

Inspection Date: May 12, 2021



Latitude: 46.42128, Longitude: -101.83901

Route:00049 Log:37.669

District 61, Grant County

Owner: 1-State Highway Agency
Place Code: MINNIE TOWNSHIP

Team Leader: Jake Mertz

Approved By: Travis McCloud





46.42128, -101.83901



IDEN	TIFICATION
(1) State Names	North Dakota
(8) Structure Number	0049-037.677
(5) Inventory Route	00049
(2) Highway Agency District	61
(3) County Code	Grant, North Dakota
(4) Place Code	53300
(6) Features Intersected	CREEK
(7) Facility Carried	ND HIGHWAY 49
(9) Location	1 NORTH OF ND 21
(11) Mile Point (12) Base Highway Network	37.669 mi Yes
(13) LRS Inventory Rte	0000000000
(16) Latitude	46.42128
(17) Longitude	-101.83901
GPS X	281847.8
GPS Y	5144773
(98) Border Bridge State Code	-1
(99) Border Bridge Struct. No.	-2
STRUCTURE T	YPE AND MATERIAL
(43) Main Structure Type	319
Material	3-Steel
Type	19-Culvert
(44) Approach Structure Type	00
Material	0-Other
Type	0-Other
(45) No. of Spans in Main Unit	1
(46) No. of Approach Spans	0
Culvert	SINGLE, 12X7X89' SPP WITH
	HEADWALLS
(107) Deck Structure Type	N-Not applicable
(108) Wearing Surface/Protective	
Type of Wearing Surface	N-Not applicable (applies only to structur
	N-Not applicable (applies only to structur
Type of Deck Protection	N-Not applicable (applies only to structur N
Deck overburden	
ACE A	
	ND SERVICE
(27) Year Built	ND SERVICE 1956
(27) Year Built (106) Year Reconstructed	ND SERVICE 1956 1985
(27) Year Built (106) Year Reconstructed (42) Type of Service	ND SERVICE 1956 1985 15
(27) Year Built (106) Year Reconstructed (42) Type of Service On	ND SERVICE  1956 1985 15 1-Highway
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under	ND SERVICE 1956 1985 15
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane	ND SERVICE  1956 1985 15 1-Highway 5-Waterway
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On	ND SERVICE  1956 1985 15 1-Highway 5-Waterway
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On Under	ND SERVICE  1956 1985 15 1-Highway 5-Waterway
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On Under (29) Average Daily Traffic	ND SERVICE  1956 1985 15 1-Highway 5-Waterway
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On Under	ND SERVICE  1956 1985 15 1-Highway 5-Waterway  2 0 710
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On Under (29) Average Daily Traffic (30) Year of ADT	ND SERVICE  1956 1985 15 1-Highway 5-Waterway  2 0 710 2019
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT	1956 1985 1985 15 1-Highway 5-Waterway 2 0 710 2019 11 %
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length (114) Future ADT	1956 1985 15 1-Highway 5-Waterway 2 0 710 2019 11 % 50 mi
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length (114) Future ADT	ND SERVICE  1956 1985 15 1-Highway 5-Waterway  2 0 710 2019 11 % 50 mi 789
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length (114) Future ADT	1956 1985 1985 15 1-Highway 5-Waterway  2 0 710 2019 11 % 50 mi 789
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length (114) Future ADT  GEOM (48) Length of Maximum Span	1956 1985 1-Highway 5-Waterway  2 0 710 2019 11 % 50 mi 789  ETRIC DATA
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length (114) Future ADT  GEOM (48) Length of Maximum Span (49) Structure Length	1956 1985 15 1-Highway 5-Waterway  2 0 710 2019 11 % 50 mi 789  ETRIC DATA  12.1 ft Left 0 ft
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length (114) Future ADT  GEOM (48) Length of Maximum Span (49) Structure Length (50) Curb or Sidewalk Width	1956   1985   1985   15   15   15   15   15   15   16   16
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length (114) Future ADT  GEOM (48) Length of Maximum Span (49) Structure Length (50) Curb or Sidewalk Width	1956   1985   1985   15   15   15   15   15   15   15
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length (114) Future ADT  GEOM (48) Length of Maximum Span (49) Structure Length (50) Curb or Sidewalk Width	1956   1985   1985   15   15   15   15   15   15   15
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length (114) Future ADT  GEOM (48) Length of Maximum Span (49) Structure Length (50) Curb or Sidewalk Width  (51) Bridge Roadway Width Curb to (52) Deck Width Out to Out (32) Approach Roadway Width (W.	1956   1985   1985   15   15   15   15   15   15   15
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length (114) Future ADT  GEOM (48) Length of Maximum Span (49) Structure Length (50) Curb or Sidewalk Width  (51) Bridge Roadway Width Curb to (52) Deck Width Out to Out (32) Approach Roadway Width (W.	1956   1985   1985   15   15   15   15   15   15   15
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length (114) Future ADT  GEOM (48) Length of Maximum Span (49) Structure Length (50) Curb or Sidewalk Width  (51) Bridge Roadway Width Curb to (52) Deck Width Out to Out (32) Approach Roadway Width (W. (33) Bridge Median (34) Skew	1956   1985   1985   15   15   15   15   15   15   16   16
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length (114) Future ADT  GEOM (48) Length of Maximum Span (49) Structure Length (50) Curb or Sidewalk Width  (51) Bridge Roadway Width Curb t (52) Deck Width Out to Out (33) Bridge Median (34) Skew (35) Structure Flared	1956   1985   1985   15   15   15   15   15   15   16   16
(27) Year Built (106) Year Reconstructed (42) Type of Service  On Under (28) Lane  On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (199) Bypass, Detour Length (114) Future ADT  GEOM (48) Length of Maximum Span (49) Structure Length (50) Curb or Sidewalk Width  (51) Bridge Roadway Width Curb to (52) Deck Width Out to Out (32) Approach Roadway Width (W. (33) Bridge Median (34) Skew (35) Structure Flared (10) Inventory Route Min Vert Clea	1956   1985   1985   15   15   15   15   15   15   15
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length (114) Future ADT  GEOM (48) Length of Maximum Span (49) Structure Length (50) Curb or Sidewalk Width  (51) Bridge Roadway Width Curb to (52) Deck Width Out to Out (32) Approach Roadway Width (W. (33) Bridge Median (34) Skew (35) Structure Flared (10) Inventory Route Min Vert Cleat (47) Inventory Route Total Horiz C	1956   1985   1985   15   15   15   15   15   15   15
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length (114) Future ADT  GEOM (48) Length of Maximum Span (49) Structure Length (50) Curb or Sidewalk Width (51) Bridge Roadway Width Curb t (52) Deck Width Out to Out (32) Approach Roadway Width (W. (33) Bridge Median (34) Skew (35) Structure Flared (10) Inventory Route Min Vert Cleat (47) Inventory Route Total Horiz C	1956   1985   1985   15   15   15   15   15   15   15
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length (114) Future ADT  GEOM (48) Length of Maximum Span (49) Structure Length (50) Curb or Sidewalk Width  (51) Bridge Roadway Width Curb to (52) Deck Width Out to Out (32) Approach Roadway Width (W. (33) Bridge Median (34) Skew (35) Structure Flared (10) Inventory Route Min Vert Clear (47) Inventory Route Total Horiz C (53) Min Vert Clear Over Bridge Re (54) Min Vert Underclear	1956   1985   1985   15   15   15   15   15   15   15
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length (114) Future ADT  GEOM (48) Length of Maximum Span (49) Structure Length (50) Curb or Sidewalk Width  (51) Bridge Roadway Width Curb t (52) Deck Width Out to Out (32) Approach Roadway Width (W. (33) Bridge Median (34) Skew (35) Structure Flared (10) Inventory Route Min Vert Clear (47) Inventory Route Total Horiz C (53) Min Vert Underclear Ref:	1956   1985   1985   15   15   1-Highway   5-Waterway   2   0   0   710   2019   11 %   50 mi   789   ETRIC DATA   12.1 ft   12.1 ft   12.1 ft   10 Curb   0 ft
(27) Year Built (106) Year Reconstructed (42) Type of Service  On Under (28) Lane  On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length (114) Future ADT  GEOM (48) Length of Maximum Span (49) Structure Length (50) Curb or Sidewalk Width  (51) Bridge Roadway Width Curb to (52) Deck Width Out to Out (32) Approach Roadway Width (W. (33) Bridge Median (34) Skew (35) Structure Flared (10) Inventory Route Min Vert Cleat (47) Inventory Route Total Horiz C (53) Min Vert Clear Over Bridge Ref: (54) Min Vert Underclear Ref:	1956   1985   1985   15   15   1-Highway   5-Waterway   2   0   0   710   2019   11 %   50 mi   789   ETRIC DATA   12.1 ft   12.1 ft   12.1 ft   0 ft   Right   0 ft   0
(27) Year Built (106) Year Reconstructed (42) Type of Service On Under (28) Lane On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length (114) Future ADT  GEOM (48) Length of Maximum Span (49) Structure Length (50) Curb or Sidewalk Width  (51) Bridge Roadway Width Curb t (52) Deck Width Out to Out (32) Approach Roadway Width (W. (33) Bridge Median (34) Skew (35) Structure Flared (10) Inventory Route Min Vert Clear (47) Inventory Route Total Horiz C (53) Min Vert Underclear Ref:	1956   1985   1985   15   15   1-Highway   5-Waterway   2   0   0   710   2019   11 %   50 mi   789   ETRIC DATA   12.1 ft   12.1 ft   12.1 ft   10 Curb   0 ft

220) Toll   3-O	1 N Non-NHS 6-Rural Minor Arterial 0-The inventory route is not a S N-No parallel structure exists. 2 - way traffic 0-N/A 0-The inventory route is not part of On free road. The structure is toll-1-State Highway Agency 1-State Highway Agency Bridge is not eligible for the NRHP
(112) NBIS Bridge Length (104) Highway System (26) Functional Class (100) Defense Highway (A16) TE Route (101) Parallel Structure (102) Direction of Traffic (103) Temporary Structure (105) Federal Lands Highways (110) Designated National Network (20) Toll (21) Maintain (22) Owner (37) Historical Significance (58) Deck (59) Superstructure (61) Channel & Channel Protection (62) Culverts  LOAD RATING ANI (31) Design Load (63) Operating Rating Method (64) Operating Rating (65) Inventory Rating (65) Inventory Rating (70) Bridge Posting (41) Structure Open/Posted/Closed  APPRAISA (67) Structural Evaluation (68) Deck Geometry (69) Clearances, Vertical/Horizontal (71) Waterway Adequacy (72) Approach Roadway Alignment (36) Traffic Safety Features A) Bridge Railings N-B) Transitions N-C) Approach Guardrail D-Ins D) Approach Guardrail Ends O-Ins (113) Scour Critical Bridges B-Bric APPROVED INSPI (90) Inspection Date (91) Frequency (92) Critical Feature Inspection A: Fracture Critical Detail B: Underwater Inspection C: Other Special Inspection NAVIGATION (38) Navigation Control (39) Navigation Vertical Clearance (116) Vert-Lift Bridge Nav Min Vert Clr	N Non-NHS 6-Rural Minor Arterial 0-The inventory route is not a S  N-No parallel structure exists. 2 - way traffic  0-N/A 0-The inventory route is not part of On free road. The structure is toll- 1-State Highway Agency 1-State Highway Agency Bridge is not eligible for the NRHP ON  N
(26) Functional Class (100) Defense Highway (A16) TE Route (101) Parallel Structure (102) Direction of Traffic (103) Temporary Structure (105) Federal Lands Highways (110) Designated National Network (20) Toll (21) Maintain (22) Owner (37) Historical Significance (58) Deck (59) Superstructure (60) Substructure (61) Channel & Channel Protection (62) Culverts  LOAD RATING AND (31) Design Load (63) Operating Rating Method (64) Operating Rating (65) Inventory Rating (70) Bridge Posting (41) Structural Evaluation (68) Deck Geometry (69) Clearances, Vertical/Horizontal (71) Waterway Adequacy (72) Approach Roadway Alignment (36) Traffic Safety Features A) Bridge Railings D) Approach Guardrail D) Approach Guardrail Ends (79) Prequency (92) Critical Feature Inspection A: Fracture Critical Detail B: Underwater Inspection C: Other Special Inspection C: Other Special Inspection (38) Navigation Control (39) Navigation Vertical Clearance (116) Vert-Lift Bridge Nav Min Vert Clr	Non-NHS 6-Rural Minor Arterial 0-The inventory route is not a S N-No parallel structure exists. 2 - way traffic  0-N/A 0-The inventory route is not part of On free road. The structure is toll- 1-State Highway Agency 1-State Highway Agency Bridge is not eligible for the NRHP ON N
26) Functional Class   (100) Defense Highway   (A16) TE Route   (101) Parallel Structure   (102) Direction of Traffic   (103) Temporary Structure   (105) Federal Lands Highways   (110) Designated National Network   (20) Toll   (21) Maintain   (22) Owner   (37) Historical Significance   5-B   (20) Toll   (3-C) (20) Superstructure   (60) Substructure   (60) Substructure   (60) Substructure   (61) Channel & Channel Protection   (62) Culverts   LOAD RATING ANE   (31) Design Load   (63) Operating Rating Method   (64) Operating Rating   (65) Inventory Rating   (66) Inventory Rating   (70) Bridge Posting   (41) Structure Open/Posted/Closed   APPRAISA   (67) Structural Evaluation   (68) Deck Geometry   (69) Clearances, Vertical/Horizontal   (71) Waterway Adequacy   (72) Approach Roadway Alignment   (36) Traffic Safety Features   A) Bridge Railings   N-B) Transitions   N-C) Approach Guardrail Ends   O-Ins   (113) Scour Critical Bridges   8-Brid APPROVED INSPI   (90) Inspection Date   (91) Frequency   (92) Critical Feature Inspection   Facture Critical Detail   IB Underwater Inspection   Facture Critical Detail   IB Underwater Inspection   (111) Pier Protection   (39) Navigation Control   (30) Navigation Vertical Clearance   (116) Vert-Lift Bridge Nav Min Vert Clr	6-Rural Minor Arterial 0-The inventory route is not a S  N-No parallel structure exists. 2 - way traffic  0-N/A 0-The inventory route is not part of On free road. The structure is toll- 1-State Highway Agency 1-State Highway Agency Bridge is not eligible for the NRHP DN  N
(A16) TE Route (A16) TE Route (A17) Parallel Structure (A101) Parallel Structure (A102) Direction of Traffic (A103) Temporary Structure (A105) Federal Lands Highways (A10) Designated National Network (A20) Toll (A21) Maintain (A22) Owner (A37) Historical Significance (A37) Historical Significance (A38) Deck (A39) Superstructure (A39) Superstructure (A39) Superstructure (A31) Design Load (A31) Design Load (A31) Design Load (A31) Design Load (A32) Operating Rating Method (A33) Operating Rating Method (A34) Operating Rating (A41) Structure Open/Posted/Closed  APPRAISA (A47) Structural Evaluation (A48) Deck Geometry (A49) Clearances, Vertical/Horizontal (A49) Clearances (A49) Clearances (A50) Clearances (A51) Approach Guardrail (A51) Traffic Safety Features (A52) Approach Guardrail (A53) Traffic Safety Features (A54) Bridge Railings (A55) Napproach Guardrail (A56) Clearance (A57) Structural Evaluation (A58) Clearance (A47) Clearance (A47) Structural Evaluation (A58) Clearance (A47) Clearance (A51) Critical Feature Inspection (A57) Critical Feature Inspection (A58) Critical Feature Inspection (A58) Navigation Control (A11) Pier Protection (A39) Navigation Vertical Clearance (A116) Vert-Lift Bridge Nav Min Vert Clr	0-The inventory route is not a S  N-No parallel structure exists.  2 - way traffic  0-N/A 0-The inventory route is not part of On free road. The structure is toll- 1-State Highway Agency 1-State Highway Agency Bridge is not eligible for the NRHP ON  N
(A16) TE Route (101) Parallel Structure (102) Direction of Traffic (103) Temporary Structure (105) Federal Lands Highways (110) Designated National Network (20) Toll (21) Maintain (22) Owner (37) Historical Significance (58) Deck (59) Superstructure (60) Substructure (61) Channel & Channel Protection (62) Culverts  LOAD RATING ANI (31) Design Load (63) Operating Rating Method (64) Operating Rating (65) Inventory Rating (65) Inventory Rating (70) Bridge Posting (41) Structure Open/Posted/Closed  APPRAISA (67) Structural Evaluation (68) Deck Geometry (69) Clearances, Vertical/Horizontal (71) Waterway Adequacy (72) Approach Roadway Alignment (36) Traffic Safety Features A) Bridge Railings N-B) Transitions N-C) Approach Guardrail D) Approach Guardrail Ends O-Ins D) Approach Guardrail Ends O-Ins (113) Scour Critical Bridges B-Brid (79) Critical Feature Inspection A: Fracture Critical Detail B: Underwater Inspection C: Other Special Inspection N-AVIGATION (38) Navigation Control (111) Pier Protection (39) Navigation Vertical Clearance (116) Vert-Lift Bridge Nav Min Vert Clr	N-No parallel structure exists.  2 - way traffic  0-N/A  0-The inventory route is not part of On free road. The structure is toll- 1-State Highway Agency 1-State Highway Agency Bridge is not eligible for the NRHP ON  N
(101) Parallel Structure (102) Direction of Traffic (103) Temporary Structure (105) Federal Lands Highways (110) Designated National Network (20) Toll (21) Maintain (22) Owner (37) Historical Significance (58) Deck (59) Superstructure (60) Substructure (61) Channel & Channel Protection (62) Culverts  LOAD RATING ANI (31) Design Load (63) Operating Rating Method (64) Operating Rating (65) Inventory Rating (70) Bridge Posting (41) Structure Evaluation (68) Deck Geometry (69) Clearances, Vertical/Horizontal (71) Waterway Adequacy (72) Approach Roadway Alignment (36) Traffic Safety Features A) Bridge Railings D) Approach Guardrail D) Approach Guardrail D) Approach Guardrail D) Approach Guardrail Ends O-Ins D) Approach Guardrail Ends O-Ins (113) Scour Critical Bridges B-Bric APPROVED INSPI (38) Navigation Control C: Other Special Inspection C: Other Special Inspection O(111) Pier Protection (39) Navigation Vertical Clearance (116) Vert-Lift Bridge Nav Min Vert Clr	2 - way traffic  0-N/A  0-The inventory route is not part of  On free road. The structure is toll- 1-State Highway Agency 1-State Highway Agency  Bridge is not eligible for the NRHP  ON  N
(102) Direction of Traffic (103) Temporary Structure (105) Federal Lands Highways (101) Designated National Network (20) Toll (21) Maintain (22) Owner (37) Historical Significance (5-B) Superstructure (60) Substructure (61) Channel & Channel Protection (62) Culverts  LOAD RATING ANI (31) Design Load (63) Operating Rating Method (64) Operating Rating Method (66) Inventory Rating Method (66) Inventory Rating Method (66) Inventory Rating (70) Bridge Posting (41) Structural Evaluation (68) Deck Geometry (69) Clearances, Vertical/Horizontal (71) Waterway Adequacy (72) Approach Roadway Alignment (36) Traffic Safety Features A) Bridge Railings N-B) Transitions N-C) Approach Guardrail D) Approach Guardrail D) Approach Guardrail Ends (13) Scour Critical Bridges B-Bric APPROVED INSPI (90) Inspection Date (91) Frequency (92) Critical Feature Inspection A: Fracture Critical Detail B: Underwater Inspection C: Other Special Inspection C: Other Special Inspection (38) Navigation Control (111) Pier Protection (39) Navigation Vertical Clearance (116) Vert-Lift Bridge Nav Min Vert Clr	2 - way traffic  0-N/A 0-The inventory route is not part of On free road. The structure is toll- 1-State Highway Agency 1-State Highway Agency Bridge is not eligible for the NRHP ON  N
(103) Temporary Structure (105) Federal Lands Highways (110) Designated National Network (20) Toll (21) Maintain (22) Owner (37) Historical Significance (58) Deck (59) Superstructure (60) Substructure (61) Channel & Channel Protection (62) Culverts  LOAD RATING ANI (31) Design Load (63) Operating Rating Method (64) Operating Rating Method (66) Inventory Rating (70) Bridge Posting (41) Structure Evaluation (68) Deck Geometry (69) Clearances, Vertical/Horizontal (71) Waterway Adequacy (72) Approach Roadway Alignment (36) Traffic Safety Features A) Bridge Railings D) Approach Guardrail D) Approach Guardrail Ends (13) Scour Critical Bridges APPROVED INSPI (90) Inspection Date (91) Frequency (92) Critical Feature Inspection A: Fracture Critical Detail B: Underwater Inspection C: Other Special Inspection (38) Navigation Vertical Clearance (116) Vert-Lift Bridge Nav Min Vert Clr	0-N/A 0-The inventory route is not part of On free road. The structure is toll- 1-State Highway Agency 1-State Highway Agency Bridge is not eligible for the NRHP ON N
(20) Toll 3-O (20) Maintain (22) Owner (37) Historical Significance 5-B CONDITIO (58) Deck (59) Superstructure (60) Substructure (61) Channel & Channel Protection (62) Culverts LOAD RATING AND (31) Design Load (63) Operating Rating Method (64) Operating Rating Method (66) Inventory Rating Method (66) Inventory Rating (70) Bridge Posting (41) Structure Depn/Posted/Closed APPRAISA (67) Structural Evaluation (68) Deck Geometry (69) Clearances, Vertical/Horizontal (71) Waterway Adequacy (72) Approach Roadway Alignment (36) Traffic Safety Features A) Bridge Railings N-B) Transitions N-C) Approach Guardrail Ends D-Ins (113) Scour Critical Bridges APPROVED INSPI (90) Inspection Date (91) Frequency (92) Critical Feature Inspection A: Fracture Critical Detail B: Underwater Inspection C: Other Special Inspection (38) Navigation Control (111) Pier Protection (39) Navigation Vertical Clearance (116) Vert-Lift Bridge Nav Min Vert Clr	D-The inventory route is not part of On free road. The structure is toll- 1-State Highway Agency 1-State Highway Agency Bridge is not eligible for the NRHP DN N
220) Toll   3-O	On free road. The structure is toll- 1-State Highway Agency 1-State Highway Agency Bridge is not eligible for the NRHP ON N N
(21) Maintain (22) Owner (37) Historical Significance 5-B CONDITIO (58) Deck (59) Superstructure (60) Substructure (61) Channel & Channel Protection (62) Culverts  LOAD RATING ANI (31) Design Load (63) Operating Rating Method (64) Operating Rating Method (65) Inventory Rating (70) Bridge Posting (41) Structure Open/Posted/Closed  APPRAISA (67) Structural Evaluation (68) Deck Geometry (69) Clearances, Vertical/Horizontal (71) Waterway Adequacy (72) Approach Roadway Alignment (36) Traffic Safety Features A) Bridge Railings N-B) Transitions D) Approach Guardrail D-Ins D) Approach Guardrail Ends (13) Scour Critical Bridges APPROVED INSPI (90) Inspection Date (91) Frequency (92) Critical Feature Inspection A: Fracture Critical Detail B: Underwater Inspection C: Other Special Inspection (38) Navigation Control (39) Navigation Vertical Clearance (116) Vert-Lift Bridge Nav Min Vert Clr	1-State Highway Agency 1-State Highway Agency Bridge is not eligible for the NRHP DN N
(22) Owner (37) Historical Significance 5-B CONDITIO (58) Deck (59) Superstructure (60) Substructure (61) Channel & Channel Protection (62) Culverts  LOAD RATING AND (31) Design Load (63) Operating Rating Method (64) Operating Rating Method (66) Inventory Rating (70) Bridge Posting (41) Structural Evaluation (68) Deck Geometry (69) Clearances, Vertical/Horizontal (71) Waterway Adequacy (72) Approach Roadway Alignment (36) Traffic Safety Features A) Bridge Railings N-B) Transitions N-C) Approach Guardrail Ends (71) Scour Critical Bridges APPROVED INSPI (90) Inspection Date (91) Frequency (92) Critical Feature Inspection A: Fracture Critical Detail B: Underwater Inspection C: Other Special Inspection (38) Navigation Control (111) Pier Protection (39) Navigation Vertical Clearance (116) Vert-Lift Bridge Nav Min Vert Clr	1-State Highway Agency Bridge is not eligible for the NRHP DN N N
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(111) Pier Protection (39) Navigation Vertical Clearance (116) Vert-Lift Bridge Nav Min Vert Clr	0-No navigation control on water
(39) Navigation Vertical Clearance (116) Vert-Lift Bridge Nav Min Vert Clr	5 110 Havigation control on water
(116) Vert-Lift Bridge Nav Min Vert Clr	-
(40) Navigation Horizontal Clearance	0 ft
AGENCY ITI	ft
(A-21) Fedaid Project no.	ft 0 ft
(A-14) Chaining Date	ft 0 ft
(A-15) Delamination Pct	ft 0 ft
(A-2) Rating Date	ft 0 ft
(1. 2) Nating Date	ft 0 ft EMS HES-9-999(68) C#1
Bridge Health Index	ft 0 ft

Inspection Team Lead: Jake Mertz



Bridge #0049-037.677(Routine) ND HIGHWAY 49 over CREEK

Location: 1 NORTH OF ND 21

Team Lead: Jake Mertz, Inspection Date: May 12, 2021

ELEM	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
240	Steel Culvert	LF	89	39	0	0	50
1900	Distortion	LF	50	0	0	0	50
515	Steel Protective Coating	SF	100	100	0	0	0
(240-1900)							
Unable to g	et pictures due to water in the pipe - 4/10/2019						
	the pipe has heaved approximately 1-2 feet beginning 2 ncrete on the floor this has broken up and the seam for t					rom the Ea	st end.
8402	Headwalls	EA	2	0	2	0	0
1080	Delamination/Spall/Patched Area	EA	2	0	2	0	0
(8402-1080	)						
Both head	walls have a spall. These spalls measure approximately	6 inches by	/ 6 inches in s	size. 12Ma	ay2021		



## **Inspection Comments**

04/18/2017 NBI Remarks: Concrete floor moderately cracked. Floor of pipe is starting to rust. Roadway has a 2 to 3 foot dip over pipe. - 4/10/2019

Alert code 1 - Floor of pipe appears to be heaving in center throughout length of pipe. - 4/10/2019

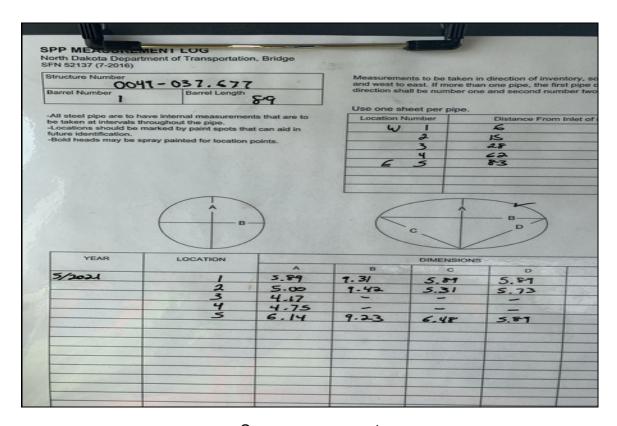
## **Significant Findings**

The floor of the pipe has heaved approximately 1-2 feet beginning 20 feet from the West end and ending 20 feet from the East end. There is concrete on the floor this has broken up and the seam for the steel plates is visible. 12May2021





East end looking NW



Sppa measurement





West headwall crack



Floor heeve



Floor heeve



Floor heeve





Floor heeve



Top road settlement



Top road settlement



Can see bottom of floor bolts thru conc





Looking west



Looking east





Looking south



Looking north





Road settlement