BURGESS & NIPLE

Hood River - White Salmon Bridge

2026 Inspection Debrief

Bridge No. 06645 | Port of Hood River

Based on the 2026 Routine, NSTM, and Fatigue Prone Inspection performed by B&N in July 2026

October 2026

Presentation Outline

- Introduction
- Executive Summary
- Change in Condition Ratings
- Specification for the National Bridge Inventory (SNBI)
- Biggest Issue
- Preservation Techniques and Opportunities
- Painting Project Considerations
- Recommended Path Forward



Introduction

Inspection scope and bridge context

Introduction

23 CFR Part 650, Subpart C
Outlines the NBIS program which establishes minimum safety, evaluation and inventory rules for public highway bridges

Scope of 2026 inspection

The scope included routine, NSTM, and fatigue-prone inspection of visible structural components. Performed every 2 years

No mechanical, electrical, or underwater components are included in this work.

Access approach

Adapted rope access was used to access all steel elements at “arms reach” for visual inspection.

Isolated traffic control was used to facilitate inspection of the deck and lift-span.

What this presentation focuses on

- Condition-rating changes and SNBI implementation
- Primary operational concern: lift span not seating on bearings
- Near-term preservation actions
- Longer-term painting strategy
- Q&A



Executive Summary

Overall condition remains fair, with one high-priority operational issue that should be investigated further

Condition profile

B.C.01 Deck = 6 – Satisfactory
B.C.02 Superstructure = 6 – Satisfactory
B.C.03 Substructure = 5 – Fair
B.C.04 Culvert = N/A
B.C.05 Railings = 4 – Poor
B.C.06 Railing Transitions = 7 – Good
B.C.07 Bearings = 4 – Poor
B.C.08 Bridge Joints = 8 – Very Good
B.C.09 Channel = 8 – Very Good
B.C.10 Channel Protection = N/A
B.C.11 Scour = 6 – Satisfactory
B.C.12 Overall bridge condition classification = Fair
(minimum of B.C.01-B.C.04-> "Fair" due to B.C.03)



Highest-priority issue

Span 11 (lift span) bearings are not properly engaged in its seated position. Rocker bearings can be moved by hand, indicating the lift span is slightly lifted from the bearings and supported by the cable system.



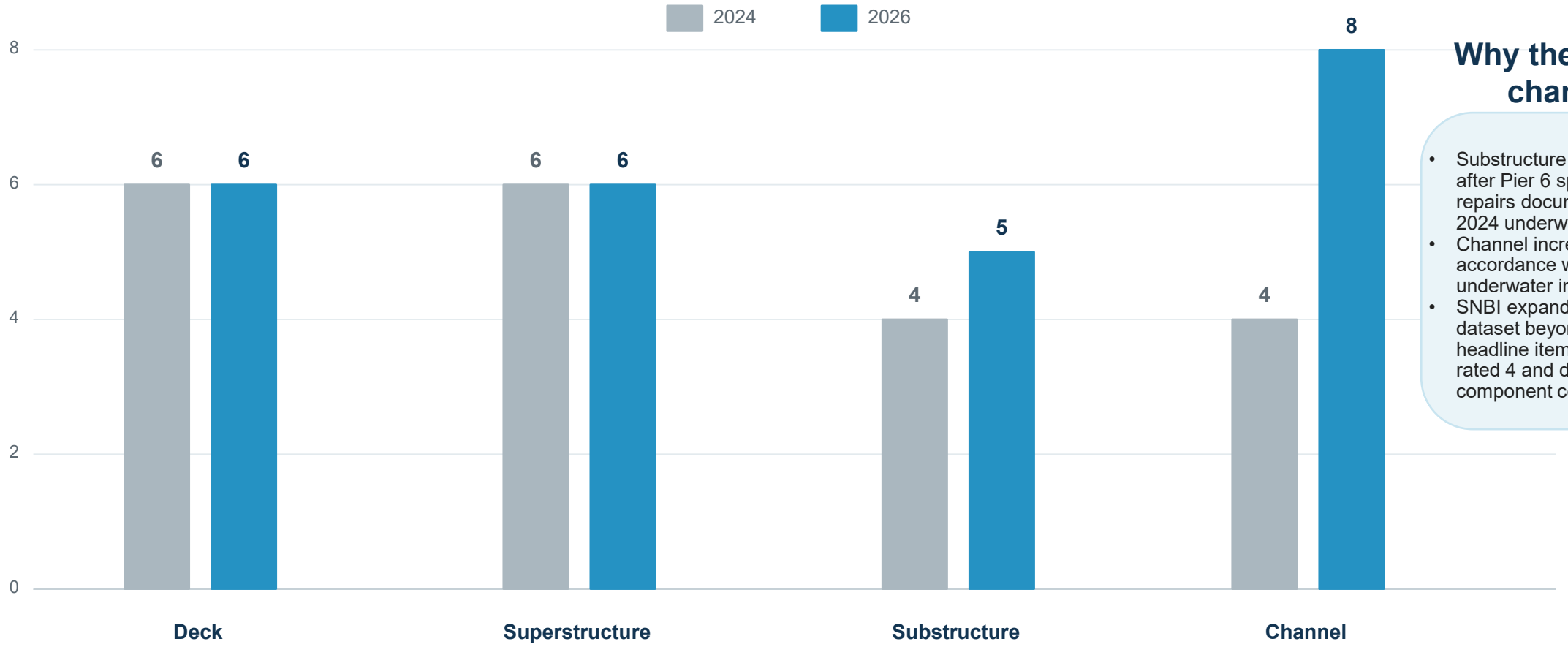
Preservation message

- Annual deck welding
- Annual bridge washing
- Consistent rail repairs
- Program repainting project



Change in Condition Ratings and SNBI Implementation

2024-to-2026 comparison for the four headline condition ratings



Why the ratings changed

- Substructure increased to 5 after Pier 6 spall-patch repairs documented in the 2024 underwater inspection.
- Channel increased to 8 in accordance with the 2024 underwater inspection.
- SNBI expands the condition dataset beyond the four headline items; bearings are rated 4 and drive the lowest component concern.

What is SNBI?

Specification from FHWA that changes how Bridge Inspection data must be collected, coded and reported across the USA.

SNBI is part of the NBIS

Specification for the National Bridge Inventory (SNBI) replaces the legacy 1995 Coding Guide to modernize how agencies evaluate and submit data for public highway bridges

More Data

- 54 brand-new data items
- 100 continued data items
- 20 discontinued data items

Timeline

State Specific

1. Initiated in 2022
2. March 2025 is last legacy data submittal
3. 2026 Oregon begins SNBI inspections
4. March 2028 all data must be SNBI compliant

Key Take aways for POHR

- Oregon DOT manages federal compliance – we are on schedule
- Improves data precision for asset management
    - Tracks *where* not just *if* a bridge is deteriorating
- Data-Driven Funding and Lifecycle planning
    - Sufficiency Rating is no longer calculated or used for federal funding allocations.
        - “Worst first” prioritization has been replaced with asset management and preservation dollars to prioritize early intervention
        - 0-100 sufficiency rating replaced with 0-9 condition ratings
    - Cost-benefit and ROI much easier to show going forward.
        - Load posted
        - Width and height restricted
        - Economic bottleneck
        - NSTM Members

Funding now relies on National Highway Performance Program (NHPP) and the Bridge Investment Program (BIP) criteria which use element level data to evaluate health and identify components that need help.

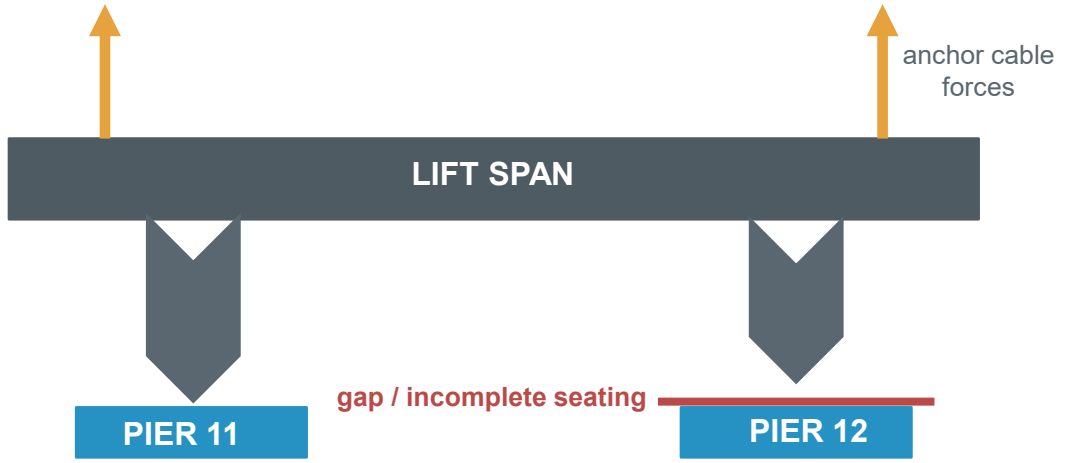
Biggest Issue: Lift Span Not Seating

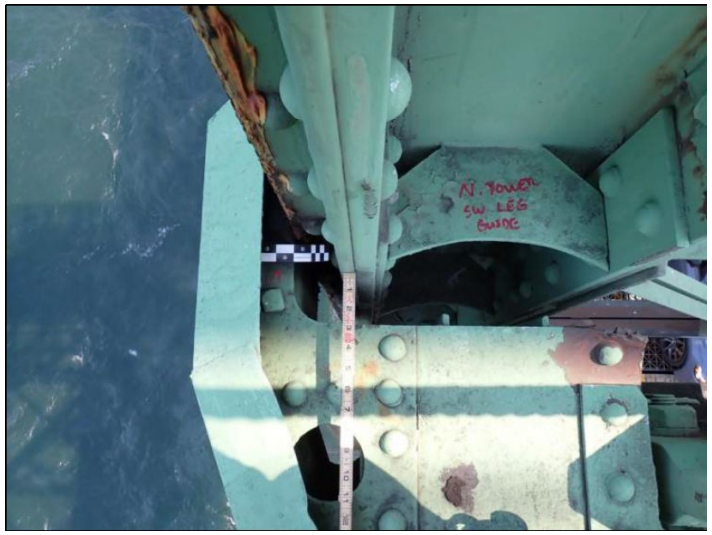
Span 11 condition has changed the intended load path

Observed condition

- Rocker bearings at Pier 12 can be moved by hand.
- The lift span appears slightly lifted off the bearings and suspended by steel anchor cables in the “seated position”.
- Anchor towers, auxiliary trusses, and cables therefore remain engaged under normal traffic loading.
- North tower, SW upper lift guide is in contact with the slide rail. Indicating possible twist and racking of lift span.

Simplified load-path concept







Recommended engineering actions:

Perform in-depth structural, mechanical, and operational review of lift span by engineering specialists. This will help to determine breath and depth of rehabilitation needs.

Preservation Techniques and Strategies

Prioritize short term maintenance activities that can save on long-term operational costs.

Technique	Inspection basis	Implementation focus
Maintain annual deck-weld program	Cracked welds and loose panels remain, but the current program has reduced volume and cadence.	Continue tracking by span and deck panel #. Monitor over time and look for patterns.
Repair rail impacts on demand	Widespread impact damage to bridge rail system.	Look for snagging hazards and damage to rail posts after moderate impacts and anytime rail panels are replaced.
Remove debris and moisture traps, wash hot spots annually	Debris build up retains moisture and accelerates corrosion.	Add targeted cleaning at bridge ends and horizontal surfaces on a regular schedule



Painting Project Considerations

Treat coating renewal as a multi-discipline bridge project

Scope definition

- Full coating system replacement

vs

- Zonal painting and spot painting/repairs

Surface preparation

Surface preparation is biggest factor in paint system performance. Account for isolated areas of pack rust at gusset plates, and hard-to-reach built-up interfaces.

Containment and access

Integrate river, railroad, roadway, lift-span operations, into containment design and staging. All material and labor will have to be brought out and removed.

If Full coating system painting project is intended, consider grouping portions into manageable chunks

1. Washington deck trusses are all the same and exhibit most advanced corrosion.
2. Oregon deck trusses have some variability but are mostly similar.
3. Lift span and towers offer unique advantages and disadvantages but poses the largest impact to traveling public and commerce.





Key Takeaways: There is a lot of surface area, start with the easy stuff. Solicit contractor input early. Low bid is not always the best bid.

Recommended Path Forward

Convert inspection findings into a sequenced preservation program

1

Immediate

- Lift-span seating investigation and rehabilitation
- Ongoing bridge rail damage repairs

2

Near term

- Systematic and consistent deck welding program
- Systematic annual debris removal/ bridge washing
- Zonal/spot painting
- Review of 2026 findings with on-call engineers (HDR)

3

Capital planning

- Develop a repainting program. Solicit contractor input on access/containment concept. Consider a phased bid strategy to ensure timely and quality performance.

Primary takeaway The bridge remains serviceable with ongoing maintenance, but the lift-span seating condition should lead the next phase of engineering action.