NORTH Dakota | Transportation
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Asset #0281-174.610(Routine, SNBI Record Change)
US HIGHWAY 281 over BNRR SEP.
Location: 1 NORTH US 2
Inspection Date: 09/11/2025



Latitude:48.27545, Longitude:-99.21670

Route:00281 Log:174.572

District 63, County 3 - Benson

Owner: 1 - State Highway Agency

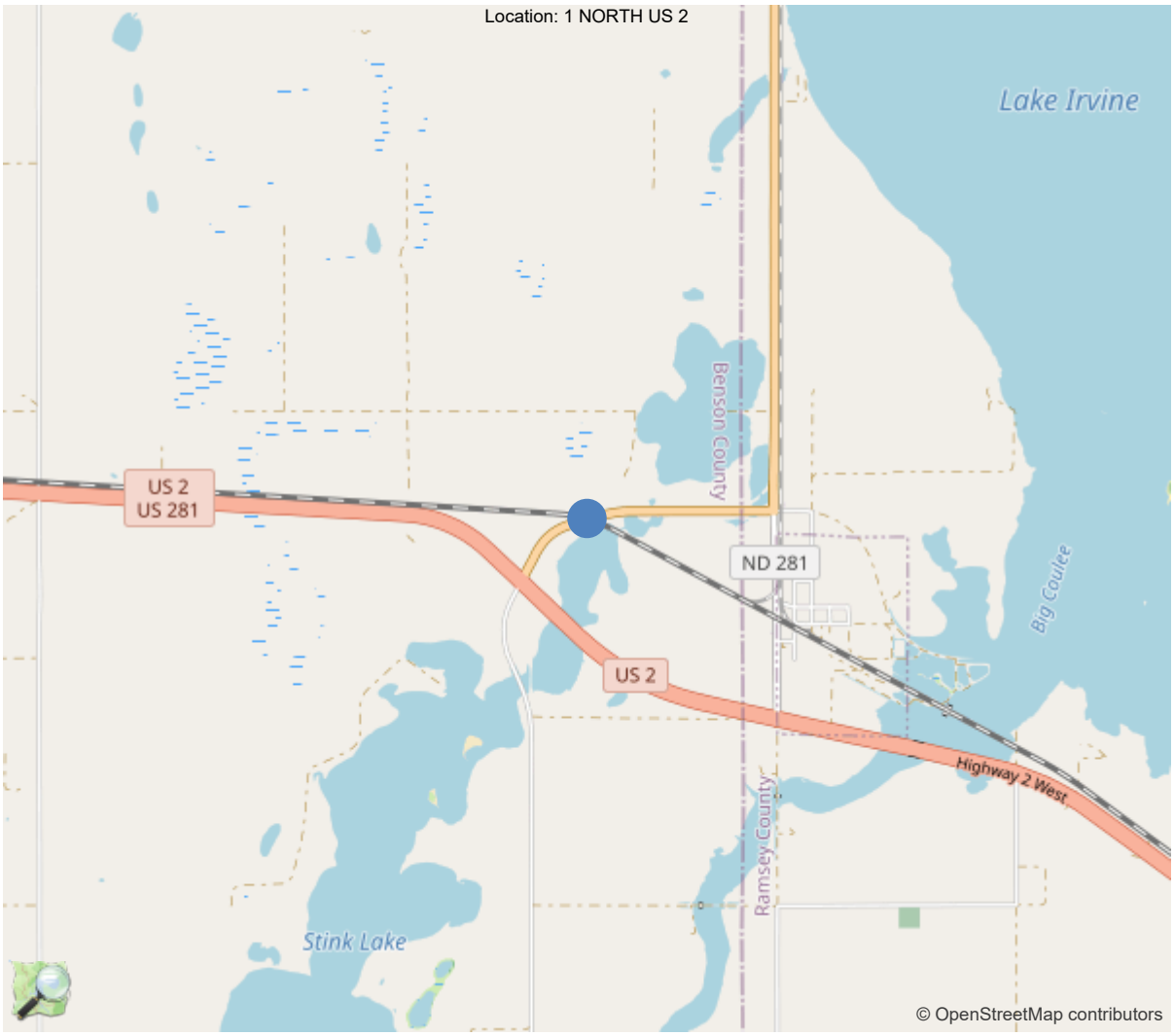
Place Code: 0

Team Leader: Matthew O'Dell

Approved By: Brian Schroeder

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Asset **#0281-174.610**(Routine, SNBI Record Change)
District: 63, **County:** 3 - Benson
Inspection Date: 09/11/2025



48.27545, -99.21670

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Bridge #0281-174.610(Routine, SNBI Record Change)

US HIGHWAY 281 over BNRR SEP.

Location: 1 NORTH US 2

Inspection Date: 09/11/2025

IDENTIFICATION	
(1) State Name	38 - North Dakota
(8) Structure Number	0281-174.610
(5) Inventory Route	1
(2) Highway Agency District	3 - Devils Lake
(3) County Code	3 - Benson
(4) Place Code	0
(6) Features Intersected	BNRR SEP.
(7) Facility Carried	US HIGHWAY 281
(9) Location	1 NORTH US 2
(11) Mile Point	174.572 mi
(12) Base Highway Network	Yes
(13) LRS Inventory Rte & Subrte	0000000000
(16) Latitude	48.275452
(17) Longitude	-99.216704
(A-5) GPS X	5346924.5
(A-6) GPS Y	483868.2
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	

STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	
Material	3 - Steel
Type	2 - Stringer/Multi-beam or girder
(44) Approach Structure Type	
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	6
(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	1 - Monolithic Concrete (concurrently pl
Type of Membrane	0 - None
Type of Deck Protection	0 - None
(A-18) Deck Overburden	0

AGE AND SERVICE	
(27) Year Built	1936
(106) Year Reconstructed	
(42) Type of Service	
On	1 - Highway
Under	2 - Railroad
(28) Number of Lanes	
On	2
Under	0
(29) Average Daily Traffic	450
(30) Year of ADT	2019
(109) Truck ADT	22 %
(19) Bypass, Detour Length	46 mi

GEOMETRIC DATA	
(48) Length of Maximum Span	63 ft
(49) Structure Length	262.1 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	29.9 ft
(52) Deck Width Out to Out	32.2 ft
(32) Approach Roadway Width (W/Shoulders)	39 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	29.9 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	21.82 ft
Ref:	
(55) Min Lat Underclear RT	9.8 ft
Ref:	
(56) Min Lat Underclear LT	0 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	1
(26) Functional Class	2 - Rural Principal Arterial -
(100) Defense Highway	0 - Not a STRAHNET route
(101) Parallel Structure	N - No parallel structure exis
(102) Direction of Traffic	2 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	1 - Part of the national netw
(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	4
(59) Superstructure	5
(60) Substructure	5
(61) Channel & Channel Protection	N
(62) Culverts	N
(B.C.11) Scour Condition Rating	N

LOAD RATING AND POSTING	
(31) Design Load	4 - M 18 / H 20
(63) Operating Rating Method	1 - Load Factor(LF)
(64) Operating Rating	67.1
(65) Inventory Rating Method	1 - Load Factor(LF)
(66) Inventory Rating	40.2
(41) Structure Open/Posted/Closed	A - Open, no restriction
(A-19) Posting Tons	00
(A-33) Max Posting Tons	
(A-2) Rating Date	5/17/2017 12:00:00 AM

APPRAISAL	
(68) Deck Geometry	6
(69) Clearances, Vertical/Horizontal	4
(71) Waterway Adequacy	N
(72) Approach Roadway Alignment	7
(36) Traffic Safety Features	
A Bridge Railings	1 - Meets currently acceptable stan
B Transitions	0 - Inspected feature does not meet
C Approach Guardrail	0 - Inspected feature does not meet
D Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	N - Bridge not over waterway.

APPROVED INSPECTIONS			
(90) Inspection Date			092025
(91) Frequency			Y24
(92) Critical Feature Inspection	Req	Freq. (Mon)	Date
A: Fracture Critical Detail	Yes	24	09/26/2019
B: Underwater Inspection	No		
C: Other Special Inspection			

AGENCY ITEMS	
(A-21) Fedaid Project No.	F-3-281(00)174
(A-14) Chaining Date	11/27/2012, 8/6/2021
(A-15) Delamination Pct	0.0%, 16.3%
(A-32) On/Off System	1
(A-34) NLEB Range	N
(A-35) Uncoated Weathering Steel	N - No

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Asset #0281174610(Routine, SNBI Record Change)
US HIGHWAY 281 over BNRR SEP.
Location: 1 NORTH US 2
Inspection Date: 09/11/2025

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
12	Reinforced Concrete Deck	SF	8439	2078	5490	869	2
1080	Delamination/Spall/Patched Area	SF	1371	0	500	869	2
1130	Cracking (RC and Other)	SF	690	0	690	0	0
1190	Abrasion/Wear (PSC/RC)	SF	4300	0	4300	0	0

(1080-12) (09/11/2025, 09/21/2023) Majority of spalls on topside of deck are poorly patched and beginning to re-emerge with no exposed reinforcement (500SF CS2). Concrete parapets underneath compression joints exhibit heavy spalling with exposed reinforcement (60SF CS3).
(09/11/2025, 09/21/2023, 09/18/2021) Scattered spalling along top of deck: westbound lane Span 1, (1) failed patch 6FT wide by 2FT with 2IN penetration and 1 transverse reinforcement exposed, (2) spall 9FT long by 3FT wide with 2IN penetration, (3) spalling propagating from transverse crack 1FT wide by 7FT long. Span 2, (1) spall 3FT diameter x 1IN penetration eastbound shoulder (2) spall 5FT x 3FT x 1IN penetration eastbound shoulder with failing patch, (3) spalling 8FT x 3FT x 2IN penetration eastbound lane, (4) spalling 4FT diameter x 2IN penetration with 8 exposed transverse reinforcement bars exhibiting section loss on westbound shoulder, (5) failing patch 10FT x 4FT westbound shoulder, (6) spall 5FT x 4FT x 3IN penetration with exposed transverse reinforcement exhibiting section loss. Span 3, (1) spalling 6FT x 1FT x 1IN penetration with failed patch. Span 4, (1) spalling 5FT x 3FT x 1IN penetration with failing patch on eastbound shoulder. Span 5, (1) spalling 12FT x 2FT x 1IN penetration with failed patch near center (209SF CS3).
Underside of deck exhibited scattered spalling associated with cracking exposing transverse reinforcement exhibiting minor to moderate section loss (600SF CS3).
Two unpatched full depth cores on eastbound lane (2SF CS4).
(09/26/2019) Spalls across the deck in areas.

(1130-12) (09/11/2025, 09/21/2023, 09/18/2021) Moderate transverse cracking along full width spaced every 10FT on Spans 1 through 5 (200SF CS2). Moderate map cracking on Span 4 southeast corner 12FTx7FT (84SF CS2). Underside of deck exhibited transverse cracking up to 1/16IN wide with associated spalling spaced every 5FT-10FT (406SF CS2) .
(09/26/2019) Unsealed moderate width cracks across deck.

(1190-12) (09/11/2025, 09/21/2023, 09/18/2021) Abrasion up to 1/4IN penetration on Spans 1 and 2 (30FT x 72FT) (2000SF CS2, overlapped). Abrasion up to 1/4IN penetration continues on eastbound shoulder full length (2300SF CS2). No photo.

107	Steel Open Girder/Beam	LF	1036	0	736	300	0
1000	Corrosion	LF	1036	0	736	300	0
515	Steel Protective Coating	SF	6216	0	4351	932	933
3440	Effectiveness (Steel Protective Coatings)	LF	6216	0	4351	932	933

(1000-107) (09/11/2025, 09/21/2023, 09/18/2021) Girders typically exhibited minor corrosion throughout (CS2, overlapped). Girders typically exhibited areas of minor pitting on top of bottom flanges with isolated areas of flaking rust (300LF CS3).
(09/26/2019) Covered in freckled rust.

(515-107) 1036LF x 6SF/LF (assumed, no measurements available) = 6216SF

(3440-515-107) (09/11/2025, 09/21/2023, 09/18/2021) Coating has faded (70% = 4351SF CS2). Coating was flaking (15% = 932SF CS3). Coating has failed (15% = 933SF CS4).

161	Steel Pin, Pin and Hanger Assembly	EA	16	0	0	16	0
1000	Corrosion	EA	16	0	0	16	0
515	Steel Protective Coating	SF	64	0	32	0	32
3440	Effectiveness (Steel Protective Coatings)	EA	64	0	32	0	32

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(161) 10/9/2020 Pin inspection notes: 1) Paint deterioration was typical near the hinge joints, with heavy pack rust and minor pitting of the hinge channels typically observed at the exterior girder lines. Several pinned hinge connections at the exterior girder lines exhibited deformation of the hinge channels (bowing out-of-plane), with a maximum recorded deformation of 3/8 inch. 2) Hinge channels of several assemblies do not bear completely on pin barrel surfaces with up to 0.29 inch of overhang at EMH4S, resulting in approximately 80 percent remaining bearing area for the set of hinge channels at this connection. The reduced bearing appears to be a condition of the initial installation. 3) Based on visual and ultrasonic examinations, the pinned connections are sound and in satisfactory condition. The steel pins are free of cracks or significant discontinuities. The channel hinges exhibit no cracks and are in good condition. 4) Indications of inter-component acoustic coupling (ICAC) that correspond to the far side of connecting elements were detected during PAUT examinations of some pins. These indications were not coincident with detected indications from the opposite scanning end of the pin and do not represent a detrimental condition. 5) Possible minor corrosion or pitting that correspond to the south primary shear plane between the web reinforcement plate and the channel hinge was detected during PAUT examination of EEH1N. This indication had low amplitude, was not coincident with detected indications from the opposite scanning end of the pin, and does not represent a detrimental condition. 6) Gaps between the nuts and the hinge channels were observed. 9) Concrete diaphragms at the pinned hinge locations exhibited typical cracking with rust staining on the bottom face. Spalled concrete with exposed rebar observed at hinge connections. (1000-161) (09/11/2025, 09/21/2023, 09/18/2021, 10/9/2020) Heavy pack rust and minor pitting of the hinge channels typically observed at the exterior girder lines. Several pinned hinge connections at the exterior girder lines exhibited deformation of the hinge channels (bowing out-of-plane), with a maximum recorded deformation of 3/8IN (16EA CS3). (09/26/2019) Freckled rust on all elements. (515-161) 16EA x 4SF/EA = 64SF (3440-515-161) (09/11/2025, 09/21/2023, 09/18/2021) Coating has faded (50% = 32SF CS2). Coating has failed (50% = 32SF CS4).						
205	Reinforced Concrete Column	EA	10	6	4	0	0
1130	Cracking (RC and Other)	EA	2	0	2	0	0
1190	Abrasion/Wear (PSC/RC)	EA	2	0	2	0	0
(205) (09/11/2025) Pier 5 Column 2N minor spalls with exposed rebar, no section loss (CS2, overlapped). (09/11/2025, 09/21/2023, 09/18/2021) Delamination 2FT in diameter on Pier 4, Column 2N north face 10 feet from ground line (CS2, overlapped). (1130-205) (09/11/2025, 09/21/2023, 09/18/2021, 09/26/2019) Minor map cracking top down 4FT with efflorescence on Pier 4, Column 2N west face, & moderate vertical cracking on north, east, and south face (1EA CS2). Moderate vertical cracking on all faces of Pier 4 Column 1N (1EA CS2). (1190-205) (09/11/2025, 09/21/2023) Abrasion at Pier 5, Column 1N has increased to up to 2IN penetration. Pier 5, Column 2N has abrasion at ground line with 1/2IN penetration (2EA CS2). (09/18/2021) Abrasion up to 1/2IN penetration at Pier 5, Column 1N from ground line up 6FT on north face (1EA CS2).						
215	Reinforced Concrete Abutment	LF	69	59	8	2	0
1080	Delamination/Spall/Patched Area	LF	2	0	0	2	0
6000	Scour	LF	8	0	8	0	0
(215) (09/11/2025, 09/21/2023, 09/18/2021) Diagonal cracking on Abutment 1 (West) above bearing seats behind Girders 1N, 2N and 3N (CS2, overlapped). Concrete retrofit in front of Abutment 1 (West) with a gap up to 1.5IN between original abutment face and retrofit. (1080-215) (09/11/2025, 09/21/2023, 09/18/2021, 09/26/2019) Abutment 7 (East) southeast corner spall 2FT diameter with 6IN penetration exposing reinforcement exhibiting section loss (2LF CS3). (6000-215) (09/11/2025, 09/21/2023, 09/18/2021) Abutment 1 (West) undermining starting under Girders 2N to 3N with 2.5IN vertical exposure and 17IN penetration (8LF CS2).						

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
231	Steel Pier Cap	LF	43	0	0	43	0
1000	Corrosion	LF	41	0	0	41	0
7000	Damage	LF	2	0	0	2	0
515	Steel Protective Coating	SF	172	0	43	43	86
3440	Effectiveness (Steel Protective Coatings)	LF	172	0	43	43	86
(1000-231) (09/11/2025, 09/21/2023, 09/18/2021) Flaking rust under bottom flange (CS3, overlapped). (09/26/2019) Covered in freckled rust.							
(7000-231) (09/11/2025, 09/21/2023, 09/18/2021) Impact damage on steel cross girder under Girder 2N distorted bottom flange up approximately 1IN (2LF CS3).							
(515-231) 43LF x 4SF/LF = 172SF							
(3440-515-231) (09/11/2025, 09/21/2023, 09/18/2021) Coating has faded (25% = 43SF CS2). Coating was flaking (25% = 43SF CS3). Coating has failed (50% = 86SF CS4).							
234	Reinforced Concrete Pier Cap	LF	115	109	4	2	0
1080	Delamination/Spall/Patched Area	LF	6	0	4	2	0
(1080-234) (09/11/2025, 09/21/2023, 09/18/2021) Spalling on Pier 5 north and south ends exposing reinforcement exhibiting section loss (2LF CS3). (09/11/2025, 09/21/2023, 09/18/2021, 09/26/2019) Exposed rebar on the bottoms on Pier 2 south end (2LF CS2) and Pier 3 north end (2LF CS2) from poor clear cover.							
302	Compression Joint Seal	LF	156	120	0	36	0
2340	Seal Cracking	LF	36	0	0	36	0
(302) Joints over Piers 2, 3, 4, 5, & 6.							
(2340-302) (09/11/2025, 09/21/2023, 09/18/2021) Joint over Pier 5 with spalling and failing bituminous patching (36LF CS3). (09/26/2019) Cracking and pulling.							
303	Assembly Joint with Seal	LF	60	0	0	60	0
2330	Seal Damage	LF	60	0	0	60	0
(2330-303) (09/11/2025, 09/21/2023) Northwest corner of deck has vertical exposure up to 4 IN. Joints allowing heavy water infiltration onto beams and abutments (CS3, overlapped). No photo. (09/11/2025, 09/21/2023, 09/18/2021) Joints covered in bituminous and bulging upwards (60LF CS3). (09/26/2019) Material coming through the joint.							
311	Movable Bearing	EA	26	0	18	8	0
1000	Corrosion	EA	17	0	17	0	0
1020	Connection	EA	1	0	1	0	0
2220	Alignment	EA	8	0	0	8	0
515	Steel Protective Coating	SF	104	0	52	5	47
3440	Effectiveness (Steel Protective Coatings)	EA	104	0	52	5	47
(1000-311) (09/11/2025, 09/21/2023, 09/18/2021) Top of bearing plates of Bearings 2N an 3N at Abutment 7 (East) exhibited flaking rust (CS3, overlapped). Top of bearing plates typically exhibited minor pitting with insignificant section loss (CS2, overlapped).							

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
(1020-311) (09/11/2025, 09/21/2023) Pier 4, Column 2N has one bolt not tightened and nearly detached (1EA CS2). (09/18/2021, 09/26/2019) Fastening pin not set on the Pier 4 Column 2N (1EA CS2). (2220-311) (09/11/2025) All bearings moved to CS3 due to rotation (8EA CS3). (09/11/2025, 09/21/2023, 09/18/2021) Abutment 1 (West): Rockers typically rotated top away from midspan 2-3/8IN bottom bearing plate to bottom of rocker (4EA CS3). Pier 2, 3, 5 & 6: Rockers typically vertical. Abutment 7 (East): Rockers typically rotated top away from midspan 2-1/8IN bottom bearing plate to bottom of rocker (2EA CS2, overlapped) Bearings plates of 3N and 4N are overhanging 3/4IN over abutment seat (2EA CS3). (515-311) 26EA x 4SF/EA = 104SF (3440-515-311) (09/11/2025, 09/21/2023, 09/18/2021) Coating has faded (50% = 52SF CS2). Coating was flaking (5% = 5SF CS3). Coating has failed (45% = 47SF CS4).						
330	Metal Bridge Railing	LF	526	519	0	1	6
1020	Connection	LF	7	0	0	1	6
515	Steel Protective Coating	SF	1052	1052	0	0	0
(1020-330) (09/11/2025) North rail Post 1W exhibited one missing bolt and one missing nut. Other bolts and nuts are distorted or missing (1LF CS3). (09/11/2025, 09/21/2023) South rail at spans 3 and 4 has (6) posts missing all anchor bolts due to concrete deterioration (6LF CS4). (515-330) 526LF x 2SF/LF = 1052SF							
331	Reinforced Concrete Bridge Railing	LF	526	476	0	50	0
1080	Delamination/Spall/Patched Area	LF	50	0	0	50	0
(1080-331) (09/11/2025, 09/21/2023) Isolated spalls up to 18 inches long mostly at steel rail connections (50LF CS3).							
8398	Slope Protection	EA	2	0	0	2	0
8001	Erosion	EA	2	0	0	2	0
(8398) Scattered riprap and smaller rock in front of both abutments. (8001-8398) (09/11/2025, 09/21/2023) Severe erosion on abutment slopes creating deep channels up to 5FT deep (2EA CS3).							
8401	Wings	EA	4	4	0	0	0

General Observation

Date: 09/11/2025
Time: 10:00am
Temperature: 70 degrees F
Weather: Overcast
Inspectors: MAO, MMJ

Bridge is inventoried west to east. Substructure units are labeled Abutment 1 (West), Pier 2, Pier 3, Pier 4, Pier 5, Pier 6, and Abutment 7 (East). Girders, bearings and columns are numbered north to south. Pier 4 steel cross girder is a Non-Redundant Steel Tension Member (NSTM).

(09/11/2025) Non-standard BEMs at the ends of the guardrails at all quadrants of the structure.

Historical Notes:
(09/21/2023, 09/18/2021) No standard BEMs.
(10/09/2020) Pin inspection performed by WJE. See FileNet for full report.
(10/24/2012) AECOM UT Pin Inspection.

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58 - Deck Condition Rating (4 - POOR CONDITION)

(09/11/2025, 09/21/2023, 09/18/2021) Significant spalling on top and underside of deck with exposed reinforcement exhibiting section loss.

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59 - Superstructure Condition Rating (5 - FAIR CONDITION)

(09/11/2025, 09/21/2023, 09/18/2021) Corrosion present on girders with isolated flaking rust. Bearing rockers at Abutments have moderate rotation with Abutment 7 (East) bearings 3N and 4N have slid towards midspan.

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60 - Substructure Condition Rating (5 - FAIR CONDITION)

(09/11/2025) Moderate corrosion with section loss throughout steel pier cap. Minor pitting and heavy pack rust throughout pin and hanger assembles.
(09/11/2025, 09/21/2023, 09/18/2021) Undermining at Abutment 1 (West). Spalling with exposed reinforcement exhibiting section loss under pier caps.

B.C.05 Bridge Railing Condition Rating (5 - FAIR - Some moderate defects; strength and performance of the component are not affected.)
(09/11/2025) South rail has six posts missing all four baseplate bolts.

B.C.07 Bridge Bearings Condition Rating (4 - POOR - Widespread moderate or isolated major defects; strength and/or performance of the component is affected.)
(09/11/2025) Rockers typically rotated top away from midspan up to 2-3/8IN, widespread surface corrosion and isolated flaking corrosion.

B.C.08 Bridge Joints Condition Rating (4 - POOR - Widespread moderate or isolated major defects.)

(09/11/2025) Compression joint over Pier 5 with spalling and failing bituminous patching. Assembly joints covered in bituminous and bulging upwards

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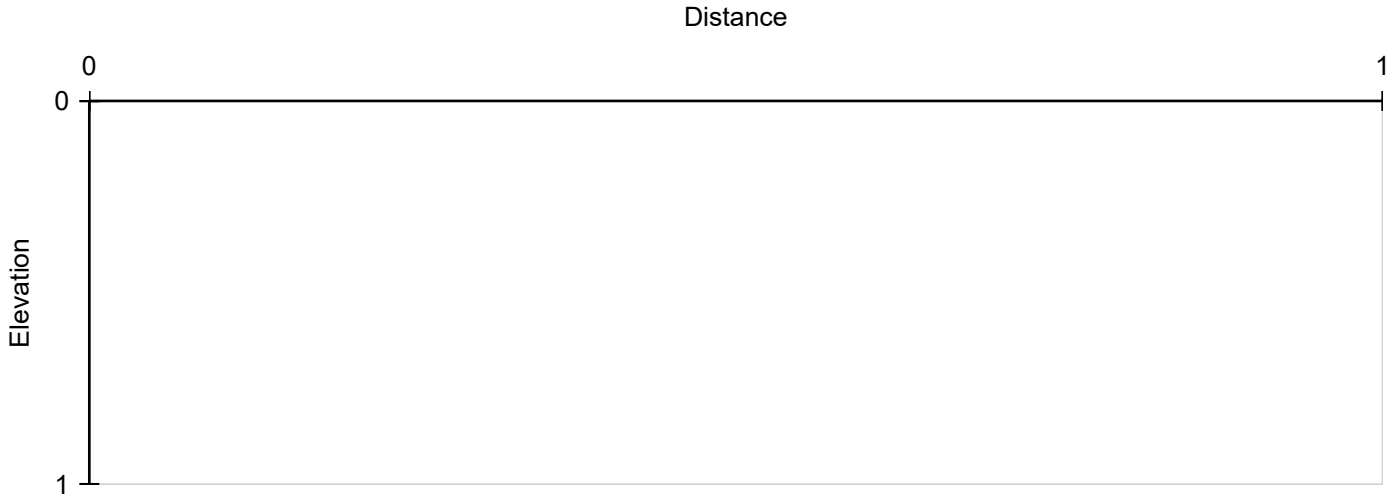
Significant Findings

Critical Finding

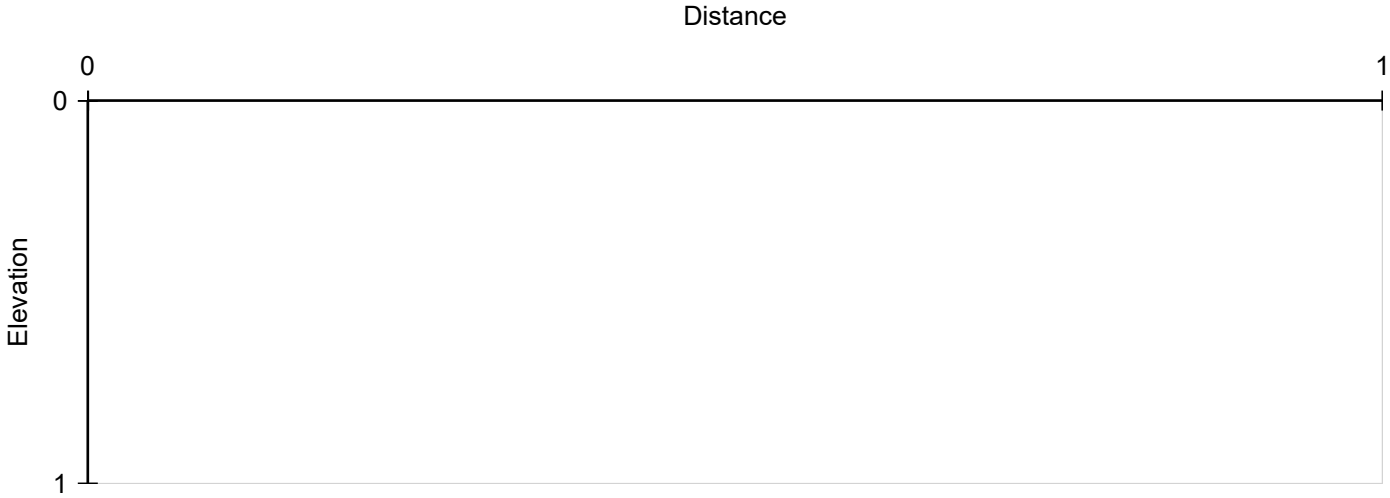
Channel Profile

Station	Distance	Upstream	Downstream

Upstream Elevation



Downstream Elevation





SOUTH PROFILE LOOKING NORTHEAST



NORTH PROFILE LOOKING SOUTHEAST



FROM DECK LOOKING NORTH



FROM DECK LOOKING SOUTH



TYPICAL BRIDGE END TREATMENT MISSING TIGER STRIPES LOOKING EAST



WEST APPROACH LOOKING EAST



EAST APPROACH LOOKING WEST



TYPICAL BRIDGE RAIL TRANSITION LOOKING NORTH



TYPICAL BRIDGE RAIL TRANSITION LOOKING SOUTH



DECK TOPSIDE TYPICAL CONDITION LOOKING WEST



SPAN 1 SUPERSTRUCTURE UNDERSIDE LOOKING EAST



SPAN 2 SUPERSTRUCTURE UNDERSIDE LOOKING EAST



SPAN 4 SUPERSTRUCTURE WEST HALF UNDERSIDE LOOKING EAST



SPAN 4 SUPERSTRUCTURE EAST HALF UNDERSIDE LOOKING EAST



SPAN 5 SUPERSTRUCTURE UNDERSIDE LOOKING EAST



ABUTMENT 1 (WEST) LOOKING WEST



ABUTMENT 7 (EAST) LOOKING EAST



PIER 2 WEST FACE LOOKING EAST



PIER 2 EAST FACE LOOKING WEST



PIER 3 WEST FACE LOOKING EAST



PIER 3 EAST FACE LOOKING WEST



PIER 4 WEST FACE LOOKING EAST



PIER 4 EAST FACE LOOKING WEST



PIER 5 WEST FACE LOOKING EAST



PIER 5 EAST FACE LOOKING WEST



PIER 6 WEST FACE LOOKING EAST



PIER 6 EAST FACE LOOKING WEST



SOUTHWEST APPROACH RAIL POST DAMAGED LOOKING EAST



WEST APPROACH JOINT PATCHED OVER LOOKING NORTH



EAST APPROACH JOINT PATCHED OVER LOOKING NORTH



TYPICAL METAL BRIDGE RAIL CONDITION LOOKING NORTH



TYPICAL SOUTH RAIL MISSING BOLTS LOOKING SOUTH



NORTHWEST APPROACH DROPOFF LOOKING EAST



JOINT OVER PIER 4 LOOKING NORTHEAST



PATCHED AT JOINT OVER PIER 5 LOOKING NORTH



TYPICAL DECK TOPSIDE PATCHING LOOKING WEST



CORE IN DECK LOOKING NORTH



SPAN 1 DECK UNDERSIDE CRACKING AND EFFLORESCENCE LOOKING EAST



SPAN 1 DECK UNDERSIDE CRACKING AND EFFLORESCENCE LOOKING EAST



JOINT OVER SPAN 1 PIN AND HANGER SPALL WITH EXPOSED REINFORCING LOOKING EAST



SPAN 3 DECK UNDERSIDE SPALLING AND EXPOSED REINFORCING LOOKING EAST



JOINT OVER SPAN 6 PIN AND HANGER SPALLING WITH EXPOSED REINFORCING LOOKING EAST



JOINT ABOVE ABUTMENT 7 (EAST) SPALLING AND EXPOSED REINFORCING LOOKING EAST



TYPICAL EXTERIOR GIRDER CONDITION LOOKING NORTH



TYPICAL STEEL GIRDER COATING CONDITION LOOKING NORTH



STEEL GIRDER TYPICAL TOP FLANGE UNDERSIDE CORROSION LOOKING NORTH



SPAN 1 PIN AND HANGER ASSEMBLY TYPICAL LOOKING NORTH



SPAN 2 PIN AND HANGER ASSEMBLY TYPICAL LOOKING NORTH



SPAN 4 PIN AND HANGER ASSEMBLY TYPICAL LOOKING SOUTH



SPAN 6 TYPICAL BOTTOM FLANGE CORROSION LOOKING NORTH



GIRDER 4N FASCIA LOOKING NORTHWEST



ABUTMENT 1 (WEST) BEARING 1N ROTATION LOOKING SOUTH



ABUTMENT 1 (WEST) BEARING 2N ROTATION LOOKING SOUTH



ABUTMENT 1 (WEST) BEARING 3N ROTATION LOOKING SOUTH



ABUTMENT 1 (WEST) BEARING 4N ROTATION LOOKING SOUTH



ABUTMENT 7 (EAST) BEARING 1N ROTATION LOOKING NORTH



ABUTMENT 7 (EAST) BEARING 2N ROTATION LOOKING NORTH



ABUTMENT 7 (EAST) BEARING 3N ROTATION LOOKING NORTH



ABUTMENT 7 (EAST) BEARING 4N ROTATION LOOKING NORTH



PIER 4 CROSS GIRDER SOUTH COLUMN BOLT LOOSE LOOKING EAST



PIER 4 CROSS GIRDER SOUTH COLUMN BOLT LOOSE LOOKING EAST



PIER 4 CROSS GIRDER NORTH COLUMN TYPICAL LOOKING WEST



PIER 4 CROSS GIRDER TYPICAL CONDITION LOOKING NORTH



PIER 4 CROSS GIRDER TYPICAL BOTTOM FLANGE CONDITION LOOKING UP



PIER 4 CROSS GIRDER BOTTOM COVER PLATE DISTORTION LOOKING EAST



PIER 5 SOUTH END CAP UNDERSIDE SPALL WITH EXPOSED REINFORCING LOOKING NORTH



PIER 2 SOUTH COLUMN SPALLS LOOKING NORTH



PIER 4 SOUTH COLUMN CRACKING AND PATCHED AREAS LOOKING EAST



PIER 5 NORTH COLUMN ABRASION AT BOTTOM LOOKING EAST



PIER 5 SOUTH COLUMN SPALLS LOOKING NORTH



ABUTMENT 7 (EAST) SOUTH END SPALL LOOKING EAST



ABUTMENT 1 (WEST) SLOPE RETROFIT LOOKING NORTHWEST



ABUTMENT 1 (WEST) SLOPE EROSION LOOKING NORTHWEST



ABUTMENT 7 (EAST) SLOPE EROSION LOOKING EAST



ABUTMENT 7 (EAST) SLOPE EROSION LOOKING WEST

NORTH Dakota | Transportation
Be Legendary.

Asset #0281-174.610(Routine, SNBI Record Change)
US HIGHWAY 281 over BNRR SEP.
Location: 1 NORTH US 2
Inspection Date: 09/11/2025

Maintenance Needs

Date Reported: 09/19/2021

Priority: Medium
Status: Unknown
Type of Work: Signing Repair
Component: Approach

Deficiency Description

Missing standard BEMs

Remarks

Install standard BEMs.



WEST APPROACH MISSING BEMS LOOKING EAST



EAST APPROACH MISSING BEMS LOOKING WEST