edge spall with 9" of exposed vertical rebar. See photo #59. REPAIR #13838.</p>
214	Concrete Web Walls are located at Piers 3 and 4.
215	Concrete Abutment, at Pier 1 has a horizontal leaching crack above the utility penetration. Under the north end, there is a 10 ft. x up to 5 ft. wide x up to 3 ft. deep erosion ditch that drains down around Pier 3 and into the river. See photo #17. REPAIR #13825. The abutment at Pier 6 on the south end has a few narrow cracks around the utility penetration and some sloughing approach backfill at the north end.
227	Submerged Columns are located at Pier 3.
234	Concrete Pier Caps are at Piers 3 and 4.
264	Timber Sidewalks with steel stringers are located at the north and south sides of the bridge. Steel stringers have scattered areas of minor section loss.
266	<p>Concrete Sidewalks at the approach spans have leading edge corner spalls from being ground back up to 5 ft. long at both corners on the east end and at the southwest corner of the west end. The north curb, in Spans 1 and 2, has continuous shallow spalling. Both curbs have spalling and failed patches at the curb interfaces with the joints over Piers 4 and 5. The south sidewalk, over Pier 3 at the steel plate transition to Span 2, has a 5/8" vertical separation. The southeast approach has been rebuilt. See photo #80. VERIFIED REPAIR #13841 4/18/2011.</p> <p>SOFFIT:</p> <p>Span 1, south side near the west abutment, has three shallow spalls with 19", 9", and 6" of exposed rebar due to lack of cover. Span 1, on the north side, has typical rust stained transverse leaching cracks. Span 2, on the north side, has four transverse rusty rebar exposed in shallow spalls. The longest exposed rebar is 30". Span 2, south side near Pier 2, has a 10" transverse rebar exposed in a shallow spall. Span 5, on the north side, has two 8" transverse rebars exposed due to lack of cover. Span 5, on the south side, has several transverse rebars totalling 6 ft. exposed due to lack of cover surrounded by areas of shallow delamination.</p>
311	<p>Roller nest Bearings at Pier 3 are rusty and frozen in the full expansion position. The Bearing anchor nuts at 3A and the northeast anchor nut at 3B are not fully seated to the bearing plates with up to 1" gaps. See photo #41. Bearing 3B pin retainer nut is not fully seated with a 3/4" gap. See photo #81.</p>
313	<p>Fixed Bearings are located at Pier 4. The sides of the pin plates have up to 15 percent section loss with approximately 1/8" to 1/4" distortion remaining from previous pack rust. Bearing 4A southeast anchor nut has up to 50 percent section loss. See photo #56.</p>
321	Approach Slabs at the east and west are covered with ACP. East apprch slightly higher than the bridge deck.
331	Concrete Bridge Railings over the approach spans have surface map cracking in the balusters. The northwest corner has two spalls the largest of which is 7" x 3" x 1-1/2" deep.
340	Metal Bridge Railing, in the truss span, has traffic nicks and scrapes. The north rail, near the east end is pushed up to 3" north over a 12 ft. length.
355	Damaged or missing rivets are present in truss and stringer members. Many have been replaced. See element notes 113 and 126.

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357	Pack Rust is present or has been arrested in several areas of the through trusses. See element notes 126 and 313.																																										
361	Stuck River flows from north to south below Span 3 and Pier 3 is considered to be in ordinary high water. A previously reported scour hole at Pier 3 has reportedly filled in, but evidence of active erosion is present with a broken and displaced concrete apron. See photo #82.																																										
362	Impact Damage has occurred and and been repaired in several areas of the thru truss uppers, sway bracing and portals. See element note 126.																																										
402	Joints at truss Panel 5 and the east abutment are missing the poured rubber seal and are filled with debris. See photo #64. REPAIR #13839																																										
407	<p>Steel Angle Headers are located at Piers 2, 3, 4 and 5. The Pier 2 joint at the north side is missing 3 ft. of the steel header. See photo #23. REPAIR 13835. The Pier 3 and Pier 4 joints and headers have been replaced. See photo #19. Both these joints are filled with debris. The Pier 5 joint at the north side is missing 3' of steel header. The joints are measured at the centerline.</p> <table style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">YEAR</th> <th style="text-align: left;">PIER 2</th> <th style="text-align: left;">PIER 3</th> <th style="text-align: left;">PIER 4</th> <th style="text-align: left;">Pier 5</th> <th style="text-align: left;">TEMPERATURE</th> <th style="text-align: left;">TIME</th> </tr> </thead> <tbody> <tr> <td>2013</td> <td>1/2"</td> <td>3/4"</td> <td>1-1/8"</td> <td>1/2"</td> <td>72 degrees F</td> <td>1:00 pm</td> </tr> <tr> <td>2011</td> <td>5/8"</td> <td>1"</td> <td>1-1/4"</td> <td>5/8"</td> <td>42 degrees F</td> <td>10:30 am</td> </tr> <tr> <td>2009</td> <td>5/8"</td> <td>1-1/4"</td> <td>1-3/8"</td> <td>5/8"</td> <td>54 degrees F</td> <td>11:00 am</td> </tr> <tr> <td>2007</td> <td>5/8"</td> <td>1-1/4"</td> <td>1-3/8"</td> <td></td> <td>40 degrees F</td> <td>9:00 am</td> </tr> <tr> <td>2005</td> <td></td> <td>1-1/2"</td> <td>1-1/2"</td> <td></td> <td>45 degrees F</td> <td></td> </tr> </tbody> </table>	YEAR	PIER 2	PIER 3	PIER 4	Pier 5	TEMPERATURE	TIME	2013	1/2"	3/4"	1-1/8"	1/2"	72 degrees F	1:00 pm	2011	5/8"	1"	1-1/4"	5/8"	42 degrees F	10:30 am	2009	5/8"	1-1/4"	1-3/8"	5/8"	54 degrees F	11:00 am	2007	5/8"	1-1/4"	1-3/8"		40 degrees F	9:00 am	2005		1-1/2"	1-1/2"		45 degrees F	
YEAR	PIER 2	PIER 3	PIER 4	Pier 5	TEMPERATURE	TIME																																					
2013	1/2"	3/4"	1-1/8"	1/2"	72 degrees F	1:00 pm																																					
2011	5/8"	1"	1-1/4"	5/8"	42 degrees F	10:30 am																																					
2009	5/8"	1-1/4"	1-3/8"	5/8"	54 degrees F	11:00 am																																					
2007	5/8"	1-1/4"	1-3/8"		40 degrees F	9:00 am																																					
2005		1-1/2"	1-1/2"		45 degrees F																																						
660	Bridge is posted at both approaches with the following limits: 12 Tons any vehicle.																																										
671	NBI Superstructure is coded a '3' because of the severe section loss to the gusset plates and channels throughout the bottom chord joints.																																										
675	Utilities consist of a bundle of four 4" diameter PVC conduits, two 3" diameter communication lines, a 3/4" diameter steel conduit, and a 16" diameter water line suspended from the south side. The north side of the bridge has two 4" diameter telephone line conduits, two 3/4" diameter electrical conduits, and a 12" diameter water line. A utility hanger near L2 at the north side, for the 12" diameter water line has a loose connection. See photo #83. South pipe hanger near L2 is missing a nut on the sway bracket.																																										
677	Channel banks are undercut with undermined trees. See photo #44.																																										
684	The bridge rails have not been crash tested and do not meet current standards.																																										
685	Transitions are not present.																																										
686	Guardrails are not present.																																										
687	Terminals are not present.																																										
694	Vertical Clearance is posted for 14' 4" at both portals.																																										
705	Luminaires are located over approach spans with many having visible cracks in the textured concrete posts. Luminaire post over Pier 2 on the north side is spalled and broken out at the top. See photo #84.																																										
903	Urethane Paint System was applied to the upper portion of the through truss in 2005 and has scattered scrapes at the deck level with a few minor areas of chalky and peeling paint along the top of the truss. See photo #20.																																										
905	Epoxy Paint System for the bottom chords and floor system was applied in 2005 and has a few chalky areas heaviest on the bottom and interior spaces of the panel points, and around areas of previous corrosion. See photo #21. Stringer and floorbeam bottom flanges are rust stained in several areas and heaviest at Floorbeam 0.																																										
Repairs																																											

BRIDGE INSPECTION REPORT

Ver Date: 09/25/2013

Agency: SUMNER

Status: Released

Printed On: 10/03/20

Program Mgr: Roman G. Peralta

Bridge No. SUM24204A

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Structure Type

Bridge Name WHITE RIVER - TRUSS

Route 96770

Location 0.3 E JCT SR 167

Structure ID 08541900

MilePost 6.05

Intersecting STUCK RIVER

Repair No	Pr	R	Repair Description	Noted	Maint	Verified
13843	0	U		11/08/10		
13833	1	B		06/12/03		
13835	1	B		11/07/05		
13836	1	B		06/12/06		
13840	1	B		04/27/09		
13825	2	B		07/26/99		
13838	2	B		04/03/07		
13839	2	B		04/03/07		
13842	M	B		04/27/09		

Inspections Performed and Resources Required

<u>Report Type</u>	<u>Date</u>	<u>IT</u>	<u>Frg</u>	<u>Hrs</u>	<u>Insp</u>	<u>CertNo</u>	<u>Coinsp</u>	<u>Note</u>
Routine	08/29/13		20	2.0	ALP	G0507	JSS	Revise frequency back to 24 months after 2015 inspection
Resources			Use	Hour	Min	Req	Max	Notes
Fracture Critical	08/29/13		20	7.0	ALP	G0507	JSS	Revise frequency back to 24 months after 2015 inspection
Resources			Use	Hour	Min	Req	Max	Notes
UBIT			50	8.00	50	50	50	The UB50 works best when deployed from the south side. The UB30 does not have the required reach and the UB60 is too large to deploy through this truss.
Bucket				3.00				City provided Genie lift works well for the upper truss members. There are sidewalks on both sides of this bridge. Also UBITs can't deploy between Panels 4 and 6 due to the cross members at these locations.
Flagging			LA	11.00	LA	LA	LA	Contact Bill Shoemaker at 253-863-8300 who is the Public Works Director for the City of Sumner in order to set up traffic control. Narrow width of bridge is a hazard for inspection. For all future inspections, entire bridge needs to be closed to all traffic during inspection or measures need to be taken by City of Sumner to prevent any truck traffic on the bridge. In 2009, flagging signs and restrictions posted "No Truck Traffic", but did not effectively re-route trucks. After several small impacts to bridge verticals and the UBIT, City of Sumner Police, were posted at the bridge and truck traffic ceased.

BRIDGE INSPECTION REPORT

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Bridge No. SUM24204A	Page: 8/8	Structure Type
Bridge Name WHITE RIVER - TRUSS	Route 96770	Location 0.3 E JCT SR 167
Structure ID 08541900	MilePost 6.05	Intersecting STUCK RIVER

Interim	08/29/13	8	0.5	ALP	G0507	JSS	Interim inspection required to monitor bottom chord joints with known defects. During the 2014 interim inspection, change the interim inspection frequency to 24 months.
Resources		Use	Hour	Min	Req	Max	Notes
UBIT		50	3.00	50	50	50	UB60 is too large to deploy through truss. UB30 does not have required reach.
Flagging		LA		LA	LA	LA	Contact Bill Shoemaker at 253-863-8300 who is the Public Works Director for the City of Sumner in order to set up traffic control. Narrow width of bridge is a hazard for inspection. See flagging resource under Fracture Critical Inspection.