

DEPARTMENT OF TRANSPORTATION

Structure Maintenance & Investigations

Bridge Number : 55C0148

Facility Carried: WARNER AVENUE

Location : 0.1 MI W/O HARBOR BLVD

City

Inspection Date: 06/28/2017

Inspection Type

Bridge Inspection Report

Routine FC Underwater Special Other

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STRUCTURE NAME: SANTA ANA RIVER CHANNEL (WARNER AVE)

CONSTRUCTION INFORMATION

 Year Built : 1961
 Skew (degrees): 9

 Year Modified: 1969
 No. of Joints : 2

 Length (m) : 77.4
 No. of Hinges : 2

Structure Description: Continuous six span CIP/RC T-beam (9 each) and widened is PC/PS 3

girders at North; and PC/PS 2 girders South with stay in place steel forms with RC pier walls and RC open end diaphragm abutments, all

supported upon concrete piles.

Span Configuration : (W) 34.50 ft, 2 @ 46.00 ft, 46.20 ft, 34.50 ft (E)

SAFE LOAD CAPACITY AND RATINGS

Design Live Load: MS-18 OR HS-20

Permit Rating : PPPPP

Posting Load : Type 3: Legal Type 3S2: Legal Type 3-3: Legal

DESCRIPTION ON STRUCTURE

Deck X-Section: (S) 1.00 ft br, 5.00 ft sw, 44.00 ft, 8.00 ft cu.med, 40.00 ft, 5.00 ft sw,

1.00 ft br (N).

Total Width: 31.6 m Net Width: 24.5 m No. of Lanes: 6 Speed: 45 mph

Min. Vertical Clearance: Unimpaired Overlay Thickness: 0.7 inches

Rail Code: 1111

Rail Type	Location	Length (ft)	Rail Modifications
Type 26	Right/Left	525	

DESCRIPTION UNDER STRUCTURE

Channel Description: RC trapezoidal.

NOTICE

The bridge inspection condition assessment used for this inspection is based on the American Association of State Highway and Transportation Officials (AASHTO) Bridge Element Inspection Manual 2013 as defined in Moving Ahead for Progress in the 21st Century (MAP-21) federal law. The new element inspection methodology may result in changes to related condition and appraisal ratings on the bridge without significant physical changes at the bridge.

The element condition information contained in this report represents the current condition of the bridge based on the most recent routine and special inspections. Some of the notes presented below may be from an inspection that occurred prior to the date noted in this report. Refer to the Scope and Access section of this inspection report for a description of which portions of the bridge were inspected on this date.

INSPECTION COMMENTARY

SCOPE AND ACCESS

This inspection was performed by walking on the sidewalks, on the abutment slopes and under all spans of the superstructure. The water in the channel was 3 inches through span 3 during the time of inspection. A full inspection is performed for all substructure elements.

Printed on: Tuesday 12/26/2017 09:06 AM 55C0148/AAAH/39621

INSPECTION COMMENTARY

REVISIONS

The slope protection (element 256) is deleted from element table, because the channel lining in continuous at the channel and under the bridge.

NBI #108A was modified from 1 (Concrete) to 2 (Integrated Concrete) because of the bridge deck is protected with polyester concrete.

DECK AND ROADWAY

The roadway at the east side roadway of eastbound lanes has a pothole 1.5 feet X 1 foot X 3 inches at the south shoulder. (see the attached photos no. 1 to 3)

SUBSTRUCTURE

There is soot at the concrete girders at the west span, using the binocular there is no visible damaged noted.

SAFE LOAD CAPACITY

A load Rating Summary sheet is archived on 11/13/2014 with this bridge inspection report. This load rating was assigned in accordance with current SM&I procedures.

No. /Pr		t Element Description	Env	Total Qty	Units	-		ondition St. 3	
12		Deck-RC	2	688	sq.m	587	101	0	0
108	0 -	Delamination/Spall/Patched Area	2	1		0	1	0	0
113	0	Cracking (RC and Other)	2	100		0	100	0	0
(east end)	·								
		exhibits several cracks with 5-10 fe		_		_		_)5
The concre		tbound lane 3 and south shoulder. (s	see the	attac	hed pho	otos no	. 6 & 7) -	
The concreinches wid	e at wes	tbound lane 3 and south shoulder. (s	see the	1757		otos no 1657	100	0	0
The concre	e at wes	tbound lane 3 and south shoulder. (s	see the	attac	hed pho	otos no	. 6 & 7) -	
The concre inches wid	e at wes	tbound lane 3 and south shoulder. (s	see the	1757	hed pho	otos no 1657	100	0	0
The concre inches wid 16	e at wes	Top Flange-RC Efflorescence/Rust Staining	see the	1757 100	sq.m	1657 0	. 6 & 7 100 100	0	0
The concre inches wid 16	e at wes 0 1 3211	Top Flange-RC Efflorescence/Rust Staining Deck Wearing Surface-Concrete	2 2 2	1757 100 1571	sq.m	1657 0 1567	. 6 & 7 100 100 4	0 0	0 0
The concre inches wid 16 112 51:	e at wes 0 1 3211 3221	tbound lane 3 and south shoulder. (s Top Flange-RC Efflorescence/Rust Staining Deck Wearing Surface-Concrete Delam./Spall/Patch-Concrete (WS)	2 2 2 2	1757 100 1571 2	sq.m	0 1567 0 1567	. 6 & 7 100 100 4 2	0 0 0	0 0 0

Printed on: Tuesday 12/26/2017 09:06 AM

	Defect /Prot	Defect Element Description	Env		Units	_		Condition S	
No.				Qty		SC. 1	St. 2	ac. 3 a	L. 4
_	_	concrete is placed on top of significant defects noted.	the original dec	c only.					
	11-3211)			-					
	are few	spalls 12 inches X 3 inches	X 0.75 inches at t	the poly	vester	concret	e at h	ninges 2 ar	nd 5
	11-3221)	lanes.							
•	•	transverse cracks at eastbou	and lane 3 at east	span.					
109		Girder/Beam-PS Conc.	2	387	m	387	0	0	0
(109)					•				
There	were no	significant defects noted.							
110		Girder/Beam-RC	2	697	m	687	10	0	0
	1130	Cracking (RC and Other)	2	10		0	10	0	0
(110)									
There	were no	significant defects noted.							
(110-			· · · · · · · · · · · · · · · · · · ·	11					
	oncrete (girders at the (original port							
182		EQ Restrainer Cable-Oth	er 2	18	ea.	18	0	0	0
(182)		significant defects noted							
210	were no	significant defects noted. Pier Wall-RC	2	155		155	0	0	0
		Pier wall-RC		155	m	155		<u> </u>	· · · · · · · · · · · · · · · · · · ·
(210)									
	were no	significant defects noted							
There	were no	significant defects noted.	2	64		64	0		0
There 215	were no	significant defects noted. Abutment-RC	2	64	m	64	0	0	0
There 215 (215)		Abutment-RC	2	64	m	64	0	0	0
There 215 (215)			2	64	m ea.	64	0	0	0
215 (215) There		Abutment-RC significant defects noted.							
There 215 (215) There 227 (227)	were no	Abutment-RC significant defects noted.							
There 215 (215) There 227 (227)	were no	Abutment-RC significant defects noted. Pile-RC							
There 215 (215) There 227 (227) There 302	were no	Abutment-RC significant defects noted. Pile-RC significant defects noted.	2	1	ea.	1	0	0	0
There 215 (215) There 227 (227) There 302 (302)	were no	Abutment-RC significant defects noted. Pile-RC significant defects noted.	2	1	ea.	1	0	0	0
There 215 (215) There 227 (227) There 302 (302)	were no	Abutment-RC significant defects noted. Pile-RC significant defects noted. Joint-Compression Seal	2	1	ea.	1	0	0	0
There 215 (215) There 227 (227) There 302 (302) There	were no	Abutment-RC significant defects noted. Pile-RC significant defects noted. Joint-Compression Seal significant defects noted.	2	56	ea.	56	0	0	0
There 215 (215) There 227 (227) There 302 (302) There 312 (312)	were no	Abutment-RC significant defects noted. Pile-RC significant defects noted. Joint-Compression Seal significant defects noted.	2	56	ea.	56	0	0	0
There 215 (215) There 227 (227) There 302 (302) There 312 (312)	were no	Abutment-RC significant defects noted. Pile-RC significant defects noted. Joint-Compression Seal significant defects noted. Bearing-Enclosed	2	56	ea.	56	0	0	0
There 215 (215) There 227 (227) There 302 (302) There 312 (312) There	were no	Abutment-RC significant defects noted. Pile-RC significant defects noted. Joint-Compression Seal significant defects noted. Bearing-Enclosed significant defects noted.	2	1 56	ea.	1 56	0	0	0

WORK RECOMMENDATIONS

WORK RECOMMENDATIONS

RecDate: 10/24/2014

Work By: LOCAL AGENCY

Status : PROPOSED

EstCost:

DistTarget:

Repair the hole (18 inches x 8 inches xAction : Appr. Roadway-Repair StrTarget: 2 YEARS 12 inches) in the AC westbound departure

(west) lane #1.

Ashraf Shenouda Team Leader :

Ashraf Shenouda Report Author :

A.Shenouda/KD.Henderson Inspected By :

Ashraf Shenouda (Registered Civil Engineer)



STRUCTURE INVENTORY AND APPRAISAL REPORT

STATE NAME CALIFORNIA 069 31 FIACE COOR 060000 060000 060000 060000 060000 060000 06000000 0600000000		**************************************	•	************	****
STRUCTURE NUMBER	(1)	STATE NAME- CALIFORNIA 069			
SINVENTORY ROUTE (ON UNDERS)					
HIGHWAY ASSINY DISTRICT	(5)	INVENTORY ROUTE(ON/UNDER) - ON 140000000		HEALTH INDEX 98.4	
11 PARTURE INTERSCRIPD SANTA ANA RIVER CHANNET 1 1 1 1 1 1 1 1 1				PAINT CONDITION INDEX = N/A	
	(3)	COUNTY CODE 059 (4) PLACE CODE 00000		********* CLASSIFICATION *********	CODE
(104) FACILITY CARRIED	(6)	FEATURE INTERSECTED- SANTA ANA RIVER CHANNEL	(112)	NBIS BRIDGE LENGTH- YES	Y
10 INCATION 10 INCOME 10 INCOME 10 INCOME 11 INCOME 11 INCOME 12 INCOME 11 INCOME 12 INCOME 13 INCOME			(104)	HIGHWAY SYSTEM- ROUTE ON NHS	1
(11) MILEPOINTY/KILOMETERPOINT 1 (10) DEFENSE HIGHWAY NOT STRAINET 0 (11) DARALLEIS ENTECUTURE NOT STRAINET 0 (12) DARALLEIS ENTECUTURE NOT STRA			(26)	FUNCTIONAL CLASS- OTHER PRIN ART URBAN	14
130 LAS INVENTORY NOTE & SUBSCUITE 0.0000000000000000000000000000000000			(100)	DEFENSE HIGHWAY- NOT STRAHNET	0
131 LAS INVENTORY ROUTE & SURROUTE 00000000000 1000 DIRECTION OF TRAFFIC 2 MAY 2	(12)	BASE HIGHWAY NETWORK- PART OF NET 1	(101)	PARALLEL STRUCTURE- NONE EXISTS	N
161 LATITUDE			(102)	DIRECTION OF TRAFFIC- 2 WAY	2
11 LONGITUDE			(103)	TEMPORARY STRUCTURE-	
10 BESIGNATIONAL NETWORK - NOT ON NET 0			(105)	FED.LANDS HWY- NOT APPLICABLE	0
(20) TOLL- ON FREE ROAD 3 1 1 1 1 1 1 1 1 1			(110)	DESIGNATED NATIONAL NETWORK - NOT ON NET	0
(21) MAINTAIN COUNTY HIGHWAY AGENCY 02 (22) ONDERS COUNTY HIGHWAY AGENCY 02 (23) THE COUNTY HIGHWAY AGENCY 02 (24) STRUCTURE TYPE AND MATERIAL ONCESTE COUT TYPE TEE BRAM CODE 204 (34) STRUCTURE TYPE APPRIMATERIAL OTHER/NA CODE 000 (45) NUMBER OF SPANS N MAIN UNIT 6 (46) NUMBER OF SPANS N MAIN UNIT 6 (46) NUMBER OF SPANS N MAIN UNIT 6 (47) DECK STRUCTURE TYPE CIT CONCESTE CODE 1 (108) WEARING SURFACE / FROTECTIVE SYSTEM: A) TYPE OF WEARING SURFACE / FROTECTIVE SYSTEM: A) TYPE OF MEMBRANE NONE CODE 0 C) TYPE OF DECK PROTECTION NONE CODE 0 C) TYPE OF DECK PROTECTION NONE CODE 0 C) TYPE OF DECK PROTECTION NONE CODE 0 C) TYPE OF SERVICE: ON- HIGHWAY 1 (42) YEAR SULLT 1961 (42) ANSWERS DAILT TRAFFIC 25000 (30) YEAR OF ADT 2008 (109) TRUCK ADT 1 (48) LANSES: ON STRUCTURE 66 UNDER STRUCTURE 00 (30) YEAR OF ADT 2008 (109) TRUCK ADT 1 (49) STRUCTURE LENGTH 77.4 M (50) CURB OR SIDEMALK: LEFT 0.0 M RIGHT 1.5 M (51) BRIDGE ROADWAY WIDTH CURB TO CURB 24.5 M (51) BRIDGE ROADWAY WIDTH CURB TO CURB 31.6 M (31) APPROACH ROADWAY WIDTH CURB TO CURB 24.5 M (31) APPROACH ROADWAY WIDTH CURB TO CURB 29.99 M (47) INVENTICAL BRIDGE MEDIAN COOSE NON-MOUNTABLE 3 (33) APPROACH ROADWAY WIDTH CURB TO TAIL MORE CLEAR 99.99 M (47) INVENTICAL ROUTE FUTAL HORIZ CLEAR 99.99 M (47) INVENTICAL CLEAR PRICE CODE NON-MOUNTABLE 3 (58) BOLD RESTRUCTURE ENGRE OF THE CONTROL OF			(20)	TOLL- ON FREE ROAD	3
STRUCTURE TYPE MAIN.MATERIAL	(33)	BONDER BRIDGE STRUCTURE NO. BER	(21)	MAINTAIN- COUNTY HIGHWAY AGENCY	02
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(46) NUMBER OF APPROACH SPANS 0 (60) SUBSTRUCTURE 7 (107) DECK STRUCTURE TYPE- CIP CONCRETE CODE 1 (61) CHANNEL & C		TYPE- OTHER/NA CODE 000	(58)	DECK	7
(61) NOMBER OF APPROACH SYMPS (107) DECK STRUCTURE TYPE - CIP CONCRETE CODE 1 (108) WEARING SURFACE / PROTECTIVE SYSTEM: (109) DECK STRUCTURE TYPE - CIP CONCRETE CODE 1 (107) DECK STRUCTURE TYPE - CIP CONCRETE CODE 1 (108) WEARING SURFACE / PROTECTIVE SYSTEM: (109) PETAPE OF DECK PROTECTION - NONE CODE 0 (110) DESCH PROTECTION - NONE CODE 0 (121) DESIGN LOAD - MS-18 OR HS-20 5 (132) DESIGN LOAD - MS-18 OR HS-20 5 (143) DESIGN LOAD - MS-18 OR HS-20 5 (144) OPERATING RATING METHOD - ASSIGNED (LFD) A 1 (106) YEAR RECONSTRUCTED 1969 (106) YEAR RECONSTRUCTED 1969 (107) DECK PROTECTION - NONE CODE 0 (108) YEAR OF ADT 2008 (109) TRUCK ADT 1 \$ 100 BRIDGE POSTING - SOURCE LEGAL LOADS 5 (109) AVERAGE DAILY TRAFFIC 25000 (109) AVERAGE DAILY TRAFFIC 25000 (109) AVERAGE OF ADT 2008 (109) TRUCK ADT 1 \$ 100 BRIDGE POSTING - SOURCE LEGAL LOADS 5 (109) EXPRANCE OF ADT 2008 (109) TRUCK ADT 1 \$ 100 BRIDGE POSTING - SOURCE LEGAL LOADS 5 (109) EXPRANCE OF ADT 2008 (109) TRUCK ADT 1 \$ 100 BRIDGE POSTING - SOURCE LEGAL LOADS 5 (109) EXPRANCE OF ADT 2008 (109) TRUCK ADT 1 \$ 100 BRIDGE POSTING - SOURCE LEGAL LOADS 5 (109) EXPRANCE OF ADT 2008 (109) TRUCK ADT 1 \$ 100 BRIDGE POSTING - SOURCE LEGAL LOADS 5 (109) EXCRUTURE LEGAT OF MAXIMUM SPAN 14.0 M (109) EXTRUCTURE LORGTH 208 AND SOURCE LEGAL LOADS 5 (109) EXPRANCE OF ADT 2008 (109) TRUCK ADT 1 \$ 100 BRIDGE POSTING - SOURCE LEGAL LOADS 5 (109) EXPRANCE ADT 2008 (109) TRUCK ADT 1 \$ 100 BRIDGE POSTING - SOURCE LEGAL LOADS 5 (109) EXPRANCE OF ADT 2008 (109) TRUCK ADT 1 \$ 100 BRIDGE POSTING - SOURCE LEGAL LOADS 5 (109) EXPRANCE OF ADT 2008 (109) TRUCK ADT 1 \$ 100 BRIDGE POSTING - SOURCE LEGAL LOADS 5 (109) EXPRENDED ADT 2008 (109) TRUCK ADT 1 \$ 100 BRIDGE POSTING - SOURCE LEGAL LOADS 5 (109) EXCRUTURE LEGAT BOTH 1 \$ 100 BRIDGE POSTING - SOURCE LEGAL LOADS 5 (109) EXCRUTURE LEGAT BOTH 1 \$ 100 BRIDGE POSTING - SOURCE LEGAL ADDRESS 5 (111) EXPRICTION - CODE 1 \$ 100 BRIDGE POSTING - SOURCE LEGAL ADDRESS 5 (111) EXPRINTED ADDRESS 5 (111) EXPRISED ADDRESS 5 (112) EXPRISED ADDRESS 5 (113) EXPRI	(45)	NUMBER OF SPANS IN MAIN UNIT 6			
(108) WEARING SURPACE / PROTECTIVE SYSTEM: A) TYPE OF WEARING SURPACE- INTEGRAL CONC. CODE 2 B) TYPE OF MEMBRANE- NONE CODE 0 C) TYPE OF DECK PROTECTION- NONE CODE 0 C) TYPE OF DECK PROTECTION- NONE CODE 0 (63) OPERATING RATING METHOD- ASSIGNED (LFD) A (64) OPERATING RATING METHOD- ASSIGNED (LFD) A (65) OPERATING RATING METHOD- ASSIGNED (LFD) A (66) OPERATING RATING METHOD- ASSIGNED (LFD) A (67) OPERATING RATING METHOD- ASSIGNED (LFD) A (68) OPERATING RATING METHOD- ASSIGNED (LFD) A (69) OPERATING RATING- ASSIGNED (LFD) A (60) VERAN FROM THIS METHOD- ASSIGNED (LFD) A (60) OPERATING RATING- ASSIGNED (LFD) A (61) OPERATING RATING- ASSIGNED (LFD) A (62) OPERATING RATING- ASSIGNED (LFD) A (63) OPERATING RATING- ASSIGNED (LFD) A (64) OPERATING RATING- ASSIGNED (LFD) A (64) OPERATING RATING- ASSIGNED (LFD) A (65) INVENTORY RATING- ASSIGNED (LFD) A (66) INVENTORY RATING- ASSIGNED (LFD) A (77) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5 (41) STRUCTURE OPEN, POSTED OR CLOSED- A DESCRIPTION- OPEN, NO RESTRICTION (63) DECK GEOWETRY 5 (64) DECK GEOWETRY 5 (65) DECK GEOWETRY 5 (66) INVENTORY RATING- ASSIGNED (LFD) A (76) STRUCTURE OPEN, POSTED OR CLOSED- A DESCRIPTION- OPEN, NO RESTRICTION (76) STRUCTURE LEAGHT 7 (77) STRUCTURE LEAGURING RATING- ASSIGNED (LFD) A (77) STRUCTURE OPEN, NO RESTRICTION (78) DECK WIDTH OF MAXIMUM SPAN 14.0 M (79) UNDERCLEARANCES, VERTICAL & HORIZONTAL N (79) WATER ADEQUACY (70) WATER ADEQUACY (70) WATER ADEQUACY (71) WATER ADEQUACY (72) APPROACH ROADWAY WIDTH CURB TO CURB 24.5 M (73) RAYLOR OF MAXIMUM WIDTH CURB TO CURB 24.5 M (74) INVENTORY ROTHE IN VERT CLEAR 99.99 M (75) CHIEF OF THE OPEN AND AND AND AND AND AND AND AND AND AN	(46)	NUMBER OF APPROACH SPANS 0			·
106 WEARING SURFACE INTEGRAL CONC.CODE 2 CODE 1 1 1 1 1 1 1 1 1	(107)	DECK STRUCTURE TYPE- CIP CONCRETE CODE 1		≠	
TYPE OF MEMBRANE: NONE	(108)	WEARING SURFACE / PROTECTIVE SYSTEM:	(62)	CULVERTS	N
C	. A)	TYPE OF WEARING SURFACE- INTEGRAL CONC. CODE 2		****** LOAD RATING AND POSTING ******	* CODE
AGE AND SERVICE 1961 1961 1961 1961 1969 196	B)	TYPE OF MEMBRANE- NONE CODE 0	(31)	DESIGN LOAD- MS-18 OR HS-20	5
(64) OPERATING RATING 54.1 (27) YEAR BUILT 1961 (65) INVENTORY RATING METHOD ASSIGNED (LFD) A (28) LANES:ON STRUCTURE UNDER 1969 (28) AVERAGE DAILY TRAFFIC 25000 (30) YEAR OF ADT 2008 (109) TRUCK ADT 1 k (48) LENGTH OF MAXIMUM SPAN 14.0 M (49) STRUCTURE GEOMETRIC DATA (48) LENGTH OF MAXIMUM SPAN 14.0 M (49) STRUCTURE LEGGH 77.4 M (49) STRUCTURE LEGGH 77.4 M (51) BRIDGE ROADWAY WIDTH CURB TO CURB 24.5 M (32) APPROACH ROADWAY WIDTH CURB TO CURB 24.5 M (33) APPROACH ROADWAY WIDTH (W/SHOULDERS) 25.7 M (34) SKEW 9 DEG (35) STRUCTURE FLARED NO (34) INVENTORY ROUTE MIN VERT CLEAR 99.99 M (34) INVENTORY ROUTE TOTAL HORIZ CLEAR 13.4 M (35) MAVIGATION CONTROL- NOT APPLICABLE CODE NO MIN VERT LUBRACIEAR REF- NOT H/RR 0.0 M (111) PIER PROTECTION- CODE (39) NAVIGATION VERTICAL CLEAR RIFE NOT H/RR 0.0 M (111) PIER PROTECTION- CODE (39) NAVIGATION VERTICAL CLEAR RIFE NOT H/RR 0.0 M (111) PIER PROTECTION- CODE (39) NAVIGATION VERTICAL CLEAR RIFE NOT H/RR 0.0 M (111) PIER PROTECTION- CODE (39) NAVIGATION VERTICAL CLEAR RIFE NOT H/RR 0.0 M (111) PIER PROTECTION- CODE (39) NAVIGATION VERTICAL CLEAR RIFE NOT H/RR 0.0 M (111) PIER PROTECTION- CODE (39) NAVIGATION VERTICAL CLEAR RIFE NOT H/RR 0.0 M (111) PIER PROTECTION- CODE (39) NAVIGATION VERTICAL CLEAR RIFE NOT H/RR 0.0 M (111) PIER PROTECTION- CODE (39) NAVIGATION VERTICAL CLEAR RIFE NOT H/RR 0.0 M (111) PIER PROTECTION- CODE (39) NAVIGATION VERTICAL CLEARANCE 0.0 M (31) NAVIGATION VERTICAL CLEARANCE 0.0 M (32) NAVIGATION VERTICAL CLEARANCE 0.0 M (33) NAVIGATION VERTICAL CLEARANCE 0.0 M (34) STRUCTURE RIPE NOW MENT VERT CLEAR 0.0 M (34) STRUCTURE RIPE NOW MENT VERT CLEAR 0.0 M (35) MIN VERT CLEAR NOW MENT VERT CLEAR 0.0 M (36) TRATEGURANCE, VERTICAL CLEARANCE 0.0 M (37) YEAR OF JURING RATING CLEAR AND C.C. (40) NUMBER CLEARANCE 0.0 M (41) NUMBER CLEARANCE 0.0 M (42) NUMBER CLEARANCE 0.0 M (43) STRUCTURE RIPE NOW MENT VERT CLEAR 0.0 M (44) NUM	C)	TYPE OF DECK PROTECTION- NONE CODE 0			A
166 YEAR RECONSTRUCTED 1969 166 INVENTORY RATING- 32.4		******* AGE AND SERVICE **********			
(42) TYPE OF SERVICE: ON HIGHWAY 5 UNDER WATERWAY 5 (28) LANES: ON STRUCTURE 06 UNDER STRUCTURE 06 DESCRIPTION OPEN, NO RESTRICTION (30) YEAR OF ADT 2008 (109) TRUCK ADT 1	(27)	YEAR BUILT 1961	(65)	INVENTORY RATING METHOD- ASSIGNED (LFD)	A
UNDER-	(106)	YEAR RECONSTRUCTED 1969	(66)	INVENTORY RATING-	32.4
CARRESTORM STRUCTURE	(42)	TYPE OF SERVICE: ON- HIGHWAY 1	(70)	BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LO	ADS 5
DESCRIPTION- OPEN, NO RESTRICTION CODE			(41)	STRUCTURE OPEN, POSTED OR CLOSED-	А
(30) YEAR OF ADT 2008 (109) TRUCK ADT 1 % **********************************				DESCRIPTION- OPEN, NO RESTRICTION	
(19) BYPASS, DETOUR LENGTH 2 KM (67) STRUCTURAL EVALUATION 7 ************************************					
**************************************		·			CODE
(48) LENGTH OF MAXIMUM SPAN 14.0 M (49) STRUCTURE LENGTH 77.4 M (50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 1.5 M (51) BRIDGE ROADWAY WIDTH CURB TO CURB 24.5 M (52) DECK WIDTH OUT TO OUT 31.6 M (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 25.7 M (33) BRIDGE MEDIAN- CLOSED NON-MOUNTABLE 3 (34) SKEW 9 DEG (35) STRUCTURE FLARED NO (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M (10) INVENTORY ROUTE TOTAL HORIZ CLEAR 13.4 M (53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M (54) MIN VERT UNDERCLEAR REF- NOT H/RR 0.00 M (55) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.00 M (56) MIN LAT UNDERCLEAR LT 0.0 M (111) PIER PROTECTION- CODE (39) NAVIGATION CONTROL- NOT APPLICABLE CODE NOW MO INVERT CLEAR MO INVERT CRIT DETAIL- NO MO A) (110) VERT-LIFT BRIDGE NAW MIN VERT CLEAR MO INVERT CLEAR MO INVERT CLEAR MO INVERT CRIT DETAIL- NO MO A) (140) NAVIGATION HORIZONAL CLEARANCE MO MO MO B) (141) WATER ADEQUACY (142) NAVIGATION PROBLEMENT CORD MO MO MO MO MO MO B) (144) UNDERWATER INSP- NO MO B)	(19)	BYPASS, DETOUR LENGTH 2 KM			
(49) STRUCTURE LENGTH 77.4 M (71) WATER ADEQUACY 8 (50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 1.5 M (72) APPROACH ROADWAY ALIGNMENT 7 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 24.5 M (36) TRAFFIC SAFETY FEATURES 1111 (52) DECK WIDTH OUT TO OUT 31.6 M (13) SCOUR CRITICAL BRIDGES 8 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 25.7 M ***********************************		******** GEOMETRIC DATA ***********			_
(72) APPROACH ROADWAY ALIGNMENT 7 (73) APPROACH ROADWAY ALIGNMENT 7 (74) M (75) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 1.5 M (75) BRIDGE ROADWAY WIDTH CURB TO CURB 24.5 M (75) DECK WIDTH OUT 31.6 M (113) SCOUR CRITICAL BRIDGES 8 (1111) SCOUR CRITICAL BRIDGES 8 (112) APPROACH ROADWAY WIDTH (W/SHOULDERS) 25.7 M (75) TYPE OF WORK- CODE (76) LENGTH OF STRUCTURE IMPROVEMENTS ************ (33) BRIDGE MEDIAN- CLOSED NON-MOUNTABLE 3 (75) TYPE OF WORK- CODE (76) LENGTH OF STRUCTURE IMPROVEMENT M (76) LENGTH OF STRUCTURE IMPROVEMENT M (77) INVENTORY ROUTE MIN VERT CLEAR 99.99 M (94) BRIDGE IMPROVEMENT COST (77) ROADWAY IMPROVEMENT COST (77) ROADWAY IMPROVEMENT COST (77) TOTAL PROJECT COST (77) TOTAL PROJECT COST (77) YEAR OF IMPROVEMENT COST (77) YEAR OF IMPROVEMENT COST (77) YEAR OF IMPROVEMENT COST ESTIMATE (77) YEAR OF FUTURE ADT (77) YEAR OF F	(48)	LENGTH OF MAXIMUM SPAN 14.0 M			
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(51) BRIDGE ROADWAY WIDTH CURB TO CURB (52) DECK WIDTH OUT TO OUT (53) APPROACH ROADWAY WIDTH (W/SHOULDERS) (54) APPROACH ROADWAY WIDTH (W/SHOULDERS) (55) BRIDGE MEDIAN- CLOSED NON-MOUNTABLE (54) SKEW 9 DEG (35) STRUCTURE FLARED (55) MIN VENTORY ROUTE MIN VERT CLEAR (56) MIN VERT CLEAR OVER BRIDGE RDWY (57) MIN VERT UNDERCLEAR REF- NOT H/RR (58) MIN VERT UNDERCLEAR RT REF- NOT H/RR (59) MIN LAT UNDERCLEAR RT REF- NOT H/RR (50) MIN LAT UNDERCLEAR LT (51) MIN LAT UNDERCLEAR LT (52) MIN LAT UNDERCLEAR LT (53) MAVIGATION CONTROL- NOT APPLICABLE (54) MIN VERT CLEAR OVER BRIDGE RDWY (55) MIN LAT UNDERCLEAR LT (56) MIN LAT UNDERCLEAR LT (57) TYPE OF WORK- (59) ROADWAY IMPROVEMENT COST (90) TOTAL PROJECT COST (114) FUTURE ADT (115) YEAR OF FUTURE ADT (116) YEAR OF FUTURE ADT (117) YEAR OF FUTURE ADT (118) YEAR OF FUTURE ADT (119) YEAR OF FUTURE ADT (110) INSPECTION DATE 06/17 (91) FREQUENCY 48 MO (111) PIER PROTECTION- (111) PIER PROTECTION- (112) CODE (113) SCOUR CRITICAL BRIDGES (114) SCOUR CRITICAL BRIDGES (115) SCOUR CRITICAL BRIDGES (116) VERTOL WITHOUT OUT TO WITHOUT AND	(50)	CURB OR SIDEWALK: LEFT 0.0 M RIGHT 1.5 M			
(32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 25.7 M (33) BRIDGE MEDIAN- CLOSED NON-MOUNTABLE 3 (34) SKEW 9 DEG (35) STRUCTURE FLARED NO (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M (11) INVENTORY ROUTE TOTAL HORIZ CLEAR 13.4 M (15) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M (15) MIN VERT UNDERCLEAR REF- NOT H/RR 0.00 M (15) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.00 M (15) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.00 M (15) MIN LAT UNDERCLEAR LT 0.0 M (15) MIN LAT UNDERCLEAR LT 0.0 M (111) PIER PROTECTION- CODE (39) NAVIGATION CONTROL- NOT APPLICABLE CODE N (111) PIER PROTECTION- CODE (39) NAVIGATION VERTICAL CLEARANCE 0.0 M (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR M (117) MANUGATION HORIZONTAL CLEARANCE 0.0 M (118) NAVIGATION HORIZONTAL CLEARANCE 0.0 M (119) NAVIGATION HORIZONTAL CLEARANCE 0.0 M (110) NAVIGATION HORIZONTAL CLEARANCE 0.0 M (1110) NAVIGATION HORIZONTAL CLEARANCE 0.0 M (1111) NAVIGATION HORIZONTAL CLEARANCE 0.0 M (1112) NAVIGATION HORIZONTAL CLEARANCE 0.0 M (1113) NAVIGATION HORIZONTAL CLEARANCE 0.0 M (1114) NAVIGATION HORIZONTAL CLEARANCE 0.0 M (115) NAVIGATION HORIZONTAL CLEARANCE 0.0 M (116) NAVIGATION HORIZONTAL CLEARANCE 0.0 M (1175) TYPE OF WORK- CODE (175) TYPE OF WORK- CODE (194) BRIDGE IMPROVEMENT COST (195) ROADWAY IMPROVEMENT COST (196) TOTAL PROJECT COST (114) FUTURE ADT (115) YEAR OF FUTURE ADT (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR (1175) TYPE OF WORK- CODE (1175) TYPE OF WORK- CODE (1175) TYPE OF WORK- CODE (118) TYPE OF WORK- CODE (119) WORK- CODE (1114) FUTURE ADT (1115) YEAR OF FUTURE ADT (1116) TYPE OF WORK- CODE (1117) TYPE OF WORK- (1118) PUT OF WORK- (1118) PUT OF WORK- (1119) TYPE OF WORK- (1119) TYPE OF WORK- (1111) PUT OF WORK- (1111) PUT OF WORK- (1112) PUT OF WORK- (1112) PUT OF WORK- (1113) PUT OF WORK- (1114) PUT OF WORK- (1115) PUT OF WORK- (1115) PUT OF WORK- (1116) PUT OF WORK- (1117) TYPE OF WORK- (1117) TYPE OF WORK- (1118) PUT OF WORK- (1118) PUT OF WORK- (1118) PUT OF WORK- (1118) PUT OF WORK- ((51)	BRIDGE ROADWAY WIDTH CURB TO CURB 24.5 M			
(32) BRIDGE MEDIAN- CLOSED NON-MOUNTABLE 3 (75) TYPE OF WORK- CODE (34) SKEW 9 DEG (35) STRUCTURE FLARED NO (76) LENGTH OF STRUCTURE IMPROVEMENT M (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M (94) BRIDGE IMPROVEMENT COST (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 13.4 M (95) ROADWAY IMPROVEMENT COST (53) MIN VERT UNDERCLEAR REF- NOT H/RR 0.00 M (96) TOTAL PROJECT COST (54) MIN VERT UNDERCLEAR RT REF- NOT H/RR 0.00 M (97) YEAR OF IMPROVEMENT COST ESTIMATE (55) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.0 M (114) FUTURE ADT 58671 (56) MIN LAT UNDERCLEAR LT 0.0 M (115) YEAR OF FUTURE ADT 2036 ***********************************	(52)	DECK WIDTH OUT TO OUT 31.6 M	(113)		
(34) SKEW 9 DEG (35) STRUCTURE FLARED NO (76) LENGTH OF STRUCTURE IMPROVEMENT M (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 13.4 M (53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M (54) MIN VERT UNDERCLEAR REF- NOT H/RR 0.00 M (55) MIN LAT UNDERCLEAR REF- NOT H/RR 0.0 M (56) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.0 M (56) MIN LAT UNDERCLEAR LT 0.0 M (56) MIN LAT UNDERCLEAR LT 0.0 M (58) NAVIGATION CONTROL- NOT APPLICABLE CODE N (511) PIER PROTECTION- CODE (39) NAVIGATION VERTICAL CLEARANCE 0.0 M (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR M (117) NAVIGATION MORIZONTAL CLEARANCE 0.0 M (118) MAVIGATION MORIZONTAL CLEARANCE 0.0 M (100) INSPECTION NO MO B (119) UNDERWATER INSP- NO MO B	(32)	APPROACH ROADWAY WIDTH (W/SHOULDERS) 25.7 M		****** PROPOSED IMPROVEMENTS *******	*
(10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 13.4 M (53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M (54) MIN VERT UNDERCLEAR REF- NOT H/RR 0.00 M (55) MIN LAT UNDERCLEAR REF- NOT H/RR 0.0 M (56) MIN LAT UNDERCLEAR LT 0.0 M (56) MIN LAT UNDERCLEAR LT 0.0 M (56) MIN LAT UNDERCLEAR LT 0.0 M (58) NAVIGATION CONTROL- NOT APPLICABLE CODE N (111) PIER PROTECTION- CODE (39) NAVIGATION VERTICAL CLEARANCE 0.0 M (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR M (117) MANUGATION HORIZONTAL CLEARANCE 0.0 M (118) MANUGATION HORIZONTAL CLEARANCE 0.0 M (119) MANUGATION HORIZONTAL CLEARANCE 0.0 M (110) NAVIGATION HORIZONTAL CLEARANCE 0.0 M (111) BIGGE TIMPROVEMENT COST (96) TOTAL PROJECT COST (97) YEAR OF IMPROVEMENT COST ESTIMATE (114) FUTURE ADT 58671 (115) YEAR OF FUTURE ADT 2036 (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR M (117) INSPECTION DATE 06/17 (91) FREQUENCY 48 MO (118) PROJECTION VERTICAL CLEARANCE 0.0 M (119) INSPECTION DATE CRIT DETAIL- NO MO A) (110) WERT-LIFT BRIDGE NAV MIN VERT CLEAR M (1110) NAVIGATION HORIZONTAL CLEARANCE 0.0 M (1111) BIGGE TIMPROVEMENT COST (96) TOTAL PROJECT COST (1114) FUTURE ADT (112) YEAR OF FUTURE ADT (115) YEAR OF FUTURE ADT (115) YEAR OF FUTURE ADT (115) YEAR OF FUTURE ADT (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR M (117) INSPECTION DATE 06/17 (91) FREQUENCY 48 MO (118) PROJECTION DATE 06/17 (91) FREQUENCY 48 MO (119) INSPECTION DATE 06/17 (91) FREQUENCY 48 MO (1110) PROJECTION VERTICAL CLEARANCE 0.0 M (1111) PROJECTION MORE OF THE ORDER OF THE OR	(33)		(75)	TYPE OF WORK- CODE	
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(53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M (54) MIN VERT UNDERCLEAR REF- NOT H/RR 0.00 M (55) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.0 M (56) MIN LAT UNDERCLEAR LT 0.0 M (56) MIN LAT UNDERCLEAR LT 0.0 M (57) YEAR OF IMPROVEMENT COST ESTIMATE (114) FUTURE ADT 58671 (115) YEAR OF FUTURE ADT 2036 ***********************************	(10)	INVENTORY ROUTE MIN VERT CLEAR 99.99 M	(94)	BRIDGE IMPROVEMENT COST	
(54) MIN VERT UNDERCLEAR REF- NOT H/RR 0.00 M (55) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.0 M (56) MIN LAT UNDERCLEAR LT 0.0 M (56) MIN LAT UNDERCLEAR LT 0.0 M (57) YEAR OF IMPROVEMENT COST ESTIMATE (114) FUTURE ADT 58671 (115) YEAR OF FUTURE ADT 2036 ***********************************	(47)	INVENTORY ROUTE TOTAL HORIZ CLEAR 13.4 M	(95)	ROADWAY IMPROVEMENT COST	
(55) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.0 M (114) FUTURE ADT 58671 (56) MIN LAT UNDERCLEAR LT 0.0 M (115) YEAR OF FUTURE ADT 2036 ***********************************			(96)	TOTAL PROJECT COST	
(55) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.0 M (114) FUTURE ADT 58671 (56) MIN LAT UNDERCLEAR LT 0.0 M (115) YEAR OF FUTURE ADT 2036 ***********************************			(97)	YEAR OF IMPROVEMENT COST ESTIMATE	
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(116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR M B) UNDERWATER INSP- NO MO B)	(39)				DATE
(AO) NAVICATION HODIZONTAL CLEADANCE O O M	(116)				
	(40)	NAVIGATION HORIZONTAL CLEARANCE 0.0 M			

Printed on: Tuesday 12/26/2017 09:06 AM

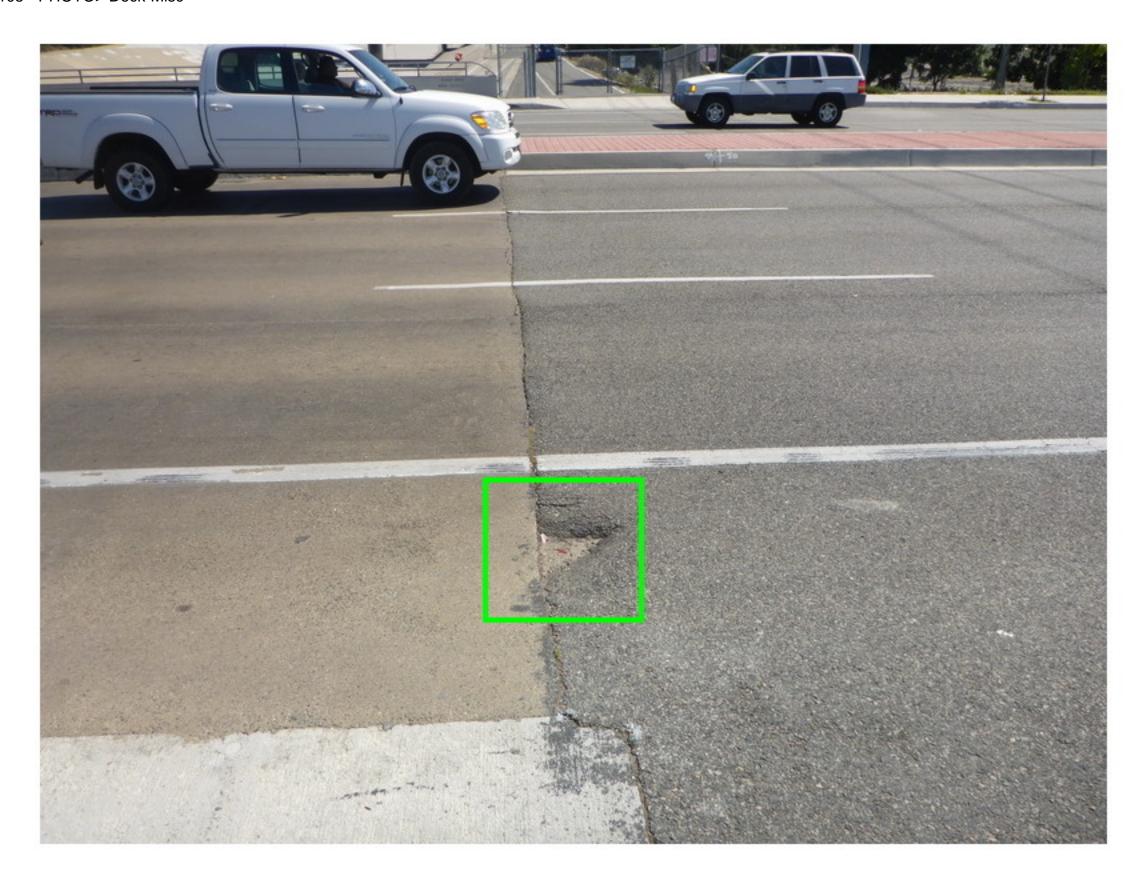


Photo No. 1 AC roadway at the outh shoulder EB llanes has a pothole 1.5 ft X 1 ft X 3 inches.



Photo No. 2 AC roadway at the outh shoulder EB llanes has a pothole 1.5 ft X 1 ft X 3 inches.



Photo No. 3 AC roadway at the outh shoulder EB llanes has a pothole 1.5 ft X 1 ft X 3 inches.

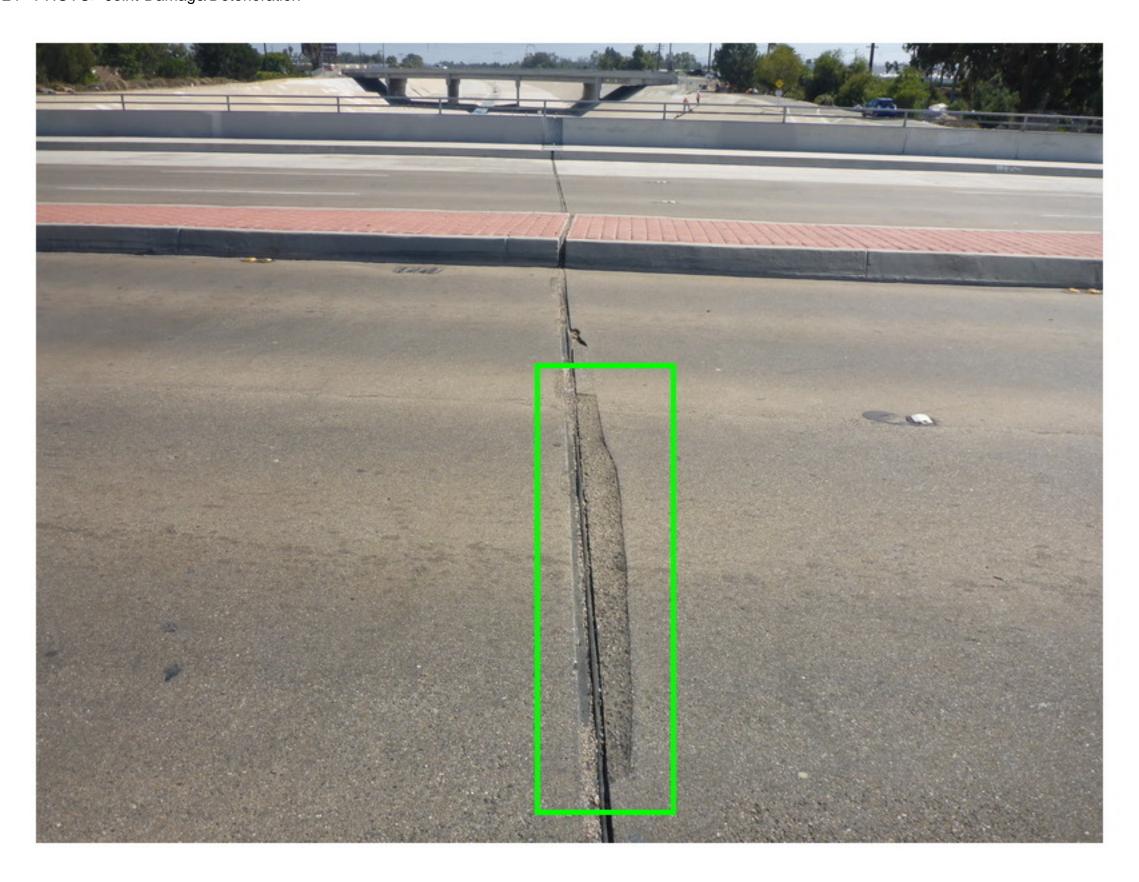


Photo No. 4
Polyester spall at joint 5.

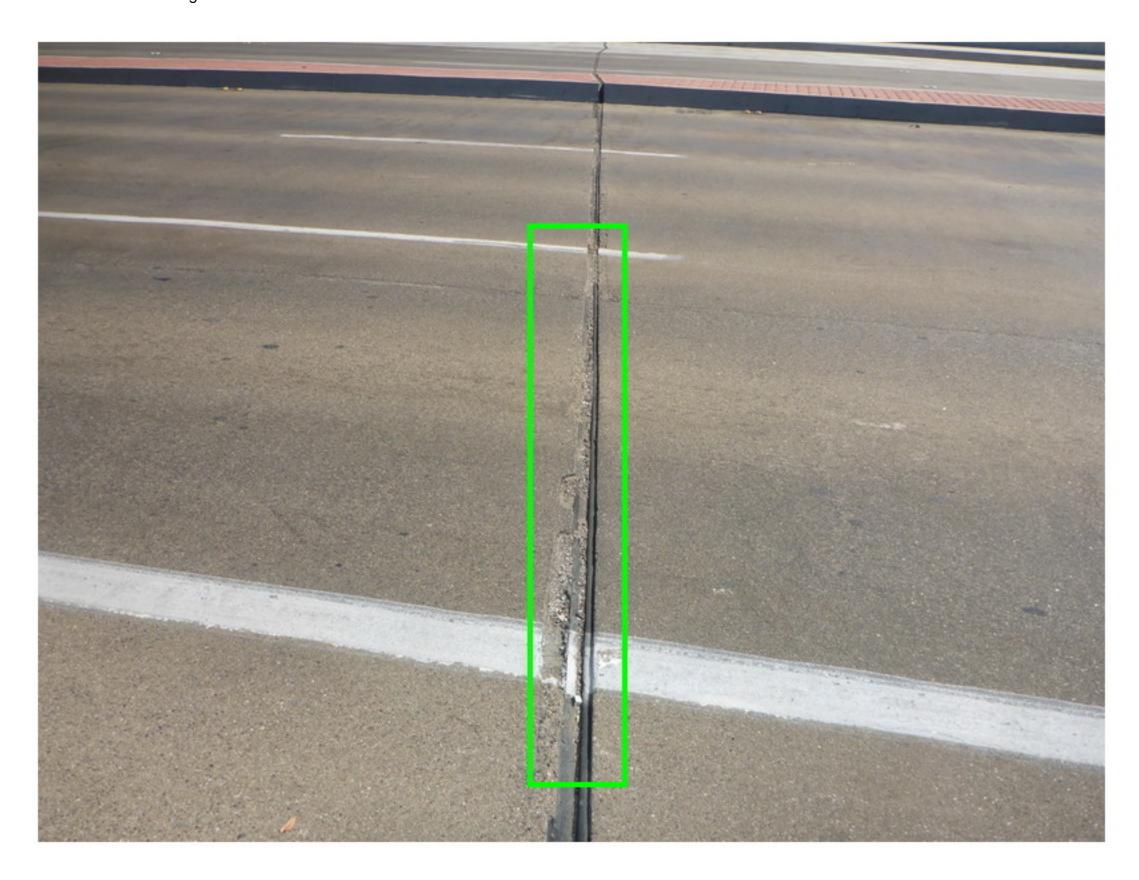


Photo No. 5 Polyester spall at joint 2.



Photo No. 6

Deck transverse cracks.

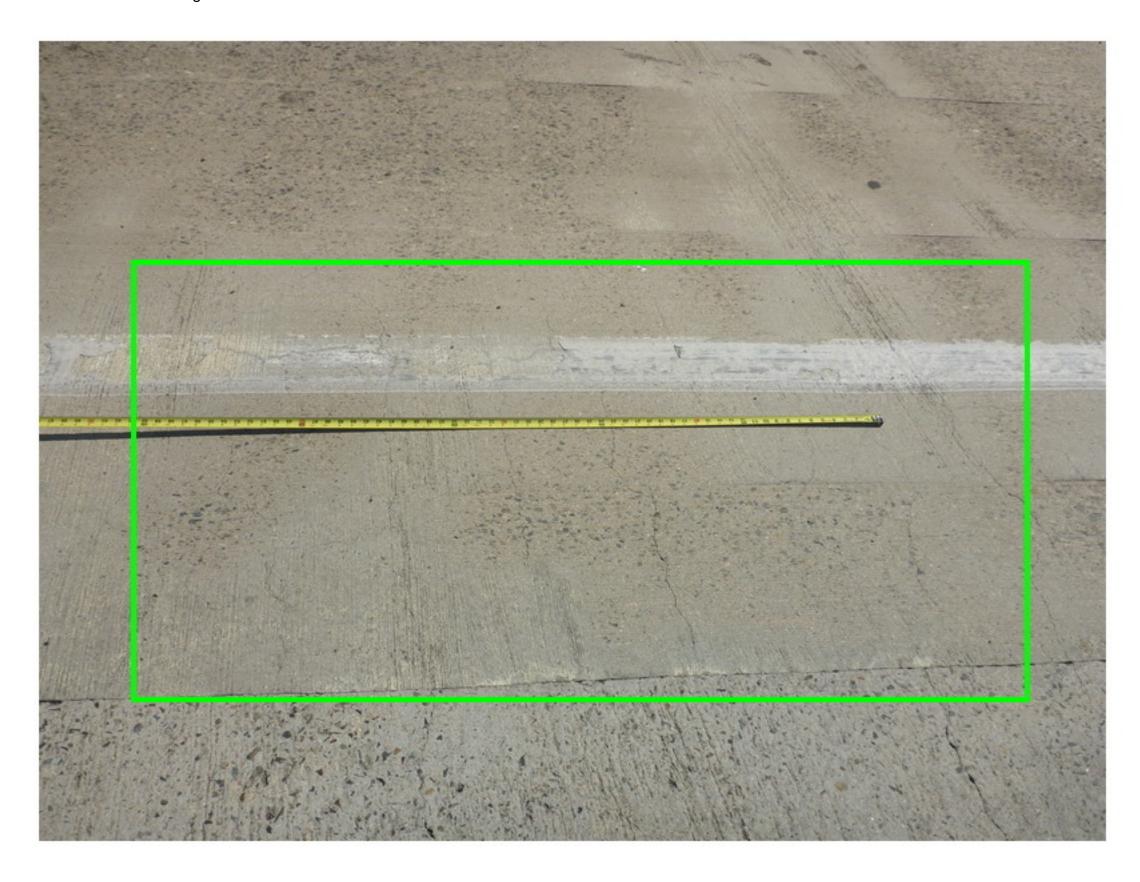


Photo No. 7
Deck transverse cracks.



Photo No. 8
Soot is noticed at the westerly span under the RC girders.



Photo No. 9
Transverse cracks with white efflorescence at the soffit, maily at the original portion.