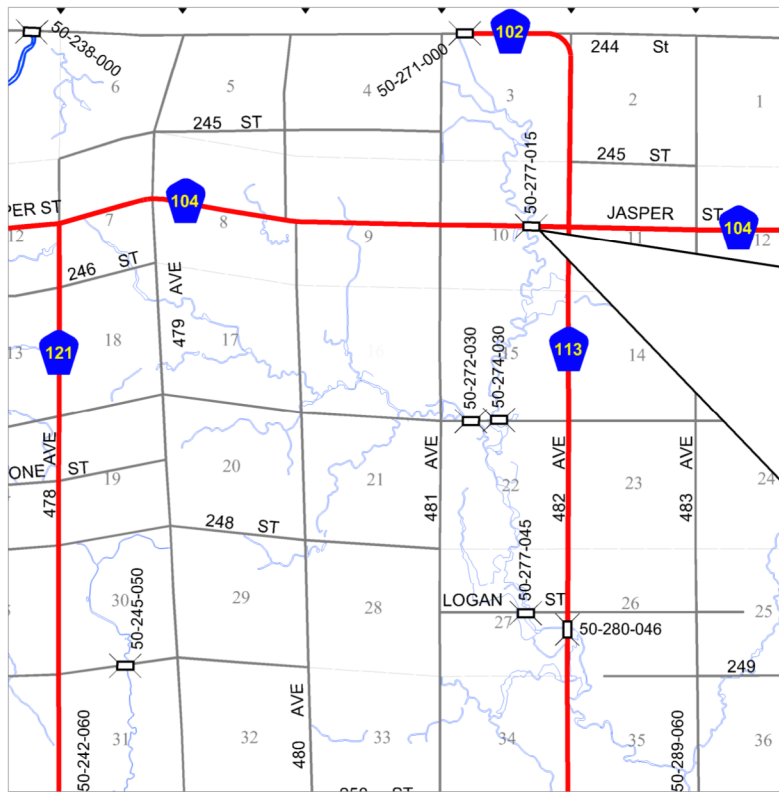
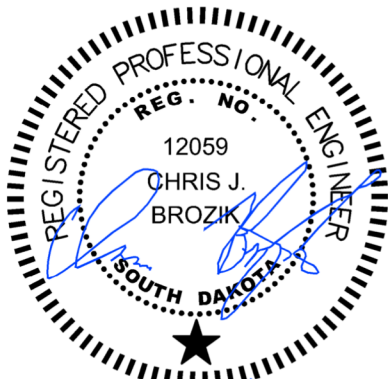


Bridge Inspection Report for Minnehaha County South Dakota 2022

Structure No. 50-277-015 Jasper Street / Co. Hwy 104



Logan Township



10/28/22



Repair and Posting Recommendations Bridges Maintained by Local Governments

Structure No. 50-277-015 **Hwy or Street** Jasper St. / Co. Hwy. 104
FA Route No. 6250 **Agency Responsible for Maintenance** Minnehaha Co.
Location 7.3 miles east and 0.2 miles north of Dell Rapids, SD.
Bridge Description 70.8 ft Four Span Continuous Concrete Bridge with Concrete Abutments.
0 Degree Skew - 24.3 ft Roadway Width.
Date Inspected 6/16/2022 **Year Built** 1940

Posting Recommendations

Single Unit - N.A. tons Current Posting: Not Posted
 Combination - N.A. tons Legal Loads: No Load Posting Required

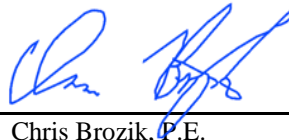
Legal Loads Based on Article 6.1.4 of AASHTO "The Manual for Bridge Evaluation", Third Edition

Repair, Rehabilitation, and/or Replacement Recommendations

1. Straighten 1st NE and 4th SW approach delineators that are bent.
2. Install bridge railing rubrails and approach guardrails as required.
3. Clear deck drains as required.
4. Monitor scour at the bents.
5. **Structure is currently in the 5-year capital improvement plan & scheduled for future replacement.**

The South Dakota Department of Transportation is required by Federal Statute to maintain an inventory of all bridges on all public traveled routes. Therefore, it is important that County and City Officials report any changes on bridges on their system. Examples of changes which should be reported are: Replacement of an existing bridge with pipe or new bridge, safety updated, rehabilitation or repair of an existing bridge etc. Changes should be reported to: South Dakota Department of Transportation, Local Government Assistance, Pierre, South Dakota, 57501.

RECOMMENDATIONS MADE BY: _____


 Chris Brozik, P.E.

DATE: 6/16/2022

Bridge Inspection Report

Structure No. 50-277-015 **Maint. Proj. No.** _____
Feature Carried Jasper St. / Co. Hwy. 104 **County** Minnehaha Co.
Feature Crossed West Pipestone Creek
Location 7.3 miles east and 0.2 miles north of Dell Rapids, SD.
Bridge Description 70.8 ft Four Span Continuous Concrete Bridge with Concrete Abutments.
0 Degree Skew - 24.3 ft Roadway Width.

Date Inspected	Inspectors	Temperature
06/16/22	Chris Brozik, P.E. & Anthony Peters	80 Deg F

Approach - Items 65.00 - 65.09

1. ALIGNMENT - The horizontal and vertical alignments are good.
2. CONDITION - Bituminous - Smooth.
3. JOINTS - None
4. GUARD RAILS - None
5. EMBANKMENT - Good - No erosion is evident behind the wingwalls. Riprap has been placed behind the NW and NE wingwalls.
6. DRAINAGE - The drainage of the roadway is good.
7. SIGNAGE - Type 2 Object Markers - At all four (4) corners of the structure. The object markers appear to be in good condition.

Delineators - There are four (4) delineators located off of all four (4) corners of the structure. The 1st NE approach delineator and 4th SW approach delineator are bent downward.
8. GPS COORDINATES - Latitude: 43.82635 North Longitude: -96.57830 West

Structure Number 50-277-015Date 06/16/22

Deck - Items 58.00 - 58.17

1. DECK CONDITION - CRACKING, SCALING, SPALLING, AND DELAMINATIONS -

Cast-in-place concrete - The top surface of the concrete slab is not visible due to the bituminous overlay.
2. OVERLAY - TYPE, THICKNESS, AND CONDITION -

Bituminous - Approximate 5-inch average depth. There are three (3) gouges in overlay toward centerline of eastbound lane due to an apparent piece of dragging equipment.
3. JOINTS - OPENINGS -

None
4. DRAINS -

Deck drains - The deck drains have been overlaid with the bituminous overlay and are plugged.
5. CURBS AND MEDIAN -

Cast-in-place concrete - A significant amount of spalling and scaling is evident along the inside face of the north curb. There is some section loss evident in the face of the north curb over the east bent. The south curb exterior face has a vertical crack over center bent. A moderate amount of scaling is evident along the inside face of the south curb. A significant amount of the spalling and exposed reinforcing steel is evident at the east end of the north and south curbs.
6. SIDEWALKS -

None
7. RAILING OR BARRIER -

The railings consist of reinforced concrete pigeon hole railings. Several spalls, cracks, and areas of exposed reinforcing steel are evident throughout. The south railing has a moderately to heavily weathered appearance with some moss evident on the surface of the railing. There are some small chips and some scrapes evident at the west end of the south railing. It appears these chips and scrapes are due to a vehicle impact.
8. LIGHTING -

None
9. UTILITIES -

None
10. DECK DELAMINATION SURVEY -

Unable to perform a deck delamination survey due to the bituminous overlay.

Structure Number 50-277-015Date 06/16/22

Superstructure - Items 59.00 - 59.20

- | | |
|--|--|
| 1. UNDERSIDE OF DECK - | Cast-in-place concrete - There are longitudinal hairline cracks evident towards the center portion of the slab. Some areas of minor honeycombing are evident throughout. There is an approximate 4 ft x 8 ft area of map cracking and efflorescence along the north side of the west span. There are several cementitious patches in span #3 from the west. It appears these patches are filling some honeycombed areas. Large spalls, which have exposed reinforcing steel, are evident at several of the deck drain locations. Some of the exposed reinforcing steel is plating with minor section loss. The exposed portions of the reinforcing steel have a heavily rusted appearance. |
| 2. BEARING DEVICES - | None |
| 3. GIRDERS OR BEAMS - STIFFENERS, WELDS, SPLICES, AND ETC. - | None |
| 4. DIAPHRAGMS - | None |
| 5. TRUSSES - MAIN MEMBERS, PORTALS, BRACING, GUSSET PLATES, AND ETC. - | None |
| 7. RIVETS OR BOLTS - | None |
| 8. WELDS - | None |
| 9. PAINT - | None |
| 10. DRAINAGE SYSTEM - | Deck drains - the deck drains have been overlaid with the bituminous overlay and are plugged. |
| 11. UTILITIES - | None |
| 12. REACTION UNDER LOAD - | No excessive deflection under heavy vehicle load. |
| 13. COLLISION DAMAGE - | None evident. |

Structure Number 50-277-015Date 06/16/22**Substructure - Items 60.00 - 60.05**

1. ABUTMENTS -
 - A. WINGWALLS - Cast-in-place concrete - The wingwalls have areas of light to moderate scaling evident, but overall, the wingwalls appear to be in satisfactory condition.
 - B. BACKWALLS - Cast-in-place concrete - Some vertical hairline cracks and areas of light to moderate scaling are evident, but overall, the backwalls appear to be in satisfactory condition.
 - C. FOOTINGS - None
 - D. PILE CAPS - None

2. PIERS OR BENTS -
 - A. CAPS - Cast-in-place concrete - The bent caps consist of concrete beams. There are vertical cracks, slightly bigger than hairline, evident between, and over, the columns. Overall, the bent caps appear to be in relatively good condition.
 - B. COLUMNS - Cast-in-place concrete - There are four (4) concrete columns per bent (12 total columns). Areas of scaling are evident, but overall, the concrete columns appear to be in relatively good condition.
 - C. FOOTINGS - Bent footings are exposed but do not appear to be undermined. It appears they observed scour previously and are actively silting back in.

3. GROUT PADS - None
4. ANCHOR BOLTS - None
5. PILES - None visible.
6. BRACING - None
7. PAINT - None
8. MOVEMENT -
 - A. PLUMBNESS - Everything appears vertical.
 - B. SETTLEMENT - None evident.
 - C. HORIZONTAL - None evident.

Structure Number 50-277-015Date 06/16/22**Channel and Channel Protection - Items 61.00 - 61.09**

1. CHANNEL -
 - A. ALIGNMENT - The channel alignment is good.
 - B. VEGETATION - Good
 - C. SCOUR - Moderate scour of approximately 3 feet at column #1 & #2 footings (2020 - 3'-5' scour) in the west and center bent. Previously observed scour at upstream side of structure has silted back in, but downstream side still has approximately 3 feet of scour. Scour does not appear to be endangering structure at the time of inspection.
 - D. DEBRIS - None
 - E. FLOW LINE - Well defined.
2. EMBANKMENT EROSION - None evident.
3. WATERWAY ADEQUACY - Appears adequate.
4. SPUR DIKES & JETTIES - None
5. WING DAMS - None
6. RIP RAP - None, except as noted behind the NW and NE wingwalls.
7. OBSERVED HIGH WATER ELEVATION - Appears to be approximately 2 to 3 feet below the bottom of the concrete slab.
8. STREAM BED - Appears to have previously scoured at the bent locations and is actively silting back in at the structure location.

ELEMENT LEVEL INSPECTION (Main Span)

Str. No.: 50-277-015	Maint. Proj. No.:
Feature Carried: Jasper St. / Co. Hwy. 104	MRM:
County: Minnehaha Co.	
Feature Crossed: West Pipestone Creek	
Location: 7.3 miles east and 0.2 miles north of Dell Rapids, SD.	
Bridge Description: 70.8 ft Four Span Continuous Concrete Bridge with Concrete Abutments. 0 Degree Skew - 24.3 ft Roadway Width.	
Length: 70.8 ft	Roadway width: 24.3 ft
Deck Area : Length x Deck Width = 1,933 Sq. ft	Deck width: 27.3 ft
Inspector(s): Chris Brozik, P.E. & Anthony Peters	Skew: 0 degrees
Date: 06/16/22	

Element Condition States

Elem Num	Element Description	Env	Quantity	Units	Quantity in Condition State				
					1	2	3	4	
38	Reinforced Concrete Slab	2	1,933	SF	936	989	8		
1090	Exposed Rebar	2		SF			8		
1080	Delamination/Spall/Patched Area	2		SF		22			
1130	Cracking	2		SF		967			
1120	Efflorescence/Rust Staining	2		SF					
1190	Abrasion/Wear	2		SF					
1900	Distortion	2		SF					
4000	Settlement	2		SF					
6000	Scour	2		SF					
7000	Damage	2		SF					
814	AC w/o Membrane Overlay	2	1,720	SF	1,712	8			
3230	Effectiveness	2		SF					
3210	Delam./Spall/Patched Area/Pothole	2		SF					
3220	Crack	2		SF					
7000	Damage	2		SF		8			
205	Columns, Reinforced Concrete	2	12	EA		12			
1090	Exposed Rebar	2		EA					
1080	Delamination/Spall/Patched Area	2		EA		12			
1130	Cracking	2		EA					
1120	Efflorescence/Rust Staining	2		EA					
1190	Abrasion/Wear	2		EA					
1900	Distortion	2		EA					
4000	Settlement	2		EA					
6000	Scour	2		EA					
7000	Damage	2		EA					
215	Abutment, Reinforced Concrete	2	55	LF	12	43			
1090	Exposed Rebar	2		LF					
1080	Delamination/Spall/Patched Area	2		LF		8			
1130	Cracking	2		LF		35			

Bridge Inspection Digital Photo Log

Structure No. **50-277-015**

Photo Number:	Date:	Description:
1	6/16/2022	Approach looking East
2	6/16/2022	Approach looking West
3	6/16/2022	Profile looking North
4	6/16/2022	Profile looking South
5	6/16/2022	1st NE Approach Delineator Bent
6	6/16/2022	4th SW Approach Delineator Bent
7	6/16/2022	Top of Bituminous Overlay looking East
8	6/16/2022	Bituminous Overlay Gouges in Eastbound Lane
9	6/16/2022	SW Concrete Curb and Railing Spall
10	6/16/2022	SE Concrete Curb Spall with Exposed Rebar
11	6/16/2022	NW Concrete Curb Spall
12	6/16/2022	NE Concrete Curb Spall with Exposed Rebar
13	6/16/2022	South Curb and Slab Vertical Crack over Center Bent
14	6/16/2022	North Bridge Rail
15	6/16/2022	South Bridge Rail
16	6/16/2022	Typical Concrete Railing Spalling with Exposed Rebar
17	6/16/2022	Underside of Slab Span #2
18	6/16/2022	Underside of Slab Span #3
19	6/16/2022	Underside of Slab Span #4 Spall with Exposed Rebar at South Deck Drain
20	6/16/2022	Underside of Slab Span #4 Spall with Exposed Rebar at North Deck Drain
21	6/16/2022	West Abutment
22	6/16/2022	East Abutment
23	6/16/2022	Typical Configuration of Bent
24	6/16/2022	West Bent Column #1 (South) Exposed Footing
25	6/16/2022	Upstream Channel looking North
26	6/16/2022	Downstream Channel looking South
27	6/16/2022	Scour at West Bent between Column #1 and #2
28	6/16/2022	Scour at Center Bent Column #1 (South)
29	6/16/2022	Riprap behind NW Wingwall
30	6/16/2022	Riprap behind NE Wingwall



50-277-015_2022_1_CDI_Approach looking East



50-277-015_2022_2_CDI_Approach looking West



50-277-015_2022_3_CDI_Profile looking North



50-277-015_2022_4_CDI_Profile looking South



50-277-015_2022_5_CDI_1st NE Approach Delineator Bent



50-277-015_2022_6_CDI_4th SW Approach Delineator Bent



50-277-015_2022_7_CDI_Top of Bituminous Overlay looking East



50-277-015_2022_8_CDI_Bituminous Overlay Gouges in Eastbound Lane



50-277-015_2022_9_CDI_SW Concrete Curb and Railing Spall



50-277-015_2022_10_CDI_SE Concrete Curb Spall with Exposed Rebar



50-277-015_2022_11_CDI_NW Concrete Curb Spall



50-277-015_2022_12_CDI_NE Concrete Curb Spall with Exposed Rebar



50-277-015_2022_13_CDI_South Curb and Slab Vertical Crack over Center Bent



50-277-015_2022_14_CDI_North Bridge Rail



50-277-015_2022_15_CDI_South Bridge Rail



50-277-015_2022_16_CDI_Typical Concrete Railing Spalling with Exposed Rebar



50-277-015_2022_17_CDI_Underside of Slab Span #2



50-277-015_2022_18_CDI_Underside of Slab Span #3



50-277-015_2022_19_CDI_Underside of Slab Span #4 Spall with Exposed Rebar at South Deck Drain



50-277-015_2022_20_CDI_Underside of Slab Span #4 Spall with Exposed Rebar at North Deck Drain



50-277-015_2022_21_CDI_West Abutment



50-277-015_2022_22_CDI_East Abutment



50-277-015_2022_23_CDI_Typical Configuration of Bent



50-277-015_2022_24_CDI_West Bent Column #1 (South) Exposed Footing



50-277-015_2022_25_CDI_Upstream Channel looking North



50-277-015_2022_26_CDI_Downstream Channel looking South



50-277-015_2022_27_CDI_Scour at West Bent between Column #1 and #2



50-277-015_2022_28_CDI_Scour at Center Bent Column #1 (South)



50-277-015_2022_29_CDI_Riprap behind NW Wingwall



50-277-015_2022_30_CDI_Riprap behind NE Wingwall

CHANNEL PROFILE

MINNEHAHA COUNTY

STR. NO. 50-277-015

MEASUREMENTS TAKEN FROM THE TOP OF: **RAIL**
 MEASUREMENTS TAKEN ON THE INLET SIDE OF THE STRUCTURE: **NORTH**

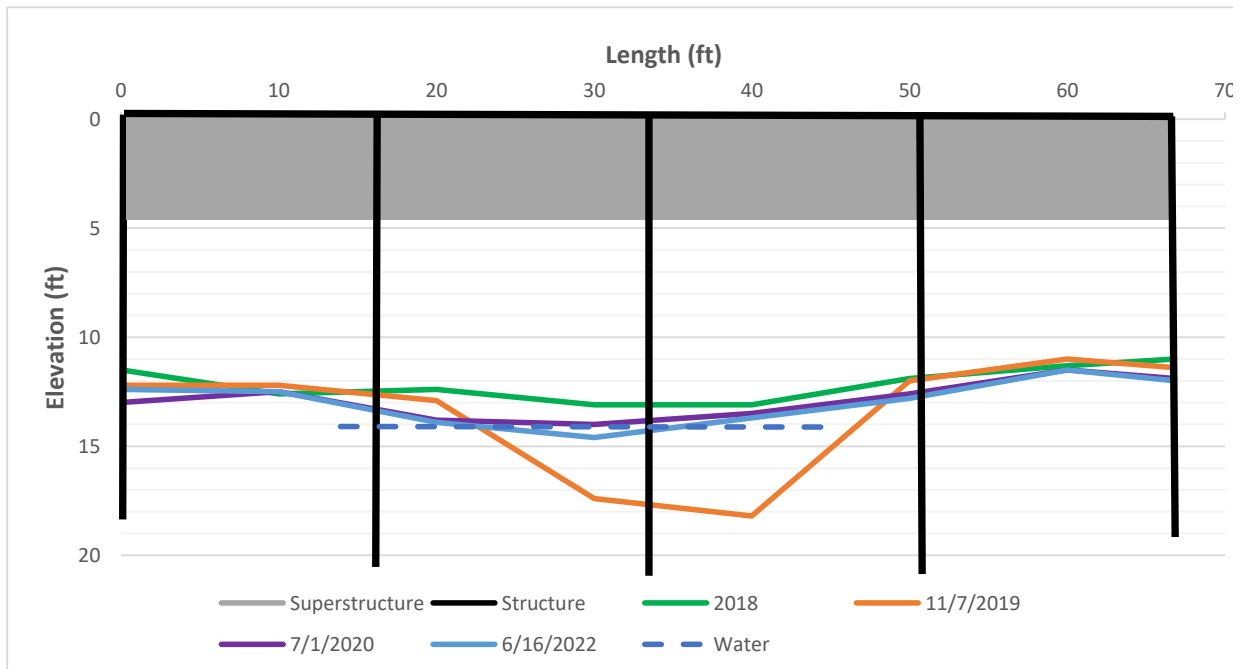
WATER ELEV: **12.2**

		2018	11/7/2019	7/1/2020	6/16/2022
West End	0	11.5	12.2	13.0	12.4
	10	12.6	12.2	12.5	12.5
	20	12.4	12.9	13.8	13.9
	30	13.1	17.4	14.0	14.6
	40	13.1	18.2	13.5	13.7
	50	11.9	12.0	12.6	12.8
East End	66.8	11.0	11.4	11.9	12.0

ABUT./BENT	
1	0
2	16.1
3	33.4
4	50.7
5	66.8

Top of RAIL to bottom of
Superstructure: 4.4 ft

OUTLET SIDE	7/1/2020	6/16/2022
At Bent 2:	16.0	13.3
At Bent 3:	17.0	13.7
At Bent 4:	12.7	12.7



Note: No Construction Plans are enclosed in SDDOT bridge inspection file.



General Bridge Data		Status
(8) STR NO : 50-277-015	(27) YEAR BUILT : 1940	SUFF RATE : 58.50
(7) FACILITY : JASPER ST, HWY 104	(106) RECONSTR : (1)	FED SUFF RATE : 66.30
(6) FEAT INTER : WEST PIPESTONE CREEK	(49) STR LENGTH : 70.80 ft	FED SR DATE : 03/14/2022
(9) LOCATION : 7.3E & 0.2N DELL RAPIDS	NBIS BRIDGE LENGTH : 66.80 ft	DEFICIENCY :
INTERCHANGE : N	(48) MAX SPAN LENGTH : 17.30 ft	CANDIDATE :
SECTION(S) : 10 -1 -1 -1	(43A) MATERIAL : 2 Concrete Continuous	
TOWNSHIP(S) : 104N -1	(43B) DESIGN : 01 Slab	Deck Data
RANGE(S) : 48W -1	SD STR TYPE : X020	(108A) WEARING SURFACE : 6 Bituminous
(2) REGION : Mitchell	(107) DECK STR TYPE : 1 Concrete-Cast-in-Place	DECK PROTECTION : None
(3) COUNTY : 50 MINNEHAHA	(52) DECK WIDTH : 27.30 ft	OVERLAY THICKNESS : 5.00 in
(21) CUSTODIAN : 2 County Hwy Agency	(51) BRIDGE RDWY WIDTH : 24.30 ft	DECK DELAM AREA : 0.00 sq ft
(22) OWNER : 2 County Hwy Agency	(32) APPR RDWY WIDTH : 24.00 ft	DECK DELAM DATE :
MAINT PROJ :	(50A) LT SIDEWALK WIDTH : 0.00 ft	DECK SURVEY :
(42A) SERV TYPE ON : 1 Highway	(50B) RT SIDEWALK WIDTH : 0.00 ft	CHLORIDE : N
(42B) SERV TYPE UND : 5 Waterway	(34) SKEW : 0.00°	RESTEEL DEPTH : N
(103) TEMP STRUCTURE : Unknown (NBI)	SKEW DIR :	ELECTRO POTENT : N
(99) BORDER BRIDGE STR NO : -1	(45) NO MAIN SPANS : 4	Load Rating Data
(98A) NEIGHBOR STATE : Unknown (P)	(46) NO APPR SPANS : 0	(41) OPER STATUS : A Open, no restriction
(98B) PERCENT SHARE : -2.00	(31) DESIGN LOAD : 0 Unknown	(66) INV HS20 : 21.60 tons
Highway Carried (NBI 5)	(33) BRIDGE MEDIAN : 0 No median	(65) METHOD : 0 Field eval and docs
(5B) ROUTE PREFIX : 4 County Hwy	(35) STR FLARED : 0 No flare	(64) OP HS20 : 36.00 tons
(5C) LEVEL OF SERVICE : 1 Mainline	Box Culvert Data	(63) METHOD : 0 Field eval and docs
(5D) ROUTE NUMBER : 00000	BOX CULVERT SIZE : 0 X 0 X 0	TRUCK TYPE 3 : 24.00 tons
(5E) DIRECT SUFFIX : 0 N/A (NBI)	FILL HT OVER BOX : 0.00 ft	TRUCK TYPE 3S2 : 40.00 tons
MRM ENGLISH : 0.00	LENGTH OF LONGEST CELL : 0.00 ft	TRUCK TYPE 3-2 : 46.00 tons
POSTED SPEED : 55 MPH	Rail Data	NRL : 40.00 tons
SCHOOL BUS RT : Y	(36) SAFETY FEAT : 0000	SHV-4 : 27.00 tons
MAIL RT : Y	BRIDGE RAIL 1 : 11 - CONC PIGEON HOLE RAIL	SHV-5 : 31.00 tons
(104) NHS SYSTEM : 0 Not on NHS	RAIL TRANS 1 : NN - NOT APPLICABLE	SHV-6 : 34.80 tons
FA ROUTE : 6250	APPR RAIL 1 : 00 - NO APPROACH RAIL	SHV-7 : 38.80 tons
(26) FUNC CLASS : 07 Rural Mjr Collector	APPR RAIL TERM 1 : 00 - NO TERMINALS PROVIDED	EV2 : tons
(28A) LANES : 2	NBI Prop Work	EV3 : tons
(102) DIRECTION TRAFFIC : 2 2-way traffic	(75A) WORK TYPE : 31 Repl-Load Capacity	BARS NO : JDG
(105) FED LANDS HWY : 0 N/A (NBI)	(75B) WORK BY : 1 Contract	Hydraulics
(19) DETOUR : 9.00 mi	(76) IMPROV LENGTH : 317.26 ft	DRAINAGE AREA : 10.86 sq mi
(29) ADT TOTAL : 506.00	(94) BRIDGE IMPROV COST : \$454,908.00	OBSERV HW ELEV : 0.00 ft
(30) YEAR OF ADT : 2021	(95) RDWAY IMPROV COST : \$45,491.00	YEAR : 01/01/1901
(109) % TRUCK : 3.00 %	(96) TOTAL PROJECT COST : \$712,559.00	DESIGN FREQ : 0.00
(53) MIN V CLR RT : 99.99 ft	(97) YEAR OF IMPROV COST : \$2,018.00	DESIGN FLOW : 0.00 cfs
(53) MIN V CLR LT : 0.00 ft	(114) ADT FUTURE : 700.00	DESIGN VELOCITY : 0.00 fps
(10) MAX V CLR RT : 99.99 ft	(115) YEAR OF ADT FUTURE : 2036	DESIGN AREA : 0.00 sq ft
(10) MAX V CLR LT : 0.00 ft	Steel Paint	DESIGN YEAR :
(47) HORIZ V CLR RT : 24.00 ft	UNDERCOAT :	DESIGN HW ELEV : ft
(47) HORIZ V CLR LT : 0.00 ft	TOPCOAT :	100 YEAR FLOW : 0.00 cfts
GIS Data	YEAR :	100 YEAR HW ELEV : ft
LATITUDE : 43.82635	COLOR :	V MAX : fps
LONGITUDE : -96.57830		SCOUR SCREENING : 2
DATE : 03/28/2016		SCOUR RATING : U
COMMENT : Calculated GIS INFO		TOPEKA SHINER : Y
		Rail Paint
		UNDERCOAT :
		TOP COAT :
		YEAR :

COLOR :

Highway Carried (Under Record)

(5A) RECORD TYPE : (54) MIN V CLR RT :
 (5B) ROUTE PREFIX : (54) MIN V CLR LT :
 (5C) LEVEL OF SERVICE : (10) MAX V CLR RT :
 (5D) ROUTE NUMBER : (10) MAX V CLR LT :
 (5E) DIRECT SUFFIX : (47) HORIZ CLR RT :
 MRM : (47) HORIZ CLR LT :
 ADM JUR : (55) OUT UNDCLR RT :
 (104) NHS SYSTEM : (55) OUT UNDCLR LT :
 FA ROUTE : (56) MED UNDCLR RT :
 (26) FUNC CLASS : (56) MED UNDCLR LT :
 (28B) LANES :
 (101) DIRECTION OF TRAFFIC :
 (19) DETOUR LENGTH : mi
 (29) ADT :
 (30) ADT YEAR :

Project Number	PCN	Date Done
NA	none	01/01/1940

Inspection

GENERAL COMMENT : -1
 REGION COMMENT : -1
 FREE COMMENT : -1

INSPECTION TYPE	LAST INSPECTION DATE	REQUIRED	INSPECTION FREQUENCY	NEXT INSP DATE
NBI	06/16/2022		24 month(s)	06/16/2024
FRACTURE CRITICAL	NA	N	NA	NA
UNDERWATER	NA	N	NA	NA
SPECIAL	NA	N	NA	NA
ELEMENT INSPECTION	06/16/2022		24 month(s)	06/16/2024

INSPKEY : QZRW
 APPRAIS BY : CLB
 APPRAIS DATE : 10/04/2022
 QA INSPECTOR :
 QA INSP DATE :
 LAST INSPECTION BY :
 CONSULTANT CODE : CIVIL DESIGN

Condition Ratings

(58) DECK : 5
 (59) SUPER : 5
 (60) SUB : 6
 (62) CULVERT : N
 (113) SCOUR : U
 (61) CHANNEL : 6
 APPROACH : 7 -1

Appraisal Ratings

STR APPR : 5 -1
 DECK GEOM : 4 -1
 UNDERCLR : N -1
 WATERWAY : 7 -1
 APPR ALIGN : 8 -1
 BR POST : 5 LEGAL LOADS
 SCOUR SCREENING : 2
 SCOUR RATING : U

Elements	Unit	ID	Env	Quantity	Units	Q 1	Q 2	Q 3	Q 4
Re Concrete Slab	MAIN	38	2	1933.00	sq.ft	936.00	989.00	8.00	0.00
<p>Cast-in-place concrete - The top surface of the concrete slab is not visible due to the bituminous overlay.</p> <p>Cast-in-place concrete - There are longitudinal hairline cracks evident towards the center portion of the slab. Some areas of minor honeycombing are evident throughout. There is an approximate 4 ft x 8 ft area of map cracking and efflorescence along the north side of the west span. There are several cementitious patches in span #3 from the west. It appears these patches are filling some honeycombed areas. Large spalls, which have exposed reinforcing steel, are evident at several of the deck drain locations. Some of the exposed reinforcing steel is plating with minor section loss. The exposed portions of the reinforcing steel have a heavily rusted appearance.</p>									
Delamination/Spall/Patched Area	MAIN	1080	2	22.00	sq.ft	0.00	22.00	0.00	0.00
-									
Exposed Rebar	MAIN	1090	2	8.00	sq.ft	0.00	0.00	8.00	0.00
-									
Cracking (RC and Other)	MAIN	1130	2	967.00	sq.ft	0.00	967.00	0.00	0.00
-									
AC w/o Membrane Overlay	MAIN	814	2	1,720.00	sq.ft	1,712.00	8.00	0.00	0.00
Bituminous - Approximate 5-inch average depth. There are three (3) gouges in overlay due to an apparent piece of dragging equipment.									
Damage	MAIN	7000	2	8.00	sq.ft	0.00	8.00	0.00	0.00
-									
Re Conc Column	MAIN	205	2	12.00	each	0.00	12.00	0.00	0.00
<p>Cast-in-place concrete - There are four (4) concrete columns per bent (12 total columns). Areas of scaling are evident, but overall, the concrete columns appear to be in relatively good condition.</p>									
Delamination/Spall/Patched Area	MAIN	1080	2	12.00	each	0.00	12.00	0.00	0.00
-									
Re Conc Abutment	MAIN	215	2	55.00	ft	12.00	43.00	0.00	0.00
<p>BACKWALLS - Cast-in-place concrete - Some vertical hairline cracks and areas of light to moderate scaling are evident, but overall, the backwalls appear to be in satisfactory condition.</p> <p>WINGWALLS - Cast-in-place concrete - The wingwalls have areas of light to moderate scaling evident, but overall, the wingwalls appear to be in satisfactory condition.</p>									
Delamination/Spall/Patched Area	MAIN	1080	2	8.00	ft	0.00	8.00	0.00	0.00
-									
Cracking (RC and Other)	MAIN	1130	2	35.00	ft	0.00	35.00	0.00	0.00
-									
Re Conc Pier Cap	MAIN	234	2	82.00	ft	67.00	15.00	0.00	0.00
<p>Cast-in-place concrete - The bent caps consist of concrete beams. There are vertical cracks, slightly bigger than hairline, evident between, and over, the columns. Overall, the bent caps appear to be in relatively good condition.</p>									
Cracking (RC and Other)	MAIN	1130	2	15.00	ft	0.00	15.00	0.00	0.00
-									
Re Conc Bridge Railing	MAIN	331	2	142.00	ft	0.00	142.00	0.00	0.00
<p>The railings consist of reinforced concrete pigeon hole railings. Several spalls, cracks, and areas of exposed reinforcing steel are evident throughout. The south railing has a moderately to heavily weathered appearance with some moss evident on the surface of the railing. There are some small chips and some scrapes evident at the west end of the south railing. It appears these chips and scrapes are due to a vehicle impact.</p>									
Delamination/Spall/Patched Area	MAIN	1080	2	71.00	ft	0.00	71.00	0.00	0.00
-									

Elements	Unit	ID	Env	Quantity	Units	Q 1	Q 2	Q 3	Q 4
Exposed Rebar	MAIN	1090	2	30.00	ft	0.00	30.00	0.00	0.00
-									
Cracking (RC and Other)	MAIN	1130	2	41.00	ft	0.00	41.00	0.00	0.00
-									
7361 Scour Smart Flag	MAIN	7361	2	1.00	each	0.00	1.00	0.00	0.00

CURRENT 2022 INSPECTION - Moderate scour of approximately 3 feet at column #1 & #2 footings (2020 - 3'-5' scour) in the west and center bent. Previously observed scour at upstream side of structure has silted back in, but downstream side still has approximately 3 feet of scour. Scour does not appear to be endangering structure at the time of inspection.

PREVIOUS 2020 INSPECTION - Moderate scour of approximately 3 - 5 feet at column #1 & #2 footings in the west and center bent. Previously observed scour at upstream side of structure has silted back in, but downstream side still has approximately 3 - 5 feet of scour. Scour does not appear to be endangering structure at the time of inspection.

PREVIOUS - (2019 Special) Channel – No apparent bank cutting/erosion.
 No stream flow debris observed.
 Moderate scour of ~ 4'-5' observed at Bent 3 (See Channel Profile).
 Minor scour of ~ 1' observed under east span.

Action	Agency Status	Agency Priority	Assigned to	Rec. Date	Str No	Assigned To	Notes	Target Year
			No					