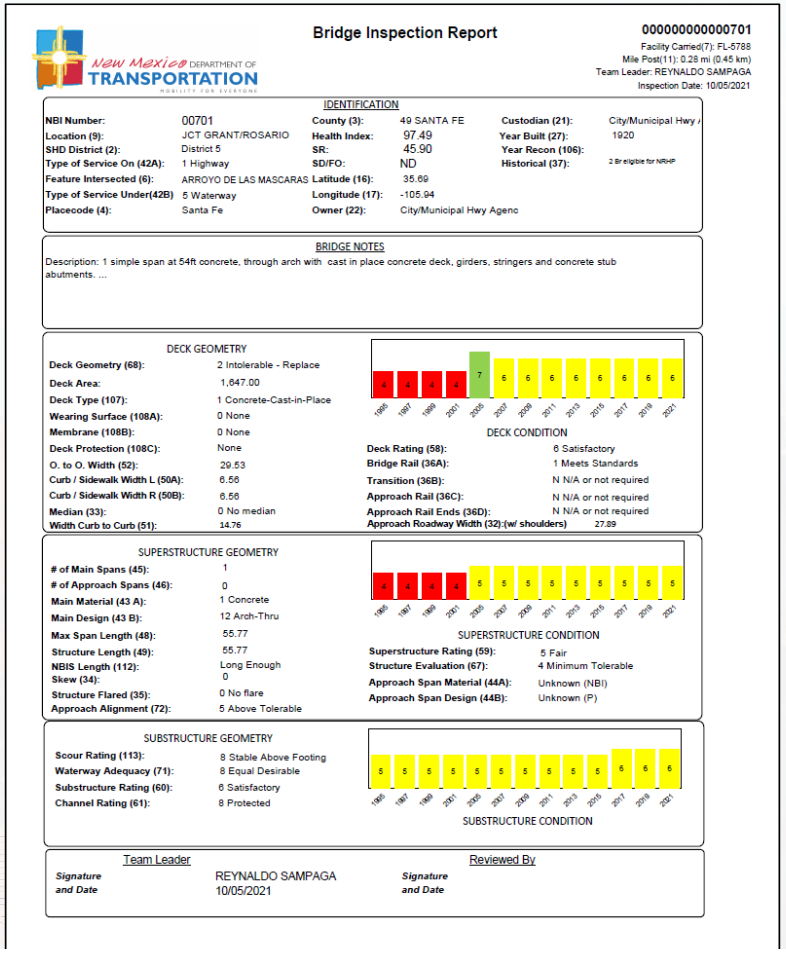

AASHTOWare™
BRIDGE
MANAGEMENT
MAYVUE
CRYSTAL
REPORTS
EXAMPLES
SEPTEMBER 2023
LINN COVE VIADUCT – BLUE RIDGE PARKWAY | NCDOT


AASHTOWare™
BRIDGE
MANAGEMENT
New Mexico DEPARTMENT OF
TRANSPORTATION
MOBILITY FOR EVERYONE

AASHTOWare™ BRIDGE MANAGEMENT

NEW MEXICO



New Mexico DEPARTMENT OF TRANSPORTATION

Bridge Inspection Report

000000000000701

Facility Carried(7): FL-5788
Mile Post(11): 0.28 mi (0.45 km)
Team Leader: REYNALDO SAMPAGA
Inspection Date: 10/05/2021

IDENTIFICATION

NBI Number:	00701	**County (3):**	49 SANTA FE	**Custodian (21):**	City/Municipal Hwy A
Location (9):	JCT GRANT/ROSARIO	**Health Index:**	97.49	**Year Built (27):**	1920
SHD District (2):	District 5	**SR:**	45.90	**Year Recon (106):**	
Type of Service On (42A):	1 Highway	**SD/FO:**	ND	**Historical (37):**	3 Br eligible for NRHP
Feature Intersected (6):	ARROYO DE LAS MASCARAS	**Latitude (16):**	35.69		
Type of Service Under(42B)	5 Waterway	**Longitude (17):**	-105.94		
Placecode (4):	Santa Fe	**Owner (22):**	City/Municipal Hwy Agenc		

BRIDGE NOTES

Description: 1 simple span at 54ft concrete, through arch with cast in place concrete deck, girders, stringers and concrete stub abutments. ...

DECK GEOMETRY

Deck Geometry (68):	2 Intolerable - Replace
Deck Area:	1,647.00
Deck Type (107):	1 Concrete-Cast-in-Place
Wearing Surface (108A):	0 None
Membrane (108B):	0 None
Deck Protection (108C):	None
O. to O. Width (52):	29.53
Curb / Sidewalk Width L (50A):	6.56
Curb / Sidewalk Width R (50B):	6.56
Median (33):	0 No median
Width Curb to Curb (51):	14.76

DECK CONDITION

Deck Rating (58):	6 Satisfactory
Bridge Rail (36A):	1 Meets Standards
Transition (36B):	N N/A or not required
Approach Rail (36C):	N N/A or not required
Approach Rail Ends (36D):	N N/A or not required
Approach Roadway Width (32):(w/ shoulders)	27.89

SUPERSTRUCTURE GEOMETRY

# of Main Spans (45):	1
# of Approach Spans (46):	0
Main Material (43 A):	1 Concrete
Main Design (43 B):	12 Arch-Thru
Max Span Length (48):	55.77
Structure Length (49):	55.77
NBIS Length (112):	Long Enough
Skew (34):	0
Structure Flared (35):	0 No flare
Approach Alignment (72):	5 Above Tolerable

SUPERSTRUCTURE CONDITION

Superstructure Rating (59):	5 Fair
Structure Evaluation (67):	4 Minimum Tolerable
Approach Span Material (44A):	Unknown (NBI)
Approach Span Design (44B):	Unknown (P)

SUBSTRUCTURE GEOMETRY

Scour Rating (113):	8 Stable Above Footing
Waterway Adequacy (71):	8 Equal Desirable
Substructure Rating (60):	6 Satisfactory
Channel Rating (61):	8 Protected

SUBSTRUCTURE CONDITION

Team Leader		Reviewed By	
Signature and Date	REYNALDO SAMPAGA 10/05/2021	***Signature and Date***	

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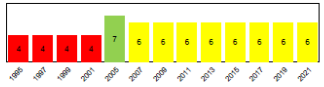

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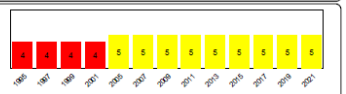

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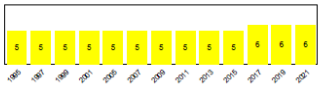

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Signature and Date	REYNALDO SAMPAGA 10/05/2021	***Signature and Date***	

Bridge Inspection Report

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INSPECTION

Date of Inspection (90):	10/5/2021
Frequency (91):	24
Next Inspection:	10/5/2023
Crew Hours:	3.00
Snooper Hours:	0.00

Inspection Type	Freq (92)	Last Insp (93)	Next Insp
Element	24	10/5/2021	10/5/2023
Fracture Critical (A)		1/1/1901	1/1/1901
Underwater (B)		1/1/1901	1/1/1901
Special Insp (C)		1/1/1901	1/1/1901

LOAD RATING AND POSTING

Posting Status (41):	P Posted for load	Opr Method (63):	1 LF Load Factor
Posting % (70):	3 10.0-19.9%below	Opr Rating (64):	HS14.8
Design Load (31):	2 M 13.5 (H 15)	Inv Method (65):	1 LF Load Factor
		Inv Rating (66):	HS 9.9

Posting Loads Operating	
NM-2 Axle:	
NM-3A Axle:	
NM-5A Axle:	

ROADWAY

LOCATION

Kind of Hwy (5B):	5 City Street	**Lanes Under (28B):**	0.00
Milepost (11):	0.28 mi (0.45 km)	**Route Posted Speed:**	
Lanes On (28A):	1	**Direction of Traffic (102):**	3 1-lane Br for 2-way
Detour Length (19):	1.24 mi (2.00 km)		

CLASSIFICATION

Funct Class (26):	19 Urban Local
NHS (104):	0 Not on NHS
Defense Hwy (100):	0 Not a STRAHNET hwy
ADT (29):	4,905 Cars/Day
Pct Trucks (109):	3.00%
ADT Year (30):	2021
Future ADT (114):	6,670.00
Year Of Future ADT (115):	2041

CLEARANCES

Horizontal (47):	14.76	**Horiz Ref (55A):**	N Feature not hwy or RR
Min Lat Left (56):	0.00	**Underclearance (69):**	N Not applicable (NBI)
Min Lat Right (55B):	0.00		
Minimum Lateral Underclearance R (55):	0.00		
Minimum Lateral Underclearance L (56):	0.00		
Minimum Vertical Clearance Minus:	0		
Minimum Vertical Clearance Plus:	0		

CRITICAL FINDINGS SUMMARY

Critical Findings: None
Date Found:
Inspector Name:
Date Updated:

Notes:

Action Taken:

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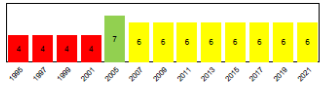

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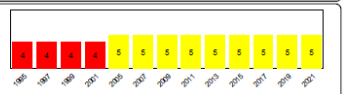

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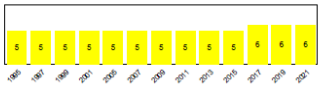

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Next Insp
10/5/2023
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ads Operating

ATION
Urban Local
lot on NHS
lot a STRAHNET hwy
05 Cars/Day
0%
21
70.00
2041

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NMDOT MISC. DATA

Old Bridge Number:		Known Utilities:	
Stay In Place Forms:	No	Stay In Place Form Type:	0
Overlay Thickness:		Culvert Fill Depth:	0.00

SIP Notes:

Approach Roadway Condition:

Roadway at south end has isolated longitudinal diagonal cracks up to 1/4in and minor raveling. Pavement at north end has T intersection with stop control. Pavements are in good condition. Bridge signing consists of 4 ea paddleboards and 10 ton max load posting. Traffic Safety Features: CBR and curb and gutter system.

Channel & Channel Protection:

Flat, sandy arroyo channel with moderate to steep banks, minor vegetation perpendicular to the structure. Channel is protected by vertical rock wall at North side and gabion walls at South side. No high water marks noted.

Recommendations:

Recommendations: 1. Monitor cracks at girders. 2. Repair delaminations at deck, stringers and spall at girder 1. 3. Consider sealing deck. 4. Repair scaling at CBR. 5. Post for one lane bridge.

Directions:

From JCT of Grant St and Rosario Blvd. in Santa Fe, travel north 0.1 mile on Grant St. to structure

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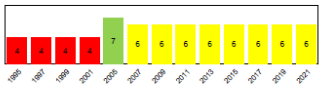

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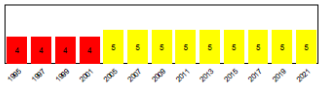

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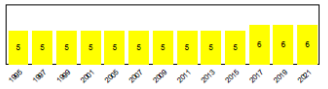

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ELEMENT CONDITION SUMMARY

Element	Env	Description	Total Qty	CS 1		CS 2		CS 3		CS 4	
12	**1**	**Re Concrete Deck**	1,539	0	0%	711	46%	828	54%	0	0%
1080		*Delamination/Spall/Patched Area*	*25*	*0*	*0%*	*0*	*0%*	*25*	*100%*	*0*	*0%*
1090		*Exposed Rebar*	*8*	*0*	*0%*	*0*	*0%*	*8*	*100%*	*0*	*0%*
1120		*Efflorescence/Rust Staining*	*243*	*0*	*0%*	*243*	*100%*	*0*	*0%*	*0*	*0%*
1130		*Cracking (RC and Other)*	*927*	*0*	*0%*	*132*	*14%*	*795*	*86%*	*0*	*0%*
1190		*Abrasion(PSC/RC)*	*336*	*0*	*0%*	*336*	*100%*	*0*	*0%*	*0*	*0%*
144	**2**	**Re Conc Arch**	111	111	100%	0	0%	0	0%	0	0%
521		*Conc Prot Coating*	*111*	*111*	*100%*	*0*	*0%*	*0*	*0%*	*0*	*0%*
155	**2**	**Re Conc Floor Beam**	96	48	50%	32	33%	16	17%	0	0%
1080		*Delamination/Spall/Patched Area*	*48*	*0*	*0%*	*32*	*67%*	*16*	*33%*	*0*	*0%*
215	**2**	**Re Conc Abutment**	59	35	59%	22	37%	2	3%	0	0%
359		*Conc Effence*	*10*	*0*	*0%*	*10*	*100%*	*0*	*0%*	*0*	*0%*
1080		*Delamination/Spall/Patched Area*	*4*	*0*	*0%*	*4*	*100%*	*0*	*0%*	*0*	*0%*
1090		*Exposed Rebar*	*2*	*0*	*0%*	*0*	*0%*	*2*	*100%*	*0*	*0%*
1130		*Cracking (RC and Other)*	*8*	*0*	*0%*	*8*	*100%*	*0*	*0%*	*0*	*0%*
321	**2**	**Re Conc Approach Slab**	408	0	0%	408	100%	0	0%	0	0%
1130		*Cracking (RC and Other)*	*408*	*0*	*0%*	*408*	*100%*	*0*	*0%*	*0*	*0%*
331	**2**	**Re Conc Bridge Railing**	161	0	0%	161	100%	0	0%	0	0%
1080		*Delamination/Spall/Patched Area*	*1*	*0*	*0%*	*1*	*100%*	*0*	*0%*	*0*	*0%*
1130		*Cracking (RC and Other)*	*71*	*0*	*0%*	*71*	*100%*	*0*	*0%*	*0*	*0%*
1220		*Deterioration (Other)*	*89*	*0*	*0%*	*89*	*100%*	*0*	*0%*	*0*	*0%*
333	**2**	**Other Bridge Railing**	108	43	40%	65	60%	0	0%	0	0%
1010		*Cracking*	*60*	*0*	*0%*	*60*	*100%*	*0*	*0%*	*0*	*0%*
7000		*Damage*	*5*	*0*	*0%*	*5*	*100%*	*0*	*0%*	*0*	*0%*
7370	**3**	**Rip Rap**	1,260	0	0%	1,260	100%	0	0%	0	0%
1220		*Deterioration (Other)*	*1,260*	*0*	*0%*	*1,260*	*100%*	*0*	*0%*	*0*	*0%*

ELEMENT NOTES

ELEM/ENV	ELEMENT NAME	QUANTITY	UNITS	QTY ST 1	QTY ST 2	QTY ST 3	QTY ST 4
12/1	*Re Concrete Deck*	*1,539.00*	*sq.ft*	*0.00*	*711.00*	*828.00*	*0.00*

Topside of deck has extensive wide map cracking, moderate to wide diagonal, longitudinal and transverse cracks and isolated areas of delamination up to 5'x 5'. Abrasion wear with exposed aggregate along wheel paths.

Note: Sidewalks have moderate size diagonal and transverse cracks and are in overall good condition.

Note:
1) 4 each, 4 1/2" diameter drains along deck edges that have been clean out and operational.
2) At inlet side there is a 12" utility pipe attached to decorative concrete corbels.
3) There are 11 corbels along bottom of each deck edge.

ELEM/ENV	DEFECTS	QUANTITY	UNITS	QTY ST 1	QTY ST 2	QTY ST 3	QTY ST 4
1080/1	*Delamination/Spall/Patched Ar*	*25.00*	*sq.ft*	*0.00*	*0.00*	*25.00*	*0.00*

Deck has isolated delamination.

ELEM/ENV	DEFECTS	QUANTITY	UNITS	QTY ST 1	QTY ST 2	QTY ST 3	QTY ST 4
1090/1	*Exposed Rebar*	*8.00*	*sq.ft*	*0.00*	*0.00*	*8.00*	*0.00*

At SE corner of bottom deck, spalls with exposed rebar.

AASHTOWare™ BRIDGE MANAGEMENT

NEW MEXICO

Bridge Inspection Report

New Mexico DEPARTMENT OF TRANSPORTATION

000000000000701
Facility Carried(7): FL-5788
Mile Post(11): 0.28 mi (0.45 km)
Team Leader: REYNALDO SAMPAGA
Inspection Date: 10/05/2021

IDENTIFICATION

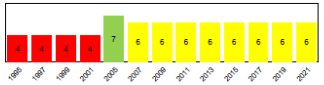
NBI Number:	00701	**County (3):**	49 SANTA FE	**Custodian (21):**	City/Municipal Hwy A
Location (9):	JCT GRANT/ROSARIO	**Health Index:**	97.49	**Year Built (27):**	1920
SHD District (2):	District 5	**SR:**	45.90	**Year Recon (106):**	
Type of Service On (42A):	1 Highway	**SD/FO:**	ND	**Historical (37):**	3 Br eligible for NRHP
Feature Intersected (6):	ARROYO DE LAS MASCARAS	**Latitude (16):**	35.69		
Type of Service Under(42B)	5 Waterway	**Longitude (17):**	-105.94		
Placecode (4):	Santa Fe	**Owner (22):**	City/Municipal Hwy Agenc		

BRIDGE NOTES

Description: 1 simple span at 54ft concrete, through arch with cast in place concrete deck, girders, stringers and concrete stub abutments. ...

DECK GEOMETRY

Deck Geometry (68):	2 Intolerable - Replace
Deck Area:	1,647.00
Deck Type (107):	1 Concrete-Cast-in-Place
Wearing Surface (108A):	0 None
Membrane (108B):	0 None
Deck Protection (108C):	None
O. to O. Width (52):	29.53
Curb / Sidewalk Width L (50A):	6.56
Curb / Sidewalk Width R (50B):	6.56
Median (33):	0 No median
Width Curb to Curb (51):	14.76

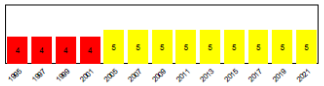


DECK CONDITION

Deck Rating (58):	6 Satisfactory
Bridge Rail (36A):	1 Meets Standards
Transition (36B):	N N/A or not required
Approach Rail (36C):	N N/A or not required
Approach Rail Ends (36D):	N N/A or not required
Approach Roadway Width (32):(w/ shoulders)	27.89

SUPERSTRUCTURE GEOMETRY

# of Main Spans (45):	1
# of Approach Spans (46):	0
Main Material (43 A):	1 Concrete
Main Design (43 B):	12 Arch-Thru
Max Span Length (48):	55.77
Structure Length (49):	55.77
NBIS Length (112):	Long Enough
Skew (34):	0
Structure Flared (35):	0 No flare
Approach Alignment (72):	5 Above Tolerable



SUPERSTRUCTURE CONDITION

Superstructure Rating (59):	5 Fair
Structure Evaluation (67):	4 Minimum Tolerable
Approach Span Material (44A):	Unknown (NBI)
Approach Span Design (44B):	Unknown (P)

SUBSTRUCTURE GEOMETRY

Scour Rating (113):	8 Stable Above Footing
Waterway Adequacy (71):	8 Equal Desirable
Substructure Rating (60):	6 Satisfactory
Channel Rating (61):	8 Protected

SUBSTRUCTURE CONDITION

Team Leader		Reviewed By	
Signature and Date	REYNALDO SAMPAGA 10/05/2021	***Signature and Date***	

000000000000701 Facility Carried(7): FL-5788 Mile Post(11): 0.28 mi (0.45 km) Team Leader: REYNALDO SAMPAGA Inspection Date: 10/05/2021

000000000000701 Facility Carried(7): FL-5788 Mile Post(11): 0.28 mi (0.45 km) Team Leader: REYNALDO SAMPAGA Inspection Date: 10/05/2021

000000000000701 Facility Carried(7): FL-5788 Mile Post(11): 0.28 mi (0.45 km) Team Leader: REYNALDO SAMPAGA Inspection Date: 10/05/2021

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Bridge Inspection Report

New Mexico DEPARTMENT OF TRANSPORTATION

000000000000701
Facility Carried(7): FL-5788
Mile Post(11): 0.28 mi (0.45 km)
Team Leader: REYNALDO SAMPAGA
Inspection Date: 10/05/2021

ELEM/ENV	DEFECTS	QUANTITY	UNITS	QTY ST 1	QTY ST 2	QTY ST 3	QTY ST 4
1120/1	*Efflorescence/Rust Staining*	*243.00*	*sq.ft*	*0.00*	*243.00*	*0.00*	*0.00*

Deck has efflorescence along cracking and efflorescence along bottom edges.

ELEM/ENV	DEFECTS	QUANTITY	UNITS	QTY ST 1	QTY ST 2	QTY ST 3	QTY ST 4
1130/1	*Cracking (RC and Other)*	*927.00*	*sq.ft*	*0.00*	*132.00*	*795.00*	*0.00*

Deck has moderate to wide diagonal, longitudinal and transverse cracking.

ELEM/ENV	DEFECTS	QUANTITY	UNITS	QTY ST 1	QTY ST 2	QTY ST 3	QTY ST 4
1190/1	*Abrasion(PSC/RC)*	*336.00*	*sq.ft*	*0.00*	*336.00*	*0.00*	*0.00*

Abrasion with exposed aggregate.

ELEM/ENV	ELEMENT NAME	QUANTITY	UNITS	QTY ST 1	QTY ST 2	QTY ST 3	QTY ST 4
144/2	*Re Conc Arch*	*111.00*	*ft*	*111.00*	*0.00*	*0.00*	*0.00*

Concrete arch in good condition and unobservable due to coating.

ELEM/ENV	PROTECTIVE COATING	QUANTITY	UNITS	QTY ST 1	QTY ST 2	QTY ST 3	QTY ST 4
521/2	*Conc Prot Coating*	*111.00*	*sq.ft*	*111.00*	*0.00*	*0.00*	*0.00*

Concrete coating in good condition with minor staining.

ELEM/ENV	ELEMENT NAME	QUANTITY	UNITS	QTY ST 1	QTY ST 2	QTY ST 3	QTY ST 4
155/2	*Re Conc Floor Beam*	*96.00*	*ft*	*48.00*	*32.00*	*16.00*	*0.00*

Structure has 7 reinforced concrete floor beams, 16 ft. long, evenly spaced between the abutments and girders.

Floor beam 1 - (South End) - Patched area.
Floor beam 2 - Isolated, sound concrete patched area.
Floor beam 3 - Concrete patched areas.
Floor beam 4 - Concrete patched areas.
Floor beam 5 - Concrete patched area, and minor scaling.
Floor beam 6 - 4" diameter hole at mid-span, minor scaling throughout.
Floor beam 7 - 4" diameter hole at mid-span, moderate scaling with missing aggregate next to G2.

NOTE;
CONCRETE FLOOR BEAMS HAVE ABRASION 24FT CS 2 AND 1FT CS 3.

ELEM/ENV	DEFECTS	QUANTITY	UNITS	QTY ST 1	QTY ST 2	QTY ST 3	QTY ST 4
1080/2	*Delamination/Spall/Patched Ar*	*48.00*	*ft*	*0.00*	*32.00*	*16.00*	*0.00*

Floor beams with sound concrete patched areas.

ELEM/ENV	ELEMENT NAME	QUANTITY	UNITS	QTY ST 1	QTY ST 2	QTY ST 3	QTY ST 4
215/2	*Re Conc Abutment*	*59.00*	*ft*	*35.00*	*22.00*	*2.00*	*0.00*

Abutments are covered with graffiti. At abutment 2, NW corner smoke staining along wall.

Abutment 1 - At SW corner, isolated spall 6" x 4". Isolated moderate vertical cracking.

Abutment 2 - Along the top, isolated spall 6" x 4", At NW corner, delamination with exposed rebar 2 ft.

ELEM/ENV	DEFECTS	QUANTITY	UNITS	QTY ST 1	QTY ST 2	QTY ST 3	QTY ST 4
359/2	*Conc Effence*	*10.00*	*ft*	*0.00*	*10.00*	*0.00*	*0.00*

10ft due to efflorescence under deck.

ELEM/ENV	DEFECTS	QUANTITY	UNITS	QTY ST 1	QTY ST 2	QTY ST 3	QTY ST 4
1080/2	*Delamination/Spall/Patched Ar*	*4.00*	*ft*	*0.00*	*4.00*	*0.00*	*0.00*

Isolated spalls.


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MANAGEMENT
MONTANA
Department of Transportation

AASHTOWare™ BRIDGE MANAGEMENT

MONTANA

MONTANA Department of Transportation

STRUCTURE INSPECTION REPORT

MDT ID - 01001
NBI ID - I00015000+05201
Feature Intersected - INT MONIDA S 509
Facility - I 15

Inspector - David Monahan
Inspection Type - Regular NBI
Inspection Date - 10/26/2022
Inventory Direction - South to North

General Bridge Data

(22) Owner	State Highway Agency
(6A) Feature Intersected	INT MONIDA S 509
(9) Location	MONIDA
(MDT058)Bridge Condition	3-Poor
(SR) Sufficiency Rating	91.90
(27) Year Built	1959
(58) Deck Rating	4 Poor
(59) Superstructure	6 Satisfactory
(60) Substructure	6 Satisfactory
(61) Channel	N N/A (NBI)
(62) Culvert	N N/A (NBI)
(MDT145) Inv Direction:	South to North

Location Data

(MDT001) Agency Structure Name		(MDT031) Railroad Over/Underpass	0 - Not Applicable
(001A) FIPState	30 Montana	(MDT032) Railroad Owner	NA - Not Applicable
(001B) FHWA Region	Region 8-Denver	(MDT014) Interchange Indictator	1 - Interchange
(MDT027) On/Off System	On System	(MDT015) Interstate Ramp Indicator	0 - Not a Ramp
(112) NBIS Bridge Length	Long Enough	(MDT078) Maintenance Section	21-11 - Lima
(2) MDT Inspection District	02 - BUTTE	(MDT020) Maintenance Division	21 - BUTTE
(3) County Code	001 - BEAVERHEAD	(MDT146) Reservation Boundary	
(4) Place Code	11390 - BUTTE	(MDT115) Administrative District	2 - Butte
(7) Facility Carried by Structure	I 15	(MDT116) Financial District	2 - Butte
(21) Maintenance Responsibility	State Highway Agency	(MDT117) Neighbor County Code	000 - NONE

Bridge GIS Location

(16) Latitude (DMS)	44d 33' 33.05"	(17) Longitude (DMS)	-112d 19' 05.43"
Precise Latitude	44.559181	Precise Longitude	-112.318175

Construction Data

(27) Year Built	1959	(MDT017) MDT Original Construction Project	I-ING 255(12)
(106) Year Reconstructed		(MDT099) MDT Rehab Proj Nbrs	I-IG-15-1(44)0, IM 15-1(85)0, IM 15-1(107)0
(MDT102) Year Rehabilitated	1978, 1995, 2010,	(MDT018) MDT Original Construction Station	3365+00
(MDT019) MDT Original Drawing Number		(MDT100) MDT Rehab Stations	
(MDT103) MDT Rehab Drawing Nbrs	12307, 15990-15993, 20896A-C 20897A-B,	(MDT021) MDT UPN	
(MDT097) Plans in SMS?	Y - Yes	(MDT101) MDT Rehab UPNs	NONE,1748,6923000,4392
(MDT098) Shop Drawings in SMS?	1 - Yes-Full		

Span and Dimensional Data

(33) Bridge Meridian	0 No median	(101) Parallel Structure Designation	Right of || bridge
(34) Skew	0	(103) Temporary Structure Designation	Not Temporary
(35) Structure Flared	0 No flare	(38) Navigation Control	NA-no waterway
(42A) Type of Service on Bridge	1 Highway	(39) Navigation Vertical Clearance	0.0 ft
(48) Length of Maximum Span	45.0 ft	(40) Navigation Horizontal Clearance	0.0 ft
(49) Structure Length	118.0 ft	(116) Minimum Navigation Vertical Clearance	ft
(53) Min Vertical Clearance over Bridge Roadway	100.0 ft	(MDT008) Depth of Cover	0.00 in

MONTANA Department of Transportation

STRUCTURE INSPECTION REPORT
MDT ID - 01001
NBI ID - I00015000+05201
Feature Intersected - INT MONIDA S 509
Facility - I 15

Inspector - David Monahan
Inspection Type - Regular NBI
Inspection Date - 10/26/2022
Inventory Direction - South to North

Roadway Information (Route On Structure)

Identification

(MDT03S) Road Name	I 15	(6B) Critical Facility Indicator	
(5A) Inventory Route - Record	Route On Structure	(MDT087) Mile Post	.522
(5B) Route Signing Prefix	1 Interstate Hwy	(5D) Route Number	00015
(5C) Designated Level of Ser	1 Mainline	(MDT007) Departmental Route	I00015
(5E) Directional Suffix	1 North		

Traffic Data

(28A) Lanes on the Structure	2	(29) Average Daily Traffic	1,643	(114) Future Average Daily Traffic	1,757
(28B) Lanes Under the Structure	2	(30) Year of Average Daily Traffic	2022	(115) Year of Future Avg Daily Traffic	2042
(MDT030) Roadway Speed	80	(109) Average Daily Truck Traffic (%)	31		

Roadway Clearances

(10) Minimum Vertical Clearance	99.99 ft	(72) Approach Roadway Alignment	8 Equal Desirable Crit
(47) Total Horizontal Clearance	41.00 ft	(42B) Type of Service Under	1 Highway
(32) Approach Roadway Width	41.00 ft	(51) Bridge Roadway Width Curb-to-Curb	44.00 ft

Highway Networks and Service Classification

(12) Base Highway Network	On Base Network	(20) Toll	3 On free road
(11) Accumulated Miles	0.50	(26) Functional Classification	01 Rural Interstate
(13A) LRS Number	C000015A	(102) Direction of Traffic	1 1-way traffic

Alternate Classifications

(100) STRAHNET Highway Designation	1 On Interstate STRAHNET	(110) National Truck Network	1 Part of natl network
(104) NHS Indicator	1 On the NHS	(105) Federal Lands Highways	0 N/A (NBI)

Detour

(19) Bypass/Detour Length	1.00 mi	(MDT009) Detour Speed	45 mi/hr

Roadway Information (One Route Under)

Identification

(MDT03S) Road Name	S VALLEY RD	(6B) Critical Facility Indicator	
(5A) Inventory Route - Record	One Route Under	(MDT087) Mile Post	
(5B) Route Signing Prefix	3 State Hwy	(5D) Route Number	00509
(5C) Designated Level of Ser	1 Mainline	(MDT007) Departmental Route	S00509
(5E) Directional Suffix	0 N/A (NBI)		

Traffic Data

(28A) Lanes on the Structure	2	(29) Average Daily Traffic	100	(114) Future Average Daily Traffic	100
(28B) Lanes Under the Structure	2	(30) Year of Average Daily Traffic	2023	(115) Year of Future Avg Daily Traffic	2038
(MDT030) Roadway Speed	35	(109) Average Daily Truck Traffic (%)	3		

Roadway Clearances

(10) Minimum Vertical Clearance	14.00 ft	(72) Approach Roadway Alignment	8 Equal Desirable Crit
(47) Total Horizontal Clearance	40.00 ft	(42B) Type of Service Under	1 Highway
(32) Approach Roadway Width	41.00 ft	(51) Bridge Roadway Width Curb-to-Curb	44.00 ft

AASHTOWare™ BRIDGE MANAGEMENT

MONTANA

MONTANA Department of Transportation

STRUCTURE INSPECTION REPORT
MDT ID - 01001
NBI ID - I00015000+05201
Feature Intersected - INT MONIDA S 509
Facility - I 15

Inspector - David Monahan
Inspection Type - Regular NBI
Inspection Date - 10/26/2022
Inventory Direction - South to North

General Bridge Data

(22) Owner	State Highway Agency
(6A) Feature Intersected	INT MONIDA S 509
(9) Location	MONIDA
(MDT058)Bridge Condition	3-Poor
(SR) Sufficiency Rating	91.90
(27) Year Built	1959
(58) Deck Rating	4 Poor
(59) Superstructure	6 Satisfactory
(60) Substructure	6 Satisfactory
(61) Channel	N N/A (NBI)
(62) Culvert	N N/A (NBI)
(MDT145) Inv Direction:	South to North

Location Data

(MDT001) Agency Structure Name		(MDT031) Railroad Over/Underpass	0 - Not Applicable
(001A) FIPState	30 Montana	(MDT032) Railroad Owner	NA - Not Applicable
(001B) FHWA Region	Region 8-Denver	(MDT014) Interchange Indicator	1 - Interchange
(MDT027) On/Off System	On System	(MDT015) Interstate Ramp Indicator	0 - Not a Ramp
(112) NBIS Bridge Length	Long Enough	(MDT078) Maintenance Section	21-11 - Lima
(2) MDT Inspection District	02 - BUTTE	(MDT020) Maintenance Division	21 - BUTTE
(3) County Code	001 - BEAVERHEAD	(MDT146) Reservation Boundary	
(4) Place Code	11390 - BUTTE	(MDT115) Administrative District	2 - Butte
(7) Facility Carried by Structure	I 15	(MDT116) Financial District	2 - Butte
(21) Maintenance Responsibility	State Highway Agency	(MDT117) Neighbor County Code	000 - NONE

Bridge GIS Location

(16) Latitude (DMS)	44d 33' 33.05"	(17) Longitude (DMS)	-112d 19' 05.43"
Precise Latitude	44.559181	Precise Longitude	-112.318175

Construction Data

(27) Year Built	1959	(MDT017) MDT Original Construction Project	I-ING 255(12)
(106) Year Reconstructed		(MDT099) MDT Rehab Proj Nbrs	I-IG-15-1(44)0, IM 15-1(85)0, IM 15-1(107)0
(MDT102) Year Rehabilitated	1978, 1995, 2010, .	(MDT018) MDT Original Construction Station	3365+00
(MDT019) MDT Original Drawing Number		(MDT100) MDT Rehab Stations	
(MDT103) MDT Rehab Drawing Nbrs	12307, 15990-15993, 20896A-C 20897A-B,	(MDT021) MDT UPN	
(MDT097) Plans in SMS?	Y - Yes	(MDT101) MDT Rehab UPNs	NONE,1748,6923000,4392
(MDT098) Shop Drawings in SMS?	1 - Yes-Full		

Span and Dimensional Data

(33) Bridge Meridian	0 No median	(101) Parallel Structure Designation	Right of || bridge
(34) Skew	0	(103) Temporary Structure Designation	Not Temporary
(35) Structure Flared	0 No flare	(38) Navigation Control	NA-no waterway
(42A) Type of Service on Bridge	1 Highway	(39) Navigation Vertical Clearance	0.0 ft
(48) Length of Maximum Span	45.0 ft	(40) Navigation Horizontal Clearance	0.0 ft
(49) Structure Length	118.0 ft	(116) Minimum Navigation Vertical Clearance	ft
(53) Min Vertical Clearance over Bridge Roadway	100.0 ft	(MDT008) Depth of Cover	0.00 in

Inspector - David Monahan
Inspection Type - Regular NBI
Inspection Date - 10/26/2022
Inventory Direction - South to North

ator
.522
00015
Route I00015

(114) Future Average Daily Traffic 1,757
(115) Year of Future Avg Daily Traffic 2042

Alignment 8 Equal Desirable Crit
der 1 Highway
th Curb-to-Curb 44.00 ft

ation
3 On free road
ation 01 Rural Interstate
1 1-way traffic

work 1 Part of natl network
ways 0 N/A (NBI)

45 mi/hr

ator
00509
Route S00509

(114) Future Average Daily Traffic 100
(115) Year of Future Avg Daily Traffic 2038

Alignment 8 Equal Desirable Crit
der 1 Highway
th Curb-to-Curb 44.00 ft

MONTANA Department of Transportation
STRUCTURE INSPECTION REPORT
MDT ID - 01001
NBI ID - I00015000+05201
Feature Intersected - INT MONIDA S 509
Facility - I 15
Inspector - David Monahan
Inspection Type - Regular NBI
Inspection Date - 10/26/2022
Inventory Direction - South to North

Highway Networks and Service Classification

(12) Base Highway Network	Not on Base Network	(20) Toll	3 On free road
(11) Accumulated Miles	0.00	(26) Functional Classification	07 Rural Mjr Collector
(13A) LRS Number	C086249A	(102) Direction of Traffic	2 2-way traffic

Alternate Classifications

(100) STRAHNET Highway Designation	0 Not a STRAHNET hwy	(110) National Truck Network	0 Not part of natl netwo
(104) NHS Indicator	0 Not on NHS	(105) Federal Lands Highways	0 N/A (NBI)

Detour

(19) Bypass/Detour Length	0.00 mi	(MDT009) Detour Speed	35 mi/hr

Load Rating

Event Name: INIT01001
Rating Date: 10/25/2019
Load Rater: Damian Silverstrim
Reviewer:
Software Used: AASHTOWare BrR
Secondary Software:
Notes: Transferred from SMS
Wearing Surface or Fill Depth:
Category: Routine

Vehicle Name	Current	Load Rating (Tons)	Method	Analysis	Limit State	Location	Notes
HL-93 Inventory	T	102.00	3 LRFR Load & Res. Fact	Design	NA		SMS Design Transfer
HL-93 Operating	T	141.00	3 LRFR Load & Res. Fact	Design	NA		SMS Design Transfer
Type 3 LRFR Rating	T	165.00	3 LRFR Load & Res. Fact	Legal	NA		Transferred from SMS
Type 3S2 LRFR Rating	T	248.00	3 LRFR Load & Res. Fact	Legal	NA		Transferred from SMS
Type 3-3 LRFR Rating	T	320.00	3 LRFR Load & Res. Fact	Legal	NA		Transferred from SMS
SU4 LRFR Rating	T	150.00	3 LRFR Load & Res. Fact	Legal	NA		Transferred from SMS
SU5 LRFR Rating	T	164.00	3 LRFR Load & Res. Fact	Legal	NA		Transferred from SMS
SU6 LRFR Rating	T	166.00	3 LRFR Load & Res. Fact	Legal	NA		Transferred from SMS
SU7 LRFR Rating	T	174.00	3 LRFR Load & Res. Fact	Legal	NA		Transferred from SMS
EV2 LRFR Rating	T	206.00	3 LRFR Load & Res. Fact	Legal	NA		Transferred from SMS
EV3 LRFR Rating	T	203.00	3 LRFR Load & Res. Fact	Legal	NA		Transferred from SMS

AASHTOWare™ BRIDGE MANAGEMENT

MONTANA

MONTANA Department of Transportation

STRUCTURE INSPECTION REPORT

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(60) Substructure	6 Satisfactory
(61) Channel	N N/A (NBI)
(62) Culvert	N N/A (NBI)
(MDT145) Inv Direction:	South to North

Location Data

(MDT001) Agency Structure Name		**(MDT031) Railroad Over/Underpass**	0 - Not Applicable
(001A) FIPState	30 Montana	**(MDT032) Railroad Owner**	NA - Not Applicable
(001B) FHWA Region	Region 8-Denver	**(MDT014) Interchange Indicator**	1 - Interchange
(MDT027) On/Off System	On System	**(MDT015) Interstate Ramp Indicator**	0 - Not a Ramp
(112) NBIS Bridge Length	Long Enough	**(MDT078) Maintenance Section**	21-11 - Lima
(2) MDT Inspection District	02 - BUTTE	**(MDT020) Maintenance Division**	21 - BUTTE
(3) County Code	001 - BEAVERHEAD	**(MDT146) Reservation Boundary**	
(4) Place Code	11390 - BUTTE	**(MDT115) Administrative District**	2 - Butte
(7) Facility Carried by Structure	I 15	**(MDT116) Financial District**	2 - Butte
(21) Maintenance Responsibility	State Highway Agency	**(MDT117) Neighbor County Code**	000 - NONE

Bridge GIS Location

(16) Latitude (DMS)	44d 33' 33.05"	**(17) Longitude (DMS)**	-112d 19' 05.43"
Precise Latitude	44.559181	**Precise Longitude**	-112.318175

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(106) Year Reconstructed		**(MDT099) MDT Rehab Proj Nbrs**	I-IG-15-1(44)0, IM 15-1(85)0, IM 15-1(107)0
(MDT102) Year Rehabilitated	1978, 1995, 2010, .	**(MDT018) MDT Original Construction Station**	3365+00
(MDT019) MDT Original Drawing Number		**(MDT100) MDT Rehab Stations**	
(MDT103) MDT Rehab Drawing Nbrs	12307, 15990-15993, 20896A-C 20897A-B,	**(MDT021) MDT UPN**	
(MDT097) Plans in SMS?	Y - Yes	**(MDT101) MDT Rehab UPNs**	NONE,1748,6923000,4392
(MDT098) Shop Drawings in SMS?	1 - Yes-Full		

Span and Dimensional Data

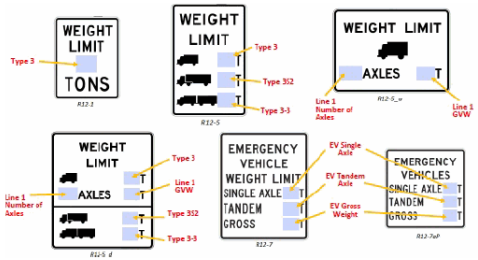
(33) Bridge Meridian	0 No median	**(101) Parallel Structure Designation**	Right of II bridge
(34) Skew	0	**(103) Temporary Structure Designation**	Not Temporary
(35) Structure Flared	0 No flare	**(38) Navigation Control**	NA-no waterway
(42A) Type of Service on Bridge	1 Highway	**(39) Navigation Vertical Clearance**	0.0 ft
(48) Length of Maximum Span	45.0 ft	**(40) Navigation Horizontal Clearance**	0.0 ft
(49) Structure Length	118.0 ft	**(116) Minimum Navigation Vertical Clearance**	ft
(53) Min Vertical Clearance over Bridge Roadway	100.0 ft	**(MDT008) Depth of Cover**	0.00 in

MONTANA Department of Transportation

STRUCTURE INSPECTION REPORT
MDT ID - 01001
NBI ID - I00015000+05201
Feature Intersected - INT MONIDA S 509
Facility - I 15
Inspector - David Monahan
Inspection Type - Regular NBI
Inspection Date - 10/26/2022
Inventory Direction - South to North

Load Posting Information

Operational Status		Load Posting Requirements	
(41) Open/Posted/Closed	A Open, no restriction	**(70) Legal Load Status**	5 At/Above Legal Loads
(MDT135) Posting Sign Type		**Load Posting Authorization Date**	
(MDT067) Type 3 Truck Posting		**Required Posting Sign Type**	
(MDT073) Truck 3S2 Posting		**Required Type 3 Truck Posting**	
(MDT070) Truck 3-3 Posting		**Required Type 3S2 Truck Posting**	
(MDT136) Line 1 Number of Axles Posting		**Required Type 3-3 Truck Posting**	
(MDT137) Line 1 GVW Posting		**Required Line 1 Number of Axles Posting**	
(MDT142) EV Single Axle Posting		**Required Line 1 GVW Posting**	
(MDT143) EV Tandem Axles Posting		**Required EV Single Axle Posting**	
(MDT144) EV Gross Weight Posting		**Required EV Tandem Axles Posting**	
(MDT148) Load Posting Basis		**Required EV Gross Weight Posting**	



Inspection Activities

Inspector
David Monahan

Signature

Start Date	End Date	Weather	Temperature	Comments
10/26/2022	10/26/2022	Cloudy	30	David Monahan (TL), and Katie Christy on-site.

Quality Control Reviewer
Brandon Willis

AASHTOWare™ BRIDGE MANAGEMENT

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MONTANA Department of Transportation

STRUCTURE INSPECTION REPORT

MDT ID - 01001
NBI ID - I00015000+05201
Feature Intersected - INT MONIDA S 509
Facility - I 15

Inspector - David Monahan
Inspection Type - Regular NBI
Inspection Date - 10/26/2022
Inventory Direction - South to North

General Bridge Data

(22) Owner	State Highway Agency
(6A) Feature Intersected	INT MONIDA S 509
(9) Location	MONIDA
(MDT058)Bridge Condition	3-Poor
(SR) Sufficiency Rating	91.90
(27) Year Built	1959
(58) Deck Rating	4 Poor
(59) Superstructure	6 Satisfactory
(60) Substructure	6 Satisfactory
(61) Channel	N N/A (NBI)
(62) Culvert	N N/A (NBI)
(MDT145) Inv Direction:	South to North

Location Data

(MDT001) Agency Structure Name		**(MDT031) Railroad Over/Underpass**	0 - Not Applicable
(001A) FIPState	30 Montana	**(MDT032) Railroad Owner**	NA - Not Applicable
(001B) FHWA Region	Region 8-Denver	**(MDT014) Interchange Indictator**	1 - Interchange
(MDT027) On/Off System	On System	**(MDT015) Interstate Ramp Indicator**	0 - Not a Ramp
(112) NBIS Bridge Length	Long Enough	**(MDT078) Maintenance Section**	21-11 - Lima
(2) MDT Inspection District	02 - BUTTE	**(MDT020) Maintenance Division**	21 - BUTTE
(3) County Code	001 - BEAVERHEAD	**(MDT146) Reservation Boundary**	
(4) Place Code	11390 - BUTTE	**(MDT115) Administrative District**	2 - Butte
(7) Facility Carried by Structure	I 15	**(MDT116) Financial District**	2 - Butte
(21) Maintenance Responsibility	State Highway Agency	**(MDT117) Neighbor County Code**	000 - NONE

Bridge GIS Location

(16) Latitude (DMS)	44d 33' 33.05"	**(17) Longitude (DMS)**	-112d 19' 05.43"
Precise Latitude	44.559181	**Precise Longitude**	-112.318175

Construction Data

(27) Year Built	1959	**(MDT017) MDT Original Construction Project**	I-ING 255(12)
(106) Year Reconstructed		**(MDT099) MDT Rehab Proj Nbrs**	I-IG-15-1(44)0, IM 15-1(85)0, IM 15-1(107)0
(MDT102) Year Rehabilitated	1978, 1995, 2010, .	**(MDT018) MDT Original Construction Station**	3365+00
(MDT019) MDT Original Drawing Number		**(MDT100) MDT Rehab Stations**	
(MDT103) MDT Rehab Drawing Nbrs	12307, 15990-15993, 20896A-C 20897A-B,	**(MDT021) MDT UPN**	
(MDT097) Plans in SMS?	Y - Yes	**(MDT101) MDT Rehab UPNs**	NONE,1748,6923000,4392
(MDT098) Shop Drawings in SMS?	1 - Yes-Full		

Span and Dimensional Data

(33) Bridge Meridian	0 No median	**(101) Parallel Structure Designation**	Right of || bridge
(34) Skew	0	**(103) Temporary Structure Designation**	Not Temporary
(35) Structure Flared	0 No flare	**(38) Navigation Control**	NA-no waterway
(42A) Type of Service on Bridge	1 Highway	**(39) Navigation Vertical Clearance**	0.0 ft
(48) Length of Maximum Span	45.0 ft	**(40) Navigation Horizontal Clearance**	0.0 ft
(49) Structure Length	118.0 ft	**(116) Minimum Navigation Vertical Clearance**	ft
(53) Min Vertical Clearance over Bridge Roadway	100.0 ft	**(MDT008) Depth of Cover**	0.00 in

MONTANA Department of Transportation

STRUCTURE INSPECTION REPORT
MDT ID - 01001
NBI ID - I00015000+05201
Feature Intersected - INT MONIDA S 509
Facility - I 15

Inspector - David Monahan
Inspection Type - Regular NBI
Inspection Date - 10/26/2022
Inventory Direction - South to North

Element Inspection

M Main Span (0)

12 - Re Concrete Deck
Inspected: Yes
Environment: Mod.

Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
	QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
5,479.00 sq.ft	2,724.00 (49.70%)	2,300.00 (42.00%)	455.00 (8.30%)	0.00 (0.00%)

Comments:
CS1: The top of the deck had been re-sealed in some locations prior to the 2022 inspection. The top of the deck exhibited effectively sealed cracks in Span 1 and on the shoulders. The previously noted small areas of rust staining associated with cracking on the deck surface totaling approximately 25 square feet had been effectively sealed.

CS2:
CS3:
CS4:

521 - Conc Prot Coating
Inspected: Yes

Total Quantity	*Condition State 1*	*Condition State 2*	*Condition State 3*	*Condition State 4*
	QTY (PCT)	*QTY (PCT)*	*QTY (PCT)*	*QTY (PCT)*
5,479.00 sq.ft	*4,109.00 (75.00%)*	*0.00 (0.00%)*	*0.00 (0.00%)*	*1,370.00 (25.00%)*

Comments:
CS1:
CS2:
CS3:
CS4:

3540 - Eff(Crete Protect Coat)
Inspected: Yes

Total Quantity	*Condition State 1*	*Condition State 2*	*Condition State 3*	*Condition State 4*
	QTY (PCT)	*QTY (PCT)*	*QTY (PCT)*	*QTY (PCT)*
1,370.00 sq.ft	*0.00 (0.00%)*	*0.00 (0.00%)*	*0.00 (0.00%)*	*1,370.00 (100.00%)*

Comments:
CS1:
CS2:
CS3:

CS4: The HMWM crack seal on the top of the deck had lost effectiveness in areas of most severe cracking. (1370 SF)

1080 - Delamination/Spall/Patched Area

Total Quantity	*Condition State 1*	*Condition State 2*	*Condition State 3*	*Condition State 4*
	QTY (PCT)	*QTY (PCT)*	*QTY (PCT)*	*QTY (PCT)*
550.00 sq.ft	*0.00 (0.00%)*	*550.00 (100.00%)*	*0.00 (0.00%)*	*0.00 (0.00%)*

Comments:
CS1:

CS2: Hammer sounding on the top of the deck revealed delaminations throughout approximately 10% of the surface area. (550 SF)

CS3:
CS4:

AASHTOWare™ BRIDGE MANAGEMENT

MONTANA

8/24/2023

EMAIL LOG
DATABASE MAINTENANCE
TRIGGERED EMAILS FROM DATABASE LOG
WITHIN LAST 7 DAYS

TO: kmarcoux@mt.gov;ancompton@mt.go 8/22/2023 5:49:19PM	**Bridge Inspection Completed For Bridge 04079** Bridge 04079 had a Regular NBI inspection dated 07/13/2023 that has been completed. Feature Intersected: YELLOWSTONE RIVER 030 Facility Carried: MILWAUKEE RD Scour Critical Status: 3 SC - Unstable
TO: kmarcoux@mt.gov;ancompton@mt.go 8/17/2023 2:14:36PM	**Bridge Inspection Completed For Bridge 04516** Bridge 04516 had a Regular NBI inspection dated 08/16/2023 that has been completed. Feature Intersected: YELLOWSTONE RIVER 010 Facility Carried: N YELLOWSTONE TRL Scour Critical Status: 4 Stable, needs action
TO: mdtbridgepost@mt.gov 8/22/2023 4:38:31PM	**BrM Item 41 updated for 02124 on MDT** Item 41 (Structure Open, Posted or Closed to Traffic) was updated for structure 02124 by John Jackson from value (P Posted for load) to (B Posting Recommended).
TO: msmith@mt.gov 8/24/2023 7:50:26AM	**BrM MDT034 updated for 06378** MDT034 (Request Review of Load Rating) was updated for structure 06378 by Aric Jensen from value (No) to (). Comments: Wearing surface depth measured as 13.5 in. (previously listed as 10 in.), 8/8/2023 routine inspection, Ryan Sievers, Fickett Structural Solutions.
TO: mdtbridgescour@mt.gov 8/23/2023 12:16:51PM	**BrM Item 113 updated for 02401** Item 113 (Scour Critical Status) was updated for structure 02401 by Tim Welter from value (5 Stable w/in footing) to (4 Stable, needs action).
TO: kmarcoux@mt.gov;ancompton@mt.go 8/22/2023 8:41:56AM	**Bridge Inspection Completed For Bridge 04682** Bridge 04682 had a Special inspection dated 05/24/2023 that has been completed. Feature Intersected: WEST FORK POPLAR R 026 Facility Carried: N BENCH RD Scour Critical Status: 3 SC - Unstable
TO: kmarcoux@mt.gov;ancompton@mt.go 8/24/2023 6:47:27AM	**Bridge Inspection Completed For Bridge 03719** Bridge 03719 had a Fracture Critical inspection dated 06/28/2023 that has been completed. Feature Intersected: BITTERROOT RIVER 010 Facility Carried: NORTH AVE W Scour Critical Status: 7 Countermeasures
TO: msmith@mt.gov 8/21/2023 8:04:12AM	**BrM MDT034 updated for 02443** MDT034 (Request Review of Load Rating) was updated for structure 02443 by Aric Jensen from value (No) to (). Comments: Ryan Sievers notified MDT on 8/3/23 about negative camber and need to review load rating.
TO: msmith@mt.gov 8/21/2023 2:17:38PM	**BrM MDT034 updated for 03828** MDT034 (Request Review of Load Rating) was updated for structure 03828 by Mary Smith from value () to (No). Comments: Wearing surface depth changed from 3 inches to 5 inches (see detailed depth of cover sheet), 8/2/2023 routine inspection, J Jackson MDT 8/21/2023 review - load rating update not needed, analysis already reflects 5" depth above top of corrugated plank based on 2019 measurements (confirmed in BrR). MDT008 and load rating summary sheet were outdated. Updated load rating summary sheet with comment. M Smith

8/24/2023

EMAIL LOG
DATABASE MAINTENANCE
TRIGGERED EMAILS FROM DATABASE LOG
WITHIN LAST 7 DAYS

Pag

TO: kmarcoux@mt.gov;ancompton@mt.go 8/22/2023 5:49:19PM	**Bridge Inspection Completed For Bridge 04079** Bridge 04079 had a Regular NBI inspection dated 07/13/2023 that has been completed. Feature Intersected: YELLOWSTONE RIVER 030 Facility Carried: MILWAUKEE RD Scour Critical Status: 3 SC - Unstable
TO: kmarcoux@mt.gov;ancompton@mt.go 8/17/2023 2:14:36PM	**Bridge Inspection Completed For Bridge 04516** Bridge 04516 had a Regular NBI inspection dated 08/16/2023 that has been completed. Feature Intersected: YELLOWSTONE RIVER 010 Facility Carried: N YELLOWSTONE TRL Scour Critical Status: 4 Stable, needs action

AASHTOWare™ BRIDGE MANAGEMENT

MONTANA

MONTANA Department of Transportation

Lewis And Clark County Bridge Summary for Quarter 2 2023 (April 1 - June 30)

This is a bridge inspection summary report and includes bridges that have been inspected and had quality control performed during Quarter 2 2023 (April 1 - June 30).
Bridges included in this report are bridges that are in Lewis And Clark county and are either owned and /or maintained by the county or a city within the county.
This is a summary report and does not include all important information related to the bridge and may also not include all bridges in Lewis And Clark County . Please go to BrM and review each bridge inspection report.
Section 1 includes bridge condition summary information and Section 2 contains open bridge work recommendations.
For questions about bridge inspection reports or work recommendations contact your area bridge inspection manager.
For help with access to BrM contact Leanne Moyer.

Bridge Condition Summary:

Bridges have condition components rated on a 0 to 9 scale as part of the National Bridge Inspection Program. The lowest condition rating is used to determine if a bridge is in good, fair, or poor condition. If the lowest condition rating for a bridge is a 7 or greater it is considered good, 5 or 6 is fair, and 4 or lower is poor.

	Inspection Dates	Deck Rating	Superstructure Rating	Substructure Rating	Culvert Rating
MDT ID: 04932 **NBI ID:** M25037000+00201 **Owner:** City or Municipal Highway Agency **Maintenance:** City or Municipal Highway Agency **Posting Status:** A Open, no restriction **Facility:** E RIGGS ST **Feature:** PRICKLY PEAR CREEK 083 **Location:** EAST HELENA-E RIGGS ST **Lat/Long:** (46.590358, -111.921091)	**Current:** 03/06/2023 *Previous: 03/01/2021*	**Current:** 7 Good *Previous: 7 Good*	**Current:** 8 Very Good *Previous: 8 Very Good*	**Current:** 7 Good *Previous: 7 Good*	**Current:** N N/A (NBI) *Previous: N N/A (NBI)*
MDT ID: 03361 **NBI ID:** L25049002+02001 **Owner:** County Highway Agency **Maintenance:** County Highway Agency **Posting Status:** A Open, no restriction **Facility:** VALLEY DR **Feature:** HELENA VALLEY CANAL 074 **Location:** 2M N EAST HELENA **Lat/Long:** (46.614231, -111.914608)	**Current:** 04/04/2023 *Previous: 12/15/2022*	**Current:** 8 Very Good *Previous: 8 Very Good*	**Current:** 8 Very Good *Previous: 8 Very Good*	**Current:** 8 Very Good *Previous: 8 Very Good*	**Current:** N N/A (NBI) *Previous: N N/A (NBI)*
MDT ID: 03364 **NBI ID:** L25100000+07001 **Owner:** County Highway Agency **Maintenance:** County Highway Agency **Posting Status:** A Open, no restriction **Facility:** LAKE HELENA DR **Feature:** CAUSEWAY-LAKE HELENA 072	**Current:** 03/06/2023 *Previous: 04/02/2021*	**Current:** 7 Good *Previous: 7 Good*	**Current:** 7 Good *Previous: 7 Good*	**Current:** 6 Satisfactory *Previous: 6 Satisfactory*	**Current:** N N/A (NBI) *Previous: N N/A (NBI)*

AASHTOWare™ BRIDGE MANAGEMENT

MONTANA

Request Review of Load Rating Report as of 8/24/2023

MDT ID	Request Review of Load Rating	Request Notes	Depth of Cover	Depth of Cover Notes	Inspection Date	INSPECTOR	Entered By	Rating Date	Name of Load Rater	Rating Event Date	Name of Load Rater Event
01391		hange section loss or adjust Conc			04/27/2023	Drew Sielbach	endan Prendevi	09/05/2017	Devin Roberts	09/05/2017	Devin Roberts
01543		n impacted and have had 2 stands			05/03/2023	David Crumley	Tim Welter	04/26/2019	Jason R. Krempl	04/26/2019	Jason R. Krempl
01587		nd have had 2 bars of mild steel v			05/04/2023	David Crumley	Tim Welter	10/29/2019	Damian Silverstrim	10/29/2019	Damian Silverstrim
01960		ion in the pipe walls. 6/15/2023 R			06/15/2023	Jeff Malone	Ryan Kaskie			01/01/1901	
02172		ize than reflected in 2021 rating. I			01/16/2023	Benjamin Schaefer	enjamin Schaefi	09/22/2021	Damian Silverstrim	09/22/2021	Damian Silverstrim
02283		nas corrugated decking. Measure			03/27/2023	William Lay	William Lay	03/01/2022	Jason Wolfe	03/01/2022	Jason Wolfe
02335		s replaced by corrugated steel. W			04/21/2023	William Lay	William Lay	03/04/2022	Ryan Sherman	03/04/2022	Ryan Sherman
02438	rchived brides) Yes-chan				08/11/2021	Mitchell Pratt	Mitchell Pratt	12/29/2020	Michael Metcalf	12/29/2020	Michael Metcalf
02443		e Critical Inspection, Ryan Sievers			07/30/2023	Ryan Sievers	Aric Jensen	12/03/2020	Anderson Potter	12/03/2020	Anderson Potter
02525					08/10/2022	William Lay	William Lay			01/01/1901	
02583		l since the previous inspection an			06/11/2023	Brandon Willis	Bri Sievenpiper	12/21/2022	Jason Zimpfer	12/21/2022	Jason Zimpfer
02674					07/11/2023	John Jackson	Ethan Smartnicl	04/03/2020	Brett Canimore	04/03/2020	Brett Canimore
02686		eplaced by a new timber wearing			05/01/2023	John Jackson	John Jackson	01/28/2020	Brett Canimore	01/28/2020	Brett Canimore
02744		to new timber deck and running p			11/28/2022	Gary Gotschall	Gary Gotschall	02/17/2022	Jason Zimpfer	02/17/2022	Jason Zimpfer
02965		tailed depth of cover measureme		gated plank. See detailed d	08/02/2023	John Jackson	Ethan Smartnicl	09/17/2019	Brett Canimore	09/17/2019	Brett Canimore
03201		r changed from 8 in. to 9 in. base			09/13/2022	Kyle Branham	Allison Dagesse	05/04/2022	Kayla Jacobsen	05/04/2022	Kayla Jacobsen
03279	ved brides) Yes-change	cap at bent 2 is failing and needs			09/02/2021	Darrel Reich	Darrel Reich	01/17/2022	Jason Zimpfer	01/17/2022	Jason Zimpfer
03349		hops and Measurements. It is rec			10/17/2022	Allison Dagesse	Allison Dagesse	11/09/2020	Kyle Dana	11/09/2020	Kyle Dana
03375		details. Additional girder, new de			07/11/2023	William Lay	William Lay	09/22/2021	Damian Silverstrim	09/22/2021	Damian Silverstrim
03719		beams and stringers that was not			06/28/2023	Ryan Sievers	Kirsten Maxwell	12/27/2019	Brett Canimore	12/27/2019	Brett Canimore
03749		plan deformation. Please see deta			06/13/2023	Edward Cinadr	Jacob Molnar	04/15/2020	Brett Canimore	04/15/2020	Brett Canimore
03830		level per NBI 41 notes (4/12/2023			05/18/2023	John Jackson	John Jackson	07/07/2020	Brett Canimore	07/07/2020	Brett Canimore
04056	ed brides) Yes-change in				08/09/2023	Mitchell Pratt	Mitchell Pratt	01/28/2020	Brett Canimore	01/28/2020	Brett Canimore
04702		ure rating from 5 to 4 due to adva			11/01/2022	Jerem Joyce	Jim Shields	02/05/2020	Michael Philpot	02/05/2020	Michael Philpot
04713		m 2020-2022 inspections - 3 piles			11/18/2022	Christopher Bowers	Jacob Dahlgren	02/05/2020	Michael Philpot	02/05/2020	Michael Philpot
04718		ss has advanced since last inspe			04/17/2023	Andy Kubic	Allison Dagesse	12/29/2010	crh	12/29/2010	crh
05169		rating be updated to reflect the in			02/06/2023	Jarrod Plummer	Jarrod Plummer	06/30/2022	Kayla Jacobsen	06/30/2022	Kayla Jacobsen
05170		ents. MDT034 Request Review of			10/21/2022	Allison Dagesse	Allison Dagesse	06/30/2022	Kayla Jacobsen	06/30/2022	Kayla Jacobsen
05273		n spans between the sliding plate			08/03/2023	Edward Cinadr	Zach Bunker	06/14/2021	Jason Zimpfer	06/14/2021	Jason Zimpfer
05870		ed value in BrM (3.25 in.). It is rec			08/26/2022	Michael Banasiak	Allison Dagesse	03/03/2022	Sarah Ringling	03/03/2022	Sarah Ringling
06378		/ listed as 10 in.), 8/8/2023 routine		/23 routine inspection, Ryar	08/08/2023	Ryan Sievers	Kirsten Maxwell	10/22/2020	Ryan Sherman	10/22/2020	Ryan Sherman
06529		verlay pre 2022 inspection. - Over		21/2022 - see MAR report ir	04/27/2023	David Crumley	David Crumley	10/29/2019	Damian Silverstrim	10/29/2019	Damian Silverstrim
06581		ing) was changed to Yes - change			09/27/2022	Brandon Willis	Brandon Willis	12/22/2010	AKJ	12/22/2010	AKJ
06582		l rating be updated to reflect the ir			09/27/2022	Brandon Willis	Brandon Willis	03/21/2022	Kayla Jacobsen	03/21/2022	Kayla Jacobsen
06596		ed that the load rating be updated			09/16/2022	Kyle Branham	Allison Dagesse	11/09/2020	Kayla Jacobsen	11/09/2020	Kayla Jacobsen
06721		ed the load rating be updated to re			09/14/2022	Kyle Branham	Allison Dagesse	08/09/2021	Kyle Dana	08/09/2021	Kyle Dana
06757		as changed to 6 in. based on field			10/20/2022	Allison Dagesse	Allison Dagesse	11/09/2020	Jason Wolfe	11/09/2020	Jason Wolfe

AASHTOWare™ BRIDGE MANAGEMENT

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Interstate bridge inspections that have been finished since 4/ 1/2023 as of 8/24/2023

MDT ID	NBI ID	Ref Post	Con Year	Recon Year	Const Drive	Oper (Tons)	Inv (Tons)	Post	Structure Length (ft)	Max Span Length (ft)	Main Num Span	Main Design	Main Material	Approach Num Spans	Approach Design	Approach Material	Structure Type	Surface Type	Depth of Cover	Current Inspection Date	Current Deck Rating	Current Super Rating	Current Sub Rating	Current Culv Rating	Previous Inspection Date	Previous Deck Rating	Previous Sup Rating	Previous Sub Rating	Previous Culv Rating
01003	I00015001+05691	1.6042	2015		22253	52.0	40.0	A	393.2	163.0	3	02	3	0	00	0	1	0	0.00	6/13/2023	6	7	7	N	6/16/2021	6	7	7	N
01004	I00015001+05692	1.6005	1981		12003	61.0	25.0	A	252.9	120.2	3	02	5	0	00	0	1	0	0.00	5/9/2023	6	7	6	N	5/4/2021	6	7	6	N
01010	00000000000001010	12.8569	2016		22282	51.0	40.0	A	560.5	134.3	5	02	4	0	00	0	1	0	0.00	6/14/2023	6	7	7	N	10/6/2020	7	7	7	N
01029	I00015045+00001	45.9528	1964		6411	34.0	26.0	A	402.0	100.0	5	02	3	0	00	0	1	6	2.00	6/27/2023	7	6	5	N	11/29/2022	7	6	5	N
01030	I00015045+00002	45.9906	1981		11031	48.0	27.0	A	448.0	100.0	5	02	5	0	00	0	1	0	0.00	6/27/2023	6	6	6	N	11/29/2022	6	6	6	N
01075	I00015086+03271	86.4242	1974		10247	49.0	38.0	A	568.9	95.0	4	02	3	4	02	5	1	5	0.00	4/17/2023	6	6	6	N	9/19/2022	6	6	6	N
01076	I00015086+03272	86.5207	1974	1996	10248	49.0	36.0	A	537.9	95.0	4	02	3	3	02	5	1	5	0.00	4/17/2023	6	6	6	N	4/20/2021	6	6	6	N
01081	I00015093+01222	93.2892	1973		10349	52.0	40.0	A	128.0	56.5	3	02	5	0	00	0	1	0	0.00	5/2/2023	6	7	7	N	2/16/2021	6	7	7	N
01097	I00015118+06001	118.8671	1973			36.0	36.0	A	16.2	16.2	1	19	3	0	00	0	N	N	0.00	8/14/2023	N	N	N	3	5/25/2023	N	N	N	3
01100	I00015122+04231	122.5760	1968		8179	87.6	52.4	A	118.0	45.0	3	02	5	0	00	0	1	3	1.00	5/15/2023	7	7	6	N	5/1/2021	6	7	6	N
01101	I00015122+04232	122.6906	1968		8179	50.0	36.0	A	118.0	45.0	3	02	5	0	00	0	1	3	1.00	5/15/2023	7	6	7	N	5/6/2021	6	5	7	N
01108	I00015125+08831	126.0009	2010		20504	48.0	37.0	A	255.8	127.3	2	05	4	0	00	0	1	0	0.00	3/28/2023	6	7	7	N	3/4/2021	6	7	7	N
01109	I00015125+08832	126.1260	2012		20505	74.0	62.0	A	242.8	132.3	2	05	4	0	00	0	1	0	0.00	3/28/2023	6	7	7	N	3/4/2021	6	7	7	N
01126	I00015144+00001	144.1229	1987			36.0	36.0	A	13.1	13.1	1	19	3	0	00	0	N	N	0.00	6/27/2023	N	N	N	6	4/18/2023	N	N	N	6
01127	I00015145+09001	146.1655	1987			36.0	36.0	A	17.9	17.9	1	19	3	0	00	0	N	N	0.00	8/1/2023	N	N	N	6	6/27/2023	N	N	N	6
01128	I00015146+01001	12.1852	1987			36.0	36.0	A	12.4	12.4	1	19	3	0	00	0	N	N	0.00	8/1/2023	N	N	N	4	6/27/2023	N	N	N	6
01134	I00015152+01001	151.5734	1984			36.0	36.0	A	7.0	7.0	1	19	1	0	00	0	N	N	0.00	6/21/2023	N	N	N	6	4/19/2023	N	N	N	6
01139	I00015155+00551	154.6578	1985		13149	60.0	47.0	A	168.0	105.0	2	02	5	0	00	0	1	5	0.03	7/18/2023	7	7	6	N	7/10/2021	7	7	6	N
01140	I00015155+05401	155.1169	1985		13357	58.0	45.0	A	107.0	105.0	1	02	5	0	00	0	1	0	0.00	7/18/2023	6	7	7	N	7/10/2021	6	7	7	N
01141	I00015155+05441	155.5979	1985		12858	64.0	50.0	A	108.0	105.0	1	02	5	0	00	0	1	3	0.01	7/6/2023	6	7	6	N	7/1/2021	6	7	6	N
01142	I00015156+02661	155.8856	1985		13127	44.0	34.0	A	201.0	60.8	2	02	5	3	01	2	1	0	0.00	6/6/2023	7	6	6	N	11/16/2022	7	6	6	N
01153	I00015161+09101	161.5479	1980		12125	30.0	23.0	A	184.0	106.0	3	02	5	0	00	0	1	5	0.03	7/5/2023	7	7	6	N	7/2/2021	7	7	6	N
01154	I00015163+00341	162.6697	1979		9601	60.0	21.0	A	187.0	106.0	3	02	5	0	00	0	1	5	0.03	7/5/2023	7	7	6	N	7/1/2021	7	7	6	N
01165	I00015173+06001	179.3783	1971			36.0	36.0	A	15.1	15.1	1	19	3	0	00	0	N	N	0.00	8/2/2023	N	N	N	5	11/28/2022	N	N	N	5
01177	I00015191+05311	190.9625	2013			60.0	36.0	A	11.3	10.0	1	19	1	0	00	0	N	N	0.00	5/18/2023	N	N	N	8	10/12/2021	N	N	N	8
01246	I00015270+04311	269.8798	1958		3985	54.1	32.2	A	130.0	50.0	3	04	2	0	00	0	1	3	1.00	3/29/2023	7	6	7	N	12/21/2022	7	6	7	N
01247	I00015270+04312	269.7012	1969		9058	84.0	53.0	A	130.0	50.0	3	04	2	0	00	0	1	3	1.00	3/29/2023	7	7	6	N	3/31/2021	7	7	6	N
01259	I00015286+05751	285.8812	1960		4434	58.0	43.0	A	110.0	36.5	3	02	5	0	00	0	1	3	1.00	5/2/2023	8	6	7	N	7/26/2022	8	6	7	N
01260	I00015286+05752	285.6503	1960		4434	58.0	43.0	A	110.0	36.5	3	02	5	0	00	0	1	3	1.00	5/2/2023	8	8	7	N	7/26/2022	8	8	7	N
01268	I00015304+06771	303.9763	1972		10190	53.0	41.0	A	80.0	30.0	3	01	2	0	00	0	1	1	0.00	6/14/2023	7	7	7	N	1/6/2023	7	7	7	N
01269	I00015304+06772	303.7730	1972		10190	53.0	41.0	A	80.0	30.0	3	01	2	0	00	0	1	1	0.00	6/14/2023	7	7	8	N	1/6/2023	7	7	8	N
01270	I00015313+00481	312.0512	1976		10621	47.0	23.0	A	76.0	75.0	1	02	5	0	00	0	1	1	0.00	5/9/2023	8	8	6	N	5/10/2021	8	8	6	N
01271	I00015313+02482	311.8352	1976		10621	47.0	23.0	A	76.0	75.0	1	02	5	0	00	0	1	1	0.00	5/9/2023	8	7	6	N	5/10/2021	8	7	6	N
01274	I00015331+00001	329.3651	1964		none	339.0	262.0	A	46.8	17.5	2	19	3	0	00	0	N	N	0.00	4/28/2023	N	N	N	6	4/27/2021	N	N	N	7
01379	I00090068+02792	65.5009	1965		6498	56.0	29.0	A	806.8	209.9	3	03	4	4	02	3	1	3	2.00	6/29/2023	6	3	6	N	5/15/2023	6	3	6	N
01486	I00090174+03631	173.3771	1979		9525	58.0	37.0	A	709.8	107.0	7	02	5	0	00	0	1	3	1.00	7/25/2023	6	5	4	N	7/28/2021	6	5	5	N
01487	I00090174+03632	173.4425	1979		9525	50.0	20.0	A	709.8	107.0	7	02	5	0	00	0	1	3	1.00	7/25/2023	6	6	5	N	7/28/2021	6	6	5	N
01499	I00090187+00292	185.7453	1974		10514	59.0	33.0	A	143.0	66.0	3	02	5	0	00	0	1	3	1.00	8/15/2023	5	7	7	N	9/7/2021	5	7	7	N
01522	I00090214+01001	211.9654	1967		none	94.0	94.0	A	14.6	14.6	1	19	3	0	00	0	N	N	0.00	5/1/2023	N	N	N	7	5/6/2021	N	N	N	7
01539	I00090249+04001	247.6075	1965		none	997.0	769.0	A	29.5	12.8	2	19	3	0	00	0	N	N	0.00	8/9/2023	N	N	N	6	9/22/2022	N	N	N	6
01543	I00090256+02932	254.5729	1968		8492	60.0	46.0	A	139.0	57.0	3	02	5	0	00	0	1	0	0.00	5/9/2023	6	6	7	N	10/5/2022	6	6	7	N
01587	I00090303+05881	301.7355	1996		5703	75.0	58.0	A	114.0	40.0	3	02	5	0	00	0	1	3	1.00	5/4/2023	5	5	6	N	5/16/2022	5	5	6	N
01594	I00090309+00591	307.2147	1971		9007	61.0	36.0	A	297.5	114.5	3	02	4	0	00	0	1	3	1.00	5/17/2023	5	6	5	N	5/11/2021	5	6	5	N
01595	I00090309+00592	307.3597	1971		9007	62.0	37.0	A	297.5	114.5	3	02	4	0	00	0	1	3	1.00	5/17/2023	5	6	6	N	5/11/2021	5	6	6	N


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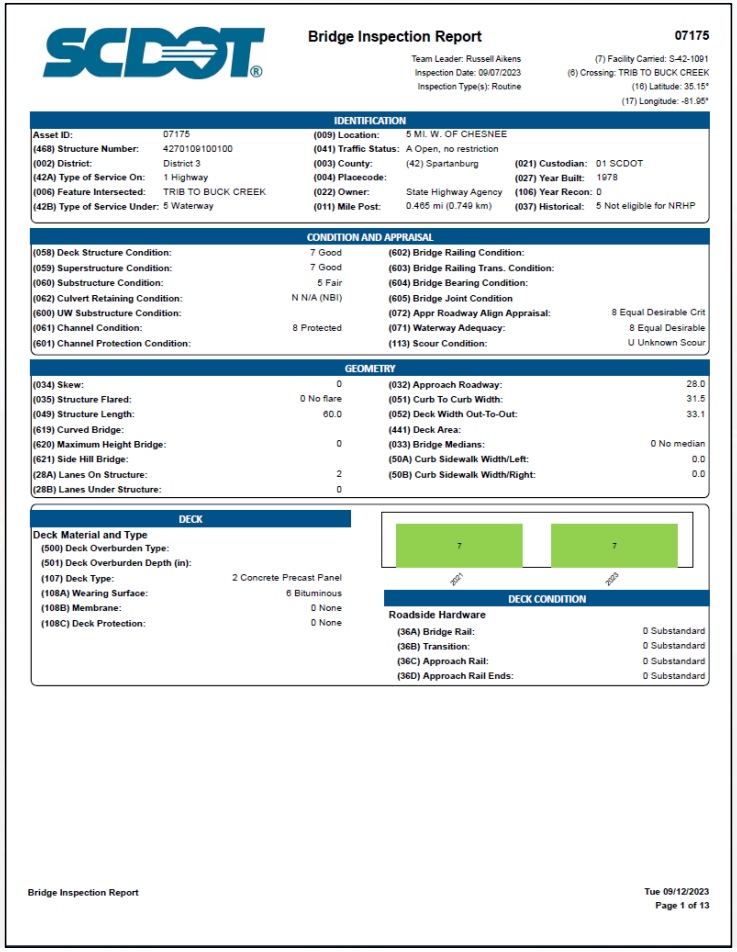
AASHTOWare™ BRIDGE MANAGEMENT

SOUTH CAROLINA



SCDOT

Bridge Inspection Report

07175

Team Leader: Russell Aikens
Inspection Date: 09/07/2023
Inspection Type(s): Routine

(7) Facility Carried: S-42-1091
(6) Crossing: TRIB TO BUCK CREEK
(16) Latitude: 35.15°
(17) Longitude: -81.95°

IDENTIFICATION

Asset ID:	07175	**(009) Location:**	5 MI. W. OF CHESNEE		
(468) Structure Number:	4270109100100	**(041) Traffic Status:**	A Open, no restriction		
(002) District:	District 3	**(003) County:**	(42) Spartanburg	**(021) Custodian:**	01 SCDOT
(42A) Type of Service On:	1 Highway	**(004) Placecode:**		**(027) Year Built:**	1978
(006) Feature Intersected:	TRIB TO BUCK CREEK	**(022) Owner:**	State Highway Agency	**(106) Year Recon:**	0
(42B) Type of Service Under:	5 Waterway	**(011) Mile Post:**	0.465 mi (0.749 km)	**(037) Historical:**	5 Not eligible for NRHP

CONDITION AND APPRAISAL

(058) Deck Structure Condition:	7 Good	**(602) Bridge Railing Condition:**	
(059) Superstructure Condition:	7 Good	**(603) Bridge Railing Trans. Condition:**	
(060) Substructure Condition:	5 Fair	**(604) Bridge Bearing Condition:**	
(062) Culvert Retaining Condition:	N N/A (NBI)	**(605) Bridge Joint Condition**	
(600) UW Substructure Condition:		**(072) Appr Roadway Align Appraisal:**	8 Equal Desirable Crit
(061) Channel Condition:	8 Protected	**(071) Waterway Adequacy:**	8 Equal Desirable
(601) Channel Protection Condition:		**(113) Scour Condition:**	U Unknown Scour

GEOMETRY

(034) Skew:	0	**(032) Approach Roadway:**	28.0
(035) Structure Flared:	0 No flare	**(051) Curb To Curb Width:**	31.5
(049) Structure Length:	60.0	**(052) Deck Width Out-To-Out:**	33.1
(619) Curved Bridge:		**(441) Deck Area:**	
(620) Maximum Height Bridge:	0	**(033) Bridge Medians:**	0 No median
(621) Side Hill Bridge:		**(50A) Curb Sidewalk Width/Left:**	0.0
(28A) Lanes On Structure:	2	**(50B) Curb Sidewalk Width/Right:**	0.0
(28B) Lanes Under Structure:	0		

DECK

Deck Material and Type

(500) Deck Overburden Type:	
(501) Deck Overburden Depth (in):	
(107) Deck Type:	2 Concrete Precast Panel
(108A) Wearing Surface:	6 Bituminous
(108B) Membrane:	0 None
(108C) Deck Protection:	0 None

DECK CONDITION

Roadside Hardware

(36A) Bridge Rail:	0 Substandard
(36B) Transition:	0 Substandard
(36C) Approach Rail:	0 Substandard
(36D) Approach Rail Ends:	0 Substandard

AASHTOWare™ BRIDGE MANAGEMENT

SOUTH CAROLINA

SCDOT

Bridge Inspection Report

07175

Team Leader: Russell Aikens
Inspection Date: 09/07/2023
Inspection Type(s): Routine

(7) Facility Carried: S-42-1091
(6) Crossing: TRIB TO BUCK CREEK
(16) Latitude: 35.15°
(17) Longitude: -81.95°

IDENTIFICATION

Asset ID:	07175	**(009) Location:**	5 MI. W. OF CHESNEE		
(468) Structure Number:	4270109100100	**(041) Traffic Status:**	A Open, no restriction		
(002) District:	District 3	**(003) County:**	(42) Spartanburg	**(021) Custodian:**	01 SCDOT
(42A) Type of Service On:	1 Highway	**(004) Placecode:**		**(027) Year Built:**	1978
(006) Feature Intersected:	TRIB TO BUCK CREEK	**(022) Owner:**	State Highway Agency	**(106) Year Recon:**	0
(42B) Type of Service Under:	5 Waterway	**(011) Mile Post:**	0.465 mi (0.749 km)	**(037) Historical:**	5 Not eligible for NRHP

CONDITION AND APPRAISAL

(058) Deck Structure Condition:	7 Good	**(602) Bridge Railing Condition:**	
(059) Superstructure Condition:	7 Good	**(603) Bridge Railing Trans. Condition:**	
(060) Substructure Condition:	5 Fair	**(604) Bridge Bearing Condition:**	
(062) Culvert Retaining Condition:	N N/A (NBI)	**(605) Bridge Joint Condition**	
(600) UW Substructure Condition:		**(072) Appr Roadway Align Appraisal:**	8 Equal Desirable Crit
(061) Channel Condition:	8 Protected	**(071) Waterway Adequacy:**	8 Equal Desirable
(601) Channel Protection Condition:		**(113) Scour Condition:**	U Unknown Scour

GEOMETRY

(034) Skew:	0	**(032) Approach Roadway:**	28.0
(035) Structure Flared:	0 No flare	**(051) Curb To Curb Width:**	31.5
(049) Structure Length:	60.0	**(052) Deck Width Out-To-Out:**	33.1
(619) Curved Bridge:		**(441) Deck Area:**	
(620) Maximum Height Bridge:	0	**(033) Bridge Medians:**	0 No median
(621) Side Hill Bridge:		**(50A) Curb Sidewalk Width/Left:**	0.0
(28A) Lanes On Structure:	2	**(50B) Curb Sidewalk Width/Right:**	0.0
(28B) Lanes Under Structure:	0		

DECK

Deck Material and Type

(500) Deck Overburden Type:	
(501) Deck Overburden Depth (in):	
(107) Deck Type:	2 Concrete Precast Panel
(108A) Wearing Surface:	6 Bituminous
(108B) Membrane:	0 None
(108C) Deck Protection:	0 None

DECK CONDITION

Roadside Hardware

(36A) Bridge Rail:	0 Substandard
(36B) Transition:	0 Substandard
(36C) Approach Rail:	0 Substandard
(36D) Approach Rail Ends:	0 Substandard

SCDOT

Bridge Inspection Report

07175

Team Leader: Russell Aikens
Inspection Date: 09/07/2023
Inspection Type(s): Routine

(7) Facility Carried: S-42-1091
(6) Crossing: TRIB TO BUCK CREEK
(16) Latitude: 35.15°
(17) Longitude: -81.95°

ELEMENT NOTES

ELEM/ENV	ELEMENT NAME	QUANTITY	UNITS	QTY ST 1	QTY ST 2	QTY ST 3	QTY ST 4
15/1	*Pre Concrete Top Flange*	*993*	*ft²*	*993*	*0*	*0*	*0*

PRECAST REINFORCED CONCRETE SLABS IN APPROACH SPANS AND PRESTRESSED CONCRETE CHANNEL SLABS IN MAIN SPAN WITH ASPHALT 2 OVERLAY.

(NO DEFICIENCIES NOTED)

ELEM/ENV	ELEMENT NAME	QUANTITY	UNITS	QTY ST 1	QTY ST 2	QTY ST 3	QTY ST 4
16/1	*Re Conc Top Flange*	*993*	*ft²*	*993*	*0*	*0*	*0*

PRECAST REINFORCED CONCRETE SLABS IN APPROACH SPANS AND PRESTRESSED CONCRETE CHANNEL SLABS IN MAIN SPAN WITH ASPHALT 2 OVERLAY.

(NO DEFICIENCIES NOTED)

ELEM/ENV	ELEMENT NAME	QUANTITY	UNITS	QTY ST 1	QTY ST 2	QTY ST 3	QTY ST 4
105/1	*Re Clsd Box Girder*	*210*	*ft*	*210*	*0*	*0*	*0*

SEVEN PRECAST REINFORCED CONCRETE SLABS IN SPANS 1 AND 3. ELEVEN PRESTRESSED CONCRETE CHANNEL SLABS IN SPAN 2 (LARGE TYPE).

(DEFICIENCIES)
-TIE RODS LOOSE IN SPAN 2.

ELEM/ENV	ELEMENT NAME	QUANTITY	UNITS	QTY ST 1	QTY ST 2	QTY ST 3	QTY ST 4
109/1	*Pre Opn Conc Girder/Beam*	*330*	*ft*	*330*	*0*	*0*	*0*

SEVEN PRECAST REINFORCED CONCRETE SLABS IN SPANS 1 AND 3. ELEVEN PRESTRESSED CONCRETE CHANNEL SLABS IN SPAN 2 (LARGE TYPE).

(DEFICIENCIES)
-TIE RODS LOOSE IN SPAN 2.

ELEM/ENV	ELEMENT NAME	QUANTITY	UNITS	QTY ST 1	QTY ST 2	QTY ST 3	QTY ST 4
225/1	*Steel Pile*	*2*	*each*	*2*	*0*	*0*	*0*

BENTS 1, 3, AND 4 HAVE SIX TREATED TIMBER PILES. BENT 2 HAS FOUR TREATED TIMBER PILES AND TWO STEEL PILES ALL WITH CONCRETE CAPS.
-PILE 6 OF BENT 3 HAS BEEN REPAIRED WITH STEEL H PILE (03-2018)

(DEFICIENCIES)
-PILE 1 OF BENT 2 HAS LIGHT DECAY WITH 7% SECTION LOSS

ELEM/ENV	ELEMENT NAME	QUANTITY	UNITS	QTY ST 1	QTY ST 2	QTY ST 3	QTY ST 4
228/1	*Timber Pile*	*22*	*each*	*20*	*2*	*0*	*0*

BENTS 1, 3, AND 4 HAVE SIX TREATED TIMBER PILES. BENT 2 HAS FOUR TREATED TIMBER PILES AND TWO STEEL PILES ALL WITH CONCRETE CAPS.
-PILE 6 OF BENT 3 HAS BEEN REPAIRED WITH STEEL H PILE (03-2018)

(DEFICIENCIES)
-PILE 1 OF BENT 2 HAS LIGHT DECAY WITH 7% SECTION LOSS

ELEM/ENV	ELEMENT NAME	QUANTITY	UNITS	QTY ST 1	QTY ST 2	QTY ST 3	QTY ST 4
1140/1	*Decay/Section Loss*	*1*	*each*	*0*	*1*	*0*	*0*

Inserted by Bridge Inspection App Interface on 03/15/2022 08:49:59 AM

AASHTOWare™ BRIDGE MANAGEMENT

SOUTH CAROLINA

SCDOT

Bridge Inspection Report

07175

Team Leader: Russell Aikens
Inspection Date: 09/07/2023
Inspection Type(s): Routine

(7) Facility Carried: S-42-1091
(6) Crossing: TRIB TO BUCK CREEK
(16) Latitude: 35.15°
(17) Longitude: -81.95°

IDENTIFICATION

Asset ID:	07175	**(009) Location:**	5 MI. W. OF CHESNEE		
(468) Structure Number:	4270109100100	**(041) Traffic Status:**	A Open, no restriction		
(002) District:	District 3	**(003) County:**	(42) Spartanburg	**(021) Custodian:**	01 SCDOT
(42A) Type of Service On:	1 Highway	**(004) Placecode:**		**(027) Year Built:**	1978
(006) Feature Intersected:	TRIB TO BUCK CREEK	**(022) Owner:**	State Highway Agency	**(106) Year Recon:**	0
(42B) Type of Service Under:	5 Waterway	**(011) Mile Post:**	0.465 mi (0.749 km)	**(037) Historical:**	5 Not eligible for NRHP

CONDITION AND APPRAISAL

(058) Deck Structure Condition:	7 Good	**(602) Bridge Railing Condition:**	
(059) Superstructure Condition:	7 Good	**(603) Bridge Railing Trans. Condition:**	
(060) Substructure Condition:	5 Fair	**(604) Bridge Bearing Condition:**	
(062) Culvert Retaining Condition:	N N/A (NBI)	**(605) Bridge Joint Condition**	
(600) UW Substructure Condition:		**(072) Appr Roadway Align Appraisal:**	8 Equal Desirable Crit
(061) Channel Condition:	8 Protected	**(071) Waterway Adequacy:**	8 Equal Desirable
(601) Channel Protection Condition:		**(113) Scour Condition:**	U Unknown Scour

GEOMETRY

(034) Skew:	0	**(032) Approach Roadway:**	28.0
(035) Structure Flared:	0 No flare	**(051) Curb To Curb Width:**	31.5
(049) Structure Length:	60.0	**(052) Deck Width Out-To-Out:**	33.1
(619) Curved Bridge:		**(441) Deck Area:**	
(620) Maximum Height Bridge:	0	**(033) Bridge Medians:**	0 No median
(621) Side Hill Bridge:		**(50A) Curb Sidewalk Width/Left:**	0.0
(28A) Lanes On Structure:	2	**(50B) Curb Sidewalk Width/Right:**	0.0
(28B) Lanes Under Structure:	0		

DECK

Deck Material and Type

(500) Deck Overburden Type:	
(501) Deck Overburden Depth (in):	
(107) Deck Type:	2 Concrete Precast Panel
(108A) Wearing Surface:	6 Bituminous
(108B) Membrane:	0 None
(108C) Deck Protection:	0 None

DECK CONDITION

Roadside Hardware

(36A) Bridge Rail:	0 Substandard
(36B) Transition:	0 Substandard
(36C) Approach Rail:	0 Substandard
(36D) Approach Rail Ends:	0 Substandard

Report
07175
Leader: Russell Aikens
ection Date: 09/07/2023
pection Type(s): Routine
(7) Facility Carried: S-42-1091
(6) Crossing: TRIB TO BUCK CREEK
(16) Latitude: 35.15°
(17) Longitude: -81.95°

	QTY ST 2	QTY ST 3	QTY ST 4
	0	0	0

MAIN SPAN WITH ASPHALT 2 OVERLAY.

	QTY ST 2	QTY ST 3	QTY ST 4
	0	0	0

MAIN SPAN WITH ASPHALT 2 OVERLAY.

	QTY ST 2	QTY ST 3	QTY ST 4
	0	0	0

LABS IN SPAN 2 (LARGE TYPE).

	QTY ST 2	QTY ST 3	QTY ST 4
	0	0	0

LABS IN SPAN 2 (LARGE TYPE).

	QTY ST 2	QTY ST 3	QTY ST 4
	0	0	0

PILES ALL WITH CONCRETE CAPS.

	QTY ST 2	QTY ST 3	QTY ST 4
	2	0	0

PILES ALL WITH CONCRETE CAPS.

	QTY ST 2	QTY ST 3	QTY ST 4
	1	0	0

SCDOT

Bridge Inspection Report

07175

Team Leader: Russell Aikens
Inspection Date: 09/07/2023
Inspection Type(s): Routine

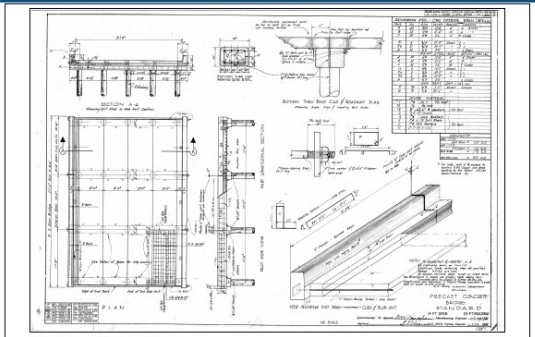
(7) Facility Carried: S-42-1091
(6) Crossing: TRIB TO BUCK CREEK
(16) Latitude: 35.15°
(17) Longitude: -81.95°

INSPECTION PHOTOS

Photo 1:
Typical Steel H-Pile

Photo 2:
Erosion at southeast corner

INSPECTION SKETCHES



Sketch 1: Example sketch

AASHTOWare™ BRIDGE MANAGEMENT

SOUTH CAROLINA

SCDOT

Bridge Inspection Report

07175

Team Leader: Russell Aikens
Inspection Date: 09/07/2023
Inspection Type(s): Routine

(7) Facility Carried: S-42-1091
(6) Crossing: TRIB TO BUCK CREEK
(16) Latitude: 35.15°
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IDENTIFICATION

Asset ID:	07175	**(009) Location:**	5 MI. W. OF CHESNEE		
(468) Structure Number:	4270109100100	**(041) Traffic Status:**	A Open, no restriction		
(002) District:	District 3	**(003) County:**	(42) Spartanburg	**(021) Custodian:**	01 SCDOT
(42A) Type of Service On:	1 Highway	**(004) Placecode:**		**(027) Year Built:**	1978
(006) Feature Intersected:	TRIB TO BUCK CREEK	**(022) Owner:**	State Highway Agency	**(106) Year Recon:**	0
(42B) Type of Service Under:	5 Waterway	**(011) Mile Post:**	0.465 mi (0.749 km)	**(037) Historical:**	5 Not eligible for NRHP

CONDITION AND APPRAISAL

(058) Deck Structure Condition:	7 Good	**(602) Bridge Railing Condition:**	
(059) Superstructure Condition:	7 Good	**(603) Bridge Railing Trans. Condition:**	
(060) Substructure Condition:	5 Fair	**(604) Bridge Bearing Condition:**	
(062) Culvert Retaining Condition:	N N/A (NBI)	**(605) Bridge Joint Condition**	
(600) UW Substructure Condition:		**(072) Appr Roadway Align Appraisal:**	8 Equal Desirable Crit
(061) Channel Condition:	8 Protected	**(071) Waterway Adequacy:**	8 Equal Desirable
(601) Channel Protection Condition:		**(113) Scour Condition:**	U Unknown Scour

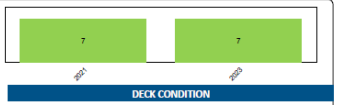
GEOMETRY

(034) Skew:	0	**(032) Approach Roadway:**	28.0
(035) Structure Flared:	0 No flare	**(051) Curb To Curb Width:**	31.5
(049) Structure Length:	60.0	**(052) Deck Width Out-To-Out:**	33.1
(619) Curved Bridge:		**(441) Deck Area:**	
(620) Maximum Height Bridge:	0	**(033) Bridge Medians:**	0 No median
(621) Side Hill Bridge:		**(50A) Curb Sidewalk Width/Left:**	0.0
(28A) Lanes On Structure:	2	**(50B) Curb Sidewalk Width/Right:**	0.0
(28B) Lanes Under Structure:	0		

DECK

Deck Material and Type

(500) Deck Overburden Type:	
(501) Deck Overburden Depth (in):	
(107) Deck Type:	2 Concrete Precast Panel
(108A) Wearing Surface:	6 Bituminous
(108B) Membrane:	0 None
(108C) Deck Protection:	0 None



DECK CONDITION

Roadside Hardware

(36A) Bridge Rail:	0 Substandard
(36B) Transition:	0 Substandard
(36C) Approach Rail:	0 Substandard
(36D) Approach Rail Ends:	0 Substandard

07175
(7) Facility Carried: S-42-1091
Crossing: TRIB TO BUCK CREEK
(16) Latitude: 35.15°
(17) Longitude: -81.95°

ST 3	QTY ST 4
0	0

07175
(7) Facility Carried: S-42-1091
Crossing: TRIB TO BUCK CREEK
(16) Latitude: 35.15°
(17) Longitude: -81.95°

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SCDOT

Bridge Inspection Report

07175

Team Leader: Russell Aikens
Inspection Date: 09/07/2023
Inspection Type(s): Routine

(7) Facility Carried: S-42-1091
(6) Crossing: TRIB TO BUCK CREEK
(16) Latitude: 35.15°
(17) Longitude: -81.95°

PROCEDURES FOR THIS INSPECTION

Done	Insp Type	Procedure Type	Procedure Name	Details
S	Routine	Routine (Typical)	Inspection: Posting Photos	Photographs of at bridge and advance (if present) posting or weight limit signs are required to be taken during all routine inspections. These requirements are applicable to the posting or weight limit signs at the bridge and in advance of the bridge which could require many signs to be photographed. These signs include R-12-6-48 and R-12-7-48 (legal loads), and R-12-9-36 (EV weight limit) at both ends of the bridge. Per BIGD 5.4.4.2 (TN03).
S	Routine	Routine (Typical)	Inspection: Pile Sketch	Pile Sketch Table required when NBI Item 60 Condition Rating = 5. Per BIGD 5.3.3.1 and 5.4.4.5.
S	Routine	Routine (Typical)	Inspection: Timber Sounding	Sound full length of exposed timber piles (including through bolts) per BIGD 5.3.3.1 and 5.3.3.2.1.
S	Routine	Routine (Typical)	Inspection: Defect Photos	Any NBE (element) with CS3 or CS4 Any deterioration causing an NBE (element) to have a CS3 or CS 4 documented with a photograph. Per BIGD 5.4.4.2.
S	Routine	Routine (Typical)	Post-Inspection: Data Verification	Verify the correct: 1) Traffic Status (NBI 041), 2) Inspection Inervals (NBI 090 to 093), 3) Bridge Condition (NBI 58, 59, 60 or 62), 4) Rating Values (NBI 064 and 066), and 5) Sign Posting Values (SBI 443 to 448 and 889).
S	Routine	Routine (Typical)	Post-Inspection: Requests	Confirm that all Inspection Requests are included as both scheduled inspections in the Schedule Table and the Requests Table when needed.

Inspector Procedure Notes

EQUIPMENT USED IN THIS INSPECTION

Name	Hours	Cost

Inspector Equipment Notes

AASHTOWare™ BRIDGE MANAGEMENT

SOUTH CAROLINA

SCDOT

Bridge Inspection Report

07175

Team Leader: Russell Aikens
Inspection Date: 09/07/2023
Inspection Type(s): Routine

(7) Facility Carried: S-42-1091
(6) Crossing: TRIB TO BUCK CREEK
(16) Latitude: 35.15°
(17) Longitude: -81.95°

IDENTIFICATION

Asset ID:	07175	**(009) Location:**	5 MI. W. OF CHESNEE		
(468) Structure Number:	4270109100100	**(041) Traffic Status:**	A Open, no restriction		
(002) District:	District 3	**(003) County:**	(42) Spartanburg	**(021) Custodian:**	01 SCDOT
(42A) Type of Service On:	1 Highway	**(004) Placecode:**		**(027) Year Built:**	1978
(006) Feature Intersected:	TRIB TO BUCK CREEK	**(022) Owner:**	State Highway Agency	**(106) Year Recon:**	0
(42B) Type of Service Under:	5 Waterway	**(011) Mile Post:**	0.465 mi (0.749 km)	**(037) Historical:**	5 Not eligible for NRHP

CONDITION AND APPRAISAL

(058) Deck Structure Condition:	7 Good	**(602) Bridge Railing Condition:**	
(059) Superstructure Condition:	7 Good	**(603) Bridge Railing Trans. Condition:**	
(060) Substructure Condition:	5 Fair	**(604) Bridge Bearing Condition:**	
(062) Culvert Retaining Condition:	N N/A (NBI)	**(605) Bridge Joint Condition**	
(600) UW Substructure Condition:		**(072) Appr Roadway Align Appraisal:**	8 Equal Desirable Crit
(061) Channel Condition:	8 Protected	**(071) Waterway Adequacy:**	8 Equal Desirable
(601) Channel Protection Condition:		**(113) Scour Condition:**	U Unknown Scour

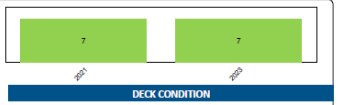
GEOMETRY

(034) Skew:	0	**(032) Approach Roadway:**	28.0
(035) Structure Flared:	0 No flare	**(051) Curb To Curb Width:**	31.5
(049) Structure Length:	60.0	**(052) Deck Width Out-To-Out:**	33.1
(619) Curved Bridge:		**(441) Deck Area:**	
(620) Maximum Height Bridge:	0	**(033) Bridge Medians:**	0 No median
(621) Side Hill Bridge:		**(50A) Curb Sidewalk Width/Left:**	0.0
(28A) Lanes On Structure:	2	**(50B) Curb Sidewalk Width/Right:**	0.0
(28B) Lanes Under Structure:	0		

DECK

Deck Material and Type

(500) Deck Overburden Type:	
(501) Deck Overburden Depth (in):	
(107) Deck Type:	2 Concrete Precast Panel
(108A) Wearing Surface:	6 Bituminous
(108B) Membrane:	0 None
(108C) Deck Protection:	0 None



DECK CONDITION

Roadside Hardware

(36A) Bridge Rail:	0 Substandard
(36B) Transition:	0 Substandard
(36C) Approach Rail:	0 Substandard
(36D) Approach Rail Ends:	0 Substandard

07175
(7) Facility Carried: S-42-1091
Crossing: TRIB TO BUCK CREEK
(16) Latitude: 35.15°
(17) Longitude: -81.95°

ST 3	QTY ST 4
0	0

07175
(7) Facility Carried: S-42-1091
Crossing: TRIB TO BUCK CREEK
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07175
(7) Facility Carried: S-42-1091
Crossing: TRIB TO BUCK CREEK
(16) Latitude: 35.15°
(17) Longitude: -81.95°

advance (if present)
are required to be
ctions. These
o the posting or
e and in advance of
e many signs to be
nclude R-12-6-48
and R-12-9-36 (EV
he bridge. Per BIGD

hen NBI Item 60
3D 5.3.3.1 and

timber piles
BIGD 5.3.3.1 and

or CS4 Any
(element) to have a
h a photograph. Per

tatus (NBI 041), 2)
) to 093), 3) Bridge
62), 4) Rating Values
gn Posting Values

equests are included
s in the Schedule
e when needed.

SCDOT

Bridge Inspection Report

07175

Team Leader: Russell Aikens
Inspection Date: 09/07/2023
Inspection Type(s): Routine

(7) Facility Carried: S-42-1091
(6) Crossing: TRIB TO BUCK CREEK
(16) Latitude: 35.15°
(17) Longitude: -81.95°

INSPECTOR SIGNATURE AND QC/QA INFORMATION

INSPECTED BY Russell Aikens

REPORT AUTHOR Ryan Thrush

Date 9/7/2023

QC Reviewed By:
QA Reviewed By:

QC Completed:
QA Completed:

COMMONWEALTH OF PENNSYLVANIA
REGISTERED PROFESSIONAL
PLACE NAME HERE
ENGINEER
No. PE074722

AASHTOWare™ BRIDGE MANAGEMENT

SOUTH CAROLINA

SCDOT®

Critical Finding Report

Status: Addressed

Asset ID:	04148	Facility Carried:	S-26-266
NBI Structure No:	000000000004148	County:	(26) Horry
Structure Number:	26700266600100	District:	District 5
Owner:	State Highway Agency	Feature Intersected:	HONEY COMB BRANCH

Critical Finding Comment to FHWA

Comment: **Bridge Closed due to washout**

Status and Priority

Status: **In Progress** Current Priority: **Addressed**

Critical Finding Data

Reporter: **Elmore, Edward** Reporter Phone: **8436295152** Reporter Email: **ElmoreE@scdot.org**

Date of Finding: **09/07/2023** Time of Finding: **10:30:00 am** Discovered During Inspection Date: **09/07/2023 (SHMF)**

Category: **Other** Initial Priority: **Addressed** Initial Action Taken: **Close Br. w/ Insp. Trck**

Bridge Owner Contact

Date/Time: **9/7/2023 11:27:00AM** Contacted Name: **Harold Colman** Contacted Phone: **843-430-1738**

Critical Finding Description

Bridge closed due to West roadway at transition undermining and collapsing.

Critical Finding Log (Actions Taken)

Action Date/Time	User	Action	Due Date	Comments
9/7/2023 5:50:13PM	Elmore, Edward	Saved New Critical Finding		
9/7/2023 6:05:24PM	Cox, Spencer	Completed Level 1 Review		Bridge Closed due to washout
9/7/2023 6:05:27PM	Cox, Spencer	Sent Auto-Generated Email		BrM sent auto-generated email to the following FHWA contacts: clayton.garcia@mayvue.com

Outstanding Tasks

All Critical Findings Photos

MAYVUE

AASHTOWare™ BRIDGE MANAGEMENT

SOUTH CAROLINA

SCDOT®

QC Most Common Flags Report

The most common items flagged during the QC review steps of inspections performed during the last quarter.

For inspections performed between 4/1/2023 and 6/30/2023.

Procedures

Procedure Type	Procedure Name	Count

Bridge & Inspection Values

Data Table	Field	Count

Roadway

Data Table	Field	Count

Elements

Element	Count

Multimedia

Multimedia Agency Types	Count

Cross Sections

There were 0 items flagged on cross sections.

Schedule

Inspection Type	Count

Equipment

Equipment Name	Count


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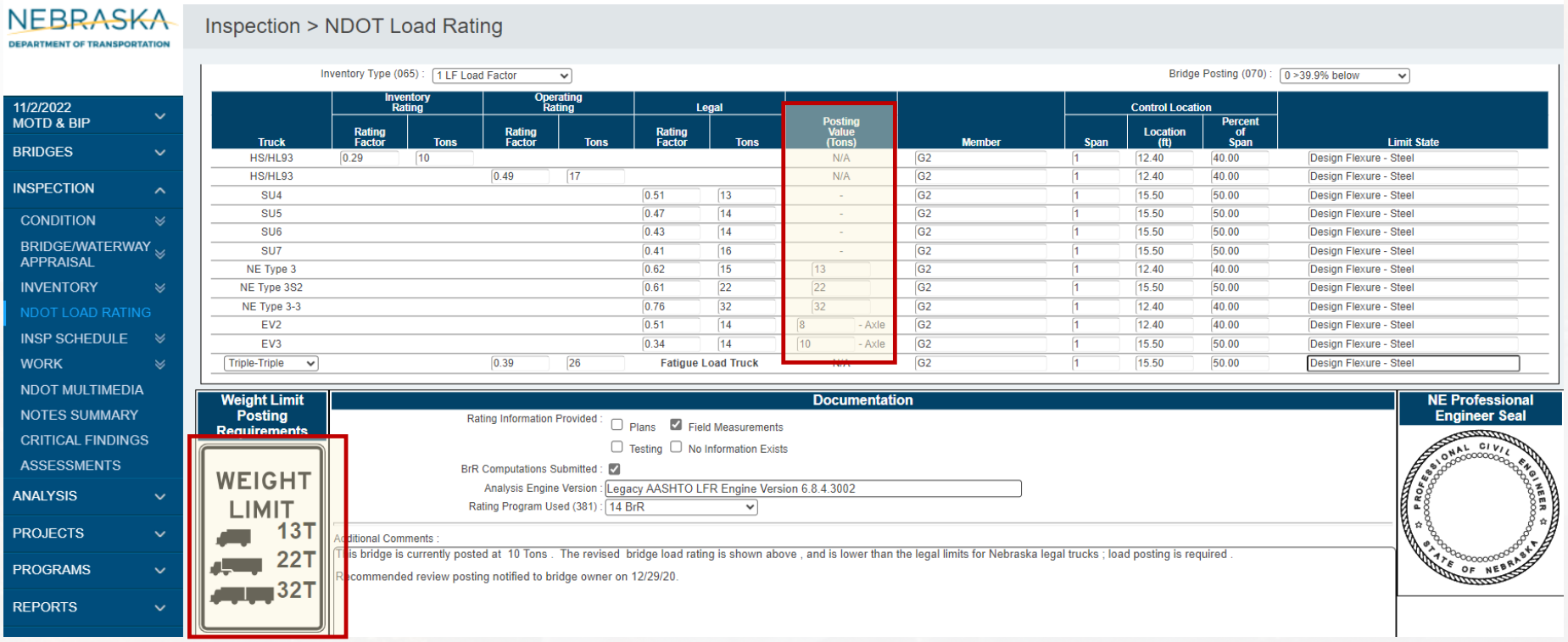
MANAGEMENT
NEBRASKA
Good Life. Great Journey.
DEPARTMENT OF TRANSPORTATION

AASHTOWare™ BRIDGE MANAGEMENT

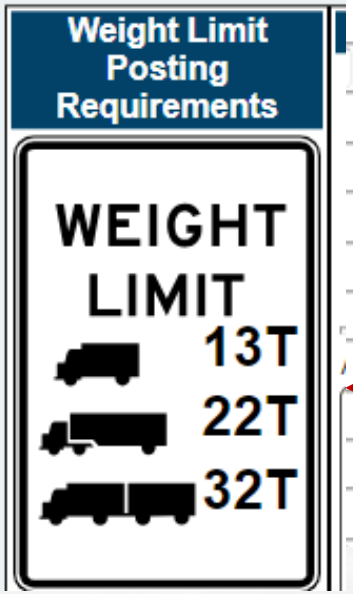
NEBRASKA



AASHTOWare™ BRIDGE MANAGEMENT

NEBRASKA

Truck	Inventory Rating		Operating Rating		Legal		Posting Value (Tons)	
	Rating Factor	Tons	Rating Factor	Tons	Rating Factor	Tons		
HS/HL93	0.29	10					N/A	
HS/HL93							N/A	
SU4					0.51	13	-	
SU5					0.47	14	-	
SU6					0.43	14	-	
SU7					0.41	16	-	
NE Type 3					0.62	15	13	
NE Type 3S2					0.61	22	22	
NE Type 3-3					0.76	32	32	
EV2					0.51	14	8	- Axle
EV3					0.34	14	10	- Axle



AASHTOWare™ BRIDGE MANAGEMENT

NEBRASKA

Load Rating Summary

Structure ID: C002250510
Location: SW 3N OF HUBBARD

Analyst: DPage
QC By: _____
Analysis Date: Nov 10, 2020

Structure Identification

Feature Intersected: MINNOW CREEK
Material Main Span: 3 Steel
Design for Main Span: 02 Stringer/Girder
Year Built: 1940
Maintainer: County Hwy Agency
Owner: County Hwy Agency

County: Dakota
National Highway System Indicator: 0 Not on NHS
District: District 3
Administrative Area: 901 - Unknown
Name: SERVINE
Emergency Route: 0 Not On Emergency Rte

Description

Unknown design with 30 ksi steel.

Ratings and Loads

Deck (58): 5 Fair
SuperStructure (59): 4 Poor
Substructure (60): 2 Critical
Culvert (62): N N/A (NBI)
Design Load (031): 0 Unknown
Type of Overlay
Operating Type (063): 1 LF Load Factor
Overlay Thickness / Fill Height (in):
Inventory Type (065): 1 LF Load Factor
Bridge Posting (070) : 0 >39.9% below

Truck	Inventory Rating Factor	Inventory Rating Tons	Operating Rating Factor	Operating Rating Tons	Legal Rating Factor	Legal Rating Tons	Posting Value (tons)	Member	Control Location Span	Control Location Location (ft)	Control Location Percent of Span	Limit State
HS/HL93	0.29	10					N/A	G2	1	12.40	40.00	Design Flexure - Steel
HS/HL93			0.49	17			N/A	G2	1	12.40	40.00	Design Flexure - Steel
SU4					0.51	13	-	G2	1	15.50	50.00	Design Flexure - Steel
SU5					0.47	14	-	G2	1	15.50	50.00	Design Flexure - Steel
SU6					0.43	14	-	G2	1	15.50	50.00	Design Flexure - Steel
SU7					0.41	16	-	G2	1	15.50	50.00	Design Flexure - Steel
NE Type 3					0.62	15	13	G2	1	12.40	40.00	Design Flexure - Steel
NE Type 3S2					0.61	22	22	G2	1	15.50	50.00	Design Flexure - Steel
NE Type 3-3					0.76	32	32	G2	1	12.40	40.00	Design Flexure - Steel
EV2					0.51	14	N/A	G2	1	12.40	40.00	Design Flexure - Steel
EV3					0.34	14	N/A	G2	1	15.50	50.00	Design Flexure - Steel
Triple-Triple			0.39	26			N/A	G2	1	15.50	50.00	Design Flexure - Steel

Weight Limit Posting Requirements

AXLE WEIGHT LIMIT
SINGLE
TANDEM
GROSS

Documentation

Rating Information Provided: [ ] Plans [X] Field Measurements
[ ] Testing [ ]

Analysis Engine Version: Legacy AASHTO LFR Engine Version 6.8.4.3002
Rating Program Used (381) : 14 BrR

NE Professional

Additional Comments

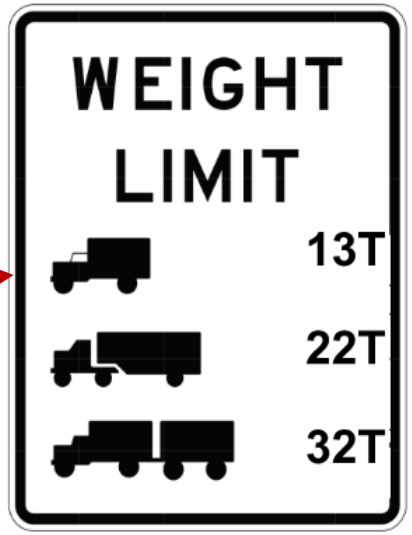
This bridge is currently posted at 10 Tons . The revised bridge load rating is shown above , and is lower than the legal limits for Nebraska legal trucks ; load posting is required .

Recommended review posting notified to bridge owner on 12/29/20.

The Rating and Posting Values for this structure is based on a theoretical analysis of the structural elements involved and on a limited amount of information concerning the structural condition. These weight limits are intended only as a general guideline and may be varied accordingly by the officials responsible for this structure after an investigation of the structural condition, reaction to vehicular loads and any other items where judgment is required to establish a proper weight limit.

BR Form 485, version 1.0 [Updated: 6 17 2021] Generated By: Kent Miller (ADMIN) Print Time: 9/1/2023 1:25:49PM

Weight Limit Posting Requirements

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MANAGEMENT
IDAHO
TRANSPORTATION DEPARTMENT

AASHTOWare™ BRIDGE MANAGEMENT

IDAHO

Idaho Transportation Department
Bridge Inspection Report

Bridge Key:	10520	Structure Name:	09527D 0.18
(6)Features Intersected:	US 95R SBL;LEWISTON IC	(9)Location:	AT LEWISTON NCL
Facility Carried(Route):	US 95 RAMP NBL	Admin Jurisdiction:	0002 District 2
Xref Structure Name:	09527D 312.14	District:	02

Elm/Env	Element Description	Total Qty	Units	State 1	State 2	State 3	State 4
16/4	**Reinforced Concrete Top Flange**	15846	sq.ft	15840	6	0	0
	Reinforced concrete top flange/deck had a deck crack sealer applied in 2012. New epoxy overlay. Top flange\deck surface is worn smooth in the wheel lines with large aggregates exposed. Transverse cracks in the deck at 1 foot to 3 foot spacing are present for approximately 50 feet on either side of the piers. There are a few areas of cracking with delamination towards the north end of the deck. 1-foot square area approximately 35 foot from the end of the deck, and a 5 foot square area, 5 feet long in the east wheel line near the north end of the deck. A couple small random areas of delamination. Hairline to 1/16-inch cracks and separations along a few construction joints.						
510/4	***Wearing Surfaces***	14706	*sq.ft*	14706	0	0	0
	New epoxy overlay.						
521/4	***Concrete Protective Coating***	14706	*sq.ft*	14706	0	0	0
	New epoxy overlay.						
1080/4	***Delamination/Spall/Patched Area***	6	*sq.ft*	0	6	0	0
	Delaminated areas patched and covered with an epoxy overlay.						
1130/4	***Cracking (RC and Other)***	650	*sq.ft*	650	0	0	0
	All previously reported deck cracks have been sealed with an epoxy overlay.						
105/4	**Reinforced Concrete Closed Web/Box Girder**	380	ft	165	200	15	0
	Reinforced concrete box girder with 5 bays inside. There are diagonal and vertical cracks with efflorescence, and several with rust stains, in the facia sides of the girder in all spans. Diagonal are more concentrated towards abutments and piers, vertical are more concentrated towards midspan locations. Cracks are hairline to 1/32 inch wide and at random spacing. Cracks above pier 1 and pier 2 have efflorescence and light rust stains.						
1120/4	***Efflorescence/Rust Staining***	15	*ft*	0	0	15	0
	There are diagonal and vertical cracks with efflorescence, and several with rust stains, in the facia sides of the girder in all spans. Cracks above P1 and p2 have efflorescence and light rust stains.						
1130/4	***Cracking (RC and Other)***	200	*ft*	0	200	0	0
	There are diagonal and vertical cracks with efflorescence, and several with rust stains, in the facia sides of the girder in all spans. Diagonal are more concentrated towards abutments and piers, vertical are more concentrated towards midspan locations. Cracks are hairline to 1/32 inch wide and at random spacing. Cracks above pier 1 and pier 2 have efflorescence and rust stains.						
210/3	**Reinforced Concrete Pier Wall**	60	ft	48	12	0	0
	Both concrete pier walls are in good condition. Pier 1 has a small length of the footing exposed. Vertical crack 0.020-inches wide is present on the north face of pier 1 from the groundline up approximately 11-feet.						

AASHTOWare™

BRIDGE MANAGEMENT

IDAHO

Idaho Transportation Department
Bridge Inspection Report

Bridge Key:	10520	Structure Name:	09527D 0.18
(6)Features Intersected:	US 95R SBL;LEWISTON IC	(9)Location:	AT LEWISTON NCL
Facility Carried(Route):	US 95 RAMP NBL	Admin Jurisdiction:	0002 District 2
Xref Structure Name:	09527D 312.14	District:	02

Elm/Env	Element Description	Total Qty	Units	State 1	State 2	State 3	State 4
16/4	**Reinforced Concrete Top Flange**	15846	sq.ft	15840	6	0	0
	Reinforced concrete top flange/deck had a deck crack sealer applied in 2012. New epoxy overlay. Top flange\deck surface is worn smooth in the wheel lines with large aggregates exposed. Transverse cracks in the deck at 1 foot to 3 foot spacing are present for approximately 50 feet on either side of the piers. There are a few areas of cracking with delamination towards the north end of the deck. 1-foot square area approximately 35 foot from the end of the deck, and a 5 foot square area, 5 feet long in the east wheel line near the north end of the deck. A couple small random areas of delamination. Hairline to 1/16-inch cracks and separations along a few construction joints.						
510/4	***Wearing Surfaces***	14706	*sq.ft*	14706	0	0	0
	New epoxy overlay.						
521/4	***Concrete Protective Coating***	14706	*sq.ft*	14706	0	0	0
	New epoxy overlay.						
1080/4	***Delamination/Spall/Patched Area***	6	*sq.ft*	0	6	0	0
	Delaminated areas patched and covered with an epoxy overlay.						
1130/4	***Cracking (RC and Other)***	650	*sq.ft*	650	0	0	0
	All previously reported deck cracks have been sealed with an epoxy overlay.						
105/4	**Reinforced Concrete Closed Web/Box Girder**	380	ft	165	200	15	0
	Reinforced concrete box girder with 5 bays inside. There are diagonal and vertical cracks with efflorescence, and several with rust stains, in the facia sides of the girder in all spans. Diagonal are more concentrated towards abutments and piers, vertical are more concentrated towards midspan locations. Cracks are hairline to 1/32 inch wide and at random spacing. Cracks above pier 1 and pier 2 have efflorescence and light rust stains.						
1120/4	***Efflorescence/Rust Staining***	15	*ft*	0	0	15	0
	There are diagonal and vertical cracks with efflorescence, and several with rust stains, in the facia sides of the girder in all spans. Cracks above P1 and p2 have efflorescence and light rust stains.						
1130/4	***Cracking (RC and Other)***	200	*ft*	0	200	0	0
	There are diagonal and vertical cracks with efflorescence, and several with rust stains, in the facia sides of the girder in all spans. Diagonal are more concentrated towards abutments and piers, vertical are more concentrated towards midspan locations. Cracks are hairline to 1/32 inch wide and at random spacing. Cracks above pier 1 and pier 2 have efflorescence and rust stains.						
210/3	**Reinforced Concrete Pier Wall**	60	ft	48	12	0	0
	Both concrete pier walls are in good condition. Pier 1 has a small length of the footing exposed. Vertical crack 0.020-inches wide is present on the north face of pier 1 from the groundline up approximately 11-feet.						

Idaho Transportation Department
Bridge Inspection Report

Bridge Key:	10520	Structure Name:	09527D 0.18
(6)Features Intersected:	US 95R SBL;LEWISTON IC	(9)Location:	AT LEWISTON NCL
Facility Carried(Route):	US 95 RAMP NBL	Admin Jurisdiction:	0002 District 2
Xref Structure Name:	09527D 312.14	District:	02

LOAD RATING

(31)Design Load:	5 MS 18 (HS 20)
(64)Operating Rating:	78 tons / HS43.3
(66)Inventory Rating:	57 tons / HS31.7
(70)Posting:	5 At/Above Legal Loads
(41)Posting Status:	A Open, no restriction

CONDITION

(58)Deck:	6 Satisfactory
(59)Superstructure:	5 Fair
(60)Substructure:	6 Satisfactory
(61)Channel/Protection:	N N/A (NBI)
(62)Culvert:	N N/A (NBI)

AGE AND SERVICE

(27)Year Built:	1977
(106)Year Reconstructed:	
(42a)Type of Service On:	7 3d level interchg
(42b)Type of Service Under:	1 Highway
(28a)Lanes On: 2	(28b)Lanes Under: 3
(29)ADT:	4300
(30)Year of ADT:	2022
(109)Truck ADT:	0%
(19)Detour Length:	0 miles
Speed Limit:	45 MPH

APPRAISAL

(67)Structure Condition:	5 Above Min Tolerable
(68)Deck Geometry:	9 Above Desirable Crit
(69)Undrclear,Vert and Horiz:	4 Tolerable
(71)Waterway Adequacy:	N Not applicable
(72)Approach Alignment:	8 Equal Desirable Crit
(36)Traffic Safety Features:	
(a)Bridge Rail:	1 Meets Standards
(b)Transition:	1 Meets Standards
(c)Approach Rail:	1 Meets Standards
(d)Approach Rail Ends:	1 Meets Standards
(113)Scour Critical:	N Not Over Waterway

PROPOSED IMPROVEMENTS

(75a)Type of Work:	
(75b)Work Done By:	
(76)Length of Improvement:	
(94)Bridge Improvement Cost:	
(95)Rdwy Improvement Cost:	
(96)Total Project Cost:	
(97)Year of Cost Estimate:	
(114)Future ADT:	6450
(115)Year of Future ADT:	2042
YEAR PROGRAMMED:	

NAVIGATION DATA

(38)Navigation Control:	NA-no waterway
(39)Vertical Clearance:	
(40)Horizontal Clearance:	
(111)Pier Protection:	
(116)Lift Bridge Vert Clr:	

ENVIRONMENTAL

Environmental Concerns: No

INSPECTION

(90)Inspection Date:	2/8/2022	(91)Inspection Frequency:	24 months
(92)Supplemental Inspections Frequency:		(93)Date of Inspections:	
(a)Fracture Critical Detail:	NA	(a)FC Inspection Date:	
(b)Underwater Inspection:	NA	(b)UW Inspection Date:	
(c)Fatigue Detail (OS) Inspection:	NA	(c)Fatigue Detail (OS) Date:	
(d)In-Depth Inspection:	NA	(d)In-Depth Date:	
(e)Confined Space Inspection:	72 months	(e)Confined Space Date:	

Channel Cross Section Year:
Equipment Needed: UBIT

AASHTOWare™ BRIDGE MANAGEMENT

IDAHO

Idaho Transportation Department
Bridge Inspection Report

Bridge Key:	10520	Structure Name:	09527D 0.18
(6)Features Intersected:	US 95R SBL;LEWISTON IC	(9)Location:	AT LEWISTON NCL
Facility Carried(Route):	US 95 RAMP NBL	Admin Jurisdiction:	0002 District 2
Xref Structure Name:	09527D 312.14	District:	02

Elm/Env	Element Description	Total Qty	Units	State 1	State 2	State 3	State 4
16/4	**Reinforced Concrete Top Flange**	15846	sq.ft	15840	6	0	0
	Reinforced concrete top flange/deck had a deck crack sealer applied in 2012. New epoxy overlay. Top flange\deck surface is worn smooth in the wheel lines with large aggregates exposed. Transverse cracks in the deck at 1 foot to 3 foot spacing are present for approximately 50 feet on either side of the piers. There are a few areas of cracking with delamination towards the north end of the deck. 1-foot square area approximately 35 foot from the end of the deck, and a 5 foot square area, 5 feet long in the east wheel line near the north end of the deck. A couple small random areas of delamination. Hairline to 1/16-inch cracks and separations along a few construction joints.						
510/4	***Wearing Surfaces***	14706	*sq.ft*	14706	0	0	0
	New epoxy overlay.						
521/4	***Concrete Protective Coating***	14706	*sq.ft*	14706	0	0	0
	New epoxy overlay.						
1080/4	***Delamination/Spall/Patched Area***	6	*sq.ft*	0	6	0	0
	Delaminated areas patched and covered with an epoxy overlay.						
1130/4	***Cracking (RC and Other)***	650	*sq.ft*	650	0	0	0
	All previously reported deck cracks have been sealed with an epoxy overlay.						
105/4	**Reinforced Concrete Closed Web/Box Girder**	380	ft	165	200	15	0
	Reinforced concrete box girder with 5 bays inside. There are diagonal and vertical cracks with efflorescence, and several with rust stains, in the facia sides of the girder in all spans. Diagonal are more concentrated towards abutments and piers, vertical are more concentrated towards midspan locations. Cracks are hairline to 1/32 inch wide and at random spacing. Cracks above pier 1 and pier 2 have efflorescence and light rust stains.						
1120/4	***Efflorescence/Rust Staining***	15	*ft*	0	0	15	0
	There are diagonal and vertical cracks with efflorescence, and several with rust stains, in the facia sides of the girder in all spans. Cracks above P1 and p2 have efflorescence and light rust stains.						
1130/4	***Cracking (RC and Other)***	200	*ft*	0	200	0	0
	There are diagonal and vertical cracks with efflorescence, and several with rust stains, in the facia sides of the girder in all spans. Diagonal are more concentrated towards abutments and piers, vertical are more concentrated towards midspan locations. Cracks are hairline to 1/32 inch wide and at random spacing. Cracks above pier 1 and pier 2 have efflorescence and rust stains.						
210/3	**Reinforced Concrete Pier Wall**	60	ft	48	12	0	0
	Both concrete pier walls are in good condition. Pier 1 has a small length of the footing exposed. Vertical crack 0.020-inches wide is present on the north face of pier 1 from the groundline up approximately 11-feet.						

Department
n Report

ucture Name:	09527D 0.18
Location:	AT LEWISTON NCL
min Jurisdiction:	0002 District 2
strict:	02

CONDITION

Deck:	6 Satisfactory
Superstructure:	5 Fair
Substructure:	6 Satisfactory
Channel/Protection:	N N/A (NBI)
Culvert:	N N/A (NBI)

APPRAISAL

Structure Condition:	5 Above Min Tolerable
Deck Geometry:	9 Above Desirable Crit
Undrclear,Vert and Horiz:	4 Tolerable
Waterway Adequacy:	N Not applicable
Approach Alignment:	8 Equal Desirable Crit
Traffic Safety Features:	
(a)Bridge Rail:	1 Meets Standards
(b)Transition:	1 Meets Standards
(c)Approach Rail:	1 Meets Standards
(d)Approach Rail Ends:	1 Meets Standards
)Scour Critical:	N Not Over Waterway

NAVIGATION DATA

Navigation Control:	NA-no waterway
Vertical Clearance:	
Horizontal Clearance:	
)Pier Protection:	
)Lift Bridge Vert Clr:	

ENVIRONMENTAL

ronmental Concerns:	No

:	24 months
)Date of Inspections:	
(a)FC Inspection Date:	
(b)UW Inspection Date:	
(c)Fatigue Detail (OS) Date:	
(d)In-Depth Date:	
(e)Confined Space Date:	

Idaho Transportation Department
Bridge Inspection Report

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(6)Features Intersected:	US 95R SBL;LEWISTON IC	(9)Location:	AT LEWISTON NCL
Facility Carried(Route):	US 95 RAMP NBL	Admin Jurisdiction:	0002 District 2
Xref Structure Name:	09527D 312.14	District:	02

WEARING SURFACE and DEAD LOAD INFORMATION

Asphalt:	0.0 *inches*	**Concrete:**	0.5 *inches*
Granular:	0.0 *inches*	**Timber:**	0.0 *inches*

POSTING INFORMATION

WEIGHT

Load Analysis Date:	01/16/2018	Bridge Factor:	1591
Load Analysis Required:	N Analysis Complete	Route Color:	Interstate

	Load Rating Analysis IR (tons)	OR (tons)	Recommended Posting(tons)	Actual Posting(tons)
H Truck				
HS Truck				
Type3	108		**Type3**	
Type 3S2	127		**Type 3S2**	
Type 3-3	127		**Type 3-3**	
			Axle Limit	

HEIGHT

	Recommended	Actual
Height Posting:		

ACTUAL WIDTH POSTING

Single Lane All Vehicles:	N
Single Lane Trucks/Buses:	N

Under Record Information:

(5)Inventory Route:	A27000950	B21000120
(7)Facility Under Structure:	US 95 RAMP SBL	US 12 WBL
(10)Min Vert Clr:	18.50	17.43
(47)Inv Route Total Hrz Clr:	25.20	48.00
(11)Milepoint:	312.219	003.131
(20)Toll:	3 On free road	3 On free road
(26)Functional Classification:	14 Urban Other Princ	14 Urban Other Princ
(29)ADT:	4300	7000
(30)ADT Year:	2022	2022
(109)Truck ADT:		9%
(100)Def Hwy Designation:	0 Not a STRAHNET hwy	0 Not a STRAHNET hwy
(102)Traffic Direction:	1 1-way traffic	1 1-way traffic
(104)Highway System:	1 On the NHS	1 On the NHS
(110)Design National Network:	1 Part of natl network	0 Not part of natl netwo

AASHTOWare™ BRIDGE MANAGEMENT

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Idaho Transportation Department
Bridge Inspection Report

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1120/4	***Efflorescence/Rust Staining***	15	*ft*	0	0	15	0
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	Both concrete pier walls are in good condition. Pier 1 has a small length of the footing exposed. Vertical crack 0.020-inches wide is present on the north face of pier 1 from the groundline up approximately 11-feet.						

Idaho Transportation Department
Bridge Inspection Report

Bridge Key:	10520	Structure Name:	09527D 0.18
(6)Features Intersected:	US 95R SBL;LEWISTON IC	(9)Location:	AT LEWISTON NCL
Facility Carried(Route):	US 95 RAMP NBL	Admin Jurisdiction:	0002 District 2
Xref Structure Name:	09527D 312.14	District:	02

Approach plus milepost

Right side

AASHTOWare™ BRIDGE MANAGEMENT

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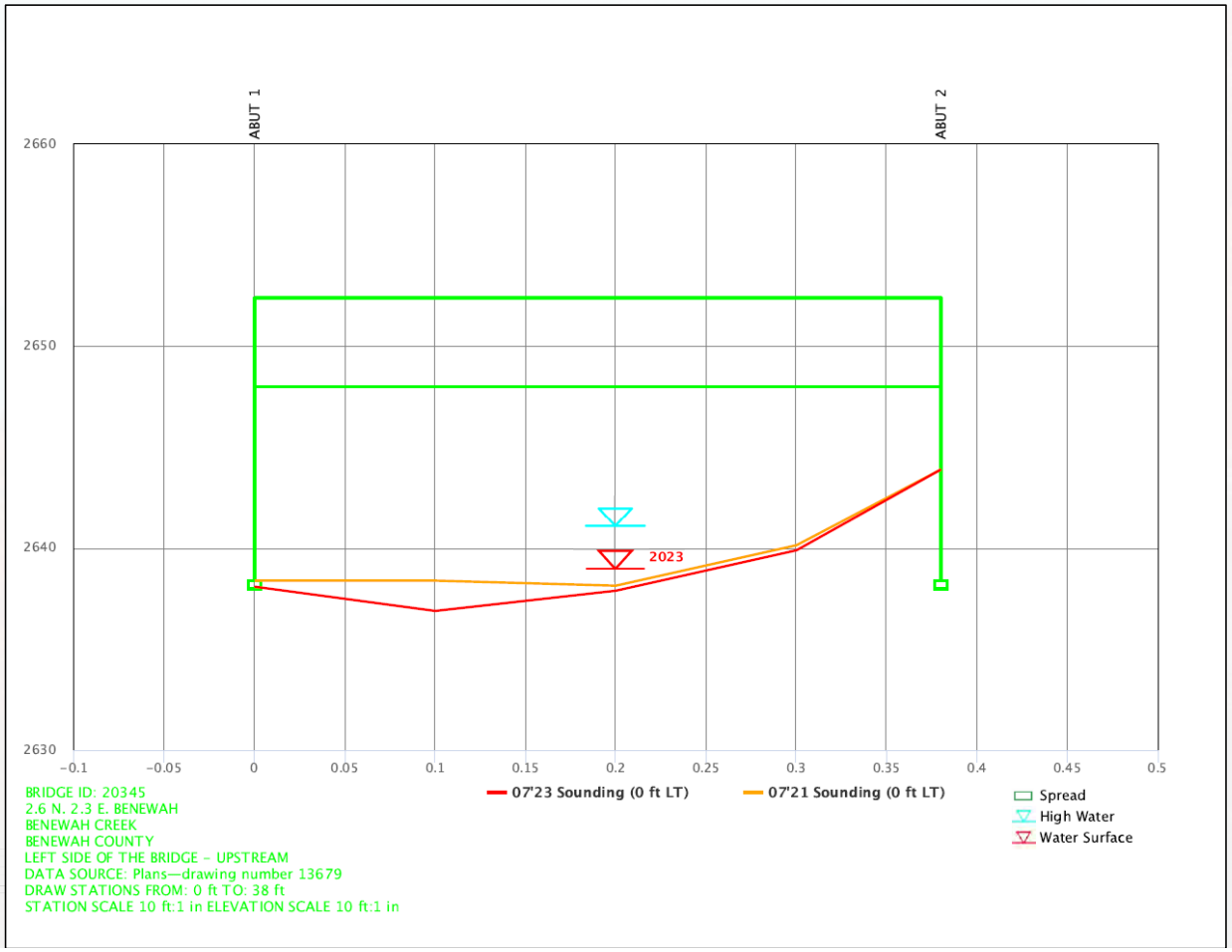
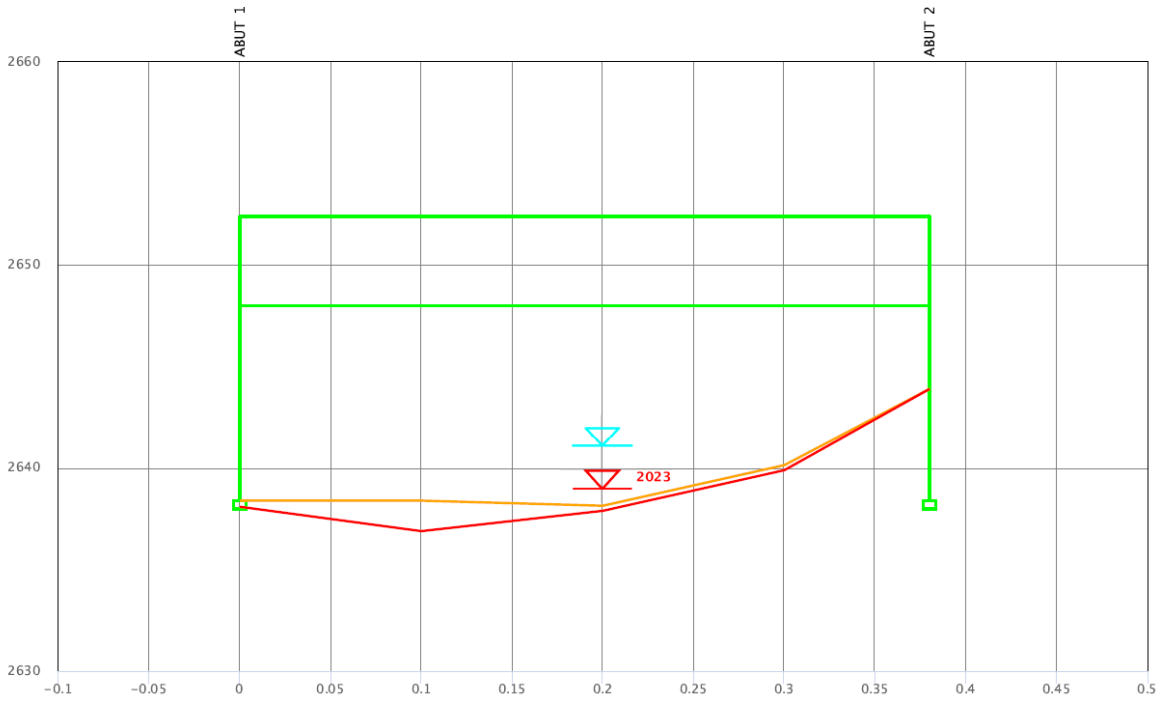
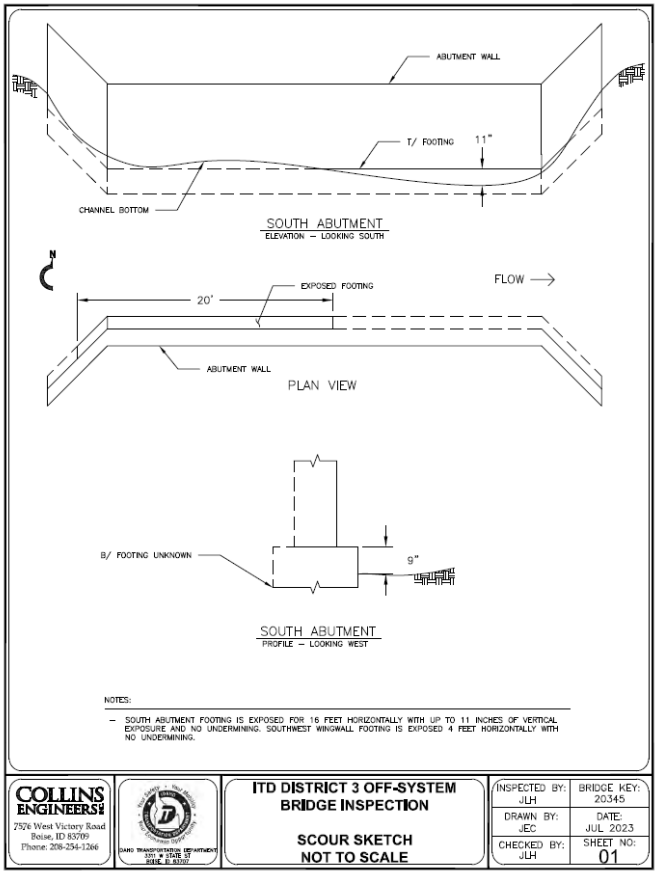


AASHTOWare™ BRIDGE MANAGEMENT

IDAHO



BRIDGE ID: 20345
2.6 N. 2.3 E. BENEWAH
BENEWAH CREEK
BENEWAH COUNTY
LEFT SIDE OF THE BRIDGE – UPSTREAM
DATA SOURCE: Plans—drawing number 13679
DRAW STATIONS FROM: 0 ft TO: 38 ft
STATION SCALE 10 ft:1 in ELEVATION SCALE 10 ft:1 in



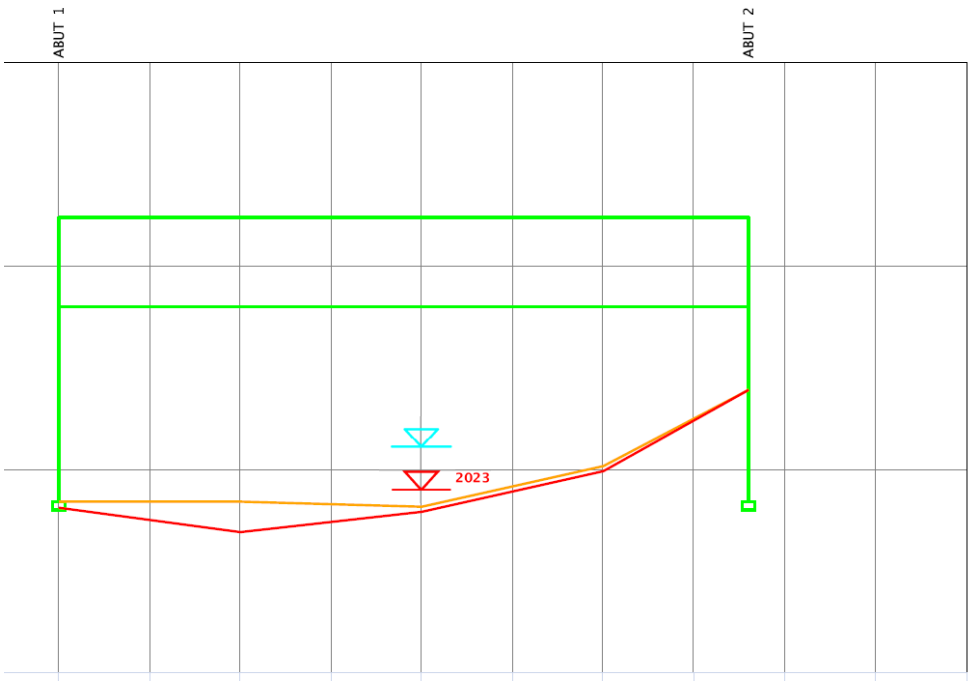
NOTES:

– SOUTH ABUTMENT FOOTING IS EXPOSED FOR 16 FEET HORIZONTALLY WITH UP TO 11 INCHES OF VERTICAL EXPOSURE AND NO UNDERMINING. SOUTHWEST WINGWALL FOOTING IS EXPOSED 4 FEET HORIZONTALLY WITH NO UNDERMINING.

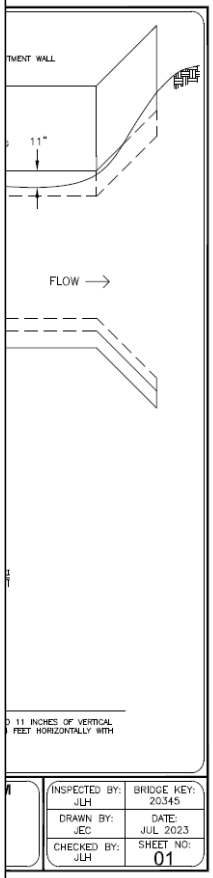
COLLINS ENGINEERS 7526 West Victory Road Boise, ID 83709 Phone: 208-254-1266	IDAHO TRANSPORTATION DEPARTMENT 3311 W. STATE ST BOISE, ID 83707	ITD DISTRICT 3 OFF-SYSTEM BRIDGE INSPECTION SCOUR SKETCH NOT TO SCALE	INSPECTED BY: JLH DRAWN BY: JEC CHECKED BY: JLH BRIDGE KEY: 20345 DATE: JUL 2023 SHEET NO: 01

AASHTOWare™ BRIDGE MANAGEMENT

IDAHO



- UPSTREAM
awing number 13679
ft TO: 38 ft
ELEVATION SCALE 10 ft:1 in



Idaho Transportation Department
Bridge Inspection Report

Bridge Key:	20345	Structure Name:	95705A 13.09
(6)Features Intersected:	BENEWAH CREEK	(9)Location:	2.6 N. 2.3 E. BENEWAH
Facility Carried(Route):	STC5705;BENEWAH CR	Admin Jurisdiction:	0900 Benewah County
Xref Structure Name:		District:	01

Upstream looking southwest.

Downstream looking northeast.

AASHTOWare™ BRIDGE MANAGEMENT

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IDAHO TRANSPORTATION DEPARTMENT

TUNNEL INSPECTION REPORT

Tunnel Number: 0000000000T0030 **Tunnel Name:** CM&PS Tunnel 30; Deer Creek #2

Element Number	NOTES	Total	CS1	CS2	CS3	CS4
10001 - Cast-in-Place Conc Tunnel Liner		12,215	4,765	4,180	3,315	15
	10001 CIP Concrete Tunnel Liner ELEMENT INSPECTION PROCEDURES: Inspect the liner utilizing visual and sounding techniques. Focus on cracks, spalls, areas of delamination, and areas of leakage/seepage as shown on the Tunnel Plan. Check for separation, displacement, and misalignment of liner wall as that may be signs of shifting material behind the concrete liner. Construction joints are susceptible to delamination and spalling – check these areas for loose concrete. Use caution when sounding overhead as loose concrete may fall. Sketch all liner defects on the Tunnel Plan and describe in the element section and notes of the inspection report. 7/2023 INSPECTION: Cast in place concrete tunnel liner has efflorescence typical throughout with some rust stains. Tunnel has spalling typical in the crown at the construction joints with some exposed rebar and other random spalls. The tunnel also has several areas of greater concern; large vertical cracks and budging of the walls. See defects below and attached drawing that marks the defect locations.					
82100 - Delamination / Spall / Patch		1,200	0	1,000	200	0
	(CS2 / CS3): Several locations of spalls and areas of delamination throughout the tunnel walls and crown. Typical spalling/deterioration of concrete in the tunnel crown at the construction joints. See attached drawing that marks the defect locations. Largest spall is in the tunnel crown around station 0+78. Spall is up to 8" deep.					
82101 - Exposed Rebar		10	0	0	10	0
	(CS3): The typical spalling/deterioration of concrete in the tunnel crown at the construction joints have exposed rebar in some locations. Rebar has minor to moderate corrosion.					
82102 - Efflorescence / Staining		6,000	0	3,000	3,000	0
	(CS2 / CS3): Cracks with efflorescence and rust stains typical throughout the entire length of the tunnel in both the walls and crown. Heavy buildup and stalactites of efflorescence are typical throughout the crown of the tunnel.					
82103 - Cracking (Concrete Liner)		300	0	180	105	15
	(CS3): Station 0+70: Bulging in the north wall that is offset 5/16". (CS3): Station 0+84: Bulging in the south wall that is offset 5/16". (CS3): Station 0+89 (at construction joint): Bulging in the south wall that is offset 3/16". (CS3): Station 0+89 (at construction joint): Bulging in the north wall that is offset 5/16". (CS3): Station 0+93: Bulging in the south wall that is offset 7/16". (CS4): Station 1+00: Bulging in the south wall that is offset 1". (CS3): Station 1+37 (at construction joint): Bulging in the north wall that is offset 5/8". (CS3): Around station 2+10: Bulging in the north wall that is offset 3/8". See attached drawing that marks the defect locations. Several other minor to moderate width cracks throughout the tunnel walls and crown.					
10051 - Concrete Portal		3,427	977	1,450	1,050	0
	10051 Concrete Portal ELEMENT INSPECTION PROCEDURES: Inspect the concrete portals and wingwalls utilizing visual and sounding techniques. Carefully examine the slopes above the portal and wingwalls assessing stability of the rock and any hazardous debris (e.g. fallen trees). Document changes in rock fall above and at the base of portal and wings. Describe in the element section of the inspection report. Contact geotechnical engineer if significant changes have been found in slopes since the last inspection. 7/2023 INSPECTION: Reinforced concrete portals at both ends of the tunnel. Both portals have efflorescence with some rust stains mostly in east portal. Both portals have heavy spalling with large loose aggregate exposed along the portal arch, heavier at west portal.					
82100 - Delamination / Spall / Patch		1,500	0	750	750	0
	(CS2 / CS3): Both portals have heavy spalling with large loose aggregate exposed along the portal arch. Heavier deterioration at west portal. Same deterioration along tops of portal wings.					
82102 - Efflorescence / Staining		1,000	0	700	300	0
	(CS2 / CS3): Cracks with efflorescence and some rust stains present in both portals but mostly in east portal.					

IDAHO TRANSPORTATION DEPARTMENT

TUNNEL INSPECTION REPORT

Tunnel Number: 0000000000T0030 **Tunnel Name:** CM&PS Tunnel 30; Deer Creek #2

1. "Slow" caution sign on east approach

2. East portal

AASHTOWare™ BRIDGE MANAGEMENT

IDAHO

Idaho Transportation Department
Overhead Structure Inspection Report

S4001240
Route: I 84B Location: I 84B & 21st St

Location Data

District:	District 4	**Route:**	I 84B
County:	Minidoka	**Latitude:**	42.5616 °N
Location:	I 84B & 21st St	**Longitude:**	113.74628 °W
NBI Bridge ID(if applicable):		**Foreman Area:**	430

Inspection Data

Inspection Date:	5/18/2023	**Overall Condition:**	3 Serious
Insp Freq:	12		
Inspector 1:	Rick Smith		
Inspector 2:		**Equipment Req.:**	Bucket Truck
Traffic Control	None required.		

Roadway Data

Route		ITD Roadway Data		Clearance	
Traffic Direction:	NB	**Route ID:**	02290AIN084	**Min Vert Clr:**	20.40 ft
# Lanes Over Traffic:	3	**Measure:**	5.705325689	**Min Lateral UnderClr Right:**	6.0 ft
ADT Total:	16500	**Segment Code:**	002040	**Min Lateral UnderClr Left:**	
Truck ADT:	6%	**Under Milepost:**	260.89		
ADT Year:	2019				

Structure Data

Ancillary Type:	Traffic Signal	**Span/Arm 1 Length:**	50.00 ft	**No. of Spans:**	1
Material Type:	Steel	**Span/Arm 2 Length:**		**Year Built:**	
Design Type:	Single Mast Arm	**Foundation Type:**	Reinforced Concrete		
Coating:	Galvanized				

Element Condition

Steel, Single Mast Arm, Galvanized

Element/Description	Total	Quantity State 1		State 2		State 3		State 4	
701-Concrete Foundation	1.00 each		1.00		0.00		0.00		0.00
Reinforced concrete foundation.									
702-Steel Anchor Rods	4.00 each		4.00		0.00		0.00		0.00
Steel anchor rods.									
704-Steel Base Plate	1.00 each		1.00		0.00		0.00		0.00
Steel base plate.									
706-Steel End Support Column	38.00 ft		38.00		0.00		0.00		0.00
Steel end support column.									
716-Con for Steel End or Column	1.00 each		1.00		0.00		0.00		0.00
Steel end support column bolted joint connection.									
718-End Support-to-Chord Connection	2.00 each		1.00		0.00		0.00		1.00
Steel end support column to chord connection and steel end support column to luminaire connection.									

Idaho Transportation Department
Overhead Structure Inspection Report

S4001240
Route: I 84B Location: I 84B & 21st St

Inspection Photos

Overall looking north.

Base looking north.


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OKLAHOMA
Transportation

AASHTOWare™ BRIDGE MANAGEMENT

OKLAHOMA

Total SD With Square Footage
Tumpike, R.R., Corps not included

On

ADAIR

	Total Bridges	Total Bridges SQFT	SD Count	Total SD SQFT
Culvert	29	51,740.28	0	
Stringer/Girder	13	180,430.61	0	
	42	232,170.89	0	

ALFALFA

	Total Bridges	Total Bridges SQFT	SD Count	Total SD SQFT
Culvert	34	65,679.24	0	
Slab	1	4,037.48	0	
Stringer/Girder	35	326,268.39	0	
	70	395,985.12	0	

ATOKA

	Total Bridges	Total Bridges SQFT	S
Culvert	26	69,425.16	
Slab	4	10,021.78	
Stringer/Girder	48	455,178.34	
	78	534,625.28	

BEAVER

	Total Bridges	Total Bridges SQFT	S
Culvert	38	88,844.76	
Stringer/Girder	12	235,303.03	
	50	324,147.79	

BECKHAM

	Total Bridges	Total Bridges SQFT	S
Culvert	45	173,071.61	
Slab	8	36,039.63	
Stringer/Girder	71	781,989.09	
Truss-Thru	2	21,949.58	
	126	1,013,049.90	0

TULSA

	Total Bridges	Total Bridges SQFT	SD Count	Total SD SQFT
Culvert	87	794,925.18	1	4,639.04
Frame	3	23,885.12	0	
Girder-Floorbeam	16	242,111.67	0	
Multiple Box Beam	11	207,635.54	0	
Other (NBI)	1	2,421.88	0	
Single/Spread Box	4	7,997.59	0	
Slab	21	138,995.80	0	
Stringer/Girder	355	6,021,458.57	3	50,526.71
	498	7,439,431.33	4	55,165.75

AASHTOWare™ BRIDGE MANAGEMENT

OKLAHOMA

OKLAHOMA DEPT. OF TRANSPORTATION
PLAN OF ACTION FOR SCOUR CRITICAL BRIDGES

Division : 04	County : KINGFISHER	Bridge No.: 154100000000000

	Current Condition	Previous Condition				
Item # 113 :	3 SC - Unstable		ADT :	52	ADT Year :	2020
Bridge Structure #	37E0660N2970009		Year Built :	1962	Bus Route :	Not Desired/Current rte.
Bridge Location :	E0660	over : CREEK	Location :	3.5S 11.4E OF HENNESSEY		
Bridge Desc.:	2-10ft. X 10ft. X 30ft. RCB					
Structure Notes						
Inspection Notes	6/7/2023 6/3/2021 - Good shale roadway * Low chance of overtopping * Satisfactory ditches * North apron needs protection * Structure placed on 12 month frequency due to scour * PX - Needs scour fixed on North with grouted rip rap. FX - Trees need cut back and all BEMs put up.					
Foundation Type	Abutment Type and Foundation : 208a: Other 208b: Bears on Natural Found.		Type of Pier and Foundation : 209a: _ 209b: _ 209c: _		Foundation Soils Type :	-1
Replacement Plans :	JP Number :		Project No.:		Let Date :	/
			Project Type :			

Bridge Condition :	Current Condition	Previous Condition	
Substructure	N N/A (NBI)		Comments :
Culvert	3 Excessive Damage		Comments :
Channel	4 Protection Undermined		Comments :
Waterway	8 Equal Desirable		Comments :

Sources of Scour Critical Rating :	6/7/2023- Barrels Clear 23ft 6/3/2021 - Barrels clear 6/20/2013 - Barrels clear * 12ft 6/19/2014 - Barrels clear 13ft 6/9/2015 - Barrels clear
Scour Smart Flag :	961 Condition State (CS1/CS2/CS3) : 0.00 / 100.00 / 0
Scour Comments:	6/7/2023 - No repairs made yet 6/3/2021 - Hard red shale eroding very slowly. Apron extends 10 feet out from box opening. Scour now on north side is 26in. below floor level and still 6in. of undermining. Now flow is 1 ft below floor level on south side up steam no undermining noted on south side.

Inspection and Monitoring	Inspection Date : 06/07/2023	Inspection Frequency: 24 Months
Inspector Stephen Reese	Contact No.:	Company :

Criteria For Bridge Closure (Circle all that apply)				
	Roadway Overtopped	Roadway Fill Failed	Bridge Failed	Settlement
	Approach Fill Washed Out	Other (Explain)		

Detour Route : SEE FILE

Bridge Contact Info					
Bridge Owner	Name :		County Bridge Coordinator	Name :	
	Contact Number :			Contact Number :	
Maintenance Responsibility	Name :		County Commissioner	Name :	
	Contact Number :			Contact Number :	

Countermeasures Recommended :

Date Implemented : _____

Author(s) of POA	Bridge Inspector	Signature	Date
Reviewed with Bridge Owner	Bridge Owner	Signature	Date
Reviewed with Co. Bridge Coordinator	County Bridge Coordinator	Signature	Date

Sources of Scour Critical Rating :	6/7/2023- Barrels Clear 23ft 6/3/2021 - Barrels clear 6/20/2013 - Barrels clear * 12ft 6/19/2014 - Barrels clear 13ft 6/9/2015 - Barrels clear
Scour Smart Flag :	961 Condition State (CS1/CS2/CS3) : 0.00 / 100.00 / 0.00
Scour Comments:	6/7/2023 - No repairs made yet 6/3/2021 - Hard red shale eroding very slowly. Apron extends 10 feet out from box opening. Scour now on north side is 26in. below floor level and still 6in. of undermining. Now flow is 1 ft below floor level on south side up steam no undermining noted on south side.

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Inspector Stephen Reese	Contact No.:	Company :

Criteria For Bridge Closure (Circle all that apply)				
	Roadway Overtopped	Roadway Fill Failed	Bridge Failed	Settlement
	Approach Fill Washed Out	Other (Explain)		

Detour Route : SEE FILE


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UDOT

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BRIDGE

MANAGEMENT

UTAH

UDOT Keeping Utah Moving

Bridge Inspection Report Field Review Scorecard

Structure #_____ **Date of Review**_____

Reviewers: _____&_____ **Date of Inspection**_____

Bridge Inspection Field Review Checklist	Score: 1-5
NBI Rating Review	
• NBI ratings agree with the current condition of structure	Score_____
Report Photos	
• All Inventory photos included in report • Any CS3 and CS4 defects have corresponding photos • Typical CS2 defects on the structure have photos • Consistent photo naming • Photo quality (in-focus and correct exposure)	Score_____
Parent and Defect Notes	

• Parent notes follow current guidelines and format
  ○ General notes include inspection type, local contact, inspection team ect.
  ○ Roadway notes include comments about sign postings, performing cross sections ect.
• Defect notes follow current guidelines and format
• All parent elements are correct and remain applicable
• Defect notes are complete with all appropriate information
• Defects are appropriately coded and identified
	Score_____

SI&A Information	
• SI&A items coded correctly and up to date	Score_____
Work Candidates	
• All work candidates has appropriate information • All appropriate work candidates included in report • Work candidate has been assigned to proper group	Score_____
Cross Section and Clearances	
• Cross section and/or clearance information updated or verified	Score_____

Ratings:
5 - No issues
4 – Minors issues, isolated to grammar and/or formatting
3 – Some missing or incorrect items
2 – Most of the items are missing or incorrect
1 – Completely missing or incorrect

Final Score_____

UDOT Keeping Utah Moving

0F 466
Sevier River Bridge, east of Joseph
Inspector: Teddy Moffett
Inspection Date: May 09, 2023

Condition Overview

Deck NBI:	6	**Culvert NBI:**	N	**BHI:**	78.40	**BHI Rank:**	1096
Super NBI:	7	**Channel NBI:**	6	**PHI:**	78.40	**PHI Rank:**	1096
Sub NBI:	6	**Scour NBI:**	7	**FHWA Poor:**	No	**Year Built / Recon:**	1981 /

Bridge Issues

	Yes	No
This report identifies deficiencies requiring urgent corrective action.	☐	☑
Details:		
This bridge is scour critical:	☐	☑
This bridge contains fracture critical components:	☐	☑
This bridge needs a new load rating:	☐	☑
This bridge requires special inspection:	☐	☑
Recommended Frequency:		

Report Contents

☐ Desk Review Audit	☐ Critical Findings Report
☑ Condition Ratings Report	☐ Vertical Underclearance Report
☑ Element Level Inspection Report	☑ Cross Section Report
☑ Bridge Photographs	☐ Other:

Type of Inspection

NBI	Element	Fracture Critical	Underwater	Complex	Other Special
☑	☑	☐	☐	☐	☑

Inspectors	Name	Date	P.E. Seal and Signature
Inspector of Record	Teddy Moffett	05/09/2023	PROFESSIONAL ENGINEER No. 12642349-2202 THEODORE J. MOFFETT 05.23.2023 STATE OF UTAH
Field Checked	Brandon Reda	05/09/2023	
Checked	Jordan Monroe	08/18/2023	
Corrected	Teddy Moffett	08/18/2023	
Verified	Jordan Monroe	08/18/2023	
Independent Field QC Review			
QA Review			

AASHTOWare™ BRIDGE MANAGEMENT

UTAH

UDOT Keeping Utah Moving

Bridge Inspection Report Field Review Scorecard

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wers: _____&_____ Date of Inspection_____

e Inspection Field Review Checklist	Score: 1-5
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il ratings agree with the current condition of structure	Score_____
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Inventory photos included in report y CS3 and CS4 defects have corresponding photos pical CS2 defects on the structure have photos nsistent photo naming oto quality (in-focus and correct exposure)	Score_____
and Defect Notes	
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Final Score_____

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0F 466
Sevier River Bridge, east of Joseph
Inspector: Teddy Moffett
Inspection Date: May 09, 2023

Roadway Looking East

Elevation Looking North

0F 466
Sevier River Bridge, east of Joseph
Inspector: Teddy Moffett
Inspection Date: May 09, 2023

erside Longitudinal Cracking 0.013 IN

Deck Underside Diagonal Cracking with Efflorescence

pside Abrasion in Wheel Paths

Railing 2 Spall West End

ng 1 Delamination West End

Concrete Railing Vertical Cracking

AASHTOWare™ BRIDGE MANAGEMENT

UTAH

UDOT Keeping Utah Moving

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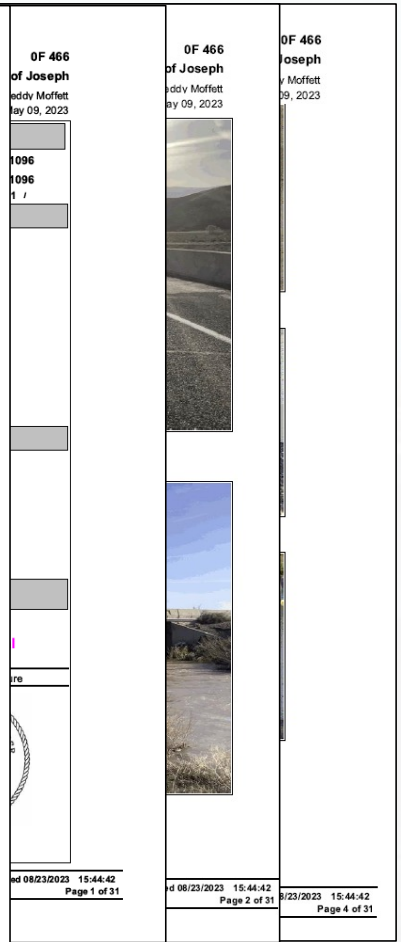

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Page 4 of 31

UDOT Keeping Utah Moving

0F 466
Sevier River Bridge, east of Joseph
Inspector: Teddy Moffett
Inspection Date: May 09, 2023

IDENTIFICATION

Bridge Key:	0F 466
(8) NBI Number:	0F 466
Structure Name:	Sevier River Bridge, east of Joseph
(9) Location:	0.7 MILE EAST OF JOSEPH
(7) Carries:	SR-118
(42A) Service On:	1 Highway
(6) Feature Crossed:	SEVIER RIVER
(42B) Service Under:	5 Waterway
(4) Placecode:	County
(3) County:	Sevier
(1) State:	49 Utah
(2) Region:	Region 4
Station:	4464
(16) Latitude:	38.62
(17) Longitude:	-112.21
(22) Owner:	01 State Highway Agency
(21) Custodian:	01 State Highway Agency
(27) Year Built:	1981
(106) Year Recon:	
(37) Historical:	5 Not eligible for NRHP
(98) Border State:	Not Applicable (P)
(99) Border Number:	
% Responsibility:	

INSPECTION

(90) Date of Inspection:	5/9/2023
(91) Frequency:	24
Next Inspection:	5/9/2025

Inspection Type	(92) Freq	(93) Last Insp	Next Insp
Element	24	5/9/2023	5/9/2025
(A) Fracture Critical	24		
(B) Underwater	60	6/26/2019	6/26/2024
(C) Special Insp	24	N/A	

LOAD RATING, POSTING AND SIGNS

(41) Posting Status:	A Open, no restriction
(70) Posting %:	5 At/Above Legal Loads
Rating Date:	5/4/2013
(31) Design Load:	6 MS18(HS20)+mod
(63) Opr Method:	8 LRFR (HL93)
(64) Opr Rating:	1.70
(65) Inv Method:	6 Load Factor (MS18)
(66) Inv Rating:	1.00
Sign Legibility:	N/A
Sign Visible:	N/A
Object Markers Reqd	N/A

Deck Overlay

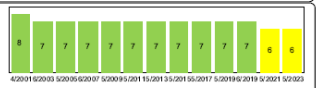
(108A) Wearing Surface:	1 Monolithic Concrete	**Year Applied:**	N/A
(108B) Membrane:	0 None	**Thickness:**	N/A

Steel Coatings

Steel Overcoat Year:	N/A
Paint / Repaint Year:	N/A

DECK GEOMETRY

(68) Deck Geometry:	7 Above Min Criteria
Deck Area:	3,555.90
(107) Deck Type:	1 Concrete-Cast-in-Place
(108C) Deck Protection:	1 Epoxy Coated Reinforci
(52) O. to O. Width:	40.50
(51) Curb to Curb Width:	37.30
(50A) Curb / Sidewalk Width L:	0.00
(50B) Curb / Sidewalk Width R:	0.00
(33) Median:	0 No median



DECK CONDITION

(58) Deck Rating:	6 Satisfactory
(36A) Bridge Rail:	1 Meets Standards
(36B) Transition:	1 Meets Standards
(36C) Approach Rail:	1 Meets Standards
(36D) Approach Rail Ends:	1 Meets Standards

SUPERSTRUCTURE GEOMETRY

(45) # of Main Spans:	2
(46) # of Approach Spans:	0
(43 A) Main Material:	6 P/S Conc Continuous
(43 B) Main Design:	02 Stringer/Girder
(48) Max Span Length:	42.50
(49) Structure Length:	87.80
(112) NBIS Length:	Long Enough
(103) Temp Structure:	Not Applicable (P)
(34) Skew:	25
(35) Structure Flared:	0 No flare

SUPERSTRUCTURE CONDITION

(59) Superstructure Rating:	7 Good
(67) Structure Evaluation:	7 Above Min Criteria
(101) Parallel Structure:	No || bridge exists
(72) Approach Alignment:	8 Equal Desirable Crit
(32) Approach Roadway Width:	37.30

AASHTOWare™ BRIDGE MANAGEMENT

UTAH

UDOT Keeping Utah Moving

Bridge Inspection Report Field Review Scorecard

Date of Review_____

&_____ Date of Inspection_____

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Final Score_____

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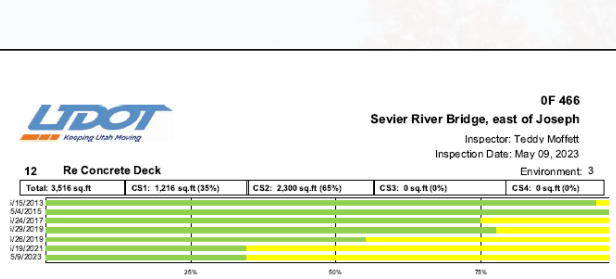
UDOT Keeping Utah Moving

0F 466
Sevier River Bridge, east of Joseph
Inspector: Teddy Moffett
Inspection Date: May 09, 2023

12 Re Concrete Deck Environment: 3

Total: 3,516 sq.ft	CS1: 1,216 sq.ft (35%)	CS2: 2,300 sq.ft (65%)	CS3: 0 sq.ft (0%)	CS4: 0 sq.ft (0%)



05/04/2015	Justin Jar	RC bare deck and underside have no significant visible defects.
05/24/2017	DALE DEBEN/AM	Cast in place concrete deck has random surface map cracks spaced 1 foot and more apart. Diagonal cracks are also observed near the corners. The underside is free of spalls, delaminations, and significant cracks. 875 square feet of the deck is placed in CS2 for cracks.
05/29/2019	Randy Haider	The concrete deck element has a bare concrete topside. The concrete deck topside has diagonal cracking and wear in the wheel paths. The deck underside has reflective cracking in each girder bay. The deck overhangs are free of defects.
06/26/2019	Andrew Young	The concrete deck topside has random map cracking and wear in the wheel paths. The deck underside has reflective cracking in each girder bay. The deck overhangs are free of defects.
05/19/2021	Ryan Daniels	Deck NBI reduced to 6 based on the defects noted below.
05/09/2023	Teddy Moffett	The top face of the reinforced concrete deck is bare. Cracking and abrasion were observed. See defect notes below for details.

1130 Cracking (RC and Other) **Element Defect** Environment: 3

Total: 1,000 each	CS1: 0 each (0%)	CS2: 1,000 each (100%)	CS3: 0 each (0%)	CS4: 0 each (0%

05/29/2019	Randy Haider	*The deck topside has diagonal cracking that extends perpendicularly from the skew of the backwall joints. The moderate width cracking is approximately five to ten feet in length. The underside has reflective cracking with light efflorescence. The underside cracking varies from hairline to moderate width. The cracking above abutment 1 is free of efflorescence. 85 square feet of moderate width cracking is placed in CS2.*
06/26/2019	Andrew Young	*The cast-in-place concrete deck has random surface map cracking spaced 1 foot or more apart. Diagonal cracks are also observed near the corners. The underdeck has random transverse cracking up to 0.031 inch wide. There are no changes in quantity from previous inspection [875 sq.ft in CS2 due to cracking]*
05/19/2021	Ryan Daniels	*-Deck topside; longitudinal, transverse and map type cracking; between .008"-.03" wide, spaced 1'-3' apart (some of the noted cracking appears to be full depth, as it can be found in the deck underside as well. Light to moderate efflorescence associated with some of the cracking found toward the abutments.); year found TBD/year of last change 2021/year updated 2021; 1000 sq. ft. meets CS2 criteria.*
05/09/2023	Teddy Moffett	*Deck Topside and Underside* *1) Throughout; up to 0.02 IN Width x up to Full Width (deck) x up to Full Length (deck); Longitudinal, transverse, and diagonal cracking (efflorescence on underside in corners); Year Found 2017/Year of Last Change 2021/Year Verified 2023; 1000 SQ FT CS2*

1190 Abrasion(PSC/RC) **Element Defect** Environment: 3

AASHTOWare™ BRIDGE MANAGEMENT

UTAH

UDOT Keeping Utah Moving

Bridge Inspection Report Field Review Scorecard

Date of Review_____

&_____ Date of Inspection_____

...n Field Review Checklist	Score: 1-5
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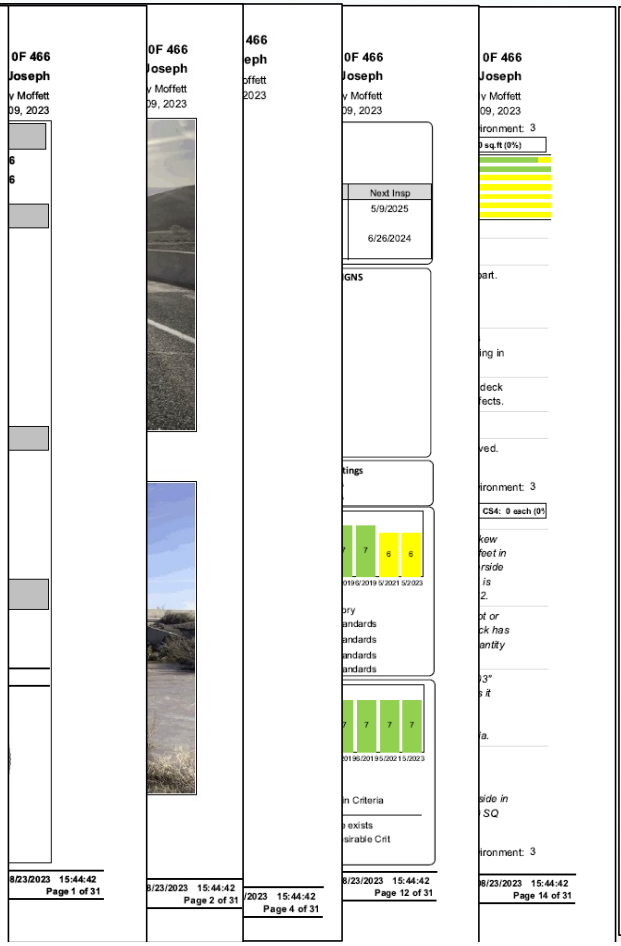

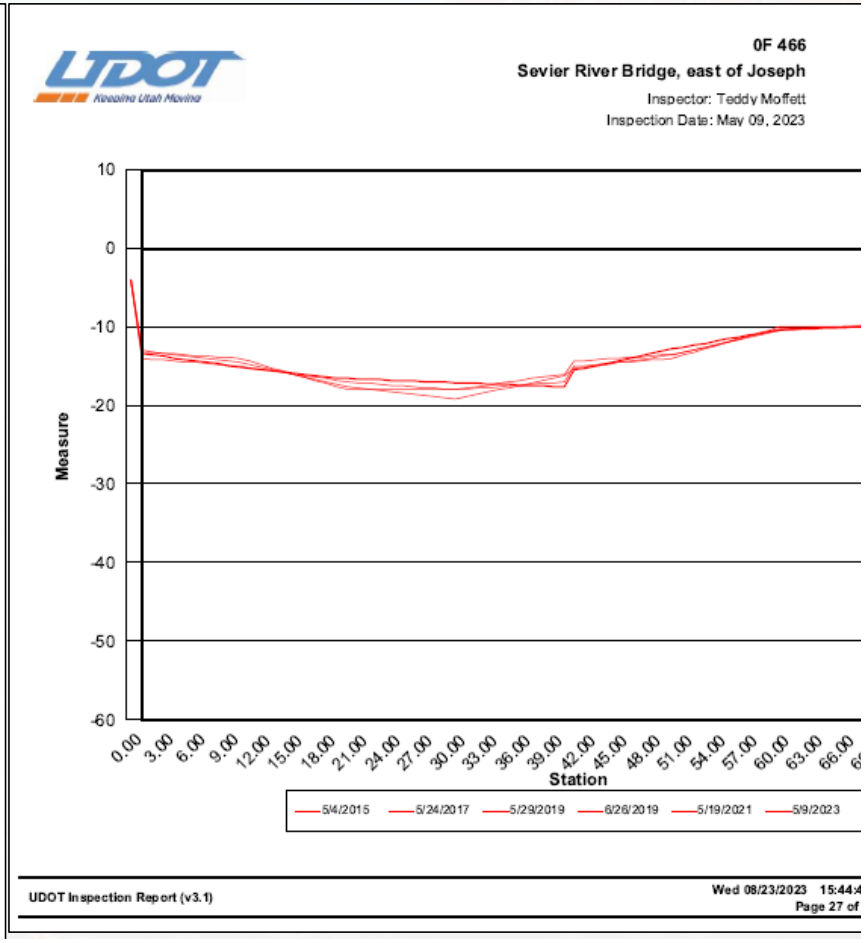

AASHTOWare™ BRIDGE MANAGEMENT

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TERIANNE S. NEWELL, P.E.
Deputy Director of Planning and Investment

LISA J. WILSON, P.E.
Deputy Director of Engineering and Operations

September 14th, 2023

City Address

RE: Bridge Inspection for Salt Lake City

Dear City:

The Utah Department of Transportation (UDOT) inspects local government bridges every two years as part of the Bridge Inspection Program. Our bridge inspection teams typically inspect your bridges in MONTH of ODD/EVEN years. UDOT's role is to provide findings from these inspections to the bridge owner. The responsibility to address the concerns, perform the required actions and manage the findings and/or recommendations resides with the individual bridge owner. Bridges must exceed 20 feet in length to be included in the Bridge Inspection Program. Culverts and bridges less than 20 feet in length are not inspected within the Bridge Inspection Program.

Enclosed is a condition summary of the bridges within your jurisdiction. The summary contains important bridge specific recommendations to address any noted deficiencies. In addition to the bridge specific recommendations, routine maintenance is recommended on each bridge twice a year. Attached to this letter is a list of routine maintenance activities. The summary also provides an inventory list of all bridges within your jurisdiction and draws specific attention to bridges rated as follows:

Bridge Health Index (BHI): A condition based score that provides an assessment of the current asset value of the bridge compared with its asset value when it was initially constructed. Additional

Poor Condition: This new FHWA metric replaces Structurally Deficient. The deck, superstructure or substructure is in poor condition (rated 4 or less). Bridge rehabilitation or replacement should be evaluated.

Scour Critical: Bridges with a scour critical rating of 3 or less, this indicates that the bridge is susceptible to scour and scour mitigation is recommended. Bridges rated 4 are not considered scour critical but scour mitigation is recommended due to observed scour.

Project Development - Telephone (801) 965-4173 - Facsimile (801) 965-4564 - www.udot.utah.gov
Calvin Rampton Complex - 4501 South 2700 West - Mailing Address P.O. Box 148380 - Salt Lake City, Utah 84114-8380

Load Posted: UDOT is required to evaluate the live load carrying capacity of all bridges in the inspection system, as stipulated by the Federal Highway Administration. Included with this letter is a list of bridges that should be signed (posted) to limit the weight of vehicles that can safely traverse the structure. Please ensure that the bridges in your jurisdiction that are recommended to be posted are signed with the appropriate weight limits.

If the attached report states Update Posting, changes are required for that structure. In April 2019 the Federal Highway Administration clarified that all bridge load postings must be in place with 30 days after the load rating determines a need for such posting. Please refer to FHWA Memo Timeframe for Installing Load Posting Signs at Bridges dated April 17, 2019 on the FHWA website for more information. Please update the signage accordingly within 30 days and email photos of the updated load posting signs to Jera Irick at jirick@utah.gov. If you have any questions or concerns about posting, please reach out to Jera.

If the report states Remove Posting, the structure is currently posted but the load rating calculations indicate load restrictions are not necessary. If the recommendation is to Remove Posting or to Update Posting to a higher posting value than existing signage, but if the owner prefers to leave the structure posted, or posted at the lower value, please inform Jera.

Local Routes on State Structures: As per Utah Admin Rule R918-6-6, your jurisdiction is responsible for routine maintenance and preventive maintenance along the top of structures that carry a local route over a state route. This includes deck overlays / seal treatments, deck pothole patching, parapet surface repair and sealing, bridge joint cleaning and sealing, drain cleaning and maintenance, keeping the deck free of debris and other items indicated on the following pages. Once this work is completed, please submit records of the work to Jera Irick at jirick@utah.gov for us to update our records. If deterioration occurring from the lack of maintenance requires rehabilitation, your representative and UDOT will meet to negotiate how the cost of the rehabilitation work to be performed will be shared.

Structures without Full Plans: Structures on this list have missing or incomplete plans in UDOT's records. Having the complete plans gives our inspectors and engineers a more complete picture of the structure and enables them to make more informed inspections and recommendations for structures that you own. Please check the structures on this list and forward any plans your organization has on file for them to Jera Irick at jirick@utah.gov.

Funding may be available to help you manage your bridge system. For structures on Federal Aid routes, please contact Eric Buell at ebuell@utah.gov. For structures off the Federal Aid routes, please contact Chris Potter at cpotter@utah.gov or go tohttps://www.udot.utah.gov/go/lhc Please note that funds are programed several years in advance and are awarded based on condition of the structure.

We are happy to send you the entire inspection report for any of your structures upon request. Submit the request for bridge inspection reports on the UDOT website at https://www.udot.utah.gov/go/bridgeplans.

UDOT's Bridge Management Manual addresses bridge maintenance as well as many other important aspects of bridge management. Follow this link to access the Manual: www.udot.utah.gov/go/BMM. It is vitally important to maintain accurate records of each bridge. Please review section 7.4.2 of the Manual for a list of documents to collect for all newly constructed bridges.

Please review your structure inventory to ensure that all structures listed have correct ownership. Please inform us of any structures that have not made it into your inventory listing.

If you have any related questions or concerns please feel free to contact me at rmix@utah.gov or 801.633.2810.

Rebecca Mix

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newly constructed

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ix@utah.gov or

dot.utah.gov
City, Utah 84114-8380

Structures Inspected owned by City

Bridge ID	Year Built	Facility Carried	Feature Crossed	Location	Deck	Super	Sub	Culvert	Health Index	On/Off FA System	Maintenance and Structural Recommend
035019C	2005	2100 SOUTH STREET	JORDAN RIVER	1200 WEST 2100 SOUTH, SLC	6	7	7	N	83.32	On FA System	Seal Relief / Backwall Joints: Seal the East relief joint. 01/17/2018 BSR: Still not complete. Condition still remains. (JWM 1/21/2020) Remove Debris frm Deck / Should: Sweep the deck. Generated by user "breda" on 1/17/2018 Condition still remains. (JWM 1/21/2020) Repair Erosion: Generated by user "breda" on 1/17/2018 Repair erosion under the approach slabs. Condition still remains. (JWM 1/21/2020) 01/17/2022 BSR: Still not complete Remove Debris from Bearings: Generated by user "breda" on 1/17/2018 Remove debris adjacent to bearings above pier walls. Condition still remains. (JWM 1/21/2020) Other: Generated by user "breda" on 1/17/2018 Repair sidewalk settlement in southeast corner. Condition still remains. (JWM 1/21/2020) 01/17/2022 BSR: Still not complete Update Barrier to Standard: Generated by user "breda" on 1/17/2018 Install transitions, approach rail and end treatments that meet current stan Condition still remains. (JWM 1/21/2020) 1/17/2022 BSR: Still not complete Remove Debris & Veg from Chnl: Remove the timber debris at the piers and 01/17/2018 BSR: Still not complete. Condition still remains. (JWM 1/21/2020) 1/17/2022 BSR: Still not complete Repair Underside Spalls : Repair delamination on South face of the East app 01/17/2018 BSR: Still not complete. Condition still remains. (JWM 1/21/202
035091F	1976	1700 SOUTH STREET	JORDAN RIVER	1150 WEST 1700 SOUTH, SLC	6	5	5	N	46.59	On FA System	Remove Debris & Veg from Chnl: Generated by user "Nash Wilson" on 1/18 Remove transient debris from around the abutments. Condition still remains. (JWM 1/22/2020) Condition Remains. (JPM 1/18/2022) Remove Debris & Veg from Chnl: Remove debris from upstream piles. Gene "Jeff Malone" on 1/22/2020 Condition remains. (JPM 1/18/2022) Repair Settlement / Ride: Repair the sidewalk settlement at the Southeast a corners. Generated by user "Jeff Malone" on 1/22/2020 Condition remains 1/18/2022) Repair Underside Spalls : Repair spalls and delaminations along all girders a with defects noted. Repair Bent / Pier Cap: Repair pier caps 2 and 3 along lengths at spalls and c
035092F	1976	1700 SOUTH STREET	SURPLUS CANAL	1500 WEST 1700 SOUTH, SLC	5	5	6	N	46.04	On FA System	Replace/Repair Deck Overlay: The overlay appears to have been replaced si inspection. Repair the rutting in the new overlay (STM 1/21/2020). Seal Relief / Backwall Joints: Seal backwall and deck joints (STM 1/21/2020) 1/12/2022 BSR: Still not complete Repair Beam / Girder Ends: Generated by user "Nash Wilson" on 1/22/2018 Repair tee beam spalls and girder end deterioration. Condition still remains (STM 1/21/2020) 1/12/2022 BSR: Still not complete Remove Debris from Bearings: Generated by user "Nash Wilson" on 1/22/2 Remove debris from bearing seats at piers and abutments. Condition still remains (STM 1/21/2020) 1/12/2022 BSR: Still not complete Other: Generated by user "Nash Wilson" on 1/22/2018 Clean out graffiti and transient debris from underside of bridge. Condition still remains (STM 1/21/2020) 1/12/2022 BSR: Still not complete

AASHTOWare™ BRIDGE MANAGEMENT

UTAH

Structures Inspected owned by City

Bridge ID	Year Built	Facility Carried	Feature Crossed	Location
035019C	2005	2100 SOUTH STREET	JORDAN RIVER	1200 WEST 21 SOUTH, SLC
035091F	1976	1700 SOUTH STREET	JORDAN RIVER	1150 WEST 17 SOUTH, SLC
035092F	1976	1700 SOUTH STREET	SURPLUS CANAL	1500 WEST 17 SOUTH, SLC

Project Development - Telephone (801) 9
Calvin Rampton Complex - 4501 South 2700 West -

Structures with 'Poor' conditions owned by City

Bridge ID	Year Built	Facility Carried	Feature Crossed	Location	Deck	Super	Sub	Culvert	Health Index
035097F	1960	500 SOUTH STREET	JORDAN RIVER	1130 WEST 500 SOUTH, SLC	6	4	6	N	31.21
035107F	1965	650 NORTH STREET	JORDAN RIVER	1500 WEST 650 NORTH, SLC	5	5	4	N	26.95

Scour Critical and near critical Structures owned by City

Bridge ID	Year Built	Facility Carried	Feature Crossed	Location	Deck	Super	Sub	Culvert	Health Index	Scour Rating
035097F	1960	500 SOUTH STREET	JORDAN RIVER	1130 WEST 500 SOUTH, SLC	6	4	6	N	31.21	4 - Stable, Needs Action
035150D	1956	GOLF CR. ENTR. RD.	SURPLUS CANAL	ADJACENT TO SLC AIRPORT	7	7	7	N	87.23	4 - Stable, Needs Action

Posting Status for City

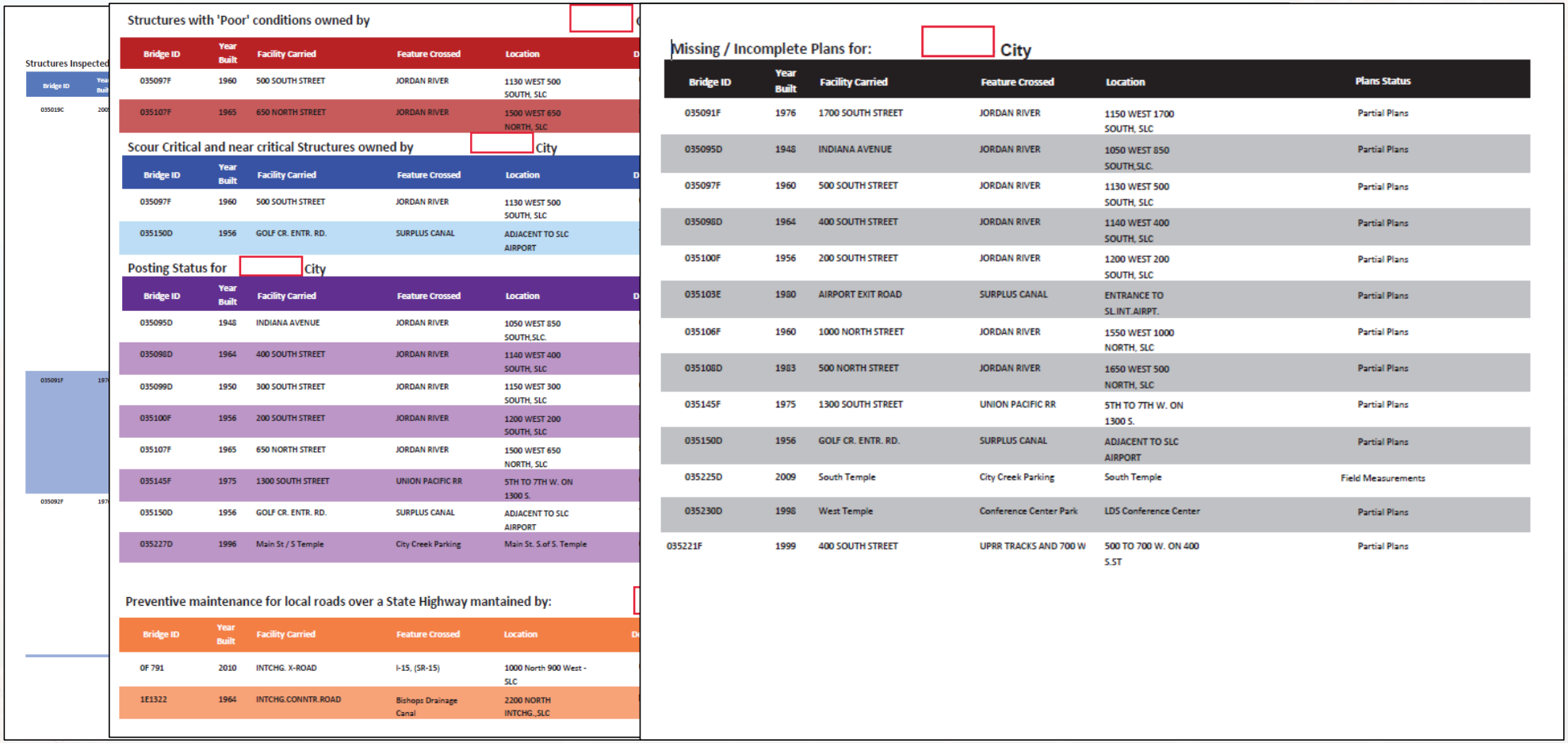
Bridge ID	Year Built	Facility Carried	Feature Crossed	Location	Deck	Super	Sub	Culvert	Health Index	Posting	Recommended Action
035095D	1948	INDIANA AVENUE	JORDAN RIVER	1050 WEST 850 SOUTH,SLC.	6	6	7	N	81.31	Posted	None
035098D	1964	400 SOUTH STREET	JORDAN RIVER	1140 WEST 400 SOUTH, SLC	5	5	6	N	41.17	Posted	None
035099D	1950	300 SOUTH STREET	JORDAN RIVER	1150 WEST 300 SOUTH, SLC	6	6	7	N	77.28	Posted	None
035100F	1956	200 SOUTH STREET	JORDAN RIVER	1200 WEST 200 SOUTH, SLC	5	5	5	N	42.56	Posted	None
035107F	1965	650 NORTH STREET	JORDAN RIVER	1500 WEST 650 NORTH, SLC	5	5	4	N	26.95	Posted	None
035145F	1975	1300 SOUTH STREET	UNION PACIFIC RR	5TH TO 7TH W. ON 1300 S.	6	6	5	N	72.66	Posted	None
035150D	1956	GOLF CR. ENTR. RD.	SURPLUS CANAL	ADJACENT TO SLC AIRPORT	7	7	7	N	87.23	Posted	None
035227D	1996	Main St / S Temple	City Creek Parking	Main St. S.of S. Temple	6	6	7	N	81.62	Posting Recommended	Update Posting

Preventive maintenance for local roads over a State Highway mantained by: City

Bridge ID	Year Built	Facility Carried	Feature Crossed	Location	Deck	Super	Sub	Culvert	Health Index	On/Off FA System	Maintenance and Preventive Actions Needed
0F 791	2010	INTCHG. X-ROAD	I-15, (SR-15)	1000 North 900 West - SLC	6	7	7	N	82.83		
1E1322	1964	INTCHG.CONNTR.ROAD	Bishops Drainage Canal	2200 NORTH INTCHG.,SLC	N	N	N	6	75.72	On FA System	

AASHTOWare™ BRIDGE MANAGEMENT

UTAH



Structures Inspected

Structures with 'Poor' conditions owned by

Bridge ID	Year Built	Facility Carried	Feature Crossed	Location
035097F	1960	500 SOUTH STREET	JORDAN RIVER	1130 WEST 500 SOUTH, SLC
035107F	1965	650 NORTH STREET	JORDAN RIVER	1500 WEST 650 NORTH, SLC

Scour Critical and near critical Structures owned by City

Bridge ID	Year Built	Facility Carried	Feature Crossed	Location
035097F	1960	500 SOUTH STREET	JORDAN RIVER	1130 WEST 500 SOUTH, SLC
035150D	1956	GOLF CR. ENTR. RD.	SURPLUS CANAL	ADJACENT TO SLC AIRPORT

Posting Status for City

Bridge ID	Year Built	Facility Carried	Feature Crossed	Location
035095D	1948	INDIANA AVENUE	JORDAN RIVER	1050 WEST 850 SOUTH,SLC.
035098D	1964	400 SOUTH STREET	JORDAN RIVER	1140 WEST 400 SOUTH, SLC
035099D	1950	300 SOUTH STREET	JORDAN RIVER	1150 WEST 300 SOUTH, SLC
035100F	1956	200 SOUTH STREET	JORDAN RIVER	1200 WEST 200 SOUTH, SLC
035107F	1965	650 NORTH STREET	JORDAN RIVER	1500 WEST 650 NORTH, SLC
035145F	1975	1300 SOUTH STREET	UNION PACIFIC RR	5TH TO 7TH W. ON 1300 S.
035150D	1956	GOLF CR. ENTR. RD.	SURPLUS CANAL	ADJACENT TO SLC AIRPORT
035227D	1996	Main St / S Temple	City Creek Parking	Main St. S.of S. Temple

Preventive maintenance for local roads over a State Highway mantained by:

Bridge ID	Year Built	Facility Carried	Feature Crossed	Location
0F 791	2010	INTCHG. X-ROAD	I-15, (SR-15)	1000 North 900 West - SLC
1E1322	1964	INTCHG.CONNTR.ROAD	Bishops Drainage Canal	2200 NORTH INTCHG.,SLC

Missing / Incomplete Plans for: City

Bridge ID	Year Built	Facility Carried	Feature Crossed	Location	Plans Status
035091F	1976	1700 SOUTH STREET	JORDAN RIVER	1150 WEST 1700 SOUTH, SLC	Partial Plans
035095D	1948	INDIANA AVENUE	JORDAN RIVER	1050 WEST 850 SOUTH,SLC.	Partial Plans
035097F	1960	500 SOUTH STREET	JORDAN RIVER	1130 WEST 500 SOUTH, SLC	Partial Plans
035098D	1964	400 SOUTH STREET	JORDAN RIVER	1140 WEST 400 SOUTH, SLC	Partial Plans
035100F	1956	200 SOUTH STREET	JORDAN RIVER	1200 WEST 200 SOUTH, SLC	Partial Plans
035103E	1980	AIRPORT EXIT ROAD	SURPLUS CANAL	ENTRANCE TO SL.INT.AIRPT.	Partial Plans
035106F	1960	1000 NORTH STREET	JORDAN RIVER	1550 WEST 1000 NORTH, SLC	Partial Plans
035108D	1983	500 NORTH STREET	JORDAN RIVER	1650 WEST 500 NORTH, SLC	Partial Plans
035145F	1975	1300 SOUTH STREET	UNION PACIFIC RR	5TH TO 7TH W. ON 1300 S.	Partial Plans
035150D	1956	GOLF CR. ENTR. RD.	SURPLUS CANAL	ADJACENT TO SLC AIRPORT	Partial Plans
035225D	2009	South Temple	City Creek Parking	South Temple	Field Measurements
035230D	1998	West Temple	Conference Center Park	LDS Conference Center	Partial Plans
035221F	1999	400 SOUTH STREET	UPRR TRACKS AND 700 W	500 TO 700 W. ON 400 S.ST	Partial Plans

AASHTOWare™ BRIDGE MANAGEMENT

UTAH

Rehabilitation/Replacement List (No Culverts)

Utah Department of Transportation Structures Division

NHPP_BR Eligible Bridges

Bridge ID	Structure Name	Region	Vulnerability	Criticality	PHI	Location	Feature Intersected	Year Built	AADT	Deck NBI	Super NBI	Sub NBI	Culvert NBI	LRFR LR Factor	LFR LR Factor
0C 584	300 West Bridge over I-215	2	40.24	51	20.3	6300 SOUTH 300 W. MURRAY	I-215 (SR-215) EBL &	1972	1,994	4(4 yrs)	5(4 yrs)	5(4 yrs)		1.24	1.65
0C 481	SR-126 (2350 W) over I-15 in South Willard	1	40.94	68	21.2	4200 N 2350 W	I-15 (SR-15) NBL AND SBL	1968	7,045	4(0 yrs)	5(2 yrs)	5(8 yrs)		1.20	1.70
0C 191R	SR-302 Bridge over Weber River At Rockport	2	41.11	25	21.5	Entr.to Rockport St. Park	WEBER RIVER	2009	335	4(1 yrs)	5(3 yrs)	6(3 yrs)		2.19	
0C 709	SR-201 Bridge at the 3200 West Interchange	2	41.72	69	22.3	3200 W. 2100 SO. SLC	3200 WEST ST. INT. X-RD.	1980	87,931	4(0 yrs)	4(0 yrs)	5(0 yrs)		1.08	1.32
0D 616	Pocatello Valley Interchange Bridge	1	42.13	47	22.8	POCATELLO VALLEY INTER	I-84 (SR-84) EBL & W	1959	15	4(0 yrs)	4(0 yrs)	5(4 yrs)		1.10	1.70
4F 50	I-80 Westbound bridge over 20th East St.	2	43.62	56	24.8	2400 SO. & 2000 EAST	2000 EAST STREET	1964	90,775	4(1 yrs)	5(15 yrs)	6(22 yrs)		1.30	1.87
0F 153	Long Bridge over the Weber River	1	44.74	91	26.3	1.2 MI.EAST TAGGART INT.	WEBER RIVER	1967	10,313	6(9 yrs)	4(1 yrs)	5(1 yrs)		1.40	2.09
0E 355	Sulphur Creek Culvert in Capitol Reef Park	4	44.80	55	26.4	IN FRUITA NEAR PARK HQ'S	SULPHUR CREEK	1960	985				4(0 yrs)	1.00	
0D 764	Clear Creek Bridge on US-89	4	45.17	58	26.9	0.4 MI.SO.OF SEVIER JCT.	CLEAR CREEK	1929	1,370	5(18 yrs)	4(0 yrs)	5(0 yrs)		1.60	3.20
4D 754	I-84WB Bridge over 4400 So. in Riverdale	1	45.70	49	27.6	4400 SO. IN RIVERDALE	4400 SOUTH STREET	1967	18,512	4(2 yrs)	5(15 yrs)	6(12 yrs)		2.00	1.54
0F 472	Bothwell Interchange Bridge	1	46.05	68	28.1	AT THE BOTHWELL INTERCHG.	I-84 (SR-84)	1989	5,000	4(0 yrs)	6(4 yrs)	5(4 yrs)		1.20	2.43
0D 735	4400 South Bridge in Riverdale over I-15	1	46.47	60	28.6	4400 SO.ST.in RIVERDALE	I-15 (SR-15) NBL and SBL	1966	8,922	4(2 yrs)	6(2 yrs)	5(10 yrs)		1.36	1.90
0C 301	Cottonwood Wash Bridge, west of Blanding	4	47.08	100	29.4	8.5 MI.SW.OF BLANDING	COTTONWOOD WASH	1959	531	6(14 yrs)	6(2 yrs)	2(2 yrs)		1.30	1.98
0C 422	Foothill Drive Bridge over I-80	2	47.36	56	29.8	MOUTH OF PARLEYS CANYON	I-80 (SR-80) EBL AND WB	1966	13,623	4(1 yrs)	7(3 yrs)	5(3 yrs)		1.57	1.98
0C 644	Adams Ave over I-84	1	48.02	65	30.7	SOUTH WEBER INTERCHANGE	I-84 (SR-84) EBL & W	1974	3,715	4(2 yrs)	7(24 yrs)	6(2 yrs)		1.06	1.65
0C 717	SR-28 Bridge at the North Nephi Interchange	3	48.14	68	30.9	NORTH NEPHI INTERCHANGE	I-15 (SR-15) NBL & S	1984	5,355	6(18 yrs)	6(4 yrs)	4(0 yrs)		1.00	1.40
0C 669	5600 West Interchange Bridge on I-80	2	48.21	63	31.0	5600 WEST INTERCHANGE	I-80 (SR-80) EBL & W	1980	18,661	4(0 yrs)	7(22 yrs)	6(2 yrs)		1.67	2.54
0C 574	Mt. Aire Interchange Bridge on I-80	2	49.32	53	32.4	MT. AIRE INTERCHANGE	I-80 (SR-80) EBL AND WB	1973	7,905	4(1 yrs)	7(5 yrs)	5(12 yrs)		1.31	1.65
0C 288	Weber River Bridge at upper end of Rockport Res.	2	49.91	53	33.2	5.5 MI.SE.of WANSHIP	WEBER RIVER	1955	1,660	6(23 yrs)	5(5 yrs)	4(3 yrs)		1.10	1.70
1F 454	I-15 NB over Deer Crossing, north of Mills Jct.	3	50.35	43	33.8	4 MI.NO.MILLS JCT.INTCHG.	DEER CROSSING	1984	13,275	4(0 yrs)	7(4 yrs)	6(2 yrs)		1.40	1.87
0D 375A	Sevier River Bridge, north of Redmond	4	52.44	35	36.6	NORTH OF REDMOND	SEVIER RIVER	1934	515	5(8 yrs)	5(8 yrs)	6(6 yrs)		1.40	-1.00
0D 261	Gordon Creek Bridge,east of Mountain Green	1	54.32	47	39.1	1 MILE EAST MT.GREEN INT.	GORDON CREEK	1927	7,160	5(8 yrs)	5(8 yrs)	5(8 yrs)		1.00	1.21
0C 279	Fremont River, W. of Caineville	4	55.33	73	40.4	3.5 MI. W. of Caineville	FREMONT RIVER	1954	327	5(4 yrs)	5(14 yrs)	6(2 yrs)		1.06	-1.00
0D 740	UP&L Penstock Bridge on SR-168	1	55.61	45	40.8	0.5 MI.NO.OF HILL AFB	U.P.& L.CO. PENSTOCK	1964	1,205	5(24 yrs)	5(24 yrs)	5(4 yrs)		1.00	0.80
0C 276	Rocky Canyon Wash Bridge on SR-14	4	55.80	61	41.1	3.5 MI EAST CEDAR CITY	ROCKY CANYON WASH	1950	2,090	5(16 yrs)	5(16 yrs)	5(16 yrs)		1.00	1.10
0C 144	West Green River Railroad Underpass	4	55.92	44	41.2	2 MI.WEST OF GREEN RIVER	SR-19	1938	4,600	5(16 yrs)	5(23 yrs)	5(18 yrs)			-1.00
0D 561	SR-35 over Duchesne River, North of Duchesne	3	56.12	59	41.5	16.2 MILES SE.OF TABIONA	DUCHESNE RIVER	1958	475	5(10 yrs)	5(10 yrs)	5(4 yrs)		1.70	2.80
0F 238	Weber River Bridge, just W.of Intsec. with SR-126	1	56.21	46	41.6	1 MILE WEST OF I-15 SR126	WEBER RIVER	1970	7,420	5(6 yrs)	5(6 yrs)	5(24 yrs)		1.30	
1C 628	NB Bangerter Hiway bridge over I-80, so.of Airport	2	56.51	63	42.0	AIRPORT INTERCHANGE-SLC	I-80 (SR-80) EBL & W	1986	19,143	5(8 yrs)	5(0 yrs)	5(4 yrs)		1.56	2.54
0F 84	University Avenue Viaduct on SR-189	3	56.58	66	42.1	600 SO.UNIV.AVE.IN PROVO	UPRR, UTA & 600 SO.S	1966	26,869	5(14 yrs)	5(22 yrs)	5(8 yrs)		1.37	1.54
0C 284	Smith's Crossing Bridge, NE of Henrieville	4	56.78	69	42.4	8 MILES NE OF HENRIEVILLE	HENRIEVILLE WASH	1955	770	5(2 yrs)	5(6 yrs)	6(16 yrs)		1.00	1.10
4F 86	I-80 WB bridge at Jeremy Ranch Interchange	2	56.87	56	42.5	JEREMY RANCH INTCHG.	CO.RD. INTCHG. X-ROAD	1971	55,066	5(3 yrs)	5(3 yrs)	5(1 yrs)		1.18	1.76
1C 302	1000 North Bridge in Bountiful	1	56.95	72	42.6	500 W. .INTCHG.,BOUNTIFUL	RAMP, I-15SB TO US-89SB	1960	120,185	5(12 yrs)	5(14 yrs)	5(4 yrs)		1.10	1.60
0D 569	Duchesne River Bridge on SR-208	3	46.64	59	42.7	9.7 MI.NORTH OF JCT.US-40	DUCHESNE RIVER	1959	355	5(2 yrs)	5(0 yrs)	6(12 yrs)		0.71	1.20
3C 330	Old Bamberger Railroad Overpass Bridge	1	57.02	44	42.7	500 W.2000 SO.-BOUNTIFUL	US-89 (SR-89)	1935	1,399	5(22 yrs)	5(22 yrs)	5(18 yrs)		1.61	-1.00
0D 368	Little Bear River Bridge, east of Wellsville	1	57.28	64	43.0	EAST OF WELLSVILLE	LITTLE BEAR RIVER	1934	3,612	5(24 yrs)	5(14 yrs)	6(6 yrs)		1.15	1.43
0F 424	East Canyon Creek Bridge, east of Porterville	1	57.41	40	43.2	2.5 MI.EAST PORTERSVILLE	EAST CANYON CREEK	1930	415	5(0 yrs)	5(0 yrs)	5(6 yrs)		1.10	1.43
0D 235	Fremont River Bridge, E. of Fruita	4	57.46	62	43.3	2 MI EAST OF FRUITA	FREMONT RIVER	1960	985	5(8 yrs)	5(8 yrs)	6(22 yrs)		1.10	
2D 677	I-84EB Stoddard Farm Road Bridge	1	57.59	43	43.5	3.9 MI.E.PETERSON INTER.	STODDARD FARM ROAD	1964	14,997	5(2 yrs)	5(2 yrs)	6(2 yrs)		1.17	1.70
0F 131	700 West Street Bridge over I-215	2	57.63	63	43.5	6200 SO. 700 W. IN MURRAY	I-215 (SR-215) EBL &	1969	10,236	5(0 yrs)	5(10 yrs)	5(8 yrs)		1.30	1.50
3C 625	Airport Interchange SB Bridge	2	57.66	63	43.5	AIRPORT INTERCHANGE-SLC	I-80 (SR-80) EBL & W	1986	56,887	5(0 yrs)	6(14 yrs)	5(6 yrs)		1.42	1.76
0D 668	Willow Creek Bridge on SR-191, N. of US-6	4	57.75	41	43.7	2.5 MI. N. of SR-6 JCT.	WILLOW CREEK	1962	2,884	5(14 yrs)	5(14 yrs)	6(14 yrs)		2.80	
0C 562	Mt. Dell Water Treatment Plant Access Bridge	2	57.84	60	43.8	BELOW MT. DELL RESERVOIR	I-80 (SR-80) EB AND WB	1973	7,905	5(19 yrs)	6(3 yrs)	5(3 yrs)		1.06	
0C 779	Railroad overpass bridge on 146th South	2	57.86	41	43.8	1000 W.14600 SO., DRAPER	SR-140	1935	2,829	5(4 yrs)	5(21 yrs)	5(21 yrs)			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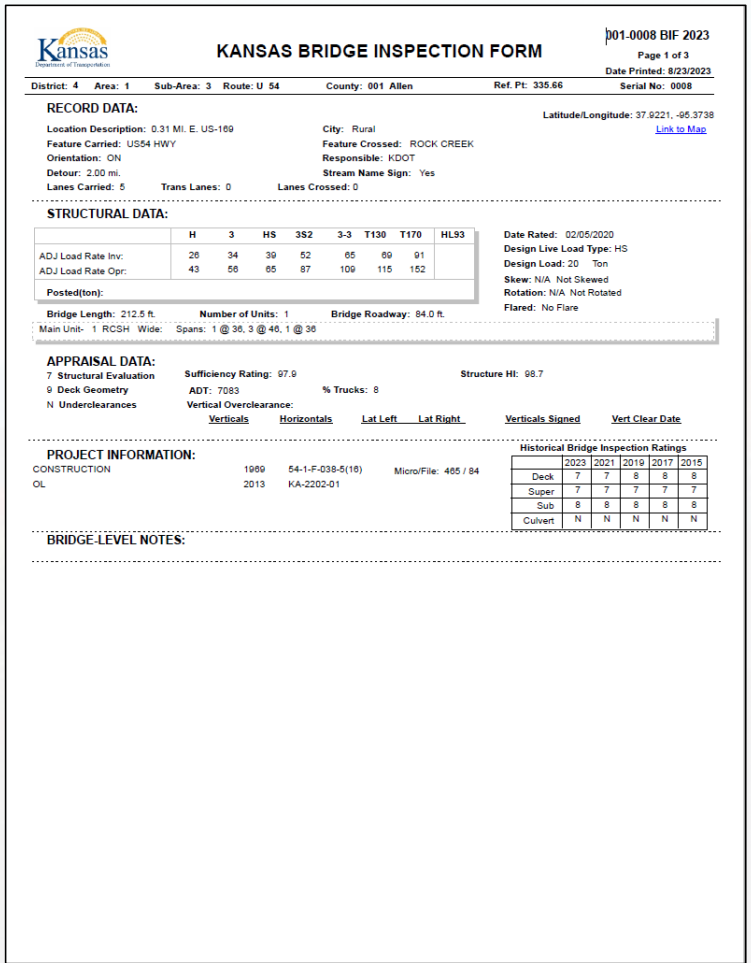

Kansas Department of Transportation

KANSAS BRIDGE INSPECTION FORM

001-0008 BIF 2023
Page 1 of 3
Date Printed: 8/23/2023

District: 4 Area: 1 Sub-Area: 3 Route: U 54 County: 001 Allen Ref. Pt: 335.66 Serial No: 0008

RECORD DATA:

Latitude/Longitude: 37.9221, -95.3738
Link to Map

Location Description: 0.31 MI. E. US-169
Feature Carried: US54 HWY
Orientation: ON
Detour: 2.00 mi.
Lanes Carried: 5 Trans Lanes: 0 Lanes Crossed: 0

City: Rural
Feature Crossed: ROCK CREEK
Responsible: KDOT
Stream Name Sign: Yes

STRUCTURAL DATA:

	H	3	HS	3S2	3-3	T130	T170	HL93
ADJ Load Rate Inv:	26	34	39	52	65	89	91	
ADJ Load Rate Opr:	43	56	65	87	109	115	152	
Posted(ton):								

Date Rated: 02/05/2020
Design Live Load Type: HS
Design Load: 20 Ton
Skew: N/A Not Skewed
Rotation: N/A Not Rotated
Flared: No Flare

Bridge Length: 212.5 ft. Number of Units: 1 Bridge Roadway: 84.0 ft.

Main Unit- 1 RCSH Wide: Spans: 1 @ 36, 3 @ 46, 1 @ 36

APPRAISAL DATA:

7 Structural Evaluation
9 Deck Geometry
N Underclearances

Sufficiency Rating: 97.9
ADT: 7083
% Trucks: 8
Structure HI: 98.7

Vertical Overclearance:

Verticals	Horizontals	Lat Left	Lat Right	Verticals Signed	Vert Clear Date

PROJECT INFORMATION:

CONSTRUCTION	1969	54-1-F-038-5(16)	Micro/File: 465 / 84
OL	2013	KA-2202-01	

Historical Bridge Inspection Ratings

	2023	2021	2019	2017	2015
Deck	7	7	8	8	8
Super	7	7	7	7	7
Sub	8	8	8	8	8
Culvert	N	N	N	N	N

BRIDGE-LEVEL NOTES:

AASHTOWare™ BRIDGE MANAGEMENT

KANSAS

KANSAS BRIDGE INSPECTION FORM

001-0008 BIF 2023

Date Printed: 8/23/2023

District: 4 **Area:** 1 **Sub-Area:** 3 **Route:** U 54 **County:** 001 Allen **Ref. Pt:** 335.66 **Serial No:** 0008

RECORD DATA:

Location Description: 0.31 MI. E. US-169
Feature Carried: US54 HWY
Orientation: ON
Detour: 2.00 mi.
Lanes Carried: 5 **Trans Lanes:** 0 **Lanes Crossed:** 0

City: Rural
Feature Crossed: ROCK CREEK
Responsible: KDOT
Stream Name Sign: Yes

Latitude/Longitude: 37.9221, -95.3738
Link to Map

STRUCTURAL DATA:

	H	3	HS	3S2	3-3	T130	T170	HL93
ADJ Load Rate Inv:	26	34	39	52	65	69	91	
ADJ Load Rate Opr:	43	56	65	87	109	115	152	
Posted(ton):								

Date Rated: 02/05/2020
Design Live Load Type: HS
Design Load: 20 Ton
Skew: N/A Not Skewed
Rotation: N/A Not Rotated
Flared: No Flare

Bridge Length: 212.5 ft. **Number of Units:** 1 **Bridge Roadway:** 84.0 ft.
Main Unit- 1 RCSH Wide: Spans: 1 @ 36, 3 @ 46, 1 @ 36

APPRAISAL DATA:

7 **Structural Evaluation** **Sufficiency Rating:** 97.9 **Structure HI:** 98.7
9 **Deck Geometry** **ADT:** 7083 **% Trucks:** 8
N **Underclearances** **Vertical Overclearance:**

Verticals	Horizontals	Lat Left	Lat Right	Verticals Signed	Vert Clear Date

PROJECT INFORMATION:

CONSTRUCTION	1969	54-1-F-038-5(16)
OL	2013	KA-2202-01

Micro/File: 465 / 84

Historical Bridge Inspection Ratings

	2023	2021	2019	2017	2015
Deck	7	7	8	8	8
Super	7	7	7	7	7
Sub	8	8	8	8	8
Culvert	N	N	N	N	N

BRIDGE-LEVEL NOTES:

Date Printed: 8/23/2023

District: 4 **Area:** 1 **Sub-Area:** 3 **Route:** U 54 **County:** 001 Allen **Ref. Pt:** 335.66 **Serial No:** 0008

Main Unit- 1 RCSH Wide: Spans: 1 @ 36, 3 @ 46, 1 @ 36

DECK:

DkRate: 7

Critical Notation: None
Deck Material: Reinforced Concrete
Wearing Surface: Silica Fume
Median: No Median
Railing: ConcCrl/curbs 2'P27"
Curb/Sdwalk: **Left:** 0.0 **Right:** 0.0
Exp Devices: **Near:** N/A **Far:** N/A

Deck Thickness 15.0 In.
WS Thickness: 1.0 In.
Median Width: 0.0 ft.
Deck Width: 86.0 ft.
Drainage Sys: Metal Slots & DI

Delams: 1%
TOP: Deterioration 2%
Spalls 0%
BTM: Deterioration 2%
Spalls 1%

Element	Description	Qty	Qty 1	Qty2	Qty 3	Qty 4	Pct 1	Pct 2	Pct 3	Pct 4
38	Re Concrete Slab	17900 sq.ft	17363	358	179	0	97	2	1	0
321	Re Conc Approach Slab	2185 sq.ft	2185	0	0	0	100	0	0	0
331	Re Conc Bridge Railing	425 ft	405	17	3	0	95	4	1	0
510	Wearing Surfaces	17900 sq.ft	17900	0	0	0	100	0	0	0
860	Clear Deck Panels	1 sq.ft	1	0	0	0	100	0	0	0

SUPER:

SupRate: 7

Critical Notation: None None None None None
Hinge Type: Not Hinged **Bearing Type:** N/A
Last Painted: **Type:** Nothing **Steel:** Tons
Paint Condition: 9 Unpainted

Steel Protective Coating %'s

State 1	State 2	State 3	State 4
0	0	0	0

SUB:

SubRate: 8

Critical Notation: None None
Abutment Type Near: 12 Cap on Integral **ON:** Steel H-Pile
Abutment Type Far: 12 Cap on Integral **ON:** Steel H-Pile
Pier Type: Column Bent **ON:** Spread Footings
Berm Protection: Earth Berms

Element	Description	Qty	Qty 1	Qty 2	Qty 3	Qty 4
205	Re Conc Column	24 each	24	0	0	0
215	Re Conc Abutment	172 ft	170	2	0	0

AASHTOWare™ BRIDGE MANAGEMENT

KANSAS

Kansas Department of Transportation

KANSAS BRIDGE INSPECTION FORM

001-0008 BIF 2023

Date Printed: 8/23/2023

District: 4 Area: 1 Sub-Area: 3 Route: U 54 County: 001 Allen Ref. Pt: 335.66 Serial No: 0008

RECORD DATA:

Location Description: 0.31 MI. E. US-169
Feature Carried: US54 HWY
Orientation: ON
Detour: 2.00 mi.
Lanes Carried: 5 Trans Lanes: 0 Lanes Crossed: 0

City: Rural
Feature Crossed: ROCK CREEK
Responsible: KDOT
Stream Name Sign: Yes

Latitude/Longitude: 37.9221, -95.3738
Link to Map

STRUCTURAL DATA:

	H	3	HS	3S2	3-3	T130	T170	HL93
ADJ Load Rate Inv:	26	34	39	52	65	69	91	
ADJ Load Rate Opr:	43	56	65	87	109	115	152	
Posted(ton):								

Date Rated: 02/05/2020
Design Live Load Type: HS
Design Load: 20 Ton
Skew: N/A Not Skewed
Rotation: N/A Not Rotated
Flared: No Flare

Bridge Length: 212.5 ft. Number of Units: 1 Bridge Roadway: 84.0 ft.
Main Unit- 1 RCSH Wide: Spans: 1 @ 36, 3 @ 46, 1 @ 36

APPRAISAL DATA:

7 Structural Evaluation
9 Deck Geometry
N Underclearances

Sufficiency Rating: 97.9
ADT: 7083
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Structure HI: 98.7
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Verticals	Horizontals	Lat Left	Lat Right	Verticals Signed	Vert Clear Date

PROJECT INFORMATION:

CONSTRUCTION 1969 54-1-F-038-5(16) Micro/File: 485 / 84
OL 2013 KA-2202-01

Historical Bridge Inspection Ratings

	2023	2021	2019	2017	2015
Deck	7	7	8	8	8
Super	7	7	7	7	7
Sub	8	8	8	8	8
Culvert	N	N	N	N	N

BRIDGE-LEVEL NOTES:

Date Printed: 8/23/2023

County: 001 Allen Ref. Pt: 335.66 Serial No: 0008

36

Deck Thickness 15.0 In.
WS Thickness: 1.0 In.
Median Width: 0.0 ft.
Deck Width: 86.0 ft.
Drainage Sys: Metal Slots & DI

Delams:	1%
TOP: Deterioration	2%
Spalls	0%
BTM: Deterioration	2%
Spalls	1%

	Qty2	Qty 3	Qty 4	Pct 1	Pct 2	Pct 3	Pct 4
	358	179	0	97	2	1	0
	0	0	0	100	0	0	0
	17	3	0	95	4	1	0
	0	0	0	100	0	0	0
	0	0	0	100	0	0	0

g Type: N/A
ns

Steel Protective Coating %'s

State 1	State 2	State 3	State 4
0	0	0	0

el H-Pile
el H-Pile
read Footings

	Qty 2	Qty 3	Qty 4
	0	0	0
	2	0	0

Date Printed: 8/23/2023

District: 4 Area: 1 Sub-Area: 3 Route: U 54 County: 001 Allen Ref. Pt: 335.66 Serial No: 0008

APPROACH ROADWAY ALIGNMENT: Shld >8'-Brdg roadway = Approach rdwy

2023 - 8 2021 - 8 2019 - 8 2017 - 8 2015 - 8

Signing: 0 2 2 0 Has: Traf Safety Feats: 0 1 1 0 Has: Relief Slots
Appr Rdwy Width Near: 80.0 ft. Far: 80.0 ft.
Guardrail: Steel plate W at Ends End Treatment: Flared
Guardrail Approach: Left: Yes Right: Yes Guardrail Exit: Left: Yes Right: Yes

CHANNEL:

2023 - 7 2021 - 7 2019 - 7 2017 - 7 2015 - 7

Scour Critical Rating: 3 SC - Unstable
Channel Protection: Left: Earth Channel Right: Earth Channel

WATERWAY ADEQUACY: Drift

2023 - 7 2021 - 7 2019 - 7 2017 - 7 2015 - 7

Drainage: 31.0 Sq. Mi.

ATTACHMENTS:

No Attachments
Nothing
Nothing
Nothing

SPECIAL INSPECTIONS:

	Last Inspection	Required	Interval	Next Inspection
OTHER SPECIAL INSPECTION				
Pin and Hanger:				
Fracture Critical:				
Routine Snooper:				
UW Inspec:	6/7/2001			
UW Inspec Type: Underwater Visual				
Routine Inspection:	2/15/2023	Y	2 Yr(s)	2/15/2025

RECOMMENDED MAINTENANCE: Seal EWS/approaches

A List: ☐
B List: ☐
C List: ☐
D List: ☐

___/___/___/___/___/___ Inspected on Month ____Day____Year____

MAINTENANCE HISTORY:

Maintenance Totals: $11,616.25

Reviewed by _____ Date ____/____/____

PROPOSED PROJECTS:

AASHTOWare™ BRIDGE MANAGEMENT

KANSAS

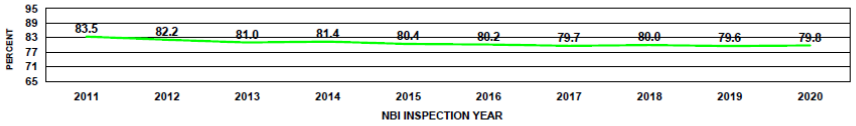
8/23/2023

BRIDGE COUNT CONDITION BY JURISDICTION

Total Count by Inspection Year- On NHS Only

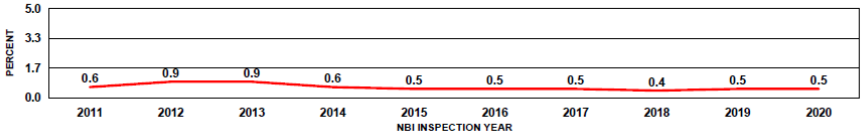
	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	Last Year % of Total	Jurisdiction % of Total Bridges
State Highway System												
Total Bridges	2,235	2,567	2,581	2,585	2,582	2,591	2,600	2,603	2,612	2,626		91.91%
Good	1,907	2,148	2,152	2,136	2,105	2,105	2,096	2,107	2,100	2,110	80.4%	
Fair	313	393	407	433	465	473	491	486	498	502	19.1%	
Poor	15	26	22	16	12	13	13	10	14	14	0.5%	
City												
Total Bridges	10	1	178	15	12	12	12	9	9	8		0.28%
Good	8		118	10	9	9	9	6	6	6	75.0%	
Fair	2	1	57	5	3	3	3	3	3	2	25.0%	
Poor			3			0	0	0	0	0	0.0%	
County												
Total Bridges			28	4	4	4	4	4	4	4		0.14%
Good			10		1	1	0	0	0	0	0.0%	
Fair			16	4	3	3	4	4	4	4	100.0%	
Poor			2			0	0	0	0	0	0.0%	
Turnpike												
Total Bridges	212	218	218	219	218	218	215	215	219	219		7.67%
Good	137	142	154	151	148	150	151	153	159	163	74.4%	
Fair	75	76	64	67	69	67	64	62	60	56	25.6%	
Poor				1	1	1	0	0	0	0	0.0%	
Totals												
Total Bridges	2,457	2,786	3,005	2,823	2,816	2,825	2,831	2,831	2,844	2,857		
Good	2,052	2,290	2,434	2,297	2,263	2,265	2,256	2,266	2,265	2,279	79.8%	
Fair	390	470	544	509	540	546	562	555	565	564	19.7%	
Poor	15	26	27	17	13	14	13	10	14	14	0.5%	

% in GOOD Condition (NBI Ratings > 6)



* Note: Data for 2013 and beyond differs from other years, in that the NHS was expanded.

% of Deck Area in POOR Condition (NBI Ratings < 5)



AASHTOWare™ BRIDGE MANAGEMENT

KANSAS

8/23/2023

BRIDGE PERFORMANCE MEASURES REPORT

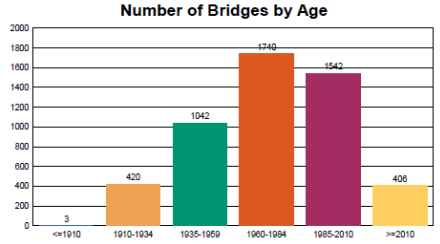
NOTE: The "% of Bridges in Good Condition" value is based on the FHWA deck area (sq. ft.) of the bridges on the State system at the time this report is run.

This data is from the FHWA NBI Submittal Year 2023. Data does not include Border Bridges. FHWA deck area may not match BrM deck area.

Performance Measures:

CONDITION	NBI Value	Deck Area	% Of Total
POOR	<= 4	1250976.02	2.54
FAIR	5-6	13019353.21	26.48
GOOD	>= 7	34896935.23	70.98
TOTAL		49167264.46	100

Number of Bridges by Age	
Year Range	Totals
1900 - 1910	3
1910 - 1935	420
1935 - 1960	1042
1960 - 1985	1740
1985 - 2010	1542
2010 - Present	406



Budget Preparation - Program 71110:

OUTCOME MEASURES	*T-WORKS* Actual 2023
Percent of Bridges on the State Highway System that are classified to be in "Good" condition*	71

Comprehensive Annual Financial Report (CAFR):

Fiscal Year	Minimum Acceptable Condition Level	Actual Condition Level
2023	**70**	**71**


AASHTOWare™
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AASHTOWare™ BRIDGE MANAGEMENT

CALIFORNIA

Department of Transportation - Division of Maintenance — Structure Maintenance & Investigations

BRIDGE PRE-INSPECTION REPORT 01 0020

BRIDGE NO.: 01 0020
STRUCTURE NAME: SMITH RIVER (DR. ERNEST M FINE MEMORIAL BRIDGE)

TEAM LEADER
REPORT AUTHOR
INSPECTED BY
INSPECTION DATE
INSPECTION TYPE

PREVIOUS INSPECTION INFORMATION

(90) ROUTINE INSPECTION	08/25/2021	(91) FREQ	24 MO	RESP FC Team	SEND TO FHWA Yes
(93A) NSTM INSPECTION	06/20/2023	(92A) REQ - FREQ Y-YES	24 MO		NBI BRIDGE RECORDS Yes
(93B) UNDERWATER INSPECTION	05/25/2021	(92B) REQ - FREQ Y-YES	60 MO		NBI UNDER RECORDS No
(93C) OTHER SPECIAL INSPECTION	N/A	(92C) REQ - FREQ N-NO	MO		

PHOTOS - RDWY 2021, ELEV 2021, UNDER 2021
STREAM X SECTION 2020 - Scour Critical Verify X Section
REACTIVE AGGREGATE 1 ASR - Not Evident

BRIDGE LOCATION INFORMATION

(9) LOCATION	01-DN-101-36.06	(7) FACILITY CARRIED	U.S. HIGHWAY 101
(11) POSTMILE	36.06	(6) FEATURE INTERSECTED	SMITH RIV, SOUTH BANK RD
(16) LATITUDE	41°52'40.37"	(5) INVENTORY RTE(ON/UNDER)	ON 121001010
(17) LONGITUDE	124°08'15"	(104) ON NATIONAL HIGHWAY SYSTEM	ROUTE ON NHS

STRUCTURAL HEALTH CONDITION SUMMARY INFORMATION

(58) DECK	5 FAIR	DECK AREA (M²)	3,095
(59) SUPERSTRUCTURE	5 FAIR	SUFFICIENCY RATING	26.1
(60) SUBSTRUCTURE	7 GOOD	PAINT CONDITION	89
(62) CULVERT	N N/A (NBI)	STRUCTURALLY DEFICIENT (SD) STATUS	NOT SD
(67) STRUCTURE EVALUATION	2 INTOLERABLE - REPLACE	(113) SCOUR	3 SC - UNSTABLE

PHOTOGRAPH IDENTIFICATION

Routine-Roadway View (08/25/2021)
Routine-Elevation View (08/25/2021)
Routine-Underside View (08/25/2021)
Routine-Map View (09/07/2021)

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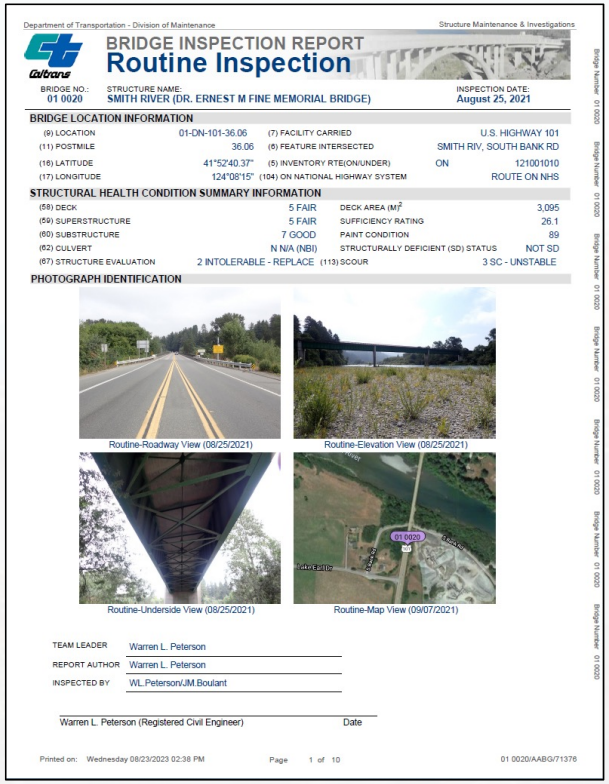
Pre-Inspection Report



Department of Transportation - Division of Maintenance — Structure Maintenance & Investigations

BRIDGE INSPECTION REPORT
Routine Inspection

BRIDGE NO.: 01 0020
STRUCTURE NAME: SMITH RIVER (DR. ERNEST M FINE MEMORIAL BRIDGE)
INSPECTION DATE: August 25, 2021

BRIDGE LOCATION INFORMATION

(9) LOCATION	01-DN-101-36.06	(7) FACILITY CARRIED	U.S. HIGHWAY 101
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Routine-Map View (09/07/2021)

TEAM LEADER Warren L. Peterson
REPORT AUTHOR Warren L. Peterson
INSPECTED BY WL.Peterson/JM.Boulant

Warren L. Peterson (Registered Civil Engineer) Date

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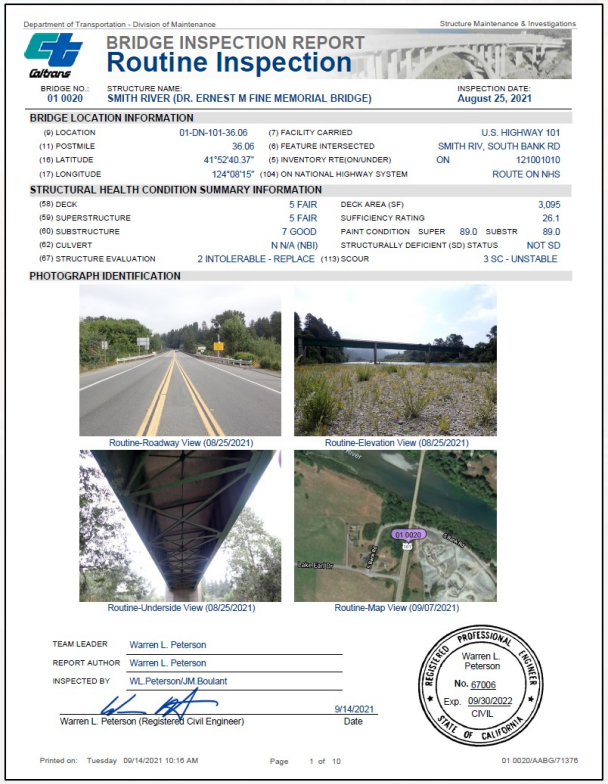
Digital Report Review



Department of Transportation - Division of Maintenance — Structure Maintenance & Investigations

BRIDGE INSPECTION REPORT
Routine Inspection

BRIDGE NO.: 01 0020
STRUCTURE NAME: SMITH RIVER (DR. ERNEST M FINE MEMORIAL BRIDGE)
INSPECTION DATE: August 25, 2021

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TEAM LEADER Warren L. Peterson
REPORT AUTHOR Warren L. Peterson
INSPECTED BY WL.Peterson/JM.Boulant

Warren L. Peterson (Registered Civil Engineer) 9/14/2021 Date

REGISTERED PROFESSIONAL ENGINEER — Warren L. Peterson — No. 67006 — Exp. 09/30/2022 — CIVIL — STATE OF CALIFORNIA

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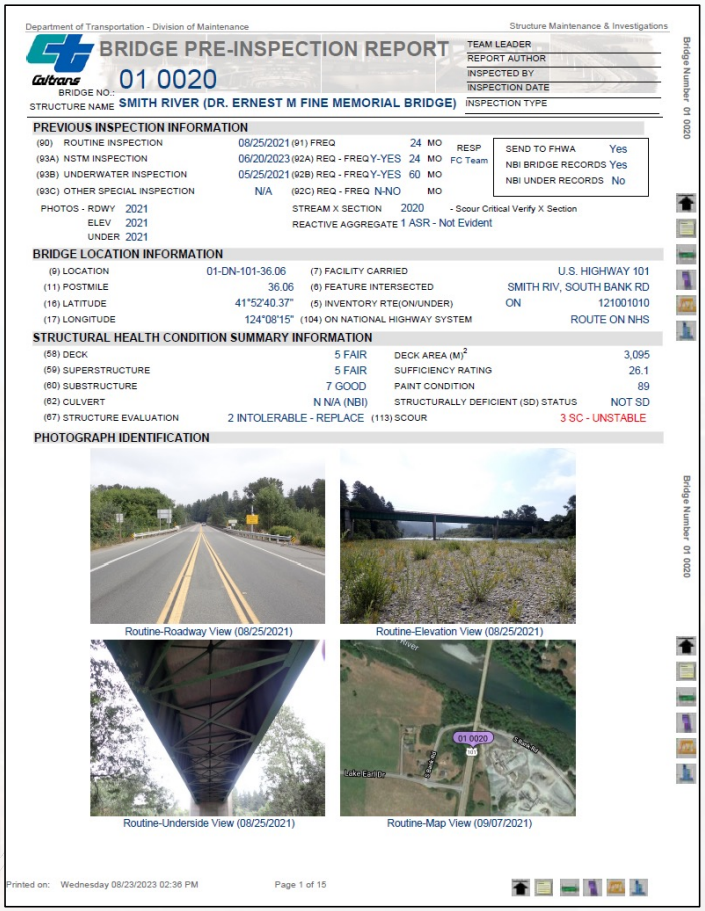
Digital Report Archive

AASHTOWare™ BRIDGE MANAGEMENT

CALIFORNIA



Department of Transportation - Division of Maintenance — Structure Maintenance & Investigations

BRIDGE PRE-INSPECTION REPORT

Caltrans

BRIDGE NO.: 01 0020

STRUCTURE NAME: SMITH RIVER (DR. ERNEST M FINE MEMORIAL BRIDGE)

TEAM LEADER
REPORT AUTHOR
INSPECTED BY
INSPECTION DATE
INSPECTION TYPE

PREVIOUS INSPECTION INFORMATION

(90) ROUTINE INSPECTION	08/25/2021	(91) FREQ	24	MO	RESP	
(93A) NSTM INSPECTION	06/20/2023	(92A) REQ - FREQ	Y-YES	24 MO	FC Team	
(93B) UNDERWATER INSPECTION	05/25/2021	(92B) REQ - FREQ	Y-YES	60 MO		
(93C) OTHER SPECIAL INSPECTION	N/A	(92C) REQ - FREQ	N-NO	MO		

SEND TO FHWA Yes
NBI BRIDGE RECORDS Yes
NBI UNDER RECORDS No

PHOTOS - RDWY 2021
ELEV 2021
UNDER 2021

STREAM X SECTION 2020 - Scour Critical Verify X Section
REACTIVE AGGREGATE 1 ASR - Not Evident

BRIDGE LOCATION INFORMATION

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Routine-Elevation View (08/25/2021)

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Bridge Number 01 0020

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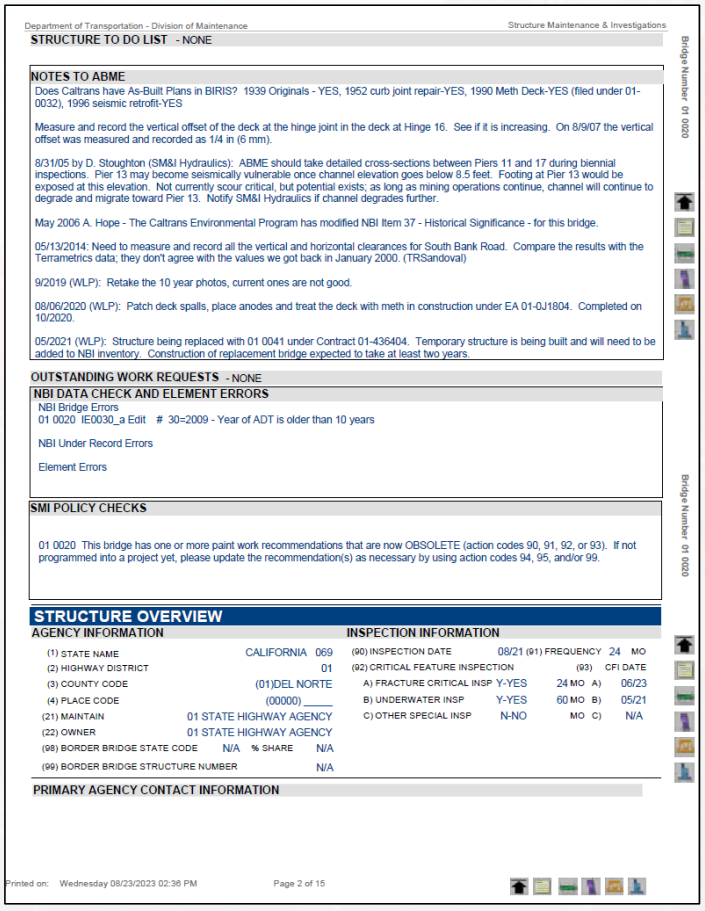

Department of Transportation - Division of Maintenance — Structure Maintenance & Investigations

STRUCTURE TO DO LIST - NONE

NOTES TO ABME

Does Caltrans have As-Built Plans in BIRIS? 1939 Originals - YES, 1952 curb joint repair-YES, 1990 Meth Deck-YES (filed under 01-0032), 1996 seismic retrofit-YES

Measure and record the vertical offset of the deck at the hinge joint in the deck at Hinge 16. See if it is increasing. On 8/9/07 the vertical offset was measured and recorded as 1/4 in (6 mm).

8/31/05 by D. Stoughton (SM&I Hydraulics): ABME should take detailed cross-sections between Piers 11 and 17 during biennial inspections. Pier 13 may become seismically vulnerable once channel elevation goes below 8.5 feet. Footing at Pier 13 would be exposed at this elevation. Not currently scour critical, but potential exists, as long as mining operations continue, channel will continue to degrade and migrate toward Pier 13. Notify SM&I Hydraulics if channel degrades further.

May 2006 A. Hope - The Caltrans Environmental Program has modified NBI Item 37 - Historical Significance - for this bridge.

05/13/2014: Need to measure and record all the vertical and horizontal clearances for South Bank Road. Compare the results with the Terrametrics data; they don't agree with the values we got back in January 2000. (TRSandoval)

9/2019 (WLP): Retake the 10 year photos, current ones are not good.

08/06/2020 (WLP): Patch deck spalls, place anodes and treat the deck with meth in construction under EA 01-0J1804. Completed on 10/2020.

05/2021 (WLP): Structure being replaced with 01 0041 under Contract 01-436404. Temporary structure is being built and will need to be added to NBI inventory. Construction of replacement bridge expected to take at least two years.

OUTSTANDING WORK REQUESTS - NONE

NBI DATA CHECK AND ELEMENT ERRORS

NBI Bridge Errors
01 0020 IE0030_a Edit # 30=2009 - Year of ADT is older than 10 years

NBI Under Record Errors

Element Errors

SMI POLICY CHECKS

01 0020 This bridge has one or more paint work recommendations that are now OBSOLETE (action codes 90, 91, 92, or 93). If not programmed into a project yet, please update the recommendation(s) as necessary by using action codes 94, 95, and/or 99.

STRUCTURE OVERVIEW

AGENCY INFORMATION

(1) STATE NAME	CALIFORNIA 069
(2) HIGHWAY DISTRICT	01
(3) COUNTY CODE	(01)DEL NORTE
(4) PLACE CODE	(00000) _____
(21) MAINTAIN	01 STATE HIGHWAY AGENCY
(22) OWNER	01 STATE HIGHWAY AGENCY
(98) BORDER BRIDGE STATE CODE	N/A % SHARE N/A
(99) BORDER BRIDGE STRUCTURE NUMBER	N/A

INSPECTION INFORMATION

(90) INSPECTION DATE	08/21	(91) FREQUENCY	24	MO
(92) CRITICAL FEATURE INSPECTION		(93) CFI DATE		
A) FRACTURE CRITICAL INSP	Y-YES	24 MO	A)	06/23
B) UNDERWATER INSP	Y-YES	60 MO	B)	05/21
C) OTHER SPECIAL INSP	N-NO	MO	C)	N/A

PRIMARY AGENCY CONTACT INFORMATION

Bridge Number 01 0020

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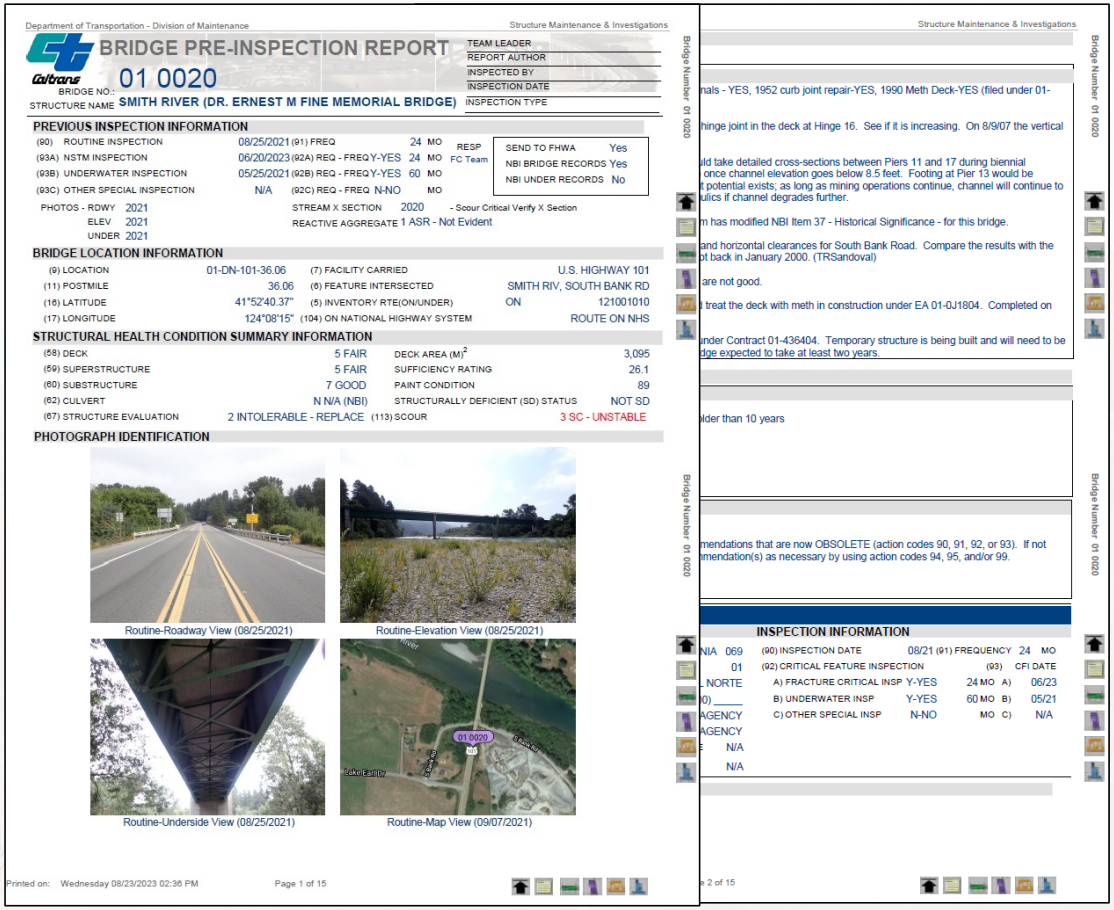
AASHTOWare™ BRIDGE MANAGEMENT

CALIFORNIA



Department of Transportation - Division of Maintenance — Structure Maintenance & Investigations

Caltrans

BRIDGE PRE-INSPECTION REPORT

BRIDGE NO.: 01 0020

STRUCTURE NAME: SMITH RIVER (DR. ERNEST M FINE MEMORIAL BRIDGE)

TEAM LEADER
REPORT AUTHOR
INSPECTED BY
INSPECTION DATE
INSPECTION TYPE

PREVIOUS INSPECTION INFORMATION

(90) ROUTINE INSPECTION	08/25/2021	(91) FREQ	24	MO	RESP	
(93A) NSTM INSPECTION	06/20/2023	(92A) REQ - FREQ	Y-YES	24	MO	FC Team
(93B) UNDERWATER INSPECTION	05/25/2021	(92B) REQ - FREQ	Y-YES	60	MO	
(93C) OTHER SPECIAL INSPECTION	N/A	(92C) REQ - FREQ	N-NO		MO	

SEND TO FHWA: Yes
NBI BRIDGE RECORDS: Yes
NBI UNDER RECORDS: No

PHOTOS - RDWY 2021, ELEV 2021, UNDER 2021

STREAM X SECTION 2020 - Scour Critical Verify X Section

REACTIVE AGGREGATE 1 ASR - Not Evident

BRIDGE LOCATION INFORMATION

(9) LOCATION	01-DN-101-36.06	(7) FACILITY CARRIED	U.S. HIGHWAY 101
(11) POSTMILE	36.06	(6) FEATURE INTERSECTED	SMITH RIV, SOUTH BANK RD
(16) LATITUDE	41°52'40.37"	(5) INVENTORY RTE(ON/UNDER)	ON 121001010
(17) LONGITUDE	124°08'15"	(104) ON NATIONAL HIGHWAY SYSTEM	ROUTE ON NHS

STRUCTURAL HEALTH CONDITION SUMMARY INFORMATION

(58) DECK	5 FAIR	DECK AREA (M)^2	3,095
(59) SUPERSTRUCTURE	5 FAIR	SUFFICIENCY RATING	26.1
(60) SUBSTRUCTURE	7 GOOD	PAINT CONDITION	89
(62) CULVERT	N N/A (NBI)	STRUCTURALLY DEFICIENT (SD) STATUS	NOT SD
(67) STRUCTURE EVALUATION	2 INTOLERABLE - REPLACE	(113) SCOUR	3 SC - UNSTABLE

PHOTOGRAPH IDENTIFICATION

Routine-Roadway View (08/25/2021)

Routine-Elevation View (08/25/2021)

Routine-Underside View (08/25/2021)

Routine-Map View (09/07/2021)

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Structure Maintenance & Investigations

...nals - YES, 1952 curb joint repair-YES, 1990 Meth Deck-YES (filed under 01-

...hinge joint in the deck at Hinge 16. See if it is increasing. On 8/9/07 the vertical

...ld take detailed cross-sections between Piers 11 and 17 during biennial ... once channel elevation goes below 8.5 feet. Footing at Pier 13 would be ... t potential exists; as long as mining operations continue, channel will continue to ...ullics if channel degrades further.

...n has modified NBI Item 37 - Historical Significance - for this bridge.

...and horizontal clearances for South Bank Road. Compare the results with the ...pt back in January 2000. (TRSandoval)

...are not good.

... treat the deck with meth in construction under EA 01-0J1804. Completed on

...nder Contract 01-436404. Temporary structure is being built and will need to be ...dge expected to take at least two years.

...lder than 10 years

...mendations that are now OBSOLETE (action codes 90, 91, 92, or 93). If not ...mendation(s) as necessary by using action codes 94, 95, and/or 99.

INSPECTION INFORMATION

...NIA 069	(90) INSPECTION DATE	08/21	(91) FREQUENCY	24	MO
01	(92) CRITICAL FEATURE INSPECTION		(93) CFI DATE		
...NORTE	A) FRACTURE CRITICAL INSP	Y-YES	24 MO	A)	06/23
...0) ____	B) UNDERWATER INSP	Y-YES	60 MO	B)	05/21
...AGENCY	C) OTHER SPECIAL INSP	N-NO	MO	C)	N/A
...AGENCY					
...E N/A					
N/A					

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Department of Transportation - Division of Maintenance — Structure Maintenance & Investigations

AGENCY	District 01		
CONTACT	Mr. Matthew Brady	BRIGE CONTACT	
TITLE	District 1, Director	BR. TITLE	
ADDRESS	P.O. Box 3700	BR. PHONE	
	Eureka, CA, 95502	BR. CELL	
PHONE	(707)445-6445	BR. EMAIL	
EMAIL	matthew.brady@dot.ca.gov		

CONSTRUCTION INFORMATION

(27) YEAR BUILT	1940	(45) MAIN SPANS	6	(43a) STRUCTURE TYPE MAIN	4: STEEL CONT
(106) YEAR MODIFIED	N/A	(46) APPR SPANS	14	(43b) DESIGN TYPE MAIN	02: STRINGER/MULTI-BEAM
(34) SKEW	20	(48) MAX SPAN (M)	54.9	(44a) STRUCTURE TYPE APPR	2: CONCRETE CONT
(49) LENGTH (M)	320.3	(35) STR FLARE	0-NO	(44b) DESIGN TYPE APPR	01: SLAB
(112) NBIS BR LENGTH	Y	JOINTS	4	NO. OF HINGES	2

STRUCTURE DESCRIPTION

This 20-span bridge consists of two structure types. The south end has continuous 10-span CIP/RC slab approach spans, with parabolic shaped soffit, on RC three-column bent-type piers (with seismic retrofit RC infill walls between the columns of Piers 6, 7, 10 and 11). Span 1 is a cantilever end span. The six main spans are continuous riveted steel plate girders (2), with CIP/RC non-composite deck, on RC 2 column piers with web walls. The bridge's north end has continuous 4-span CIP/RC slab approach spans, with parabolic shaped soffit, on RC three-column bent-type piers (with seismic retrofit RC infill walls between the columns of Pier 17). Span 20 is a cantilever end span. The piers of the south approach are founded on CIDH concrete piles. The main span piers are on driven steel H piles, and the piers supporting the north end approach spans are on RC spread footings. The bridge was seismically retrofitted in 1997 with four 6 foot diameter CIDH RC pile-shafts with CIP/RC cap buried in the approach adjacent to both ends of the bridge. The Abutment 1 pile-shafts are connected to the Pier 12 strengthened bent cap by high-strength steel tendons encased and grouted in four galvanized steel pipes that are hung below the deck of the approach spans and supported by hangers attached to the soffit.

SPAN CONFIGURATION

1 @ 5.0 ft, 1 @ 20.0 ft, 7 @ 25.0 ft, 1 @ 20.0 ft, 1 @ 50.0 ft, 1 @ 150.0 ft, 2 @ 180.0 ft, 1 @ 150.0 ft, 1 @ 50.0 ft, 1 @ 20.0 ft, 1 @ 25.0 ft, 1 @ 20.0 ft, 1 @ 5.0ft

OPERATIONAL INFORMATION

LOAD CAPACITY

(31) DESIGN LOAD	4 M 18 (H 20)	(65) CALC METHOD	1 LF LOAD FACTOR
(66) INVENTORY RATING	RF=0.44 =>14.3 metric tons	(63) CALC METHOD	1 LF LOAD FACTOR
(64) OPERATING RATING	RF=0.74 =>24.0 metric tons	(70) BRIDGE POSTING	5 AT/ABOVE LEGAL LOADS
(41) STRUCTURE STATUS	A-OPEN, NO RESTRICTION	PERMIT RATING	GGGGG
OVERLAY THICKNESS	0 inches		

POSTING LOADS

	Safe Loads	Existing Ordinance/Order	Posting Signs	
Type 3	Legal	N/A	N/A	U.S. Tons
Type 3S2	Legal	N/A	N/A	U.S. Tons
Type 3-3	Legal	N/A	N/A	U.S. Tons
Speed	55	N/A	N/A	MPH

Additional Ordinance/Order Requirements: NONE

Additional Signs: NONE

Posting Date: N/A
Load Rating Summary Date: 07/22/20
Load Rating Type: Calculated
Load Rating Tool - Date: BrR 6.8.4 AASHTO - 07/22/20

MINIMUM VERTICAL CLEARANCE

(53) MIN VERT CLEAR OVER BRIDGE RDWY	Unimpaired	
(54) MIN VERT UNDERCLEAR REF	H-HIGHWAY	4.67 M

MINIMUM LATERAL UNDERCLEARANCE

(55) MIN LAT UNDERCLEAR RT REF	H-HIGHWAY	1.7 M
(56) MIN LAT UNDERCLEAR LT		0.0 M

CONDITION INFORMATION

LOAD RATING NOTES FOR ABME VERIFICATION:

Load Rating Notes for ABME verification:

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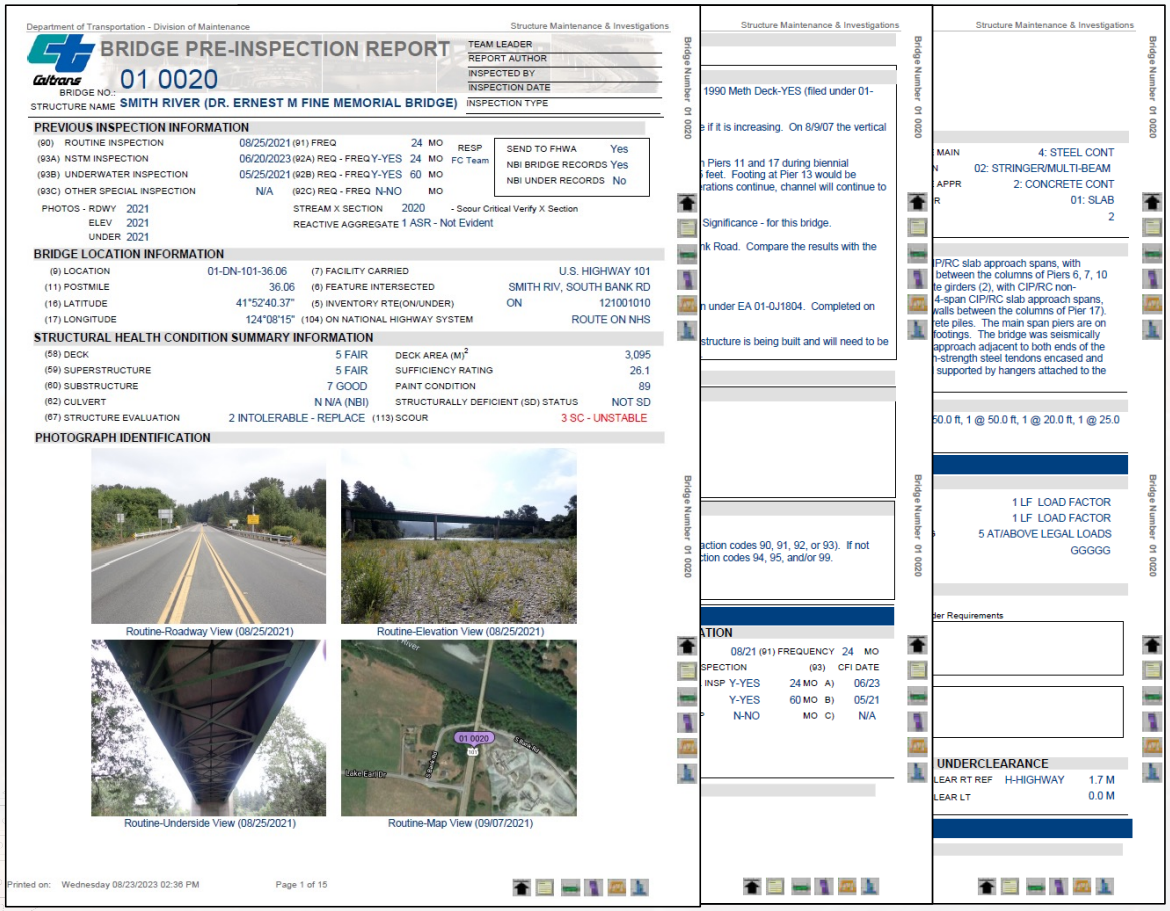
AASHTOWare™ BRIDGE MANAGEMENT

CALIFORNIA



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(93C) OTHER SPECIAL INSPECTION	N/A	(92C) REQ - FREQ	N-NO	MO	

SEND TO FHWA Yes
NBI BRIDGE RECORDS Yes
NBI UNDER RECORDS No

PHOTOS - RDWY 2021
ELEV 2021
UNDER 2021

STREAM X SECTION 2020 - Scour Critical Verify X Section
REACTIVE AGGREGATE 1 ASR - Not Evident

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Structure Maintenance & Investigations

1990 Meth Deck-YES (filed under 01-

if it is increasing. On 8/9/07 the vertical

Piers 11 and 17 during biennial
feet. Footing at Pier 13 would be
rations continue, channel will continue to

Significance - for this bridge.

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under EA 01-0J1804. Completed on

structure is being built and will need to be

action codes 90, 91, 92, or 93). If not
tion codes 94, 95, and/or 99.

ATION

08/21 (91) FREQUENCY 24 MO
SPECTION (93) CFI DATE
INSP Y-YES 24 MO A) 06/23
Y-YES 60 MO B) 05/21
N-NO MO C) N/A

MAIN 4: STEEL CONT
N 02: STRINGER/MULTI-BEAM
APPR 2: CONCRETE CONT
R 01: SLAB
2

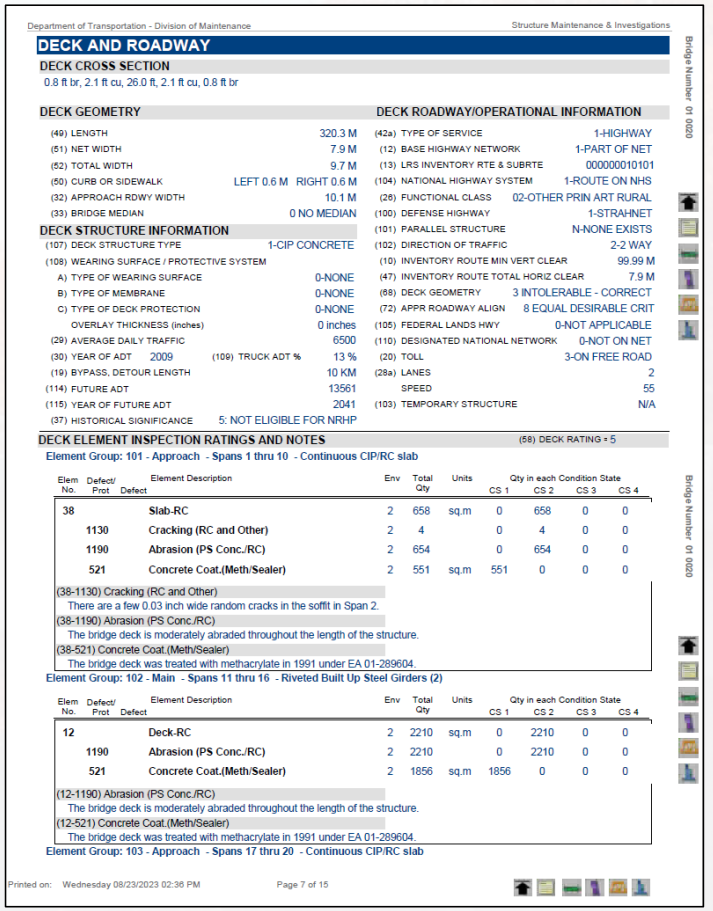
P/RC slab approach spans, with
between the columns of Piers 6, 7, 10
te girders (2), with CIP/RC non-
4-span CIP/RC slab approach spans,
walls between the columns of Pier 17).
ete piles. The main span piers are on
footings. The bridge was seismically
approach adjacent to both ends of the
h-strength steel tendons encased and
supported by hangers attached to the

50.0 ft, 1 @ 50.0 ft, 1 @ 20.0 ft, 1 @ 25.0

1 LF LOAD FACTOR
1 LF LOAD FACTOR
5 AT/ABOVE LEGAL LOADS
GGGGG

der Requirements

UNDERCLEARANCE
LEAR RT REF H-HIGHWAY 1.7 M
LEAR LT 0.0 M



Department of Transportation - Division of Maintenance — Structure Maintenance & Investigations

DECK AND ROADWAY

DECK CROSS SECTION

0.8 ft br, 2.1 ft cu, 26.0 ft, 2.1 ft cu, 0.8 ft br

DECK GEOMETRY

(49) LENGTH	320.3 M
(51) NET WIDTH	7.9 M
(52) TOTAL WIDTH	9.7 M
(50) CURB OR SIDEWALK	LEFT 0.6 M RIGHT 0.6 M
(32) APPROACH RDWY WIDTH	10.1 M
(33) BRIDGE MEDIAN	0 NO MEDIAN

DECK STRUCTURE INFORMATION

(107) DECK STRUCTURE TYPE	1-CIP CONCRETE
(108) WEARING SURFACE / PROTECTIVE SYSTEM	
A) TYPE OF WEARING SURFACE	0-NONE
B) TYPE OF MEMBRANE	0-NONE
C) TYPE OF DECK PROTECTION	0-NONE
OVERLAY THICKNESS (inches)	0 inches
(29) AVERAGE DAILY TRAFFIC	6500
(30) YEAR OF ADT 2009	(109) TRUCK ADT % 13 %
(19) BYPASS, DETOUR LENGTH	10 KM
(114) FUTURE ADT	13561
(115) YEAR OF FUTURE ADT	2041
(37) HISTORICAL SIGNIFICANCE	5: NOT ELIGIBLE FOR NRHP

DECK ROADWAY/OPERATIONAL INFORMATION

(42a) TYPE OF SERVICE	1-HIGHWAY
(12) BASE HIGHWAY NETWORK	1-PART OF NET
(13) LRS INVENTORY RTE & SUBRTE	000000010101
(104) NATIONAL HIGHWAY SYSTEM	1-ROUTE ON NHS
(26) FUNCTIONAL CLASS	02-OTHER PRIN ART RURAL
(100) DEFENSE HIGHWAY	1-STRAHNET
(101) PARALLEL STRUCTURE	N-NONE EXISTS
(102) DIRECTION OF TRAFFIC	2-2 WAY
(10) INVENTORY ROUTE MIN VERT CLEAR	99.99 M
(47) INVENTORY ROUTE TOTAL HORIZ CLEAR	7.9 M
(68) DECK GEOMETRY	3 INTOLERABLE - CORRECT
(72) APPR ROADWAY ALIGN	8 EQUAL DESIRABLE CRIT
(105) FEDERAL LANDS HWY	0-NOT APPLICABLE
(110) DESIGNATED NATIONAL NETWORK	0-NOT ON NET
(20) TOLL	3-ON FREE ROAD
(28a) LANES	2
SPEED	55
(103) TEMPORARY STRUCTURE	N/A

DECK ELEMENT INSPECTION RATINGS AND NOTES

(58) DECK RATING = 5

Element Group: 101 - Approach - Spans 1 thru 10 - Continuous CIP/RC slab

Elem No.	Defect/ Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State CS 1	CS 2	CS 3	CS 4
38			Slab-RC	2	658	sq.m	0	658	0	0
	1130		Cracking (RC and Other)	2	4		0	4	0	0
	1190		Abrasion (PS Conc./RC)	2	654		0	654	0	0
	521		Concrete Coat.(Meth/Sealer)	2	551	sq.m	551	0	0	0

(38-1130) Cracking (RC and Other)
There are a few 0.03 inch wide random cracks in the soffit in Span 2.
(38-1190) Abrasion (PS Conc./RC)
The bridge deck is moderately abraded throughout the length of the structure.
(38-521) Concrete Coat.(Meth/Sealer)
The bridge deck was treated with methacrylate in 1991 under EA 01-289604.

Element Group: 102 - Main - Spans 11 thru 16 - Riveted Built Up Steel Girders (2)

Elem No.	Defect/ Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State CS 1	CS 2	CS 3	CS 4
12			Deck-RC	2	2210	sq.m	0	2210	0	0
	1190		Abrasion (PS Conc./RC)	2	2210		0	2210	0	0
	521		Concrete Coat.(Meth/Sealer)	2	1856	sq.m	1856	0	0	0

(12-1190) Abrasion (PS Conc./RC)
The bridge deck is moderately abraded throughout the length of the structure.
(12-521) Concrete Coat.(Meth/Sealer)
The bridge deck was treated with methacrylate in 1991 under EA 01-289604.

Element Group: 103 - Approach - Spans 17 thru 20 - Continuous CIP/RC slab

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AASHTOWare™ BRIDGE MANAGEMENT

CALIFORNIA

Department of Transportation - Division of Maintenance — Structure Maintenance & Investigations

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01 0020

BRIDGE NO.:

STRUCTURE NAME: SMITH RIVER (DR. ERNEST M FINE MEMORIAL BRIDGE)

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(93C) OTHER SPECIAL INSPECTION	N/A	(92C) REQ - FREQ	N-NO		MO	

SEND TO FHWA: Yes
NBI BRIDGE RECORDS: Yes
NBI UNDER RECORDS: No

PHOTOS - RDWY 2021
ELEV 2021
UNDER 2021

STREAM X SECTION 2020 - Scour Critical Verify X Section
REACTIVE AGGREGATE 1 ASR - Not Evident

BRIDGE LOCATION INFORMATION

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Routine-Roadway View (08/25/2021)


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Bridge Number 01 0020

Department of Transportation - Division of Maintenance — Structure Maintenance & Investigations

SUPERSTRUCTURE

SUPERSTRUCTURE ELEMENT INSPECTION RATINGS AND NOTES

(59) SUPERSTRUCTURE RATING = 5

Element Group: 102 - Main - Spans 11 thru 16 - Riveted Built Up Steel Girders (2)

Elem No.	Defect/ Prot	Element Description	Env	Total Qty	Units	Qty in each Condition State CS 1	CS 2	CS 3	CS 4
3450		Paint Sys Breakdown (Steel PC)	2	575		0	0	575	0
161		Steel Pin+Pin/Hanger or Both	2	2	each	2	0	0	0

(107) Girder/Beam-Steel
Non-Routine Inspection Element Notes:
FCMI (06/20/2023): See the report narrative for the list of members that were inspected.

(107-1000) Corrosion
There is freckled rust bleeding through the paint throughout the structure (see Photo 12 from the BIR dated 08/15/2015).

(107-515) Steel Coating-Paint
The bridge was last painted in October 1990.
There were no significant defects noted.

(107-516) Steel Coating-Galvanized

(107-515-3450) Paint Sys Breakdown (Steel PC)
The paint on the steel girders is no longer functioning as a protective coating (see Photo 12 from the BIR dated 08/15/2015).

(161) Steel Pin+Pin/Hanger or Both
Non-Routine Inspection Element Notes:
FCMI (06/20/2023): See the report narrative for the list of members that were inspected.

SUPERSTRUCTURE PHOTOGRAPHS

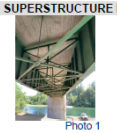
Photo 1
Underside view of the bridge


Photo 2
Typical pin and hanger assembly

SUPERSTRUCTURE OUTSTANDING & RECENTLY COMPLETED WORK: NONE

SUBSTRUCTURE

DESCRIPTION UNDER STRUCTURE

(42b) TYPE OF SERVICE UNDER	6-HIGHWAY-WATERWAY	(38) NAVIGATION CONTROL	0: NO CONTROL
(69) UNDERCLEARANCES V - H	4 TOLERABLE	(111) PIER PROTECTION	N/A
(71) WATER ADEQUACY	9 ABOVE DESIRABLE	(39) NAVIGATION VERTICAL CLEARANCE	0.0 M
(61) CHANNEL PROTECTION	7 MINOR DAMAGE	(116) VERT-LIFT BRIDGE NAV MIN VERTICAL CLEAR	M
(113) SCOUR	3 SC - UNSTABLE	(40) NAVIGATION HORIZONTAL CLEARANCE	0.0 M
SCOUR POA DATE	05/28/2020		

CHANNEL DESCRIPTION

Broad flood plain, gravel bottom.

ROADWAY DESCRIPTION UNDER STRUCTURE

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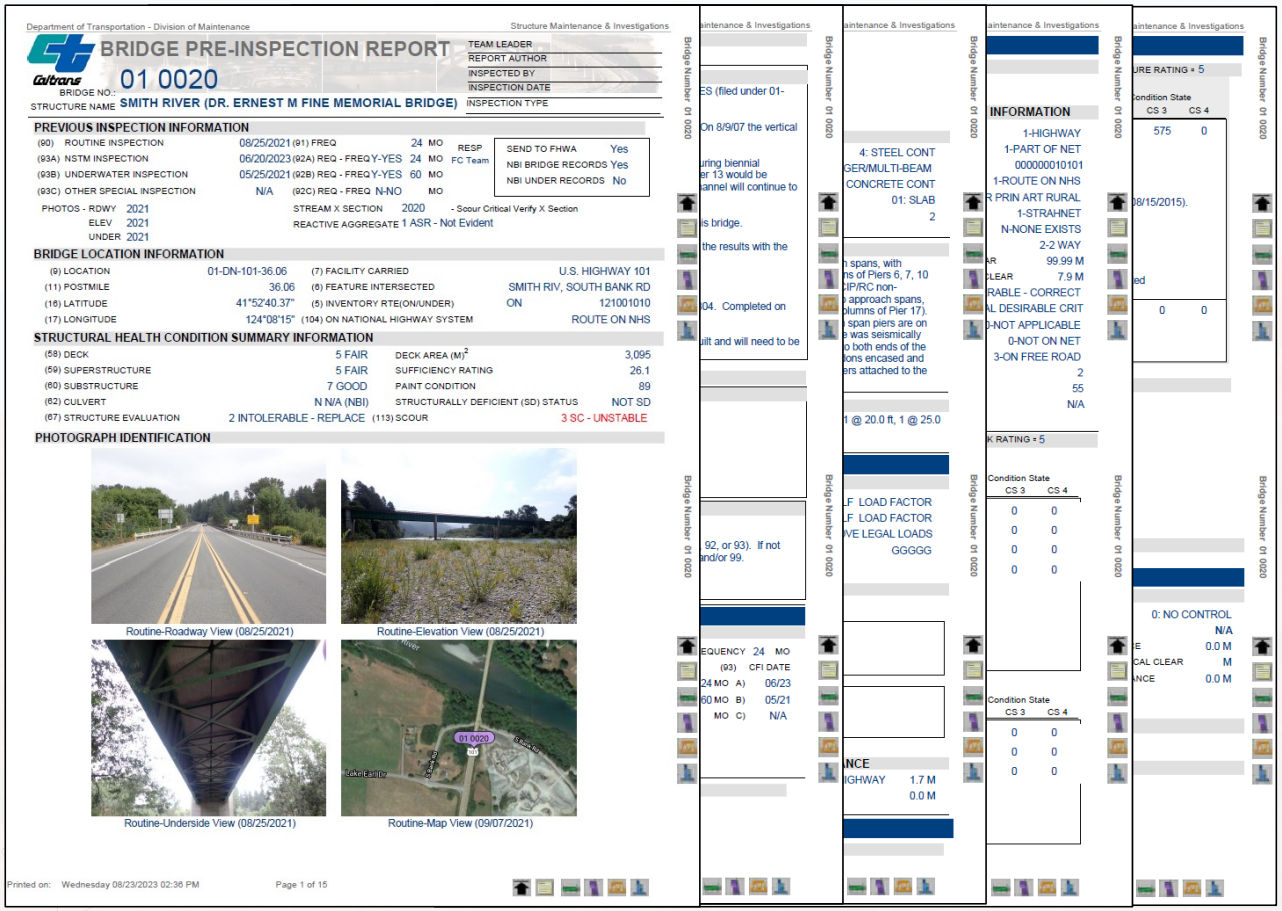
CALIFORNIA



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Department of Transportation - Division of Maintenance — Structure Maintenance & Investigations

CHANNEL X-SECTION

Side Upstream — X-Section Date 05/28/2020
Measured From From Top of Deck

Location	Horiz(m)	Vert(m)	Comments
	168.91	16.79	
	175.40	16.70	
	178.91	16.73	
	179.09	16.25	Pier 13 - Top of Pile Cap
	180.92	16.82	Upstream of Pile Cap Nose
	183.36	16.85	
	186.25	16.49	
	193.48	16.49	
	197.07	16.28	
	208.32	16.49	
	218.07	16.25	
	227.89	15.79	
	235.75	15.67	Pier 14
	237.06	15.73	
	244.29	15.06	
	255.01	14.90	
	264.46	14.93	
	273.33	15.12	
	279.52	15.21	
	282.99	15.18	Pier 15
	284.94	14.51	Edge of Water
	289.24	12.04	
	292.29	11.52	
	297.87	10.42	Pier 16
	304.11	8.93	Pier 17
	309.45	5.76	
	316.67	1.49	

OTHER PHOTOGRAPHS


Photo 1
Looking up station on route 101.


Photo 2
Looking east.


Photo 3
Looking towards Pier 12 from Pier 11.


Photo 4
Typical satellite view.

OTHER OUTSTANDING & RECENTLY COMPLETED WORK

Rec Date	04/01/2018	Work By	SHOPP	Est Cost		Dist Target	
Status	AWARDED	Action	Bridge-Replace(Bridg	Str Target	4 YEARS	EA	43640

Bridge replacement work rec made due to a decision by a Peer Review on August 2007. tf

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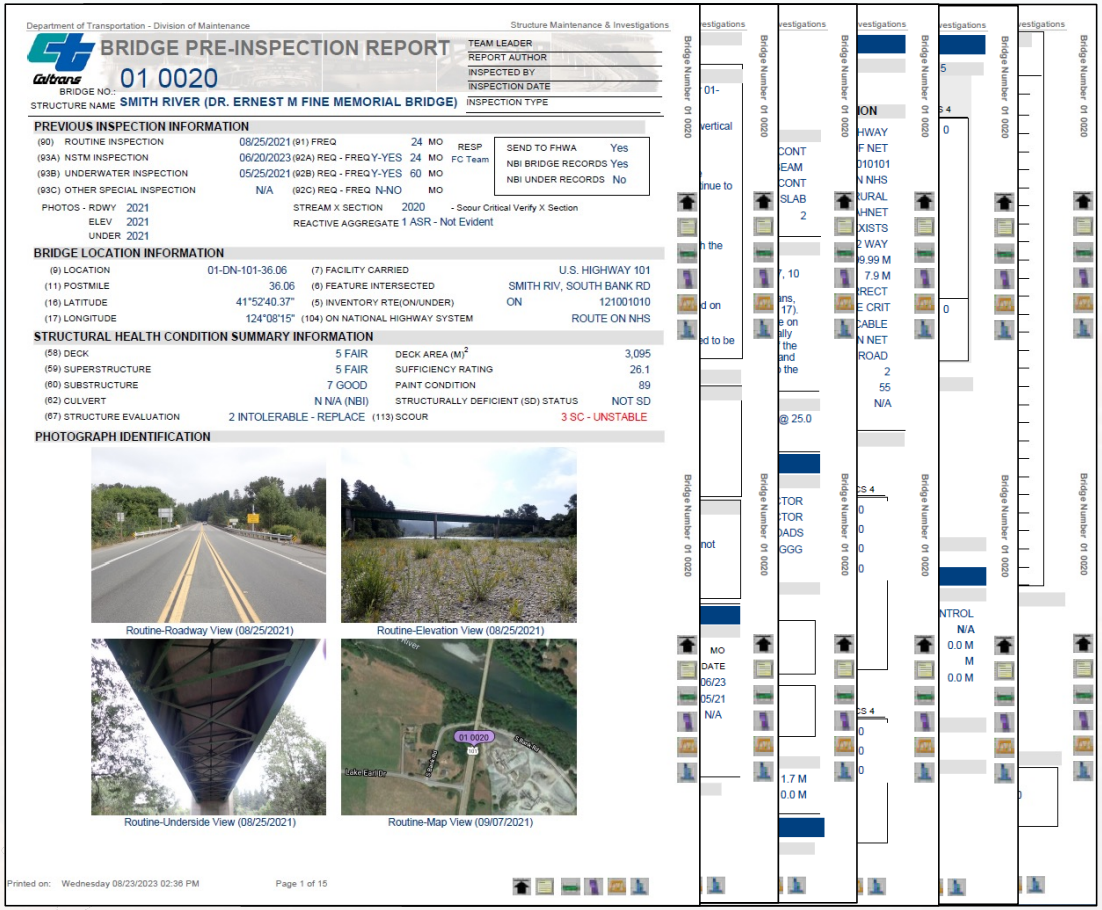
AASHTOWare™ BRIDGE MANAGEMENT

CALIFORNIA



Department of Transportation - Division of Maintenance — Structure Maintenance & Investigations

BRIDGE PRE-INSPECTION REPORT 01 0020

BRIDGE NO.: 01 0020
STRUCTURE NAME: SMITH RIVER (DR. ERNEST M FINE MEMORIAL BRIDGE)

TEAM LEADER
REPORT AUTHOR
INSPECTED BY
INSPECTION DATE
INSPECTION TYPE

PREVIOUS INSPECTION INFORMATION

(90) ROUTINE INSPECTION	08/25/2021	(91) FREQ	24	MO	RESP	FC Team
(93A) NSTM INSPECTION	06/20/2023	(92A) REQ - FREQ	Y-YES	24	MO	
(93B) UNDERWATER INSPECTION	05/25/2021	(92B) REQ - FREQ	Y-YES	60	MO	
(93C) OTHER SPECIAL INSPECTION	N/A	(92C) REQ - FREQ	N-NO		MO	

SEND TO FHWA: Yes
NBI BRIDGE RECORDS: Yes
NBI UNDER RECORDS: No

PHOTOS - RDWY 2021
ELEV 2021
UNDER 2021

STREAM X SECTION 2020 - Scour Critical Verify X Section
REACTIVE AGGREGATE 1 ASR - Not Evident

BRIDGE LOCATION INFORMATION

(9) LOCATION	01-DN-101-36.06	(7) FACILITY CARRIED	U.S. HIGHWAY 101
(11) POSTMILE	36.06	(6) FEATURE INTERSECTED	SMITH RIV, SOUTH BANK RD
(16) LATITUDE	41°52'40.37"	(5) INVENTORY RTE(ON/UNDER)	ON 121001010
(17) LONGITUDE	124°08'15"	(104) ON NATIONAL HIGHWAY SYSTEM	ROUTE ON NHS

STRUCTURAL HEALTH CONDITION SUMMARY INFORMATION

(58) DECK	5 FAIR	DECK AREA (M)^2	3,095
(59) SUPERSTRUCTURE	5 FAIR	SUFFICIENCY RATING	26.1
(60) SUBSTRUCTURE	7 GOOD	PAINT CONDITION	89
(62) CULVERT	N N/A (NBI)	STRUCTURALLY DEFICIENT (SD) STATUS	NOT SD
(67) STRUCTURE EVALUATION	2 INTOLERABLE - REPLACE	(113) SCOUR	3 SC - UNSTABLE

PHOTOGRAPH IDENTIFICATION

Routine-Roadway View (08/25/2021)

Routine-Elevation View (08/25/2021)

Routine-Underside View (08/25/2021)

Routine-Map View (09/07/2021)

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Structure Maintenance & Investigations
Load Rating Summary Sheet

Bridge Number: 01 0020
Facility Carried: U.S. HIGHWAY 101
Location: 01-DN-101-36.06
City:

Bridge Name: SMITH RIVER (DR. ERNEST M FINE MEMORIAL BRIDGE)
Structural Element Rated: RC Slab/ Stl Plate Girders (widely spaced)

Rating Summary

DESIGN LOADING

	Rating Factor	Metric Tons	Structure	Control Element	Load Action	Location
Inventory:	0.44	14.3	Span 18-22	Slab	Ultimate Moment	PM; 0.40pt of Sp 18, S1-RC Slab
Operating:	0.74	24.0	Span 18-22	Slab	Ultimate Moment	PM; 0.40pt of Sp 18, S1-RC Slab

LEGAL RATING — Posting U.S. Tons

Type 3 (25T):	1.36	Legal	Span 1-11	Slab	Ultimate Moment	PM; 0.50pt of Sp 5, S1-RC Slab
Type 3S2 (36T):	1.37	Legal	Span 1-11	Slab	Ultimate Moment	NM; 0.94pt of Sp 8, S1-RC Slab
Type 3-3 (40T):	1.70	Legal	Span 1-11	Slab	Ultimate Moment	PM; 0.50pt of Sp 6, S1-RC Slab

PERMIT RATING — Permit Rating

5 Axle Truck :	0.89	G	Span 1-11	Slab	Ultimate Moment	NM; 0.94pt of Sp 8, S1-RC Slab
7 Axle Truck :	0.89	G	Span 1-11	Slab	Ultimate Moment	NM; 0.94pt of Sp 8, S1-RC Slab
9 Axle Truck :	0.89	G	Span 1-11	Slab	Ultimate Moment	NM; 0.94pt of Sp 8, S1-RC Slab
11 Axle Truck:	0.89	G	Span 1-11	Slab	Ultimate Moment	NM; 0.94pt of Sp 8, S1-RC Slab
13 Axle Truck:	0.89	G	Span 1-11	Slab	Ultimate Moment	NM; 0.94pt of Sp 8, S1-RC Slab

NOTES:
Permit RFs based on Pos. Moment are 1.01, 1.01, 1.01, 1.00, 0.93 and based on Neg. Moment are 0.89, 0.89, 0.90, 0.90, 0.90 and based on Shear are 3.78, 2.98, 2.57, 2.31, 2.11 for P5-P13 Split respectively.
This load rating is based on the existing bridge geometry and roadway configuration. Modification to the structure (such as bridge rail modification or widening) may require a new load rating.

Overlay Used In Rating: 1.5 inch AC overlay
Rating Method: 1 LF Load Factor Inventory (65) — 1 LF Load Factor Operating (63)
Analysis Tool Used: BrR 6.8.4 AASHTO
Rating/File Location: BrR Database
Control Rating By: David Simmons — Rating Date: 07/22/2020
Rating Checked By: Raha Hezar — 7/22/2020
Rating Type: Calculated
Summary Prepared By: David Simmons — Summary Date: 07/22/2020

REGISTERED PROFESSIONAL ENGINEER — David Simmons — No. 70703 — Exp. 06/30/2021 — CIVIL — STATE OF CALIFORNIA

7/22/2020
David Simmons - Registered P.E. — Date

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