STATE OF CALIFORNIA - CALIFORNIA STATE TRANSPORTATION AGENCY

GAVIN NEWSOM, Governor

DEPARTMENT OF TRANSPORTATION
DIVISION OF MAINTENANCE
STRUCTURE MAINTENANCE & INVESTIGATIONS
100 South Main Street, 3rd Floor
LOS ANGELES, CA 90012
PHONE (213) 897-2004
FAX (213) 897-2033

Making Conservation
a California Way of Life.

April 16, 2019

Mr. Shane Silsby
Director of Public Works
County of Orange
P O Box 4048
Santa Ana, CA 92702-4048

Dear Mr. Silsby:

In accordance with Title 23 of the Code of Federal Regulations (Federal Highway Act) and the National Bridge Inspection Standards (NBIS), Caltrans Structure Maintenance and Investigations performed an inspection of 2 bridges under your jurisdiction. The type of inspection is indicated on the bridge report transmittal sheet. The bridges have been rated to indicate their deficiencies, structural adequacy, safe load carrying capacity and overall general condition.

Enclosed are copies of the Bridge Inspection Reports for the structures noted on the attached transmittal sheet. These reports contain descriptions of physical changes to the structures since the last inspection, recommendations for work to be done, and additional information not recorded in the previous Bridge Reports.

Your attention is directed to the requirements of Title 23, Part 650 of the Code of Federal Regulations, where newly completed structures or any modification of existing structures shall be entered in the inventory within 90 days. Please notify this office of any newly constructed bridge or culvert within your jurisdiction, more than 20 feet measured along the center of the roadway and carrying public vehicular traffic or over a public roadway, in order that it may be entered in the inventory of bridge structures in compliance with Federal requirements.

Should you have any questions regarding the enclosed Bridge Inspection Reports, please contact Bing Wu @ (213) 897-0874.

Sincerely,

Gedeon Wanode

for CHING CHAO
Office Chief
Structure Maintenance & Investigations - (Investigations-South)

Enclosures

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Bridge Report Transmittal Sheet

Batch 46626

County of Orange

Bridge #	Bridge Name	Location	Inspection Date	Inspection Type	Outstanding Work	Outstanding Cost
55C0606	ARROYO TRABUCO	0.6 MI E/O FELIPE ROAD	08/31/2018	Routine	Y	$
55C0637	ARROYO TRABUCO	0.5 MI E/O MARGUERITE PWY	08/31/2018	Routine	Y	$

2 Bridge(s) in this Transmittal

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WEB SITES:

The National Bridge Inspection Standards (NBIS) Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges, Element Level Inspection, Structure Maintenance and Investigations Manuals, Local Assistance Program Guidelines and other related information are posted on Division of Maintenance, Structure Maintenance and Investigations; Division of Local Assistance, Local Highway Bridge Program (HBP) and FHWA websites.
The websites can be accessed at:

1. "Caltrans Structure Maintenance and Investigations" http://www.dot.ca.gov/hq/structur/strmaint/
2. "Caltrans Division of Local Assistance"
http/www.dot.ca.gov/hq/LocalPrograms/hbrr99/hbrr99a.htm
3. "FHWA" http/www.fhwa.dot.gov/BRIDGE/mtguide.pdf

Inspection Type Definitions

Routine Inspection:

Routine Inspections consist of both the initial Inventory Inspection (the first inspection of the bridge that places it in the bridge inventory or when there has been a change in the configuration of the structure) and subsequent regularly scheduled inspections. The initial inspection provides all the Structural Inventory & Appraisal (SI&A) data required by federal and state regulations, determines the baseline structural conditions, lists any existing problems, and establishes the load capacity of the structure. Subsequent inspections consist of observations, measurements needed to determine the physical and functional condition of the bridge, to identify any changes from the previously recorded conditions, and verification of its load capacity. These inspections are generally conducted from the deck, ground and/or water level, and from permanent work platforms and walkways, if present. Inspection of underwater portions of the substructure is limited to observations during low-flow periods and/or probing for signs of undermining. Special equipment should be utilized in circumstances where its use provides the only practical access to areas of the structure.

Fracture Critical, Special Feature & Underwater Inspections:

Fracture Critical, Special Feature, and Underwater Inspections are up close, hands-on inspections of one or more members above or below the water level to identify any deficiencies not readily detectable using Routine Inspection procedures. These inspections generally require special equipment such as under-bridge inspection equipment, manlifts, boats, traffic control, and railroad flagging. Personnel with special skills such as divers or structural steel inspectors trained in non-destructive testing techniques may be required.

Other Inspections:

Other Inspections are conducted on damaged structures, structures that have developed specific problems, or structures suspected of developing problems. The scope of these investigations should be sufficient to determine the need for emergency load restrictions or closure of the structure, monitor a changing condition, and to assess the level of effort necessary to effect a repair.

DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 55C0637
Facility Carried: CROWN VALLEY PKWY
Location : 0.5 MI E/O MARGUERITE PW
City :
Inspection Date : 08/31/2018

Bridge Inspection Report

Inspection Type

Routine	FC	Underwater	Special	Other
X				

STRUCTURE NAME: ARROYO TRABUCO

CONSTRUCTION INFORMATION

Year Built : 2000
Year Modified: 2005
Length (m) : 238

Skew (degrees): 0
No. of Joints : 2
No. of Hinges : 0

Structure Description: Continuous 4-span CIP/PS concrete box girder (5 cells) with RC 2-column bents and RC closed end backfilled cantilever abutments, all supported upon 2 feet diameter (abutments) and 10 feet diameter (bents) CIDH concrete piles.
Widen (North side): Continuous 4-span CIP/PS concrete box girder (3 cells) with RC 1-column bents and RC closed end backfilled cantilever abutments.

Span Configuration : (W) 170.50 feet, 219.75 feet, 219.75 feet, 170.50 feet (E) c/c

SAFE LOAD CAPACITY AND RATINGS

Design Live Load: HL 93
Inventory Rating: RF= 1.00 Calculation Method: ASSIGNED (LRFD)
Operating Rating: RF= 1.30 Calculation Method: ASSIGNED (LRFD)
Permit Rating : PPPPP
Posting Load : Type 3: Legal Type 3S2: Legal Type 3-3: Legal

DESCRIPTION ON STRUCTURE

Deck X-Section: (N) 1.00 foot br, 5.00 feet sw, 54.75 feet, 4.00 feet median, 55.00 feet; 5.00 feet sw, 1.00 foot br (S)

Total Width: 38.3 m Net Width: 33.5 m No. of Lanes: 7 Speed: 55 mph
Min. Vertical Clearance: Unimpaired Overlay Thickness: 0.0 inches

Rail Code: 0110

DESCRIPTION UNDER STRUCTURE

Channel Description: Natural earth canyon.

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
A complete routine inspection was performed by walking on and around the bridge to inspect all visible elements of the bridge structure. Bridge deck was inspected by walking on shoulder and median area. Soffit and all substructure were inspected by walking underneath the bridge.

INSPECTION COMMENTARY

The channel is dry and with vegetation from spans #2 through #4 at the time of inspection.

Pedestrian access underneath the bridge is through a hole in CLF in span 4.

There is no need of a special equipment to inspect this structure.

DECK AND ROADWAY
There are random longitudinal to diagonal cracks, up to 0.1 inch wide and 10.0 feet long throughout the entire deck. There are especially map pattern cracks, up to 0.1 inch wide and 6.0 inches spaced apart heavily on westbound lane 1 next to median throughout the entire length.

There are longitudinal cracks 50.0 feet long and up to 0.1 inch wide in both directions above bents #2, #3, and #4; and also, there are few longitudinal cracks 3.0 ft long and up to 0.05 inches wide scattering throughout the deck. The work-recommendation has been made to seal deck cracks with Methacrylate.

Westbound, the middle metal members of the Assembly-Joint are broken, snapped right between lanes #2 and #3 on eastbound at both abutment joints. In addition, The entire rubber strip seal of ELI 303 are twisted, cracked and missing at both abutments. The work-recommendation has been made in the previous bridge inspection report.

Westbound, there are total of 8.0 manholes on the bridge deck.

SUPERSTRUCTURE
There are few longitudinal cracks from 8.0 feet to 12.0 feet long in the soffit of the south box girder in span #4 at 8.0 feet from the south edge.

SUBSTRUCTURE
There is no notable distress observed at the time of inspection.

ENCROACHMENTS
There are total of 6.0 metal conduits (5 at 2.0 inches diameter, 1 at 2.0 inches diameter) that run across the westerly slope protection at the time of inspection.

SAFE LOAD CAPACITY
A Load Rating Summary Sheet dated 03/19/2013 is on file for this structure. The current rating has been assigned in accordance with SMI procedures.

ELEMENT INSPECTION RATINGS AND COMMENTARY

Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State St. 1	St. 2	St. 3	St. 4
16			Top Flange-RC	2	9115	sq.m	7315	1100	700	0
	1130		Cracking (RC and Other)	2	1800		0	1100	700	0

(16)
There were no significant defects noted.

(16-1130)

ELEMENT INSPECTION RATINGS AND COMMENTARY

Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State St. 1	St. 2	St. 3	St. 4
			The concrete deck exhibits: (see photoes 5, 6, 7) There are random longitudinal to diagonal cracks, up to 0.1 inch wide and 10.0 feet long throughout the entire deck. There are especially map pattern cracks, up to 0.1 inch wide and 6.0 inches spaced apart heavily on westbound lane #1 next to median throughout the entire length. There are longitudinal cracks 50.0 feet long and up to 0.1 inch wide in both directions above bents #2, #3, and #4; and also, there are few longitudinal cracks 3.0 ft long and up to 0.05 inches wide scattering throughout the deck.							
104		**Box Girder-PS Conc.**		2	476	m	468	8	0	0
	1110	**Cracking (PS Conc.)**		2	8		0	8	0	0
			(104) There were no significant defects noted.							
			(104-1110) There are few longitudinal cracks from 8.0 feet to 12.0 feet long in the soffit of the south box girder in span #4 at 8.0 feet from the south edge.							
205		**Column-RC**		2	9	each	9	0	0	0
			(205) There were no significant defects noted.							
215		**Abutment-RC**		2	90	m	90	0	0	0
			(215) There were no significant defects noted.							
252		**Pile-CIDH**		2	1	ea.	1	0	0	0
			(252) The pile element is included to indicate the presence of piles on this structure. The piles were not exposed for visual inspection. No indication of pile distress was noted in any substructure element.							
256		**Slope Protection**		2	2	ea.	2	0	0	0
			(256) There were no significant defects noted.							
303		**Joint-Assembly w/ Seal**		2	76	m	51	20	5	0
	2330	**Seal Damage (Joints)**		2	10		0	10	0	0
	2370	**Metal Deter./Damage (Joints)**		2	15		0	10	5	0
			(303) There were no significant defects noted.							
			(303-2330) Westbound, the middle metal members of the Assembly-Joint are broken, snapped right between lanes #2 and #3 on eastbound at both abutment joints. In addition, The entire rubber strip seal of ELI 303 are twisted, cracked and missing at both abutments. The work-recommendation has been made in the previous bridge inspection report.							
			(303-2370) The middle metal bar is broken at at the stripping line between eastbound lanes #2 and #3 above the west abutment, and this bar is bent and warp in eastbound lanes #1 and #2, therefore the joint seal is torn out. (see photo 4). The middle metal bar is broken at at the stripping line between eastbound lanes #2 and #3 above the							

ELEMENT INSPECTION RATINGS AND COMMENTARY

Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State St. 1	St. 2	St. 3	St. 4
east abutment. (see photo 9)										
312			Bearing-Enclosed	2	2	each	2	0	0	0
(312)										
There were no significant defects noted.										
321			Approach Slab-RC	2	555	sq.m	415	80	60	0
	1130		Cracking (RC and Other)	2	140		0	80	60	0
(321)										
There were no significant defects noted.										
(321-1130)										
The approach and departure slabs exhibit map and longitudinal cracks up to 15.0 feet long and 0.1 inch wide. (see photoes 2, 3, 8)										
331			Railing-RC	2	476	m	476	0	0	0
(331)										
There were no significant defects noted.										

WORK RECOMMENDATIONS

RecDate: 08/23/2016 Action : Deck-Methacrylate Work By: LOCAL AGENCY Status : PROPOSED	EstCost: StrTarget: 2 YEARS DistTarget: EA:	Clean and seal the concrete deck cracks by coating the bridge deck with methacrylate.
RecDate: 08/23/2016 Action : Joints-Replace Work By: LOCAL AGENCY Status : PROPOSED	EstCost: StrTarget: 2 YEARS DistTarget: EA:	Replace the aluminum joints with proper joint seal assembly.
RecDate: 02/10/2013 Action : Super-Misc. Work By: LOCAL AGENCY Status : PROPOSED	EstCost: StrTarget: 2 YEARS DistTarget: EA:	The county has to check the utility pipes inside the box cells where the soffit access is leaking water and the cover place is heavily rusted and corroded in span 4.

CHANNEL X-SECTION

Side : Upstream
Measured From : Soffit

X-Section Date: 08/31/2018

Location	Horiz(m)	Vert(m)	Comments
Abutment #1	41.00	18.50	Toe of slope protection
Bent #2	0.00	19.00	Center line
	21.00	22.20	
	29.00	23.20	
	32.00	23.60	
	34.00	23.10	Surface of ground (wet surface)
Bent #3	0.00	22.00	Center line
	60.00	21.10	
Bent #4	0.00	19.85	Westerly side of column

CHANNEL X-SECTION

Side : Upstream
Measured From : Soffit

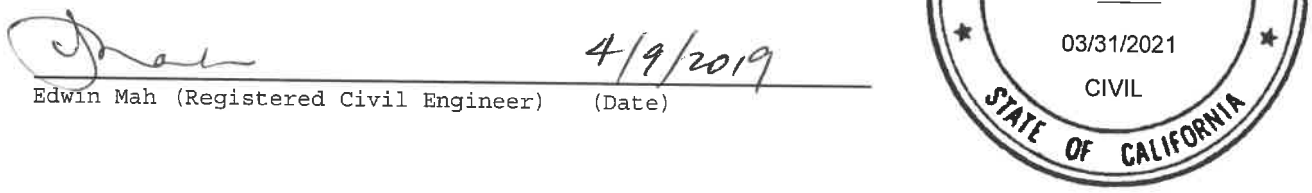
X-Section Date: 08/31/2018

Location	Horiz(m)	Vert(m)	Comments
	0.00	18.67	Easterly side of column
	13.50	18.68	Top of concrete slope

Team Leader : Edwin Mah

Report Author : Nelson N. Vo

Inspected By : E.Mah/NN.Vo



4/9/2019

Edwin Mah (Registered Civil Engineer) (Date)

STRUCTURE INVENTORY AND APPRAISAL REPORT

********** IDENTIFICATION **********

(1) STATE NAME- CALIFORNIA 069
(8) STRUCTURE NUMBER **55C0637**
(5) INVENTORY ROUTE(ON/UNDER)- ON 150000000
(2) HIGHWAY AGENCY DISTRICT 12
(3) COUNTY CODE 059 (4) PLACE CODE 00000
(6) FEATURE INTERSECTED- ARROYO TRABUCO
(7) FACILITY CARRIED- CROWN VALLEY PKWY
(9) LOCATION- 0.5 MI E/O MARGUERITE PWY
(11) MILEPOINT/KILOMETERPOINT 0
(12) BASE HIGHWAY NETWORK- PART OF NET 1
(13) LRS INVENTORY ROUTE & SUBROUTE 000000000000
(16) LATITUDE 33 DEG 33 MIN 46.01 SEC
(17) LONGITUDE 117 DEG 39 MIN 10.4 SEC
(98) BORDER BRIDGE STATE CODE % SHARE %
(99) BORDER BRIDGE STRUCTURE NUMBER

******** STRUCTURE TYPE AND MATERIAL *********

(43) STRUCTURE TYPE MAIN:MATERIAL- PRSTR CONC CONT
TYPE- BOX BEAM OR GIRDER - MULTI CODE 605
(44) STRUCTURE TYPE APPR:MATERIAL- OTHER/NA
TYPE- OTHER/NA CODE 000
(45) NUMBER OF SPANS IN MAIN UNIT 4
(46) NUMBER OF APPROACH SPANS 0
(107) DECK STRUCTURE TYPE- CIP CONCRETE CODE 1
(108) WEARING SURFACE / PROTECTIVE SYSTEM:
A) TYPE OF WEARING SURFACE- NONE CODE 0
B) TYPE OF MEMBRANE- NONE CODE 0
C) TYPE OF DECK PROTECTION- NONE CODE 0

********** AGE AND SERVICE **********

(27) YEAR BUILT 2000
(106) YEAR RECONSTRUCTED 2005
(42) TYPE OF SERVICE: ON- HIGHWAY-PEDESTRIAN 5
UNDER- WATERWAY 5
(28) LANES:ON STRUCTURE 07 UNDER STRUCTURE 00
(29) AVERAGE DAILY TRAFFIC 33160
(30) YEAR OF ADT 2017 (109) TRUCK ADT 1 %
(19) BYPASS, DETOUR LENGTH 20 KM

********** GEOMETRIC DATA **********

(48) LENGTH OF MAXIMUM SPAN 67.0 M
(49) STRUCTURE LENGTH 238.0 M
(50) CURB OR SIDEWALK: LEFT 1.5 M RIGHT 1.5 M
(51) BRIDGE ROADWAY WIDTH CURB TO CURB 33.5 M
(52) DECK WIDTH OUT TO OUT 38.3 M
(32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 33.5 M
(33) BRIDGE MEDIAN- CLOSED NON-MOUNTABLE 3
(34) SKEW 0 DEG (35) STRUCTURE FLARED YES
(10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
(47) INVENTORY ROUTE TOTAL HORIZ CLEAR 16.8 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 0.0 M
(56) MIN LAT UNDERCLEAR LT 0.0 M

********** NAVIGATION DATA **********

(38) 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
(40) NAVIGATION HORIZONTAL CLEARANCE 0.0 M

****

SUFFICIENCY RATING = 83.0
STATUS
HEALTH INDEX 91.9
PAINT CONDITION INDEX = N/A

********** CLASSIFICATION ********** CODE

(112) NBIS BRIDGE LENGTH- YES Y
(104) HIGHWAY SYSTEM- ROUTE ON NHS 1
(26) FUNCTIONAL CLASS- OTHER PRIN ART URBAN 14
(100) DEFENSE HIGHWAY- NOT STRAHNET 0
(101) PARALLEL STRUCTURE- NONE EXISTS N
(102) DIRECTION OF TRAFFIC- 2 WAY 2
(103) TEMPORARY STRUCTURE-
(105) FED.LANDS HWY- NOT APPLICABLE 0
(110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0
(20) TOLL- ON FREE ROAD 3
(21) MAINTAIN- COUNTY HIGHWAY AGENCY 02
(22) OWNER- COUNTY HIGHWAY AGENCY 02
(37) HISTORICAL SIGNIFICANCE- NOT ELIGIBLE 5

********** CONDITION ********** CODE

(58) DECK 5
(59) SUPERSTRUCTURE 7
(60) SUBSTRUCTURE 7
(61) CHANNEL & CHANNEL PROTECTION 9
(62) CULVERTS N

********* LOAD RATING AND POSTING ********* CODE

(31) DESIGN LOAD- HL 93 A
(63) OPERATING RATING METHOD- ASSIGNED (LRFD) F
(64) OPERATING RATING- RF= 1.30
(65) INVENTORY RATING METHOD- ASSIGNED (LRFD) F
(66) INVENTORY RATING- RF= 1.00
(70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5
(41) STRUCTURE OPEN, POSTED OR CLOSED- A
DESCRIPTION- OPEN, NO RESTRICTION

********** APPRAISAL ********** CODE

(67) STRUCTURAL EVALUATION 7
(68) DECK GEOMETRY 9
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
(71) WATER ADEQUACY 9
(72) APPROACH ROADWAY ALIGNMENT 8
(36) TRAFFIC SAFETY FEATURES 0110
(113) SCOUR CRITICAL BRIDGES 5

********** PROPOSED IMPROVEMENTS **********

(75) TYPE OF WORK- CODE
(76) LENGTH OF STRUCTURE IMPROVEMENT M
(94) BRIDGE IMPROVEMENT COST
(95) ROADWAY IMPROVEMENT COST
(96) TOTAL PROJECT COST
(97) YEAR OF IMPROVEMENT COST ESTIMATE
(114) FUTURE ADT 60565
(115) YEAR OF FUTURE ADT 2035

********** INSPECTIONS **********

(90) INSPECTION DATE 08/18 (91) FREQUENCY 24 MO
(92) CRITICAL FEATURE INSPECTION: (93) CFI DATE
A) FRACTURE CRIT DETAIL- NO MO A)
B) UNDERWATER INSP- NO MO B)
C) OTHER SPECIAL INSP- NO MO C)

ARROYO TRABUCO

0.5 MI E/O MARGUERITE PWY

08/31/2018 [AAAI]

55C0637

100 - PHOTO-Routine-Roadway View

Photo No. 1

Deckview looking west

100 - PHOTO-Routine-Roadway View

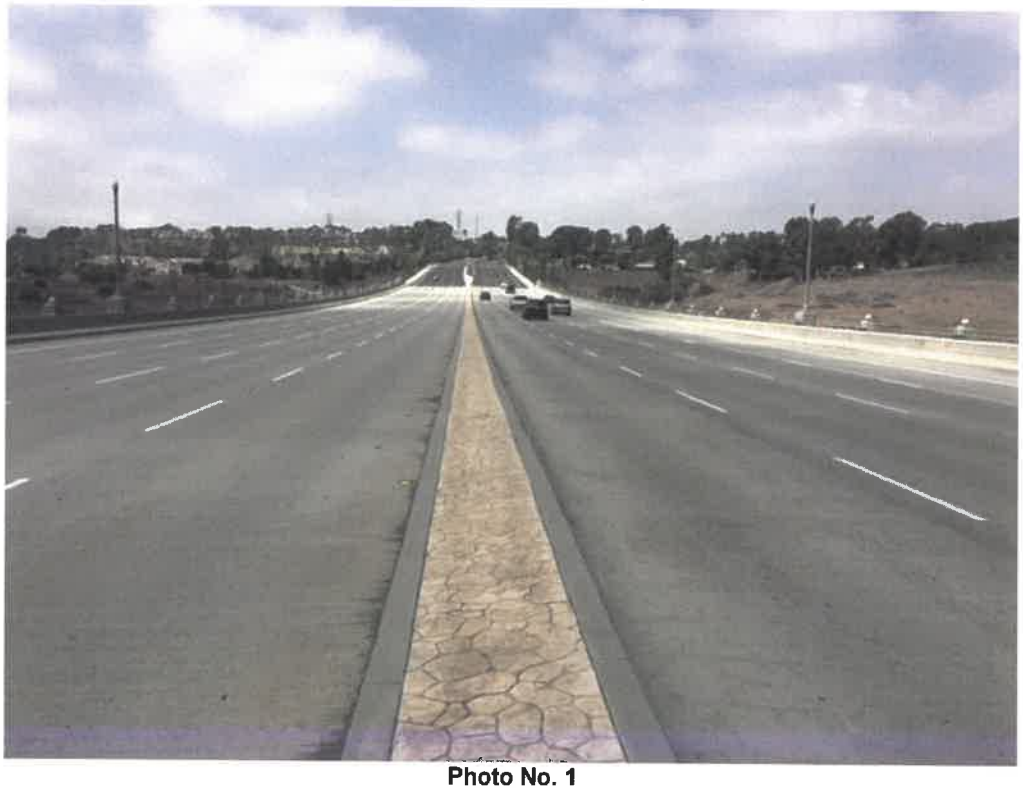


Photo No. 1

ARROYO TRABUCO

0.5 MI E/O MARGUERITE PWY

08/31/2018 [AAAI]

55C0637

101 - PHOTO-Routine-Elevation View

Photo No. 1

Elevation looking northeast

101 - PHOTO-Routine-Elevation View

Photo No. 1

Elevation looking east

ARROYO TRABUCO

0.5 MI E/O MARGUERITE PWY

08/31/2018 [AAAI]

55C0637

103 - PHOTO-Deck-Details

Photo No. 1

103 - PHOTO-Deck-Details

Photo No. 1

ARROYO TRABUCO

0.5 MI E/O MARGUERITE PWY

08/31/2018 [AAAI]

55C0637

103 - PHOTO-Deck-Details

Photo No. 1

map pattern cracks heavily mainly on lane 1 westbound, next to center median.

103 - PHOTO-Deck-Details

Photo No. 1

ARROYO TRABUCO

0.5 MI E/O MARGUERITE PWY

08/31/2018 [AAAI]

55C0637

103 - PHOTO-Deck-Details

Photo No. 1

Longitudinal cracks through out entire bridge, heavily on westbound.

114 - PHOTO-Sub-Details

Photo No. 1

ARROYO TRABUCO

0.5 MI E/O MARGUERITE PWY

08/31/2018 [AAAI]

55C0637

123 - PHOTO-Rail-Repairs

Photo No. 1
on 3/25/19

124 - PHOTO-Joint-Damage/Deterioration

Photo No. 1
Westerly Abutment Joint Seal was damaged and it's inspected on 3/14/2019

ARROYO TRABUCO

0.5 MI E/O MARGUERITE PWY

08/31/2018 [AAAI]

55C0637

124 - PHOTO-Joint-Damage/Deterioration

Photo No. 1

Joint Seal at hinge was damaged and inspected on 3/14/2019

125 - PHOTO-Joint-Details

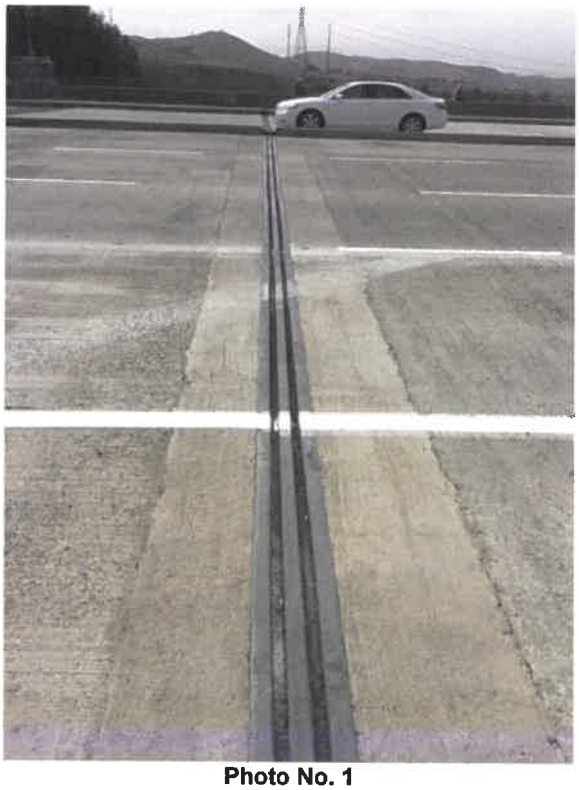


Photo No. 1

ARROYO TRABUCO

0.5 MI E/O MARGUERITE PWY

08/31/2018 [AAAI]

55C0637

125 - PHOTO-Joint-Details

Photo No. 1

Details of joint seal replacement

125 - PHOTO-Joint-Details

Photo No. 1

ARROYO TRABUCO

0.5 MI E/O MARGUERITE PWY

08/31/2018 [AAAI]

55C0637

128 - PHOTO-Joint-Repairs

Photo No. 1

Joint Seal at abutment joint locations and hinges are under replacing 3/25/19

133 - PHOTO-Unclassified

Photo No. 1

Westbound, northerly top rail sidewalk has about 1.0"-1.75" drop at abutment 1.

ARROYO TRABUCO

0.5 MI E/O MARGUERITE PWY

08/31/2018 [AAAI]

55C0637

133 - PHOTO-Unclassified

Photo No. 1

Westbound, northerly rail sidewalk has about 1.0"-1.75" settlement at abutment 1.

133 - PHOTO-Unclassified

Photo No. 1

Westbound, northerly rail sidewalk has about 1.0"-1.75" settlement at abutment 1.

ARROYO TRABUCO

0.5 MI E/O MARGUERITE PWY

08/31/2018 [AAAI]

55C0637

133 - PHOTO-Unclassified

Photo No. 1

Westbound, northerly rail sidewalk has about 1.0"-1.75" settlement at abutment 1.

135 - PHOTO-Routine-Underside View

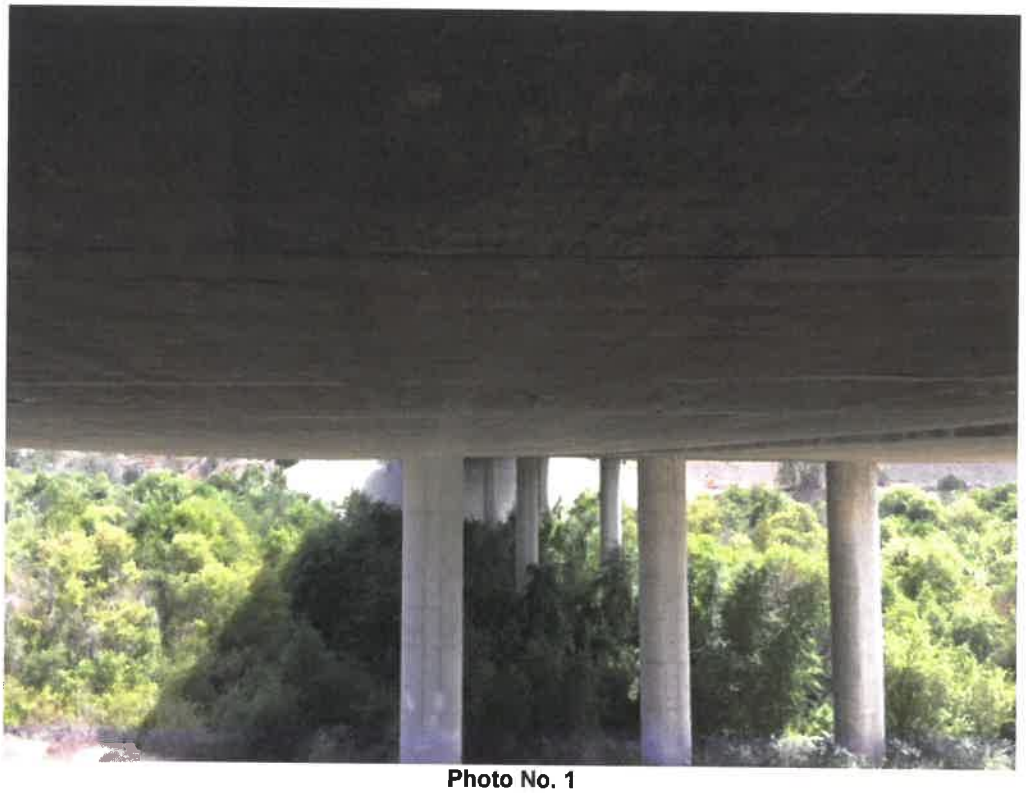


Photo No. 1