DEPARTMENT of PUBLIC WORKS

County of Lassen

PETE HEIMBIGNER, Director
Public Works/Transportation
B3
2021/30

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February 5, 2021

TO: Board of Supervisors
Agenda Date: February 16, 2021

FROM: Department of Public Works/Transportation

RE: Weight Limit Restrictions on Hartson Slough Bridge 7C- 40, Mapes Road

ACTION REQUESTED

That the Board of Supervisors: 1) Conduct a public hearing to solicit comments regarding the permanent posting of weight limits on Hartson Slough Bridge 7C-40 on Mapes Road; 2) Rescind Resolution No. 11-052 dated November 15, 2011 establishing the existing load limits; 3) Adopt Resolution No. 21-____ determining the recommended load limits for Hartson Slough Bridge 7C-40.

DISCUSSION

As a result of the regular inspections of County Maintained Bridges by Caltrans Structure Maintenance and Investigations, and their prepared Bridge Inspection Reports, the following bridge is being recommended for a revision to the load limit posting. As per the California Vehicle Code, this bridge has been permanently posted to the recommended load limits; however, pursuant to the most recent Caltrans Structure Maintenance & Investigations Bridge Inspection Report dated August 28, 2019 they are recommending a new permanent posting. This permanent posting is being completed per the authority of Section 35706 of the California Vehicle Code and Lassen County Code Section 10.12.030.

Bridge 7C-40: Hartson Slough Bridge No. 7C-40 on Mapes Road, County Road 305. This existing timber bridge has a split stringer which we have installed supports under to brace; however, this temporary fix and not approved for long term. This bridge now qualifies for bridge replacement funds through the Highway Bridge Program; however, funding has not yet been programmed. As we are able to complete some of the bridges we currently have programmed under the bridge replacement program, we will work towards the programming of this structure. During the most recent Bridge Inspection Report, the Caltrans Structure Maintenance & Investigation has determined that we can increase the weight capacity of this structure until we are able to replace it.

Existing posting will be as follows:

10 TONS per Truck
16 TONS per Semi-Trailer Combination
9 TONS per Truck and Full Trailer

Recommended posting will be as follows:

14 TONS per Truck
23 TONS per Semi-Trailer Combination
28 TONS per Truck and Full Trailer

FINANCIAL IMPACT

Minimal cost in labor and materials to re-post weight limit signage on bridge.

ALTERNATIVE: Not Approve.

OTHER AGENCY INVOLVEMENT: Caltrans Structure Maintenance and Investigations

DEPARTMENT APPROVAL: Peter C. Hernlin

REVIEWED FOR AGENDA: _____

RESOLUTION NO. 21-

WHEREAS, on February 16, 2021, the County of Lassen held a duly and properly noticed Public Hearing regarding the permanent posting of load limits on Hartson Slough Bridge 7C-40 on Mapes Road, and

WHEREAS, the Board of Supervisors of the County of Lassen will rescind the Resolution No. 11-052 dated November 15, 2011 regarding the posting of load limits on Hartson Slough Bridge 7C-40, and

WHEREAS, the Board of Supervisors of the County of Lassen having heard and considered evidence submitted regarding the recommended posting of load limits on Hartson Slough Bridge 7C-40, and

WHEREAS, the County of Lassen is authorized by the California Vehicle Code and Lassen County Code to permanently post bridges.

NOW THEREFORE, BE IT RESOLVED, That the Board of Supervisors find that the following load limits shall be posted at the respective bridge pursuant to Section 35706 of the California Vehicle Code and Section 10.12.030 of the Lassen County Code:

Bridge 7C-40: Hartson Slough Bridge on Mapes Road, County Road 305.

Permanent posting will be as follows:

14 TONS per Truck
23 TONS per Semi-Trailer Combination
28 TONS per Truck and Full Trailer

BE IT FURTHER RESOLVED, that the Lassen County Board of Supervisors authorizes the Director of Public Works/Transportation to permanently post Hartson Slough Bridge 7C-40.

The foregoing resolution was adopted at a regular meeting of the Board of Supervisors of the County of Lassen, State of California, held on the 26th day of January 2021 by the following vote:

AYES:_____

NOES:_____

ABSTAIN:_____

ABSENT:_____

_____
Chairman of the Board of Supervisors
County of Lassen, State of California

ATTEST
Julie Bustamante
Clerk of the Board

BY: _____
Michele Yderraga, Deputy Clerk of the Board

I, MICHELE YDERRAGA, Deputy Clerk of the Board of Supervisors, County of Lassen, do hereby certify that the foregoing resolution was adopted by said Board of Supervisors at a regular meeting thereof held on the 16th day of February 2021.

_____
Deputy Clerk of the County of Lassen Board of Supervisors

DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 07C0040
Facility Carried: CR 305 (MAPES RD)
Location : 0.4 MI E/O RD 303
City :
Inspection Date : 08/11/2020

Bridge Inspection Report

Inspection Type

Routine	FC	Underwater	Special	Other
X				

STRUCTURE NAME: HARTSON SLOUGH

CONSTRUCTION INFORMATION

Year Built : 1978
Year Modified: N/A
Length (m) : 14

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

Structure Description: Simply supported 2 span timber girders (13 in Span 1, 14 in Span 2) with corrugated steel deck filled with AC, on timber cap and pile extension (5) bent and timber cap and pile extension (5) abutments with steel sheet pile bulkheads and wingwalls. All founded on timber piles.

Span Configuration : 2 @ 22.50 feet (CL Supports)

SAFE LOAD CAPACITY AND RATINGS

Design Live Load: UNKNOWN
Inventory Rating: RF=0.06 =>2.7 metric tons Calculation Method: ALLOWABLE STRESS
Operating Rating: RF=0.16 =>5.2 metric tons Calculation Method: ALLOWABLE STRESS
Permit Rating : XXXXX
Posting Load : Type 3: 14 U.S. Tons Type 3S2: 23 U.S. Tons Type 3-3: 28 U.S. Tons

DESCRIPTION ON STRUCTURE

Deck X-Section: 0.92 feet br, 27.58 feet, 0.92 feet br
Total Width: 8.5 m Net Width: 8.4 m No. of Lanes: 2 Speed: 45 mph
Min. Vertical Clearance: Unimpaired Overlay Thickness: 6.0 inches
Rail Code: 0000

DESCRIPTION UNDER STRUCTURE

Channel Description: Meandering slough situated in a wide floodplain with moderately vegetated slopes (tall grass). The bed is comprised of silt.

NOTICE

The bridge inspection condition assessment used for this inspection is based on the American Association of State Highway and Transportation Officials (AASHTO) Bridge Element Inspection Manual 2013 as defined in Moving Ahead for Progress in the 21st Century (MAP-21) federal law. The new element inspection methodology may result in changes to related condition and appraisal ratings on the bridge without significant physical changes at the bridge.

The element condition information contained in this report represents the current condition of the bridge based on the most recent routine and special inspections. Some of the notes presented below may be from an inspection that occurred prior to the date noted in this report. Refer to the Scope and Access section of this inspection report for a description of which portions of the bridge were inspected on this date.

INSPECTION COMMENTARY

SCOPE AND ACCESS

Murky pooled water was present under Span 2. The water was approximately 1 to 2 feet in depth and submerged the lower portions of Bents 2 and Abutment 3. Additionally, mud was present under both spans. The water, mud, and reduced freeboard prevented access under Span 2.

INSPECTION COMMENTARY

Bridge elements that were visible were inspected from the deck or ground under Span 1 and at both sides of Abutment 3. No specialized field equipment was utilized to access bridge elements during this inspection.

Submerged bridge elements were last accessible during the 2018 inspection. The channel was last dry during the 2016 inspection.

REVISIONS

NBI Items and ELI quantities were updated based on measurements taken during this inspection and based on review of the 1979 inspection report.

MISCELLANEOUS

The encroachment data was updated during the 2015 inspection and verified during this inspection as follows:

- One 3 inch diameter conduit at the right edge of deck - Attached to the exterior of the rail posts by brackets
- One steel pipe cattle fence at channel elevation at right side of bridge - Attached to bridge by metal wire

DECK AND ROADWAY

Prior to the 2019 inspection, the roadway approaching both ends of the bridge were covered with an AC chip seal. The AC approach at Abutment 3 was approximately 1 to 2 inches lower than the AC on the bridge deck.

Type P object markers were present at the right side of Abutment 1 and the left side of Abutment 3 at the ends of the bridge rails. The object markers were partially obscured by the bridge identification signs and vegetation. Refer to photograph 1.

SAFE LOAD CAPACITY

A Load Rating Summary Sheet dated 12/11/2019 is on file for this structure within the SM&I electronic database.

The load rating has been based on Timber Version 1.05 calculations dated 12/11/2019. The summary indicates 6 inches of AC overlay dead load, an operational bending stress of 1800 psi, and an operational shear stress of 125 psi were utilized. The summary accounts for the steel channel mitigation on Girders 4 and 5 in Span 2, indicates the bridge is not capable of sustaining full legal loads, and indicates the Safe Load Capacity is:

14 TONS PER VEHICLE
23 TONS PER SEMI-TRAILER COMBINATION
28 TONS PER TRUCK AND FULL TRAILER
No extra-legal weight permit vehicles permissible

While this report does not include a check of the analysis or summary, it does verify that the assumptions stated in the summary have not significantly changed.

INSPECTION COMMENTARY

OPERATIONAL SIGNS

Regulatory signs restricting loads were present along the roadway approaching both abutments that indicate:

WEIGHT LIMIT
10 TONS PER VEHICLE
16 TONS PER SEMI-TRAILER COMBINATION
19 TONS PER TRUCK AND FULL TRAILER

Refer to photographs 2 and 3.

EXISTING POSTING

Load restrictions were placed on this bridge per the Lassen County Board of Supervisors Resolution Number 11-052 dated 11/15/2011 as follows:

10 TONS PER VEHICLE
16 TONS PER SEMI-TRAILER COMBINATION
19 TONS PER TRUCK AND FULL TRAILER

RECOMMENDED POSTING

Post the bridge for loads as follows:

14 TONS PER VEHICLE
23 TONS PER SEMI-TRAILER COMBINATION
28 TONS PER TRUCK AND FULL TRAILER

RESCIND POSTING

Rescind Lassen County Board of Supervisors Resolution Number 11-052 dated 11/15/2011.

WATERWAY

NBI Item 113, Scour Critical Bridges, is coded U: Bridge with Unknown Foundation for this structure, due to the lack of foundation and/or soil records.

The channel cross section dated 9/21/2011 was spot checked. No significant differences were observed.

A Bridge Scour Evaluation - Plan of Action dated 8/18/2010 is on file in the SM&I electronic database. The evaluation recommends establishing a monitoring plan, removal of debris, and a closure plan as necessary. A check of accuracy or thoroughness of the Bridge Scour Evaluation was not performed during this inspection.

ELEMENT INSPECTION RATINGS AND COMMENTARY

Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State St. 1	St. 2	St. 3	St. 4
30			Steel Deck-Orthotropic	2	120	sq.m	90	30	0	0
	1000		Corrosion	2	30		0	30	0	0
	510		Deck Wearing Surface-Asphalt	2	120	sq.m	120	0	0	0
	515		Steel Coating-Paint	2	120	sq.m	90	0	0	30
		3450	Paint Sys Breakdown (Steel PC)	2	30		0	0	0	30

(30)
Prior to the 2019 inspection, an AC chip seal was placed on the deck over the existing AC.

Minor seepage staining was present on the soffit of the corrugated deck that appeared to emanate from the seams of the metal deck panels. The condition did not warrant a defect but the seepage may be contributing to the conditions noted under Defect 1000.

(30-1000)
Paint failure and minor surface rust was present on the soffit of the corrugated deck that was typically located along the seam of the deck panels. The corrosion was present along approximately 50% of the panel edges, and encompassed approximately 25% of the total deck area.

(30-510)
Due to the placement of the AC chip seal, the AC depth was verified during the 2019 inspection. The depth of the AC was estimated to be 6 inches over the top of the deck edge plate and corrugated deck when viewed from the sides of the bridge. During this inspection, the depth of the AC overlay did not visually appear to have significantly changed.

No significant defects were observed.

(30-515-3450)
Defect 3450 was included to account for the distress noted under Defect 1000 of Element 30.

111			Girder/Beam-Timber	2	189	m	23	79	87	0
	1150		Check/Shake (Timber)	2	152		0	65	87	0
	1170		Split/Delamination (Timber)	2	14		0	14	0	0

(111)
Water and water staining was present on the timber girders throughout the bridge that appeared to be emanating from the seams in the corrugated deck. The condition did not warrant a defect of Element 111.

(111-1150)
The girders in Span 1 exhibited checking as follows:
Checks up to 0.25 inch x 2 inches in depth: Girders 2, 9 and 13
Checks up to 0.50 inch x 3 inches in depth: Girders 1, 3, 5, 6, 7, 8, 11 and 12

The girders in Span 2 exhibited checking as follows:
Checks up to 0.25 inch x 2 inches in depth: Girders 1, 2 and 3
Checks up to 0.50 inch x 3 inches in depth: Girders 6, 7, 8, 9, 11, 12, 13 and 14

The checking in Span 2 was visible and appeared consistent with checking noted within the 2018 inspection report, but was not accessible during this inspection. The coding from the 2018 inspection report for Defect 1150 was retained in the report.

Minor checks were present throughout the remaining girders. The checks were typically less than 0.125 inch in width x 1 inch in depth. Although included with Defect 1150, the condition did not warrant a defect of Element 111.

ELEMENT INSPECTION RATINGS AND COMMENTARY

Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State St. 1	St. 2	St. 3	St. 4

A check and area of section loss were present on the bottom and interior corner of Girder 1 in Span 2 near the 6/10 span point. The check was approximately 0.25 inch in width x 4 foot in length x 2 inch in depth.

(111-1170)

The 2007 inspection noted failure of Girders 4 and 5 in Span 2. The girders split diagonally along the girders. The splits were approximately 0.75 inch in width and 6 feet in length and located near midspan.

Prior to the 2015 inspection, timber Girders 4 and 5 in Span 2 were supplemented with steel channels. Two channels were placed on each side of each girder, totaling 8 channels. The channels were connected to the timber girder and to other channels by bolts through the timber girders. The channels were present along the majority of the span but did not extend to the supports. The vertical sides of the timber girders were obscured by the channels. During the 2015 inspection, the dimensions of the steel members were measured as follows:

- Channel shape: MC 6x15.1
- Typical bolt spacing: 24 inches
- Bold diameter: 0.75 inch
- Bolt spacing at midspan of top channel of 2 bolts: 12 inches
- Bolt spacing at midspan of bottom channel of 3 bolts: 18 inches
- Distance of top channel from Bent 2 cap: 2.5 feet
- Distance of top channel from Abutment 3 cap: 5.5 feet
- Distance of lower channel from Bent 2 cap: 1.5 feet
- Distance of lower channel from Abutment 3 cap: 4.5 feet

The dimensions were verified during this inspection.

Since the 2015 inspection report and within this inspection, the steel channels were considered a temporary measure.

During this inspection, the steel channel exhibited minor surface rust that encompassed approximately 75% of the surface area of the channels but was present along the full length of the channels.

During this inspection, the conditions of the steel channels and timber girders did not appear to have significantly changed when compared to inspection reports or photographs since 2015. Refer to photograph 4.

Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State St. 1	St. 2	St. 3	St. 4
206			**Column-Timber**	2	23	each	19	4	0	0
	1150		**Check/Shake (Timber)**	2	4		0	4	0	0

(206)

Refer to photograph 5 for general bent details.

(206-1150)

A vertical check was present in Pile Extension 5 of Abutment 1. The check was up to 0.625 inch in width x 4 inches in depth.

Vertical checks were present in Pile Extensions 1, 3 and 5 of Bent 2. The check was up to 0.25 inch in width x 3.5 inches in depth.

Minor vertical checks were present in the timber pile extensions throughout the bridge. The checks were typically less than but up to 0.125 inch in width x 1 to 2 inches in depth. Although included with Defect 1150, the condition did not warrant defect of Element 206.

No pile extensions were banded.

ELEMENT INSPECTION RATINGS AND COMMENTARY

Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State St. 1	St. 2	St. 3	St. 4
During this inspection, the conditions did not appear to have significantly changed when compared to recent inspection reports or photographs.										
219			Abutment-Steel	2	29	m	0	29	0	0
	1000		Corrosion	2	29		0	29	0	0

(219-1000)
The steel sheet piling abutments and wingwalls exhibited light surface rust to moderate section, including pitting and rust flakes up to 0.063 inch in width. The conditions were more severe under the typical water line.

The conditions did not appear to have significantly changed when compared to recent inspection reports or photographs.

228			Pile-Timber	2	1	ea.	1	0	0	0

(228)
The pile element has been included to indicate the presence of piles on this structure at all supports. The piles were not exposed for visual inspection. No indication of pile distress was noted in substructure elements.

235			Pier Cap-Timber	2	26	m	16	10	0	0
	1150		Check/Shake (Timber)	2	10		0	10	0	0

(235-1150)
A check, longitudinal to the cap, was present on the bottom face of the bent cap at Bent 2 between Pile Extensions 3 and 5. The check was up to 0.375 inch in width x 4 inches in depth.

Horizontal checking was present in the vertical face of the bent cap at Abutment 3 The check was up to 0.5 inch in width x 4 inches in depth.

Minor checks were present in the remaining faces of the timber bent caps throughout the bridge. The checks were typically less than but up to 0.125 inch in width x 1 to 2 inches in depth. Although included with Defect 1150, the condition did not warrant defect of Element 206.

During this inspection, the conditions did not appear to have significantly changed when compared to recent inspection reports or photographs.

330			Railing-Metal	2	28	m	14	14	0	0
	1000		Corrosion	2	14		0	14	0	0

(330)
Refer to photographs 6 and 7

Prior to the 2014 inspection, portions of the bridge metal beam bridge rails were replaced: the majority of the beam on the left side of the bridge, a section of the beam at the right side of Span 1, and approximately 1/3 of the timber posts. The replaced portions of the beam encompassed approximately 50% of the total bridge lengths and were galvanized. The replaced posts were pressure treated.

Refer to photographs 22 through 24 for general rail details.

A few minor checks were present on the non-replaced timber posts. The checks were typically less than but up to 0.25 inch in in width x 1 to 2 inches in depth. The condition did not warrant a defect of Element 330.

(330-1000)

ELEMENT INSPECTION RATINGS AND COMMENTARY

Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State St. 1	St. 2	St. 3	St. 4

Paint loss and minor surface were present on the non-replaced portions of the metal beam on both sides of the bridge. The paint failure consisted of exposure of the primer layer and exposure of metal.

The failed paint encompassed approximately 80% of the surface area, including exposed metal on approximately 20% of the surface area, and the entire length of the non-replaced portions of the metal beam.

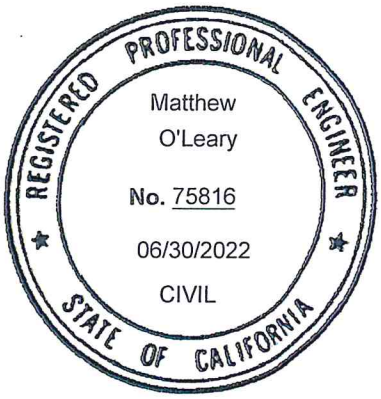
WORK RECOMMENDATIONS

RecDate: 08/28/2019 Action : Deck-Rehab Work By: LOCAL AGENCY Status : PROPOSED	EstCost: StrTarget: 2 YEARS DistTarget: EA:		Mitigate the corrosion of the metal corrugated deck.
RecDate: 08/28/2019 Action : Sub-Rehab Work By: LOCAL AGENCY Status : PROPOSED	EstCost: StrTarget: 2 YEARS DistTarget: EA:		Mitigate the corrosion of the metal sheet pile abutments and wingwalls.
RecDate: 08/28/2019 Action : Super-Rehab Work By: LOCAL AGENCY Status : PROPOSED	EstCost: StrTarget: 2 YEARS DistTarget: EA:		Permanently mitigate the failure of Girders 4 and 5 in Span 2.

Team Leader : Matthew O'Leary

Report Author : Matthew O'Leary

Inspected By : M.O'Leary/WL.Peterson



Matthew O'Leary (Registered Civil Engineer) 10/21/2020 (Date)

STRUCTURE INVENTORY AND APPRAISAL REPORT

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

(1) STATE NAME- CALIFORNIA 069
(8) STRUCTURE NUMBER 07C0040
(5) INVENTORY ROUTE(ON/UNDER)- ON 140000000
(2) HIGHWAY AGENCY DISTRICT 02
(3) COUNTY CODE 035 (4) PLACE CODE 00000
(6) FEATURE INTERSECTED- HARTSON SLOUGH
(7) FACILITY CARRIED- CR 305 (MAPES RD)
(9) LOCATION- 0.4 MI E/O RD 303
(11) MILEPOINT/KILOMETERPOINT 0
(12) BASE HIGHWAY NETWORK- NOT ON NET 0
(13) LRS INVENTORY ROUTE & SUBROUTE
(16) LATITUDE 40 DEG 19 MIN 20.55 SEC
(17) LONGITUDE 120 DEG 21 MIN 43.9 SEC
(98) BORDER BRIDGE STATE CODE % SHARE %
(99) BORDER BRIDGE STRUCTURE NUMBER

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

(43) STRUCTURE TYPE MAIN:MATERIAL- WOOD OR TIMBER
TYPE- STRINGER/MULTI-BEAM OR GDR CODE 702
(44) STRUCTURE TYPE APPR:MATERIAL- OTHER/NA
TYPE- OTHER/NA CODE 000
(45) NUMBER OF SPANS IN MAIN UNIT 2
(46) NUMBER OF APPROACH SPANS 0
(107) DECK STRUCTURE TYPE- CORRUGATED STEEL CODE 6
(108) WEARING SURFACE / PROTECTIVE SYSTEM:
A) TYPE OF WEARING SURFACE- BITUMINOUS CODE 6
B) TYPE OF MEMBRANE- NONE CODE 0
C) TYPE OF DECK PROTECTION- NONE CODE 0

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

(27) YEAR BUILT 1978
(106) YEAR RECONSTRUCTED 0000
(42) TYPE OF SERVICE: ON- HIGHWAY 1
UNDER- WATERWAY 5
(28) LANES:ON STRUCTURE 02 UNDER STRUCTURE 00
(29) AVERAGE DAILY TRAFFIC 100
(30) YEAR OF ADT 1976 (109) TRUCK ADT 10 %
(19) BYPASS, DETOUR LENGTH 8 KM

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

(48) LENGTH OF MAXIMUM SPAN 6.9 M
(49) STRUCTURE LENGTH 14.0 M
(50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 0.0 M
(51) BRIDGE ROADWAY WIDTH CURB TO CURB 8.4 M
(52) DECK WIDTH OUT TO OUT 8.5 M
(32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 6.1 M
(33) BRIDGE MEDIAN- NO MEDIAN 0
(34) SKEW 0 DEG (35) STRUCTURE FLARED NO
(10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
(47) INVENTORY ROUTE TOTAL HORIZ CLEAR 8.4 M
(53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M
(54) MIN VERT UNDERCLEAR REF- NOT H/RR 0.00 M
(55) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.0 M
(56) MIN LAT UNDERCLEAR LT 0.0 M

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

(38) NAVIGATION CONTROL- NO CONTROL CODE 0
(111) PIER PROTECTION- CODE
(39) NAVIGATION VERTICAL CLEARANCE 0.0 M
(116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR M
(40) NAVIGATION HORIZONTAL CLEARANCE 0.0 M

****

SUFFICIENCY RATING = 39.9
PAINT CONDITION INDEX = N/A

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

(112) NBIS BRIDGE LENGTH- YES Y
(104) HIGHWAY SYSTEM- NOT ON NHS 0
(26) FUNCTIONAL CLASS- MINOR COLLECTOR RURAL 08
(100) DEFENSE HIGHWAY- NOT STRAHNET 0
(101) PARALLEL STRUCTURE- NONE EXISTS N
(102) DIRECTION OF TRAFFIC- 2 WAY 2
(103) TEMPORARY STRUCTURE- TEMP STR/COND EXIST T
(105) FED.LANDS HWY- NOT APPLICABLE 0
(110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0
(20) TOLL- ON FREE ROAD 3
(21) MAINTAIN- COUNTY HIGHWAY AGENCY 02
(22) OWNER- COUNTY HIGHWAY AGENCY 02
(37) HISTORICAL SIGNIFICANCE- NOT ELIGIBLE 5

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

(58) DECK 5
(59) SUPERSTRUCTURE 4
(60) SUBSTRUCTURE 5
(61) CHANNEL & CHANNEL PROTECTION 6
(62) CULVERTS N

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

(31) DESIGN LOAD- UNKNOWN 0
(63) OPERATING RATING METHOD- ALLOWABLE STRESS 2
(64) OPERATING RATING- 5.2
(65) INVENTORY RATING METHOD- ALLOWABLE STRESS 2
(66) INVENTORY RATING- 2.7
(70) BRIDGE POSTING- > 39.9% BELOW 0
(41) STRUCTURE OPEN, POSTED OR CLOSED- P
DESCRIPTION- POSTED FOR LOAD

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

(67) STRUCTURAL EVALUATION 2
(68) DECK GEOMETRY 6
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
(71) WATER ADEQUACY 6
(72) APPROACH ROADWAY ALIGNMENT 8
(36) TRAFFIC SAFETY FEATURES 0000
(113) SCOUR CRITICAL BRIDGES U

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

(75) TYPE OF WORK- CODE
(76) LENGTH OF STRUCTURE IMPROVEMENT M
(94) BRIDGE IMPROVEMENT COST
(95) ROADWAY IMPROVEMENT COST
(96) TOTAL PROJECT COST
(97) YEAR OF IMPROVEMENT COST ESTIMATE
(114) FUTURE ADT 272
(115) YEAR OF FUTURE ADT 2041

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

(90) INSPECTION DATE 08/20 (91) FREQUENCY 12 MO
(92) CRITICAL FEATURE INSPECTION: (93) CFI DATE
A) FRACTURE CRIT DETAIL- NO MO A)
B) UNDERWATER INSP- NO MO B)
C) OTHER SPECIAL INSP- NO MO C)

137 - PHOTO> Operational Signs

Photo No. 1

Object marker Abutment 3 left side - Looking northwest

137 - PHOTO> Operational Signs

Photo No. 2

Regulatory sign - Abutment 1 - Looking east

137 - PHOTO> Operational Signs

Photo No. 3
Regulatory sign - Abutment 3 - Looking west

107 - PHOTO> Super-Damage/Deterioration

Photo No. 4
Steel channel mitigation - Girders 4 and 5 Span 2 - From Span 1 - Looking northeast

114 - PHOTO> Sub-Details

Photo No. 5
Bent 2 - From Abutment 1 left side - Looking southeast

120 - PHOTO> Rail-Details

Photo No. 6
Left rail - From Abutment 3 - Looking northwest

HARTSON SLOUGH

0.4 MI E/O RD 303 | 08/11/2020 [AAAR] | 07C0040

120 - PHOTO> Rail-Details

Photo No. 7

Right rail - From Abutment 1 - Looking southeast