



Latitude:46.07961, Longitude:-97.39140

Route:00011 Log:141.361

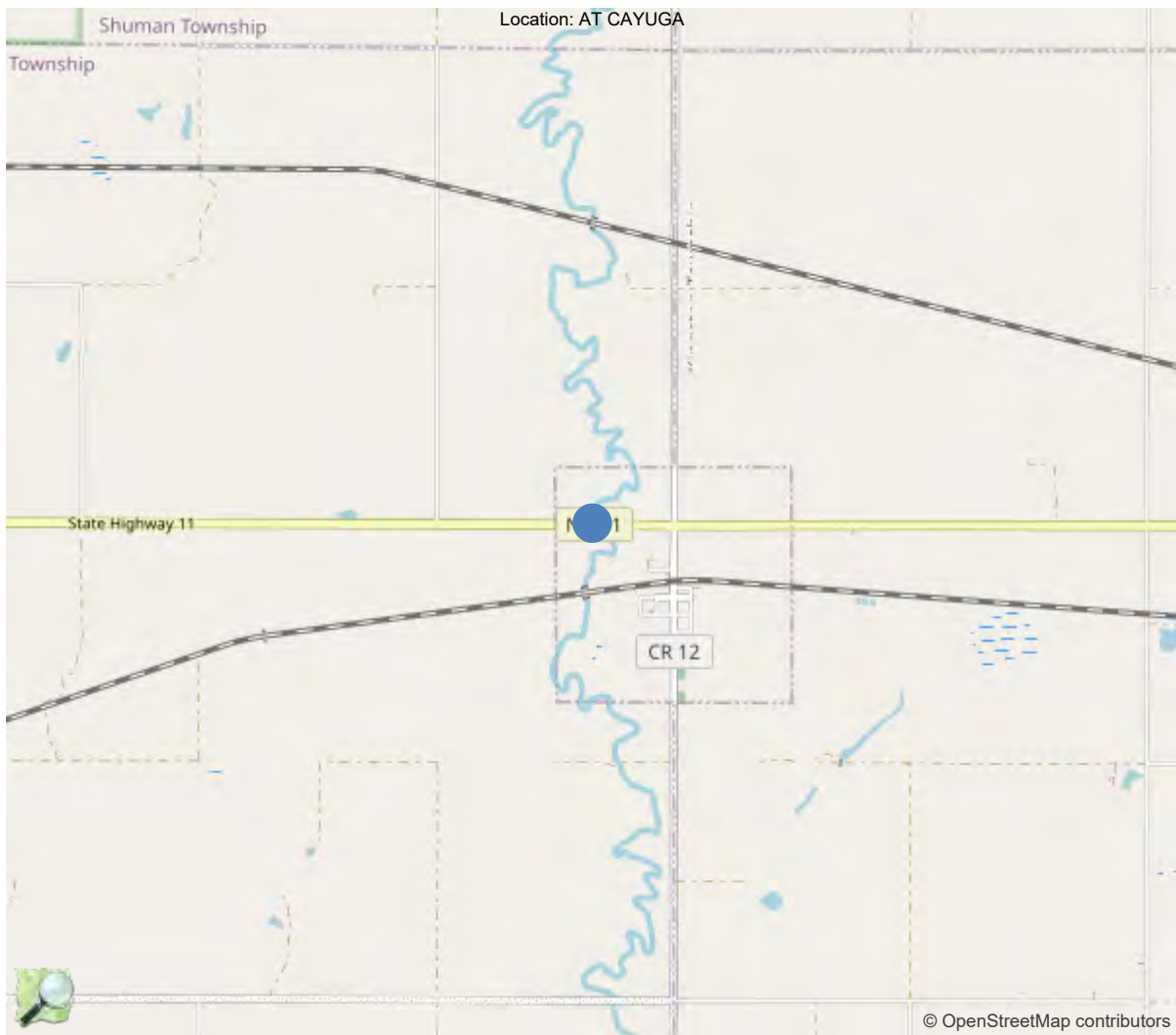
District 68, County 41 - Sargent

Owner: 1 - State Highway Agency

Place Code: 13020

Team Leader: Andrew Nefstead

Approved By: Jake Mertz



46.07961, -97.39140

IDENTIFICATION	
(1) State Name	38 - North Dakota
(8) Structure Number	0011-141.391
(5) Inventory Route	1
(2) Highway Agency District	8 - Fargo
(3) County Code	41 - Sargent
(4) Place Code	13020
(6) Features Intersected	WILD RICE RIVER
(7) Facility Carried	ND HIGHWAY 11
(9) Location	AT CAYUGA
(11) Mile Point	141.361 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	46.079611111111
(17) Longitude	-97.3914
(A-5) GPS X	5104150.5
(A-6) GPS Y	624378.1
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	
Material	1 - Concrete
Type	4 - Tee beam
(44) Approach Structure Type	
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	1
(46) No. of Approach Spans	0
(A-20) Culvert Description	
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	4 - Low slump Concrete
Type of Membrane	0 - None
Type of Deck Protection	0 - None
(A-18) Deck Overburden	0
AGE AND SERVICE	
(27) Year Built	1951
(106) Year Reconstructed	
(42) Type of Service	
On	1 - Highway
Under	5 - Waterway
(28) Number of Lanes	
On	2
Under	0
(29) Average Daily Traffic	650
(30) Year of ADT	2019
(109) Truck ADT	15 %
(19) Bypass, Detour Length	47 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	40 ft
(49) Structure Length	42 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	27.9 ft
(52) Deck Width Out to Out	32.2 ft
(32) Approach Roadway Width (W/Shoulders)	27.9 ft
(33) Bridge Median	0 - No median
(34) Skew	0 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	27.9 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	99.9 ft
Ref:	
(56) Min Lat Underclear LT	0 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	0
(26) Functional Class	6 - Rural Minor Arterial
(100) Defense Highway	0 - Not a STRAHNET route
(101) Parallel Structure	N - No parallel structure exists
(102) Direction of Traffic	2 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	0 - Not part of the national network
(20) Toll	3 - On toll free road
(21) Maintain	1 - State Highway Agency
(22) Owner	1 - State Highway Agency
(37) Historical Significance	5 - Bridge is not eligible for
CONDITION	
(58) Deck	6
(59) Superstructure	6
(60) Substructure	4
(61) Channel & Channel Protection	4
(62) Culverts	N
(B.C.11) Scour Condition Rating	4
LOAD RATING AND POSTING	
(31) Design Load	3 - MS 13.5 / HS 15
(63) Operating Rating Method	1 - Load Factor(LF)
(64) Operating Rating	51.4
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	30.7
(41) Structure Open/Posted/Closed	A - Open, no restriction
(A-19) Posting Tons	00
(A-33) Max Posting Tons	
(A-2) Rating Date	4/10/2017 12:00:00 AM
APPRAISAL	
(68) Deck Geometry	5
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	7
(72) Approach Roadway Alignment	8
(36) Traffic Safety Features	
A Bridge Railings	1 - Meets currently acceptable standards
B Transitions	1 - Inspected feature meets current
C Approach Guardrail	1 - Inspected feature meets current
D Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	4 - Bridge foundations determined to be
APPROVED INSPECTIONS	
(90) Inspection Date	06/20/2025
(91) Frequency	Y24
(92) Critical Feature Inspection	Req Freq. (Mon) Date
A: Fracture Critical Detail	Yes 24 08/19/2019
B: Underwater Inspection	Yes 24 12/02/1997
C: Other Special Inspection	
AGENCY ITEMS	
(A-21) Fedaid Project No.	F-8-011(00)135
(A-14) Chaining Date	05/13/2024
(A-15) Delamination Pct	9.89
(A-32) On/Off System	1
(A-34) NLEB Range	Y
(A-35) Uncoated Weathering Steel	

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
16	Reinforced Concrete Top Flange	SF	1373	1218	150	5	0
1080	Delamination/Spall/Patched Area	SF	116	0	111	5	0
1090	Exposed Rebar	SF	1	0	1	0	0
1120	Efflorescence/Rust Staining	SF	32	0	32	0	0
1130	Cracking (RC and Other)	SF	325	325	0	0	0
7000	Damage	SF	6	0	6	0	0
(16) 6/8/2021 - Deck has Low Slump Concrete Wearing Surface. (1080-16) 6/21/2023 - Area of CS 2 Delam on West end of Deck Wearing Surface in WB lane, area of 1' x 2'6". See photo. 6/17/2025 - 116 SF of CS 2 Delam to Top Flange Deck Wearing Surface as indicated from Chain Drag Survey. Total 9.89%. Area from Face of Curb to Face of Curb. 5 SF Moderate CS 3 Delam/Spall on West End of Top Flange Deck Wearing Surface, area 1'L x 5'W. 116 SF CS 2 - 5 SF CS 3 = Total CS 2 = 111 SF. See Photos. (1090-16) 1'X1' spall w/ exposed rebar on north soffit. - 8/19/2019 6/9/2021, 6/21/2023, 6/30/2025 - No Change to Condition State or Quantity. See Photo. (1120-16) 6/9/2021, 6/21/2023, 6/30/2025 - Underside Top Flange Deck CS 2 Seepage and Efflorescence mainly progressing with, 2 SF on North soffit. 16 SF near West Abutment between Beams. 6 SF near East Abutment between Beams. 8 SF on South soffit near West Abutment. See photos. (1130-16) Random cracking throughout deck - 8/19/2019 6/9/2021 - Various Cracking throughout Deck Wearing Surface with Longitudinal near the West End, Random Transverse throughout, and some shear near Corners. Crack widths 0.012 to 0.018. Cracks unsealed. See Photos. 6/21/2023 - Continued CS 2 Various Types of Cracking to Top Flange Deck Wearing Surface throughout. Cracking consists of Various near East End, Longitudinal at West End and randomly, random transverse cracking, and shear cracking near the corners. Crack widths 0.008 to 0.020. All cracks unsealed. See Photos. 6/17/2025 - Advancement of all Types of Cracking to Top Flange Deck Wearing Surface throughout. All Cracking sealed by Maintenance Forces. Sealant functioning as intended. Changed to CS 1. See Photos. (7000-16) 6/9/2021, 6/21/2023 - Minor CS 2 Blade Damage to East End of Top Flange Deck Wearing Surface progressing with, 1 SF near CL, area 6'L x 2'W 5 SF WB Lane, area 9'L x 6'W. See Photos. 6/17/2025 - Advancement of CS 2 Blade Damage to East End of Top Flange Deck Wearing Surface with, 7 SF across CL and WL Lane, area 6'L Avg x 13'W. See photo.							
110	Reinforced Concrete Open Girder/Beam	LF	164	123	41	0	0
1130	Cracking (RC and Other)	LF	41	0	41	0	0
(1130-110) Hairline vertical cracking in concrete beams - 8/19/2019 6/9/2021, 6/21/2023 - Minor CS 2 Vertical and shear Cracking to Beams 1-4 progressing with an average of 8-9 cracks per Beam and Spacing 1' up to 4'. Widths 0.004"-0.008". See Photos. 6/30/2025 - Advancement of CS 2 Cracking on Beams 1-4. Beams 1 and 4 with an average between 10-12 Cracks per Beam with Spacing 1' to 3' within Cracked areas. Total = 22 LF (Avg 11 per Beam) Beam 4 with CS 2 Various Cracking near East End. Total = 4 LF Beams 2 and 3 with average 8-9 Cracks per Beam, Spacing 1' to 4'. Total = 17 LF. Widths 0.004 to 0.008. See Photos.							
215	Reinforced Concrete Abutment	LF	66	0	39	27	0
1080	Delamination/Spall/Patched Area	LF	2	0	2	0	0

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
1120	Efflorescence/Rust Staining	LF	18	0	3	15	0
1130	Cracking (RC and Other)	LF	34	0	34	0	0
6000	Scour	LF	12	0	0	12	0
(215) 6/21/2023, 6/30/2025 - Series of Minor Horizontal CS 1 Cracking to West Abutment from Beams 3 to 4 with widths 0.004 to 0.008. Cracks are 3' to 5' above Footing. (1080-215) 6/21/2023 - Area of CS 2 Delam on East Abutment on North end, area 2'L x 2'H. Se photo. 6/30/2025 - No Change to Condition State or Quantity. (1120-215) 6/9/2021, 6/21/2023, 6/30/2025 - Various Types of cracking with seepage and efflorescence build up to Abutments progressing with, West Abutment: 5 LF Moderate U-Shaped CS 3 at North end 5 LF Moderate U-Shaped CS 3 at South end East Abutment: 2 LF Moderate CS 3 Diagonals at North end 1 LF CS 2 Vertical North of Beam 2 1 LF CS 2 Vertical South of Beam 2 1 LF CS 2 under Beam 3 3 LF Moderate CS 3 Diagonals at South end. See photos. (1130-215) Cracking with efflorescence in concrete abutments - 8/19/2019 6/9/2021, 6/21/2023, 6/30/2025 - Horizontal and Vertical CS 2 cracking to Abutment advancing with, West Abutment: 11 LF cracking 3'-5' above footing from Beams 1-3, widths 0.004"-0.008" Additional Cracking along West Abutment within Scour Area East Abutment: 23 LF cracking at 4'-7' above exposed footing, width 0.004"-0.014". Areas of Light Scaling occurring to surface of both Abutments throughout. See photos. (6000-215) 6/9/2021 - Moderate CS 3 Scour has exposed footing to West Abutment with 15 LF (15' L x 3' W x 1.5' D) between Beam 1 and 3. See photo. 6/21/2023 - Moderate CS 3 Scour area has no change in condition state, area has increased to 23'L x 6'W x 1'-4'6"D. 6/30/2025 - Moderate CS 3 Scour Hole has no Change to Condition State, area now at 12'L x 4'W x 2'D between from Beams 3 to 4. Area of Scour Hole silted in with current flow of Channel. See Photos.							
330	Metal Bridge Railing	LF	42	42	0	0	0
331	Reinforced Concrete Bridge Railing	LF	82	0	54	28	0
1090	Exposed Rebar	LF	28	0	0	28	0
1190	Abrasion/Wear (PSC/RC)	LF	54	0	54	0	0
(331) 6/17/2025 - Per Discretion from Bridge Division, Concrete Railing and Posts behind Metal Posts and Railing will not be quantified, but documented. Spalling with Moderate CS 3 Exposed rebar to curbs progressing with, North Curb: 1 LF on Posts 1, 3, 4, 5, NE End Post South Curb: 1 LF on Post 3, 1 LF on Rail between posts 2-3. All areas with Estimated Section Loss up to 1/8"							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(1090-331) Spalls on concrete curb - 8/19/2019 6/9/2021, 6/17/2025 - Spalling with Moderate CS 3 Exposed rebar to curbs progressing with, North Curb: 19 LF throughout. South Curb: 9 LF throughout. All areas with Estimated Section Loss up to 1/8". See photos.							
(1190-331) Concrete curb has deteriorated and has exposed rebar - 8/19/2019 6/9/2021, 6/21/2023, 6/17/2025 - Areas of CS 2 Abrasion with Exposed Aggregate to curb and rail progressing with, North Railing: 22 LF throughout. South Railing: 32 LF throughout. See photos.							
815	Re Conc Backwall	LF	66	56	6	4	0
1080	Delamination/Spall/Patched Area	LF	4	0	2	2	0
1090	Exposed Rebar	LF	2	0	0	2	0
1130	Cracking (RC and Other)	LF	10	6	4	0	0
(1080-815) 6/9/2021, 6/21/2023 - Areas of Spalling/Delam to backwalls progressing with, West backwall: 2 LF CS 2 Delam at South end, area 2'L x 2'H. East backwall: 2 LF CS 3 spall/Delam, area 1'6"L x 6"H x 2"D at North end. See photos. 6/30/2025 -No Change to Condition State or Quantity (1090-815) 6/21/2023 - Spalling has progressed to exposed rebar to West Backwall with, 2 LF Moderate CS 3, area of 2'L x 2'H x 3"D at North End. Section Loss Estimated up to 1/8". See photo. 6/30/2025 - No Change to Condition State or Quantity (1130-815) 6/9/2021, 6/21/2023 - Diagonal cracking to backwalls progressing with, West backwall: 2 LF CS 2 North Beam 1, width 0.012". 2 LF CS 1 South Beam 4, width 0.008". East backwall: 2 LF CS 2 at North end, widths 0.012". 4 LF CS 1 at South end, widths 0.004"-0.010". See photos. 6/30/2025 - No Change to Condition State or Quantity							
8401	Wings	EA	4	0	3	1	0
1080	Delamination/Spall/Patched Area	EA	1	0	0	1	0
1120	Efflorescence/Rust Staining	EA	1	0	1	0	0
1190	Abrasion/Wear (PSC/RC)	EA	2	0	2	0	0
(1080-8401) 6/17/2025 - Area of CS 3 Spalling to NW wing, area 1'2"L x 5"H x 1"D. (Included is cracking/efflorescence) See Photos. (1120-8401) 6/9/2021, 6/21/2023 - Diagonal Cracking with CS 2 Seepage and Efflorescence near the Ends of the Wings where it meets the Abutment to SW, NW. NE wing is now coded under abrasion. See Photos. 6/17/2025 - Diagonal Cracking with CS 2 Seepage and Efflorescence to SW Wing. See Photo.							

Inspection Date: 06/30/2025

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(1190-8401)	6/21/2023 - Area of CS 2 Abrasion with Exposed Aggregate along Width of NE Wing. See photo.						
	6/17/2025 - Areas of CS 2 Abrasion with Exposed Aggregate with: NE Wing: Abrasion to wing face with included Seepage and Efflorescence SE Wing: Abrasion to top of wing, area 1'3" x 5"H x 3/4"D and along face. See Photos						

General Observation

Structure Inventoried from West to East with Beam 1 on the North Side. Abutments Listed as West and East.

Weather: 6/17/2025 - 61°F sunny, 4mph from the NW

6/30/2025 - 73°F, Mostly Sunny, 17mph from the NW

8/31/2007 - Deck overlaid. No signing. Retrofit type guardrail. Moderate abutment cracking at all 4 corners and at corners of backwalls with efflorescence visible. Minor soffit efflorescence. Abutments are scaling at waterline. 1'X1' spall w/ exposed rebar on north soffit. Beams have cracks up to 0.009". - 8/19/2019

6/9/2021 -Channel Profile completed by Fargo District on 10/8/2020.

6/21/2023 - SW approach guard rail has 2 cracked/broken and unattached posts.

Damage to NW Thrie Beam at Connection to Metal Rail.

6/17/2025 - Inspection of Structure Sub and Super not completed due to water depth.

Remaining Elements to be completed: Abutment, Backwall, Beams, and Underside of Deck.

Inward Movement observed at NW and NE Corners.

Measurements taken at the Top between Wing Wall and Edge of Bridge

NW and SW Corner measured - 1 3/4", 2021 Previous at NW Corner was 1 1/2"

NE and SE Corner measured - 1 1/2". 2021 Previous at NE Corner was 1".

Split Spacer Block NE Quadrant.

6/30/2025 - Remaining Elements and Superstructure, Substructure completed.

Rusting to Deck Drains on both Ends.

HISTORICAL NOTES:

The following has been removed from significant findings: Minor Bump at East end of Bridge Deck with an elevation difference of 1".

B.C.03 Substructure Condition Rating (IX) (4 - POOR CONDITION)

6/21/2023 - Severe Scouring along West Abutment Exposing Footing with Depths up to 4'. No Undermining observed.

B.C.09 Channel Condition Rating (IX) (4 - POOR CONDITION)

6/21/2023 - Moderate to Severe Channel Bank Erosion upstream and downstream with poor channel alignment from the South.

Aggradation along East Bank Upstream from Structure causing some migrating of the West Bank to the West.

Rip Rap placed along West Bank on both sides with some along Wings on East Side.

Uneven stream bed channel from Abutment to center of channel with an elevation difference estimated now 5', Previous 3'. Degradation along West Abutment and Aggradation along East Abutment.

Channel Bank Migrating to the West Upstream along West Bank.

Aggradation in Channel Downstream and on North Side of Structure through Channel.

B.C.06 Bridge Railing Transitions Condition Rating (7 - GOOD - Some minor defects.)

6/17/2025 - NW Thrie Beam Connection with Equipment Damage.

Significant Findings

6/9/2021, 6/21/2023, 6/17/2025, 6/30/2025 - Chain Drag Survey completed by the Fargo District indicating 9.89% Delam.

Moderate Abrasion with Exposed Rebar to North Railing and Posts throughout. Abrasion throughout South Curb, Rail, and Posts throughout.

Moderate U-Shape to Diagonal Cracking to Corners of both Abutments with seepage and efflorescence.

Scour Hole along West Abutment with an area now 12'L x 6'W x 2'D, 2023 Previous 23'L x 6'W x 4' to 4 1/2'D. 2021 Previous area 15' L x 3' W x 1'-6" Deep mainly within center area. No Undermining observed along West Abutment. Area has silted in with current flow conditions.

Both Abutment Footings Exposed previously exposed with North portion of the Footing silted over.

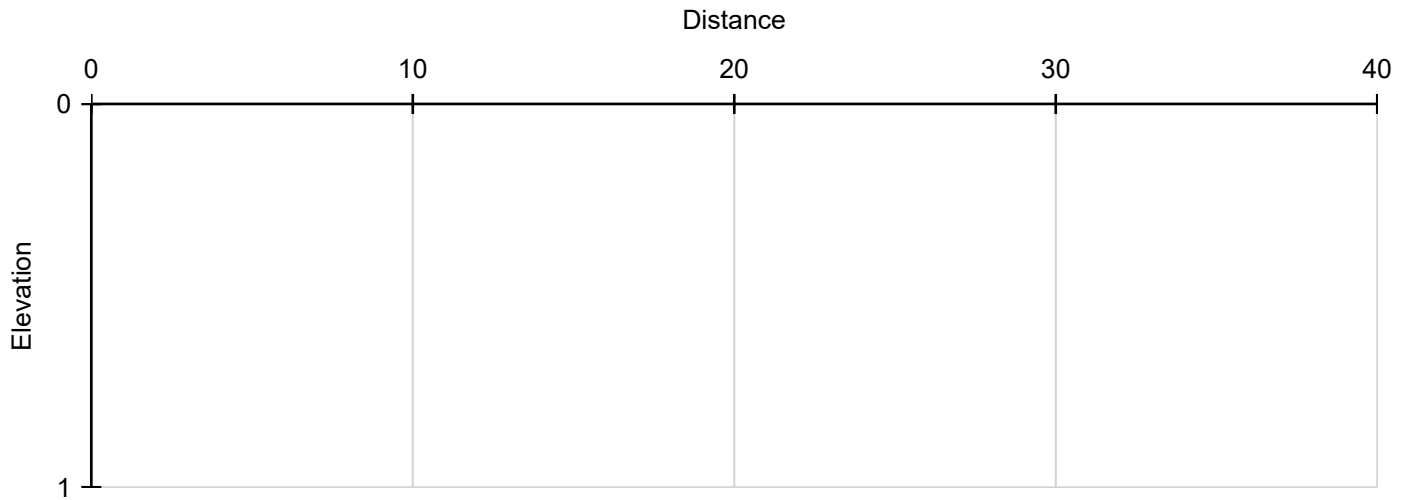
Vertical, Shear, and Various Cracks to Beams 1-4 with spacing 1' up to 4' and widths 0.004 to 0.008. Some shear cracking to Beams 1 and 4 near East End.

Critical Finding

Channel Profile

Station	Distance	Upstream	Downstream
1 West Abutment	2.5		
2	11.75		
3	21		
4	30.25		
5 East Abutment	39.5		

Upstream Elevation



Downstream Elevation





Facing South and Upwards. Exposed rebar to North Soffit of Top Flange Deck.



Fcing Sou



Facing North. Side View.



Facing East. Structure General along South Side.



Facing East and Upwards. Rusting to Deck Drains.



Facing West. Structure General along North Side.



Facing SW. Split Wood Spacer Block NE Quadrant.



Facing North and Downward. East Bridge End Joint



Facing North. Guardrail Transition at NE Corner. Similar at SE Corner.



Facing South. Inward Movement at NE Corner.



Facing North. Inward Movement at Top, SE Corner. Typical all Corners.



Facing West. Approach View.



Facing East. Approach View.



Facing South. Guardrail Transition at SW Corner. Similar at NW Corner.



Facing West and Downward. West Bridge End Joint



Facing SW. Cracked/Split Wood Post SW Guardrail Quadrant.



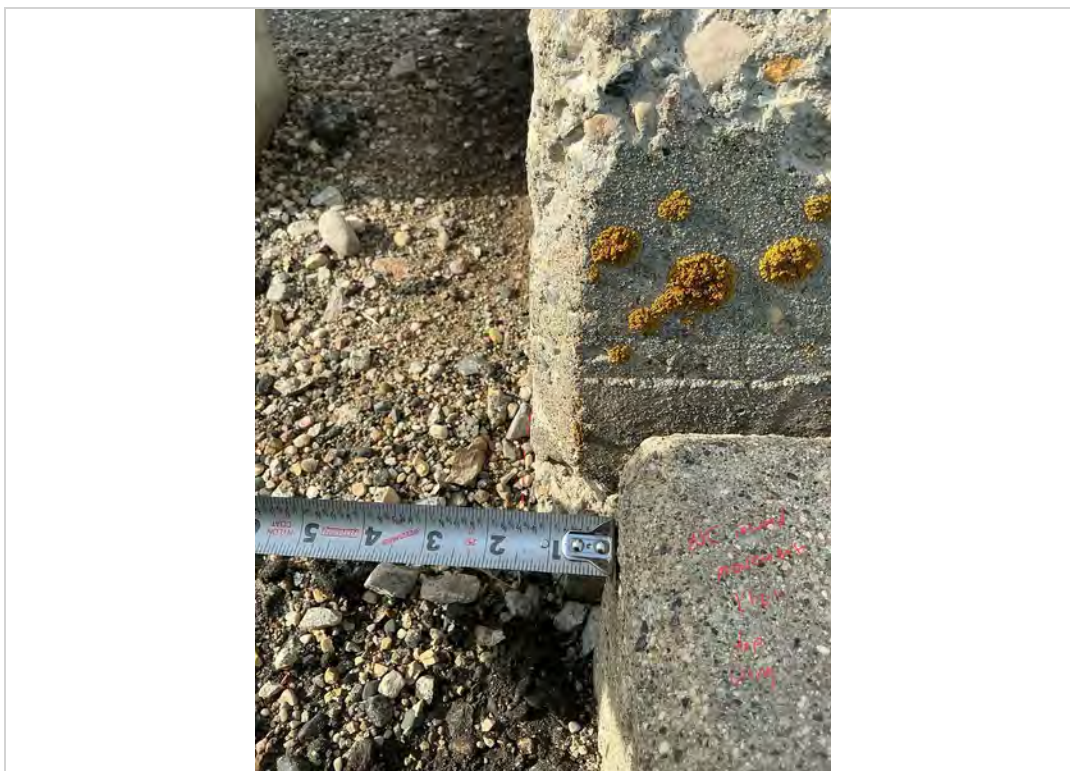
Facing East. Broken Wood Post SW Guardrail Quadrant.



Facing South and Downward. Inward Movement of NW Corner of Structure.



Facing North. SE Inward Movement at Top of Wing.



Facing South. Inward Movement at Top of NE Wing.



Facing SE. High Water Flow under structure.



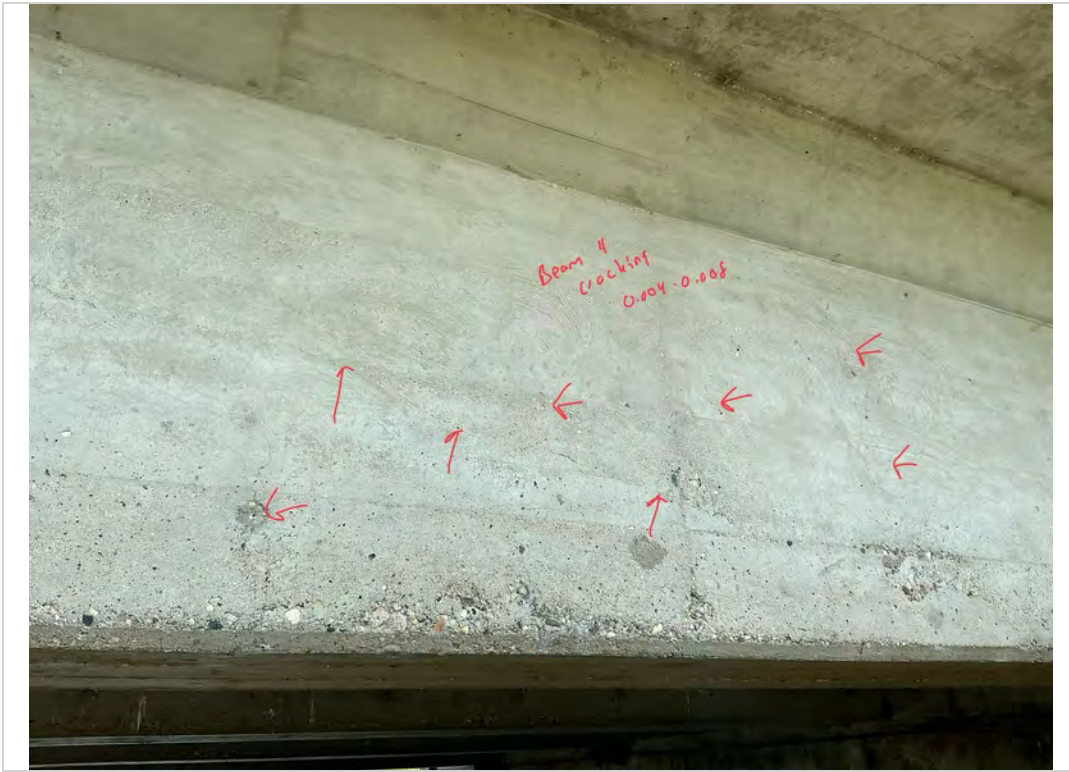
Facing North. Side View.



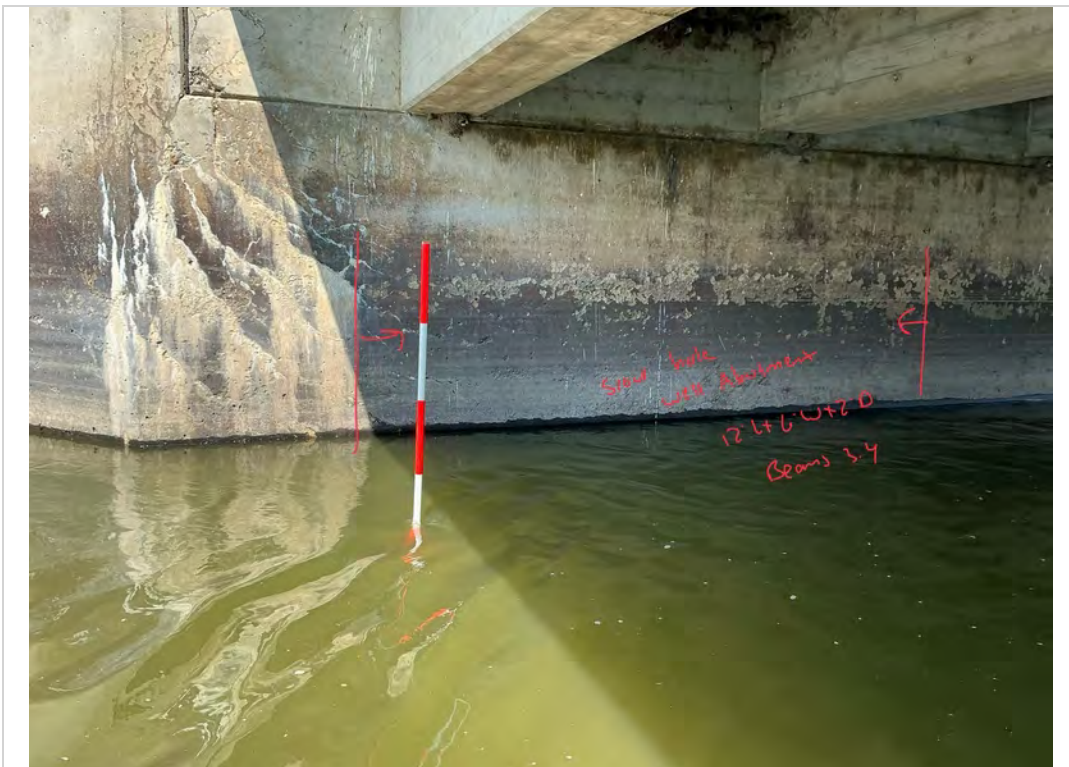
Facing NE. High Water Flow under structure.



Facing North. SW Wing at Top Inward Movement measurement.



Facing NE and Upwards. Various cracking to Beam 4 near East End.



Facing West. General of Scour Hole along West Abutment near South End.



Facing West. U-Shaped Cracking with Seepage and Efflorescence to West Abutment South End.



Facing South. Range Pole used to determine Scour Depth along West Abutment.



Facing South. Range Pole I used to determine water depth along Exposed Top of Footing.



Facing West. U-Shaped Cracking with Seepage and efflorescence to West Abutment North end.



Facing South. Minor Vertical cracks to Beam 1.



Facing North. Exposed Rebar to North Curb West End.



Facing NE. General of North Curb with Abrasion and Exposed rebar.



Facing South. Channel View Upstream. Poor Channel alignment.



Facing South. East Channel Bank Aggradation South of Structure.



Facing North. Channel View Upstream.



Facing North. Channel View Upstream.



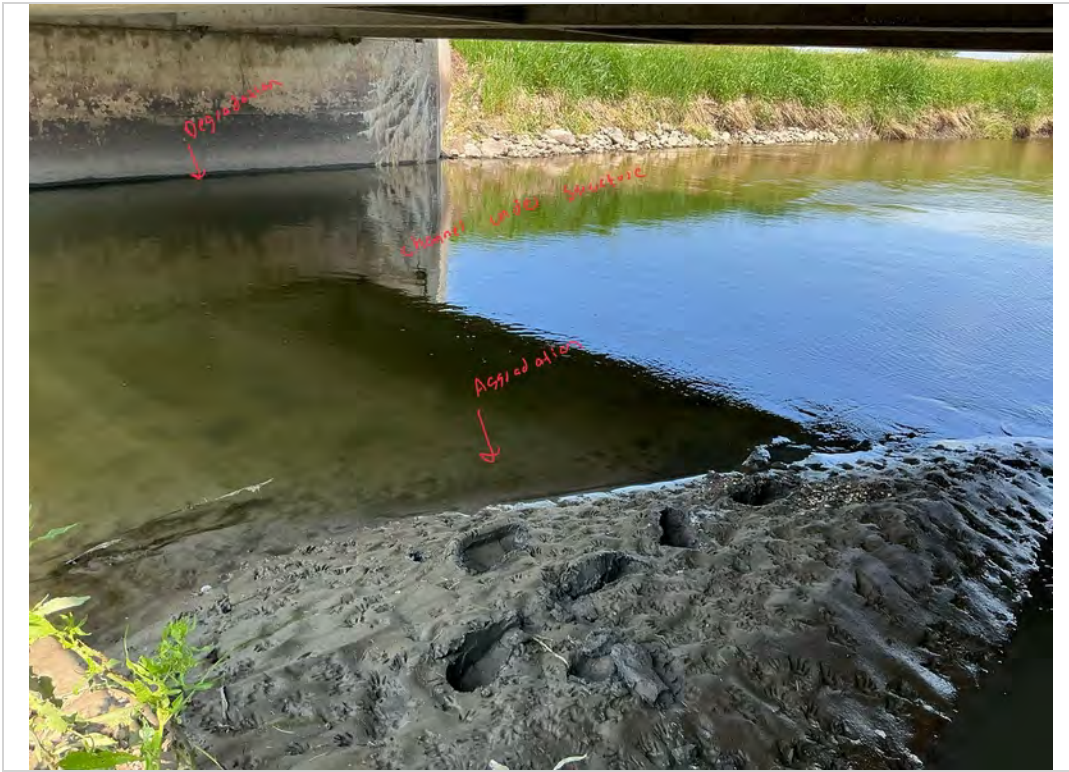
Facing SE. Channel alignment from the SE.



Facing SW. Channel Bank Erosion along West Side of Bank South of Structure.



Facing South. Channel View Upstream.



Facing NW. Channel Aggradation and Degradation under structure.



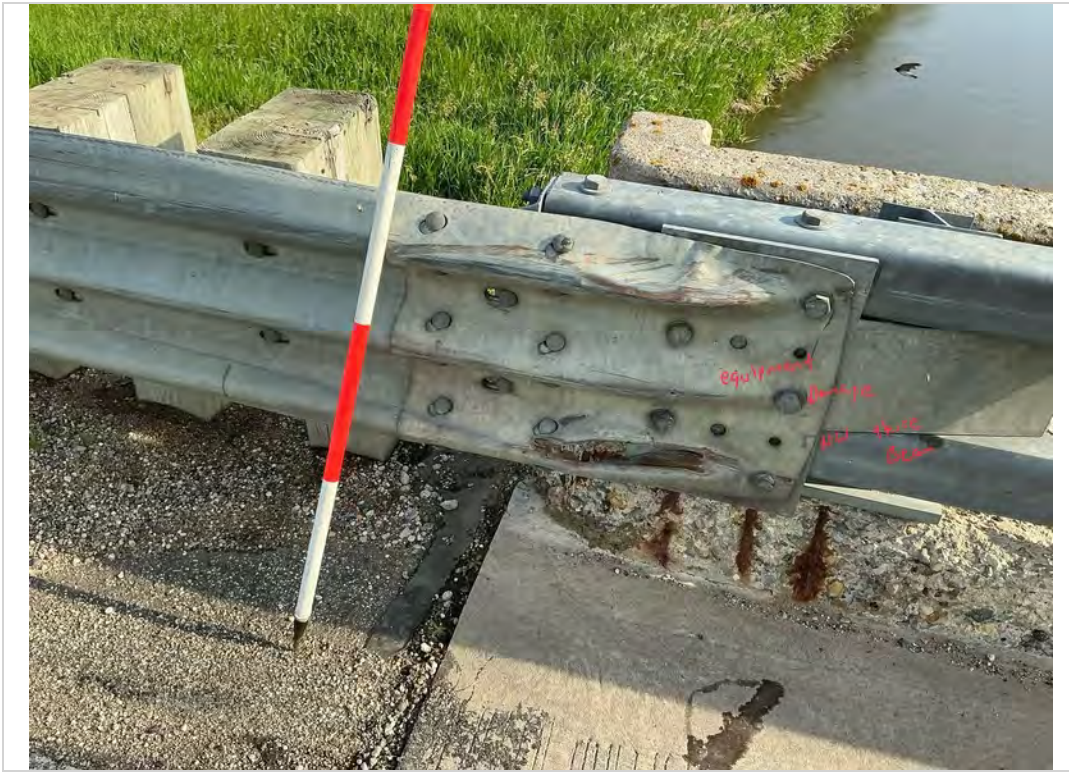
Facing North. Channel View Downstream.



Facing South. Channel View Upstream. Poor Channel Alignment.



Facing SE. Showing poor channel alignment from the SE.



Facing North. Equipment Damage to NW Thrie Beam Connection.



Facing SE. General of Top Flange Deck Wearing Surface.



Facing SE. General of Tee Beams.



Facing East. General East Abutment.



Facing West. General of West Abutment.



Facing NW. Exposed Rebar to North Railing Post 4



Facing NW. Exposed Rebar to North Railing Post 3.



Facing SW. Exposed Rebar to South Railing Post 3.



Facing NW. Exposed Rebar to NE End Post.



Facing NW. Minor Vertical and Horizontal Cracking to West Abutment.



Facing NW. Vertical and Horizontal Cracking to West Abutment near North End.



Facing SE. Some Minor Scaling with Series Horizontal Cracking to East Abutment.



Facing East. Series of Horizontal Cracking to East Abutment.



Facing SE. Continued Series of Horizontal Cracking to East Abutment



Facing NE. Abrasion to North Curb.



Facing West. Abrasion along North Railing.



Facing SW. South Curb Abrasion.



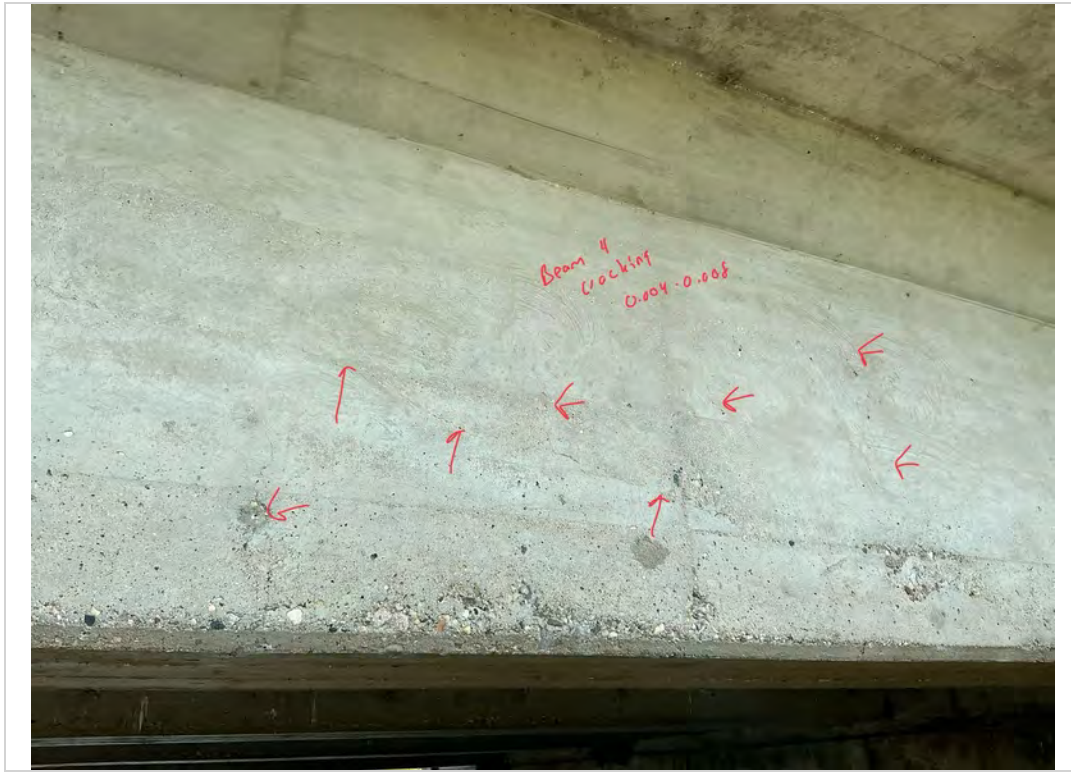
Facing East. South Railing Abrasion throughout.



Facing NE. Abrasion to North Curb East End



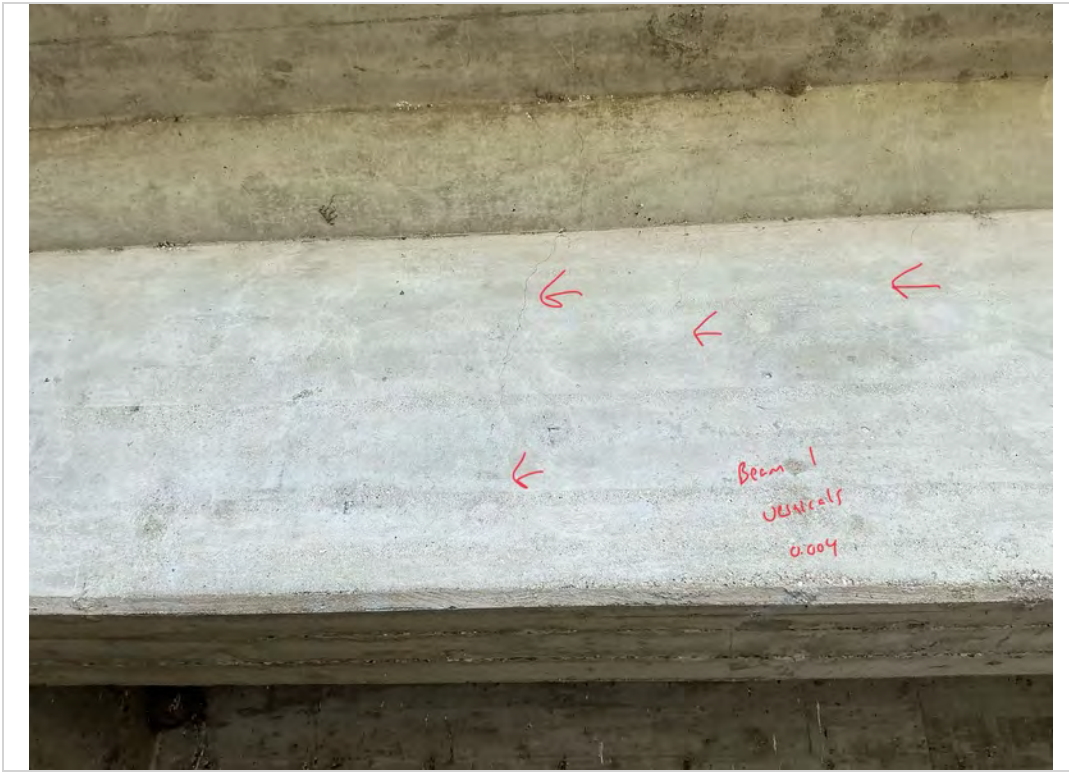
Facing SE. Continued Abrasion to South Curb and Railing.



Facing NE and Upwards. Various cracking to Beam 4 near East End.



Facing North. Vertical cracks to Beam 4.



Facing South. Minor Vertical Cracks to Beam 1.



Facing West. Seepage and Efflorescence to SW Wing.



Facing West. U-Shaped Cracking with Seepage and efflorescence to West Abutment North end.



Facing West. U-Shaped Cracking with Seepage and Efflorescence to West Abutment South End.



Facing SE. U-Shaped Cracking to East Abutment South end.



Facing East. Vertical Cracks with Seepage and Efflorescence to East Abutment.



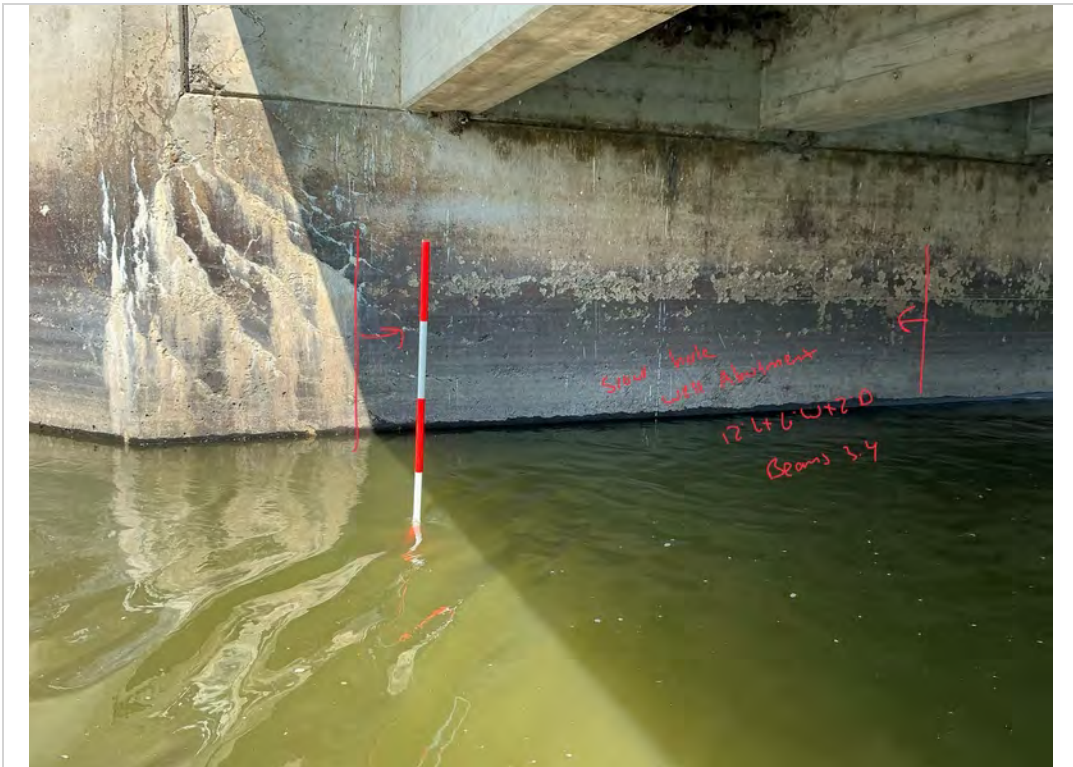
Facing South. Range Pole I used to determine water depth along Exposed Top of Footing.



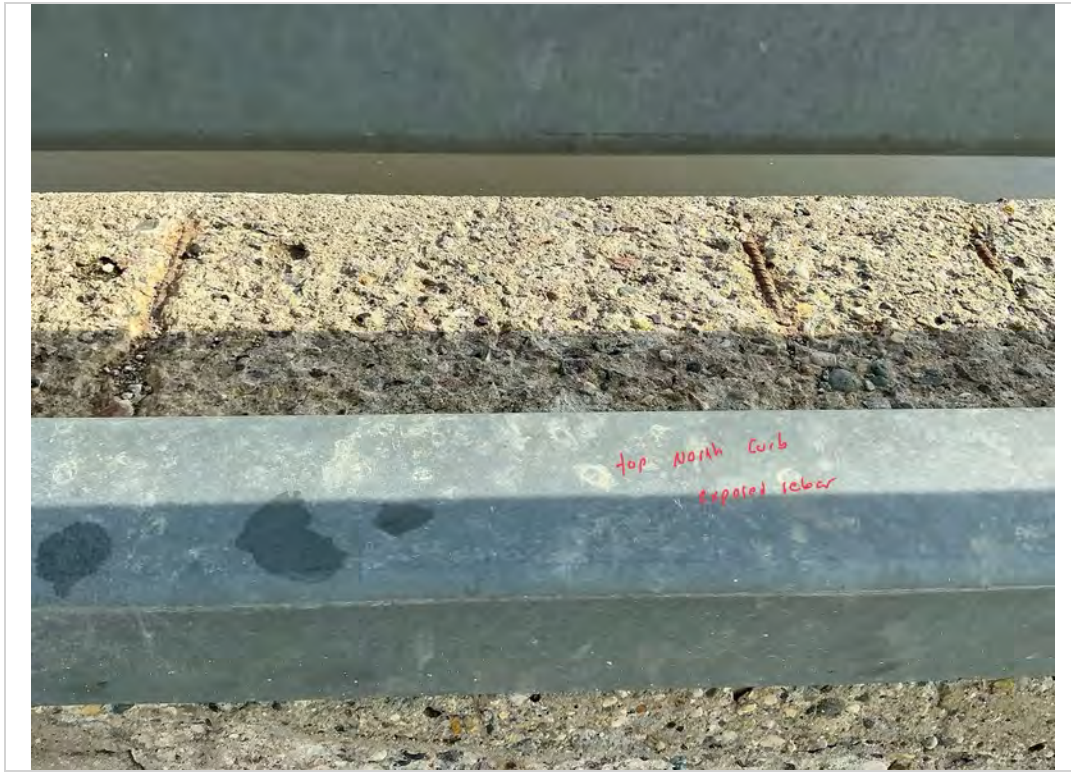
Facing South. Range Pole used to determine Scour Depth along West Abutment.



Facing North. Another View of the Scour Hole Depth along West Abutment near South End.



Facing West. General of Scour Hole along West Abutment near South End.



Facing South. Exposed Rebar to Top of North Curb.



Facing NE. Abrasion with Exposed Rebar to North Curb.



Facing South. Exposed Rebar to Top of South Curb.



Facing SW and Upwards. Diagonal Cracks to West Backwall North Beam 1.



Facing West. Cracking to West Backwall South Beam 4.



Facing East. Diagonal Cracking to East Backwall South End.



Facing North. Delam to West Backwall South End.



Facing East. Delam area and Diagonal Cracking to East Backwall North Beam 1.



Facing North and Upwards. South Soffit with Seepage and Efflorescence.



Facing West and Upwards. Seepage and Efflorescence to Underside Tee Beam West End.



Facing East and Upwards. Underside Top Flange Seepage and Efflorescence East End.



Facing East and Upwards. Underside Top Flange Deck with seepage and efflorescence East End.



Facing South. Sealed Transverse Cracking to Top Flange Deck Wearing Surface.



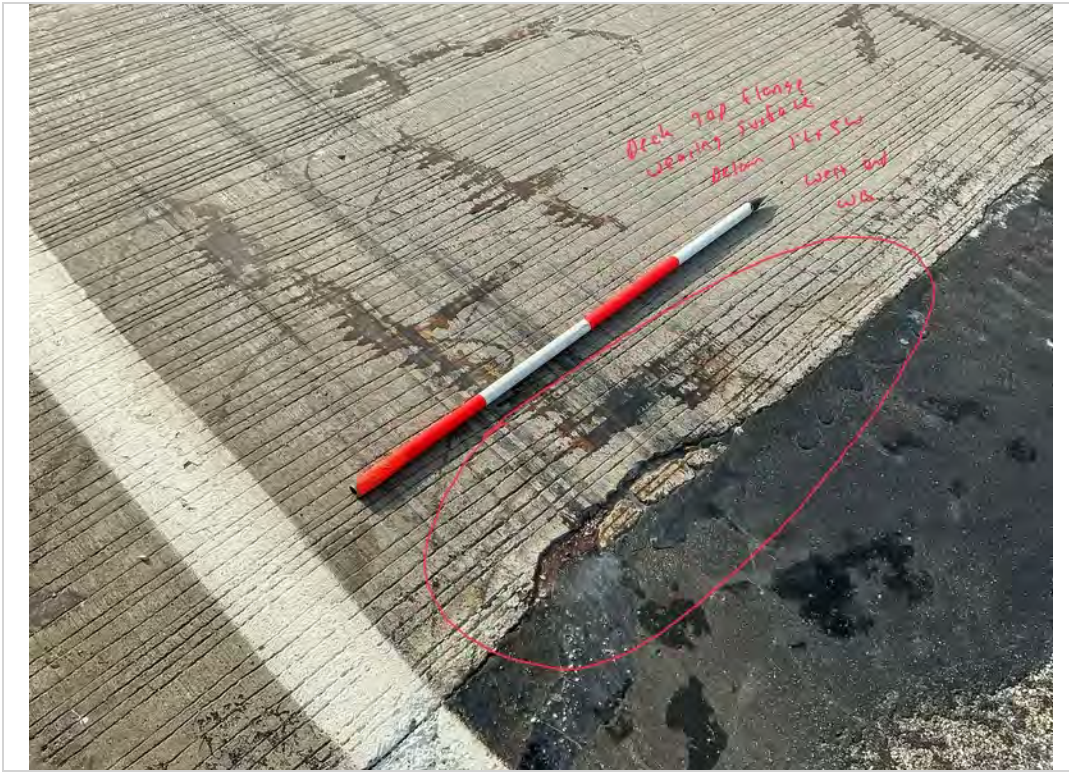
Facing SW. Sealed Cracking to Top Flange Deck Wearing Surface West End.



Facing SE. Sealed Cracking to Top Flange Deck Wearing Surface East End.



Facing SW. Blade Damage to East End of Top Flange Deck Wearing Surface.



Facing SE. Moderate Delam, Spall to West End of Top Flange Deck Wearing Surface.



Facing East. U-Shaped Seepage and Efflorescence with Delam area to East Abutment North End.



Facing West. Spalling with Exposed Rebar to West Backwall North End.



Facing East. Abrasion to NE Wing.



Facing East. Abrasion along Face of SE Wing.



Facing SE and Downward. Abrasion along Top of SE Wing



Facing West. NW Wing with Cracking, Seepage, and Efflorescence.



Facing West. Spall along Top with Cracking, Seepage, Efflorescence to NW Wing.

Maintenance Needs

Date Reported: 06/09/2021

Priority: High

Status: Under Review

Type of Work: Repair Scour, Riprap, Slope Protection

Component: Element

Deficiency Description

Scour along West Abutment Exposing Footing with a depth below top of footing at now at +3', previous 1'-6". Area is now 12'L x 6'W x 2'D, 2023 Previous area 23'L x 6'W x 4' to 4 1/2' D. 2021 Previous area 15' L x 3' W. East Abutment Footing Exposed.

No Undermining Observed.

Remarks

Recommendation to place Loose Rip Rap along both Abutments. See Photos.



Facing South. Range Pole used to show Exposed Footing along Abutment.



Facing South. Range Pole used to determine area of Scour along West Abutment.



Facing North and Downward. Range Pole Submerged due to Scour along West Abutment.

Maintenance Needs

Date Reported: 06/21/2023

Priority: High

Type of Work: Repair Bridge Railing

Status: Under Review

Component: Element

Deficiency Description

Areas of Moderate Abrasion with Exposed Rebar and Section loss to North and South Curb, Railing, and Posts across entire lengths.

Remarks

Recommendation to update Railing to current standards. See Photos.



Facing North. Exposed Rebar to North Railing Post 4.



Facing NE. Exposed Rebar to North Railing at Post 3.



Facing NE. Abrasion along North Railing.



Facing NE. Moderate Abrasion along North Curb from Posts 4-5.



Facing North. Exposed Rebar to North Curb in-between Posts 2 and 3.



Facing East. Abrasion along South Curb.



Facing SE. Moderate Abrasion to South Rail Post 3.



Facing East. Abrasion to South Railing.

Maintenance Needs

Date Reported: 06/21/2023

Priority: Medium

Type of Work: Safety Features

Status: Under Review

Component: Approach

Deficiency Description

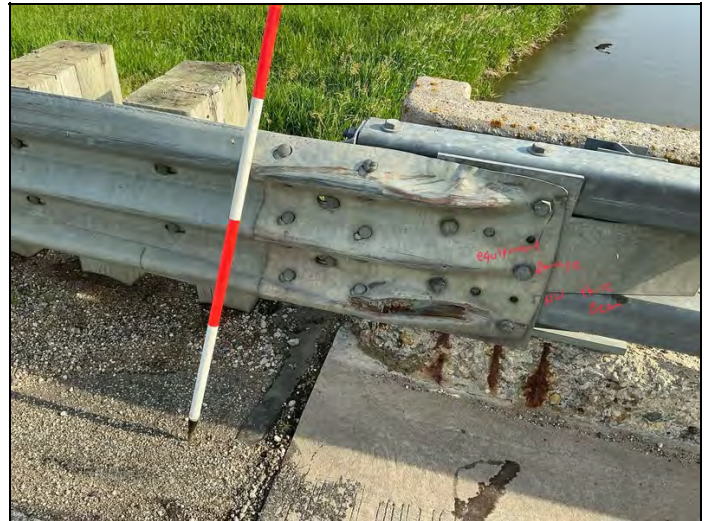
Two Split/Cracked Wood Posts with 1 Post not connected to W-Beam within SW Quadrant.
NW Thrie Beam Damage at Connection to Metal Railing.
Split Wood Spacer Block within NE Guardrail Quadrant.

Remarks

Recommendation to replace wood posts and reset Thrie Beam. See Photos.



Facing SW. Split Wood Spacer Block NE Quadrant.



Facing North. Equipment Damage to NW Thrie Beam Connection.



Facing East. Cracked and Broken Wood Post not attached to W-Beam SW Quadrant.