Oregon Department of Transportation

Bridge Inspection Report

District	03	**Structure**	South Yamhill River, Hwy 483 McMinnville Spur	**Bridge ID**	06758
Fac Crossed	S YAMHILL RIVER			**Fac Carried**	OR 18-HWY 483
Suff Rating	6.0	**Owner**	State Highway Agency	**Mile Point**	46.75mi
AC Depth	0.50			**Insp Date**	06/24/2015
Bridge Length	990.00ft	**County**	Yamhill	**Inspector 1**	**Michael Goff (S0040)**
		Record Type	1	**Inspector 2**	**Kevin Shearmire (ODOT)**
		Insp Freq	12		
		Bridge Width	35.25ft		

Signature:_____

Element Condition States (New AASHTO report)

Elemkey	Defects/Prot Sys	Quantity	Units	Env	CS 1	CS 2	CS 3	CS 4
12-Re Concrete Deck		**34898**	**(SF)**	**Mod.**	**14607**	**15074**	**5217**	**0**
	1080-Delamination/Spall/Patched Area	71	(SF)	Mod.	0	71	0	0
	1081-Soffit Spalls/Delams/Patches	10	(SF)	Mod.	0	10	0	0
	1090-Exposed Rebar	9	(SF)	Mod.	0	0	9	0
	1120-Efflorescence/Rust Staining	318	(SF)	Mod.	0	294	24	0
	1130-Cracking (RC and Other)	16231	(SF)	Mod.	300	10747	5184	0
	1131-Soffit Cracking (RC, PSC)	550	(SF)	Mod.	550	0	0	0
	1190-Abrasion(PSC/RC)	3952	(SF)	Mod.	0	3952	0	0
	512-Thin Wearing Surface	12779	(SF)	Mod.	7610	2992	1403	774
107-Steel Opn Girder/Beam		**240**	**(LF)**	**Mod.**	**140**	**90**	**10**	**0**
	1000-Corrosion	100	(LF)	Mod.	0	90	10	0
	518-Steel Paint	5204	(SF)	Mod.	0	2804	1400	1000
110-Re Conc Opn Girder/Beam		**5220**	**(LF)**	**Mod.**	**0**	**5219**	**1**	**0**
	1130-Cracking (RC and Other)	5181	(LF)	Mod.	0	5181	0	0
	1090-Exposed Rebar	1	(LF)	Mod.	0	0	1	0
	1080-Delamination/Spall/Patched Area	38	(LF)	Mod.	0	38	0	0

113-Steel Stringer		**240**	**(LF)**	**Mod.**	**140**	**90**	**10**	**0**
	1000-Corrosion	100	(LF)	Mod.	0	90	10	0
	518-Steel Paint	1026	(SF)	Mod.	0	526	300	200
152-Steel Floor Beam		**161**	**(LF)**	**Mod.**	**107**	**44**	**10**	**0**
	1000-Corrosion	54	(LF)	Mod.	0	44	10	0
	518-Steel Paint	1512	(SF)	Mod.	0	1360	100	52
202-Steel Column		**4**	**(EA)**	**Mod.**	**4**	**0**	**0**	**0**
	518-Steel Paint	104	(SF)	Mod.	0	104	0	0
205-Re Conc Column		**12**	**(EA)**	**Mod.**	**0**	**12**	**0**	**0**
	1080-Delamination/Spall/Patched Area	8	(EA)	Mod.	0	8	0	0
	1190-Abrasion(PSC/RC)	4	(EA)	Mod.	0	4	0	0
216-Timber Abutment		**70**	**(LF)**	**Mod.**	**35**	**35**	**0**	**0**
	1150-Check/Shake	23	(LF)	Mod.	0	23	0	0
	1140-Decay/Section Loss	12	(LF)	Mod.	0	12	0	0
225-Steel Pile		**85**	**(EA)**	**Mod.**	**0**	**85**	**0**	**0**
	1000-Corrosion	84	(EA)	Mod.	0	84	0	0
	7000-Damage	1	(EA)	Mod.	0	1	0	0
228-Timber Pile		**120**	**(EA)**	**Mod.**	**24**	**69**	**22**	**5**
	1150-Check/Shake	88	(EA)	Mod.	8	66	14	0
	1140-Decay/Section Loss	14	(EA)	Mod.	0	3	8	3
231-Steel Pier Cap		**387**	**(LF)**	**Mod.**	**0**	**380**	**7**	**0**
	1000-Corrosion	387	(LF)	Mod.	0	380	7	0
234-Re Conc Pier Cap		**141**	**(LF)**	**Mod.**	**138**	**1**	**2**	**0**
	1130-Cracking (RC and Other)	10	(LF)	Mod.	10	0	0	0
	1080-Delamination/Spall/Patched Area	1	(LF)	Mod.	0	1	0	0
	1090-Exposed Rebar	2	(LF)	Mod.	0	0	2	0
235-Timber Pier Cap		**687**	**(LF)**	**Mod.**	**0**	**687**	**0**	**0**
	1140-Decay/Section Loss	70	(LF)	Mod.	0	70	0	0
	1150-Check/Shake	210	(LF)	Mod.	0	210	0	0
306-Other Joint		**193**	**(LF)**	**Mod.**	**0**	**94**	**33**	**66**
	2310-Leakage	161	(LF)	Mod.	0	62	33	66
	2360-Adjacent Deck or Header	32	(LF)	Mod.	0	32	0	0
311-Moveable Bearing		**38**	**(EA)**	**Mod.**	**0**	**36**	**2**	**0**
	1000-Corrosion	36	(EA)	Mod.	0	36	0	0
	2210-Movement	2	(EA)	Mod.	0	0	2	0
	518-Steel Paint	28	(SF)	Mod.	0	28	0	0
313-Fixed Bearing		**2**	**(EA)**	**Mod.**	**0**	**2**	**0**	**0**
	1000-Corrosion	2	(EA)	Mod.	0	2	0	0

	518-Steel Paint	20	(SF)	Mod.	0	20	0	0
330-Metal Bridge Railing		**1994**	**(LF)**	**Mod.**	**269**	**1725**	**0**	**0**
	1000-Corrosion	1694	(LF)	Mod.	0	1694	0	0
	7000-Damage	10	(LF)	Mod.	0	10	0	0
	1080-Delamination/Spall/Patched Area	20	(LF)	Mod.	0	20	0	0
	515-Steel Protective Coating	5940	(SF)	Mod.	0	3564	1782	594
390-Ptd Bridge Element		**6278**	**(SF)**	**Mod.**	**0**	**6278**	**0**	**0**
990-Miscellaneous Elements		**1**	**(EA)**	**Mod.**	**1**	**0**	**0**	**0**
999-Roadway Impact		**1**	**(EA)**	**Mod.**	**0**	**0**	**1**	**0**

Appraisal

Appraisal	NBI #	Rating
Scour	113	3 SC - Unstable
Bridge Rail	36A	0 Substandard
Transitions	36B	0 Substandard
Approach Rail	36C	0 Substandard
Rail Ends	36D	0 Substandard
Structural	67	3 Intolerable - Correct
Deck	68	3 Intolerable - Correct
Clearance	69	N Not applicable (NBI)
Waterway	71	8 Equal Desirable
Approach Alignment	72	8 Equal Desirable Crit

NBI Category

Category	NBI #	Rating
Deck Condition	58	5 Fair
Superstructure	59	6 Satisfactory
Substructure	60	3 Serious
Channel	61	6 Bank Slumping
Culvert/Retaining Walls	62	N N/A (NBI)

Remarks

12-Re Concrete Deck

-

512-Thin Wearing Surface

The bridge was part of a test study for different types of thin overlay materials. There are four different sections of thin overlay throughout the deck. The first section from the south has worn completely off in the southbound lane wheel paths. The overlay in the northbound lane is polished in the wheel paths. The second section from the south is polished in the wheel paths in both directions. The third section is polished in the wheel paths and there are areas of delaminated and spalled off material in the northbound lane. The fourth section is polished in the southbound lane wheel paths and is nearly worn completely through in the northbound wheel paths. The test study is complete and the overlays can now be removed, replaced or modified.

1080-Delamination/Spall/Patched Area

There are numerous patched areas and delaminations in the deck. The south approach spans have the highest concentration of patched areas and delaminations.

1081-Soffit Spalls/Delams/Patches

The approach spans have a few scattered small soffit spalls, patched areas and delaminations.

1090-Exposed Rebar

Span 1 has an exposed rebar in the northbound lane. Span 2 has an exposed rebar in the southbound lane. There is a 1' by 2' spall with exposed rebar in the southbound lane of Span 9. The northbound lane on Span 11 has multiple exposed rebar in the wheel paths. There is exposed rebar in the northbound lane over Pier 1. There is a small soffit spall with exposed rebar in the right overhang at Bent 23.

1120-Efflorescence/Rust Staining

The approach spans have a hairline transverse cracks with light efflorescence near the interior bents especially in the soffit overhangs. The steel main span has hairline transverse soffit cracking with efflorescence and some areas with corrosion staining.

1130-Cracking (RC and Other)
Most of the visible portions of the travel lanes have moderate to large transverse deck cracks and areas of map cracking.

1131-Soffit Cracking (RC, PSC)
The deck has areas of transverse soffit cracking near the interior bents and in the overhangs. There are also isolated areas of light soffit cracking in the areas between the girders.

1190-Abrasion(PSC/RC)
The wheel paths are polished with exposed large aggregate and initial rutting throughout the bridge.

107-Steel Opn Girder/Beam
SEE THE FRACTURE CRITICAL INSPECTION REPORT FOR ADDITIONAL DETAILS.

1000-Corrosion
The girders have areas near the ends with moderate to heavy surface corrosion. There are areas of initial section loss along the top flanges near the ends. The exterior surfaces of the girders have scattered areas of freckle rust. Pack rust is causing minor swelling between the bottom flange plates in a few locations. There are some rivets with laminar corrosion blooms.

110-Re Conc Opn Girder/Beam
-

1080-Delamination/Spall/Patched Area
Span 3 - Girder 3 has a minor spall near Bent 4. Span 5 - Girder 4 has a minor spall near Bent 6. Span 6 - Girder 2 has a minor edge spall. Span 8 - Girders 1 through 4 have patched areas. Girder 3 and 5 have minor edge spalls. Span 12 - Girder 2 has a patch in the right side of the girder near Bent 13. Span 19 has a minor spall in Girder 3. Span 20 - Girder 4 has rock pockets in the sides of the girder.

1090-Exposed Rebar
Span 16 - Girder 1 has a spall with exposed rebar at Pier 1.

1130-Cracking (RC and Other)
The precast concrete girders have hairline shear and flexure cracks approximately 0.010" in size and spaced less than 3' apart throughout.

113-Steel Stringer
SEE THE FRACTURE CRITICAL INSPECTION REPORT FOR ADDITIONAL DETAILS.

1000-Corrosion
The stringers have minor to moderate top flange corrosion throughout. There are some areas of initial section loss near the ends of the span.

152-Steel Floor Beam
SEE THE FRACTURE CRITICAL INSPECTION REPORT FOR ADDITIONAL DETAILS.

1000-Corrosion
The floor beams have moderate to heavy surface corrosion and minor section loss on the top flanges near the ends of the span.

202-Steel Column
There a four painted steel helper columns at Pier 2 below the cap supporting the concrete girders.

205-Re Conc Column
There are four stub columns supporting the concrete girders in addition to the two main columns at each of the main piers.

1080-Delamination/Spall/Patched Area
The stub columns at Piers 1 and 2 have patched areas.

1190-Abrasion(PSC/RC)
The two main columns at Piers 1 and 2 have fine aggregate water abrasion at the bottom of the columns.

216-Timber Abutment
SEE THE TIMBER BORE REPORT FOR ADDITIONAL DETAILS. There are steel sheets driven behind both abutments.

1140-Decay/Section Loss
The left end of Bent 34 has up to 3-inches of center rot above Piles 1 and 2.

1150-Check/Shake
Bent 34 has minor surface checks throughout.

225-Steel Pile
85 of the timber approach trestle pile have been spliced with steel replacement piles. See the timber bore report

for exact locations of replacement pile.

1000-Corrosion
All of the replacement piles are unpainted have have minor to moderate surface corrosion.

7000-Damage
Pile 3 and Bent 28 has numerous flame cut hole approximately 3-feet above the ground line.

228-Timber Pile
SEE THE TIMBER BORE REPORT FOR ADDITIONAL DETAILS. There has been ant activity noted in past inspections but no activity was observed during the 2015 inspection.

1140-Decay/Section Loss
Three of the timber piles have excessive decay: Bent 10 - Pile 2: 1-inch shell at the base, Bent 22 - Pile 6: 1.5-inch shell at the base and Bent 29 - Pile 1: 1-inch shell at the base. There are eight piles with moderate to significant decay affecting greater than 10% if the member area: Bent 3 - Pile 4: 5-inches at base, Bent 7 - Pile 1: 4-inches at base, Bent 14 - Pile 1: 8-inches at base, Bent 17 - Pile 1: 7-inches at base, Pile: 4: 6-inches at base, Bent 18 - Pile 5: 7-inches of rot, Bent 20 - Pile 1: 5-inches at base and Bent 32 - Pile 1: 7-inches at base. Three of the piles have minor to moderate decay affecting less than 10% of the member area: Bent 17 - Pile 2, Bent 22 - Pile 6 and Bent 23 - Pile 2.

1150-Check/Shake
There are 14 timber piles with checks that penetrate to at least the center of the pile. There are 66 piles with checks that penetrate 2 to 6-inches into the piles. There are a few piles with minor surface checks. Most of the piles with large checks have been banded or have had collars placed around the piles. See the timber bore report for collar and banding information.

231-Steel Pier Cap
Many of the original timber bent caps have been replaced with unpainted steel. See the timber bore report for replacement cap locations.

1000-Corrosion
The steel replacement caps all have minor to moderate surface corrosion. The caps at Bents 4 and 28 have areas of laminar corrosion along the top flanges with initial section loss.

234-Re Conc Pier Cap
There are two concrete caps inventoried at the main piers at Piers 1 and 2. The lower cap supports the steel span and the stub columns and the upper cap supports the concrete girders.

1080-Delamination/Spall/Patched Area
The Pier 1 pier cap has a small spall at the right end.

1090-Exposed Rebar
The Pier 1 cap has spalls with exposed rebar in both sides of the cap.

1130-Cracking (RC and Other)
The upper caps supporting the concrete girders have a few hairline vertical cracks.

235-Timber Pier Cap
SEE THE TIMBER BORE REPORT FOR ADDITIONAL DETAILS. There has been ant activity recorded during past inspections, but no ant activity was observed during the 2015 inspection.

1140-Decay/Section Loss
The cap at Bent 18 has up to 3-inches of decay above Piles 5 and 6.

1150-Check/Shake
Most of the timber caps have minor to moderate surface checking predominately along the bottom surface of the caps.

306-Other Joint
Many of the bridge joints are offset vertically due to years of jacking the bridge up to replace caps and piles. The offset joints are causing minor to moderate impact loading on the bridge.

2310-Leakage
The joints have minor to moderate joint leakage throughout the structure. There are areas of joint seal failures and heavy joint leakage in some isolated locations. The end joint at Bent 34 has failed and the approach asphalt is breaking up.

2360-Adjacent Deck or Header
There are spalls or large cracks along some of the joint edges.

311-Moveable Bearing
There are bronze slider bearings beneath the concrete girders at at Piers 1 and 2 and at Bents 6, 11, 24 and 30. The steel girders have two painted rocker nest bearings at Pier 1.

1000-Corrosion

All of the bronze slider bearings have evidence of oxidation and corrosion.

2210-Movement
The rocker nest bearings at Pier 1 are heavily tilted towards the south and appear to be frozen.

313-Fixed Bearing
There are two fixed bearings beneath the steel girders at Pier 2.

1000-Corrosion
The fixed bearings have minor to moderate surface corrosion.

330-Metal Bridge Railing
-

1000-Corrosion
The metal rails sections have initial corrosion along the top bar throughout.

1080-Delamination/Spall/Patched Area
Some of the concrete posts have minor edge and top spalling.

7000-Damage
Past collision damage to two posts on the right side near Bent 24. Past collision damage to the left rails near Bent 12. All of the past damage has been repaired.

990-Miscellaneous Elements
The approach sidewalk is buckling at the south end of the bridge on the left side. There is a rough transition on the bridge sidewalk from the approach sidewalk. There are utilities along the left side of the bridge. The utilities conduits are disconnected on the left side of the steel span.

999-Roadway Impact
The end joint at Bent 34 has failed and the asphalt is breaking up causing impact loading on the bridge. Uneven joints across the structure are also causing impact loads that can be felt in the fill below the structure.

Notes

Inspection Notes

The approach span superstructure is constructed of pre-cast reinforced concrete girders with a cast in place reinforced concrete deck. Therefore, the deck element is inventoried as a 12 - RC Deck and the NBI 44 is inventoried as a 202 - continuous concrete girder/stringer.

Bridge Notes

The bridge bents are referenced per plan as numbered on the bridge.

Embankment Erosion Notes

Maintenance Recommendations

As of: 06/24/2015

Priority	Crew	Wrk Cnd	Notes	Est. Cost	Status	Rec Date
Routine/Schedule	Salem Bridge Crew	(990050) 12 Thin Overlay	Patch/replace the thin overlays on the deck. Thin-overlay the incomplete portions of the deck.		Approved	6/24/15
Monitor	Region 2 Inspectors	(991420) 107 Other	Monitor the pack rust in the girders for advanced deterioration.		Approved	6/24/15
Routine/Schedule	Salem Bridge Crew	(991510) 110 Patch Concrete	Clean and patch the exposed rebar in Span 16 - Girder 1 at Pier 1. ACCESS: Bucket Truck/UBIT		Approved	6/24/15
Monitor	Region 2 Inspectors	(991750) 113 Other	Monitor the section loss in the stringers for advanced deterioration.		Approved	6/24/15
			Monitor the section loss in the			

Monitor	Region 2 Inspectors	(992770) 152 Other	floorbeams for advanced deterioration.		Approved	6/24/15
Routine/Medium	Salem Bridge Crew	(994400) 228 Band Member	Place banding on Bent 17 - Pile 2. Banded 11/15 RTS.		Crew Completed	6/24/15
Urgent	Salem Bridge Crew	(994420) 228 Replace	Replace the following piles with excessive decay: Bent 10 - Pile 2, Bent 22 - Pile 6 and Bent 29 - Pile 1. Replaced with steel 10/15 RTS.		Crew Completed	6/24/15
Routine/High	Salem Bridge Crew	(994420) 228 Replace	Replace the following pile with heavy decay: Bent 3 - Pile 4, Bent 7 - Pile 1, Bent 14 - Pile 1, Bent 17 - Piles 1 & 4, Bent 18 - Pile 5, Bent 20 - Pile 1 and Bent 31 - Pile 1. Replaced with steel 6/16 RTS.		Crew Completed	6/24/15
Monitor	Region 2 Inspectors	(994445) 228 Other	Monitor the banded and collared piles with large checks for advanced deterioration.		Approved	6/24/15
Monitor	Region 2 Inspectors	(994545) 231 Other	Monitor the areas of the steel caps with section loss for advanced deterioration.		Approved	6/24/15
Routine/Schedule	Salem Bridge Crew	(994635) 234 Patch Concrete	Clean and patch the exposed rebar in the Pier 1 cap. ACCESS: UBIT		Approved	6/24/15
Routine/Schedule	Salem Bridge Crew	(995480) 306 Reseal Joint	Reseal the failed portions of the joints.		Approved	6/24/15
Routine/Medium	Salem Bridge Crew	(995485) 306 Joint Replace	Repair the end joint at Bent 34.		Approved	6/24/15
Routine/Schedule	Salem Bridge Crew	(995550) 311 Reset Bearing	Reset the rocker bearings at Pier 2.		Approved	6/24/15
Routine/Schedule	Salem Bridge Crew	(996070) 990 Other	Repair the sidewalk transitions at the ends of the bridge and the buckling sidewalk approach at the southwest corner.	2500	Approved	6/8/09
Routine/Schedule	Salem Bridge Crew	(996105) 999 Other	Repave the roadway approaches to lessen the impact loads on the structure.	10000	Approved	6/26/12
Routine/Schedule	Salem Bridge Crew	(996105) 999 Other	Repave the roadway approaches to lessen the impact loads on the structure.	10000	Approved	6/26/12
Routine/Schedule	Salem Bridge Crew	(996105) 999 Other	Repave the roadway approaches to lessen the impact loads on the structure.	10000	Approved	6/26/12

*Completed items not included on default search

*Red dates are overdue items.

Load Rating

Rating Date	08/10/2009	**Posting Req**	5 At/Above Legal Loads
Design Load	3 MS 13.5 (HS 15)	**Posting Status.**	A Open, no restriction
Operating Load	35.00ton	**OR Method**	1 LF Load Factor
Inventory Rating	21.00ton	**IR Method**	1 LF Load Factor

truck	Rating Factor	% Below	Posting Required	Controlling Member	Actual Posting	Posting Date
Type 3	1.56	5	No	Steel Stringer, span 2 of 6 -M at 0.0L		
Type 3S-2	1.64	5	No	Steel Stringer, span 2 of 6 -M at 0.0L		
Type 3-3	1.94	5	No	Steel Stringer, span 2 of 6 -M at 0.0L		
SU4						
SU5						
SU6						
SU7						

Load Rating Notes

Load Rating Condition Comparison Chart

Category	NBI#	Rating Condition	Current Condition
Traffic Impact			CS3
Deck Condition	58	6	5
Superstructure	59	6	6
Substructure	60	4	3
Temporary Repairs	103		
Wearing Surface Thickness	293	0.00	0.50

Inspection Schedule

Activity	Conducted On	Frequency	Next Inspection
Routine Inspection	06/24/2015	12	06/01/2016
Fracture Critical Inspection	06/10/2014	24	06/01/2016
Fatigue Prone Inspection	06/07/2010	72	06/01/2016
Timber Boring	06/24/2015	48	06/01/2016
X-Channel Profile	06/26/2012	48	06/01/2016
Snooper Inspection	06/10/2014	24	06/01/2016

Documents for Bridge # 06758

Bridge Clearance documents: Unavailable
Bridge Detours maps: 06758.tif,
Bridge Images: Unavailable
Job Hazard Assessment: JHA06758 .PDF,
Cross Channel Documents: XC06758.PDF, XC06758_.PDF,
Gusset Plate Documents: Unavailable
Fracture Critical Inspection Documents: FC06758.pdf,
Fatigue Prone Detail Documents: FP06758.pdf,
Sign Structures Documents: Unavailable
Timber Boring Documents: TB06758.pdf,
Underwater Documents: Unavailable
Bridge Scour Plan: 06758.pdf,

6.0 Suff Rating
Structurally Deficient

Oregon Department of Transportation
Structure and Inventory Appraisal Report

Bridge NO: 06758
InspDate: 6/24/15

(122) Highway/CO RD	483
(2) Highway District	District 3
(3) County	Yamhill
(4) City	45000
(5) Inventory Route	134000180
(6) Feature INT	S YAMHILL RIVER
(7) Facility Carried	OR 18-HWY 483
(8) Structure Number	06758 039Y04675
(9) Location	060 MI SW HWY 1W JCT
(10) Vert Clearance	99.99ft
(11) Mile Post	46.75mi
(16) Latitude	451220.12
(17) Longitude	1231056.07
(19) Bypass Detour	2.00mi
(20) TOLL	3 On free road
(21) Custodian	State Highway Agency
(22) Owner	State Highway Agency
(26) Func Class	02 Rural Other Princ
(27) Year Built	1951
(28) Lanes	on: 2 / under: 0
(29) Average Daily Traffic	15200
(30) Year of ADT	2014
(31) Design Load	3 MS 13.5 (HS 15)
(32) Approach Roadway	32.00ft
(33) Bridge Median	0 No median
(34) Skew	0°
(35) Structure Flared	0 No flare
(36) Traffic Safety Feature	0000
(37) Historical Significance	4
(38) Navigation Control	0
(39) Navigation Vert Clear	0.00ft
(40) Navigation Horz Clear	0.00ft
(41) Open Status	A
(42A) Type Service On	1
(42B) Type Service Under	5
(12) Base Highway Network	1
(13) LRS Inventory Route	048300100S00
(105) Federal Lands HWY	0

(43) Struct Main	3 Steel
(44) Struct Appr	03 Girder-Floorbeam 1 Concrete 04 Tee Beam
(45) Number Main Spans	1
(46) Number Appr Spans	34
(47) Horizontal Clearance	26.00ft
(48) Maximum Span Length	120.00ft
(49) Structure Length	990.00ft
(50) Sidewalk Width LT	3.60ft
(50) Sidewalk Width RT	3.60ft
(51) Bridge Roadway Width	26.00ft
(52) Deck Width	35.25ft
(53) Vert Clear Over Deck	99.99ft
(54) Vert Clear Under Deck	N 0.00ft
(55) Min Lat Underclear CD	N 0.00ft
(56) Min Lat Underclear	L 0.00ft
*** CONDITION ***	
(58) Deck	5
(59) SuperStructure	6
(60) SubStructure	3
(61) Channel	6
(62) Culvert	N
(64) Operating Rating	35.00ton
(66) Inventory Rating	21.00ton
APPRAISAL	
(67) Structure Condition	3
(68) Deck Geometry	3
(69) Underclearance	N
(70) Posting	5
(71) Waterway Adequacy	8
(72) APPR RDWY Alignment	8
(75) Type of Work	8
(76) Improvement Length	1089.24ft
(90) Inspection Date	06/24/2015
(91) Inspection Frequency	12
(63) Oper Rating Method	1

(65) Inv Rating Method	1
(92) Critical Feat Insp	(93) Date
(A)Fracture Crit	Y 24 Jun 10 2014
(B)Underwater Insp	
(94) Cost of Improvement	3486801
(95) Roadway Improvement	348680
(96) Project Improvement	5578882
(97) Year of Improvement	2011
(98) Border BRST-Code	
(100) Defense Highway	0
(101) Parallel Structure	N
(102) Direction of Traffic	2
(103) Temporary Structure	
(104) Highway System	1
(106) Year Reconstructed	
(107) Deck Structure	1
(108) Wearing Surface	100
(109) Truck ADT	3
(110) Designated National Network	0
(111) Pier Protection	_
(112) NBIS Bridge Length	Y
(113) Scour Critical Bridge	3
(114) Future ADT	22200
(115) Year of Future ADT	2033
(116) Vert-Lift Clearance	
State Information	
(117) Est Maint Cost	
(118) Culvert Length	
(119) Culvert Inside Height	
(120) Inspector	Michael Goff (S0040)
(125) Embankment Erosion	5