



BMS Update

Texas Department of Transportation

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(512) 416-2208



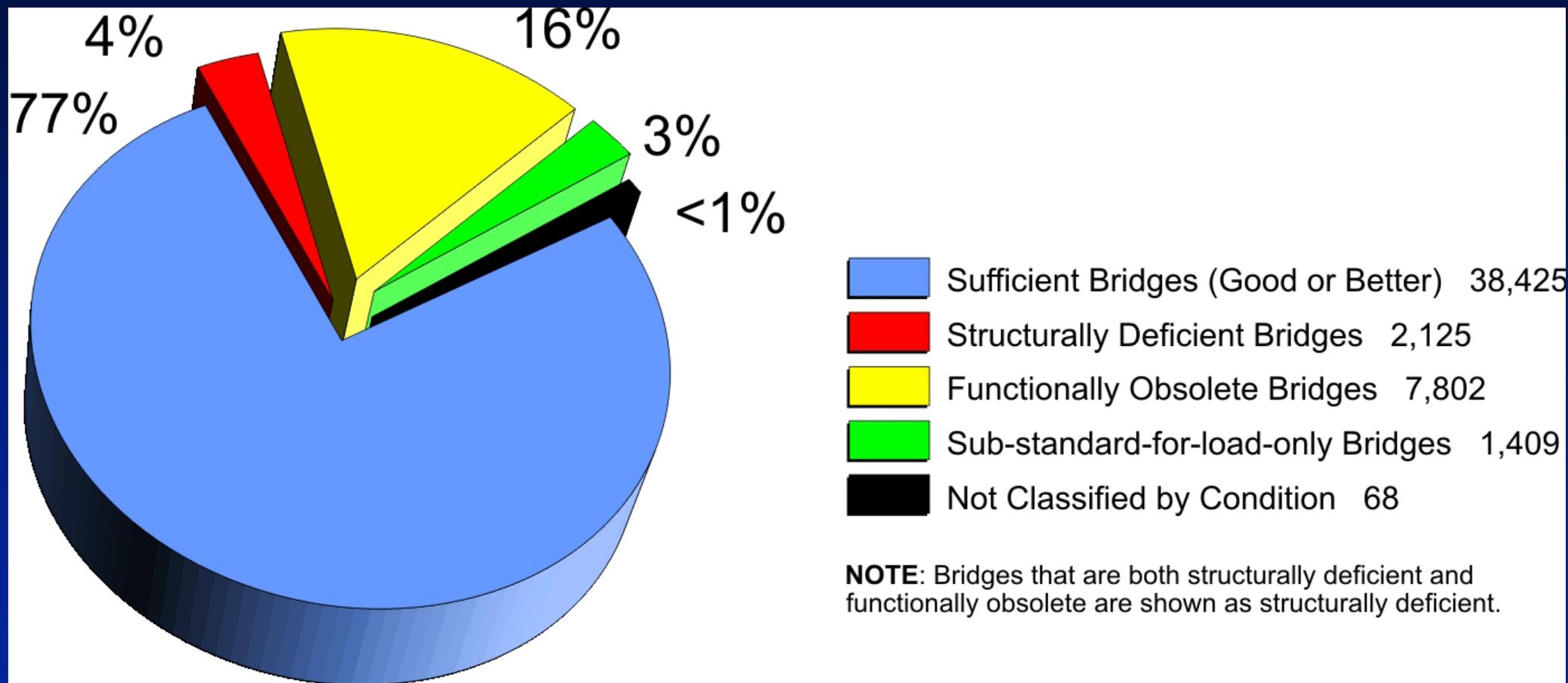
*At least 80% of the bridges in Texas
will be in good or better condition
within 10 years*

--Commissioner John W. Johnson

*“Texas Transportation Partnerships:
Connecting You to the World”, Aug.
2001*



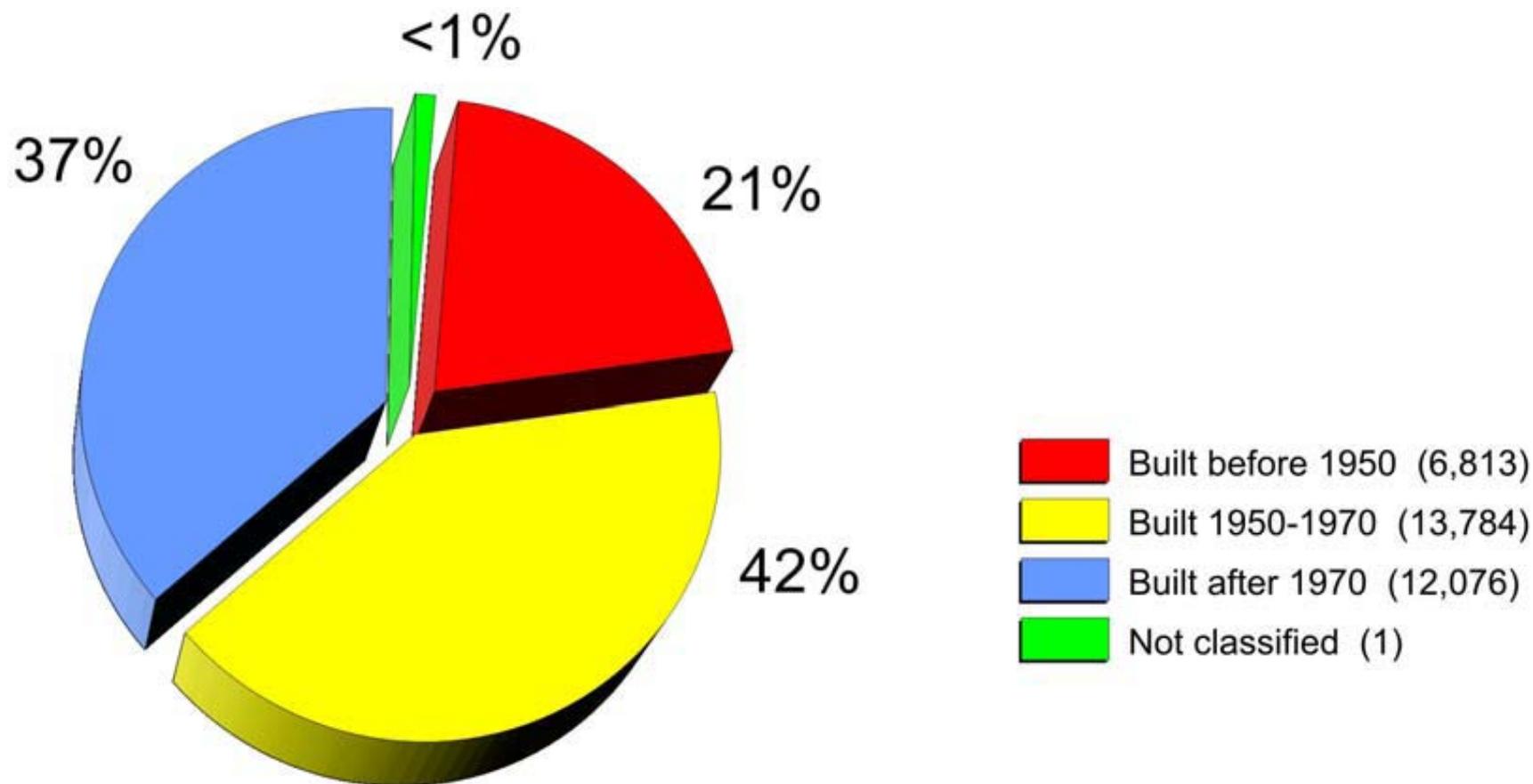
Condition of Texas Bridges



Source: Report on Texas Bridges, Sept. 2006



Age of On-system Bridges

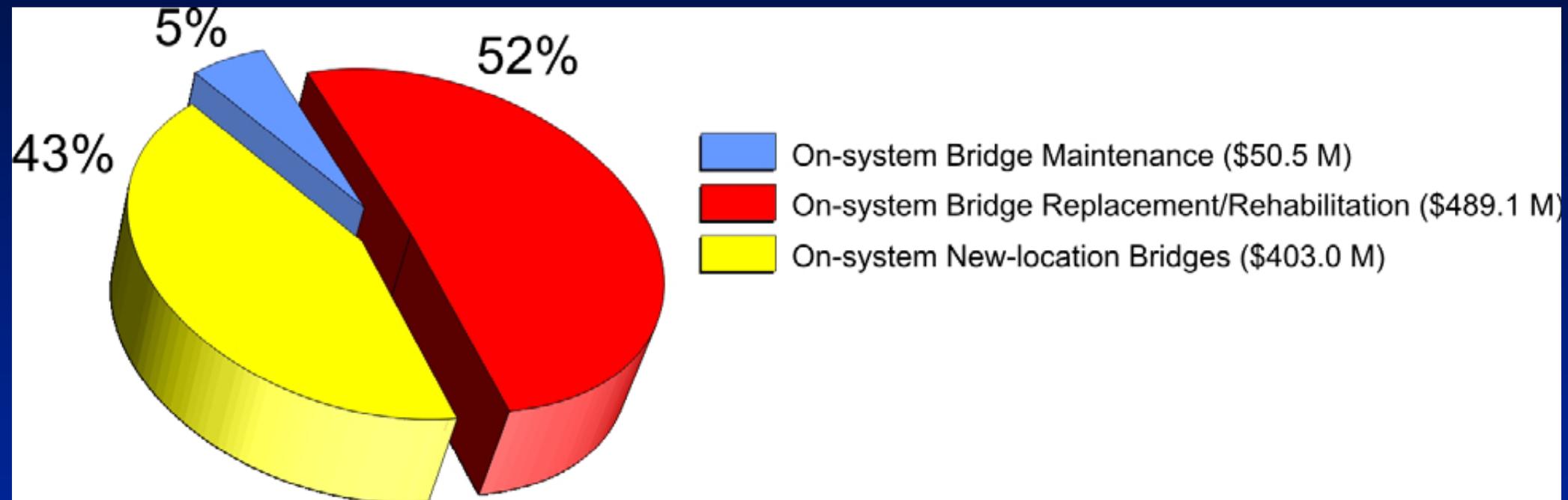


G1

pg. 15
GSYLVA, 3/29/2004



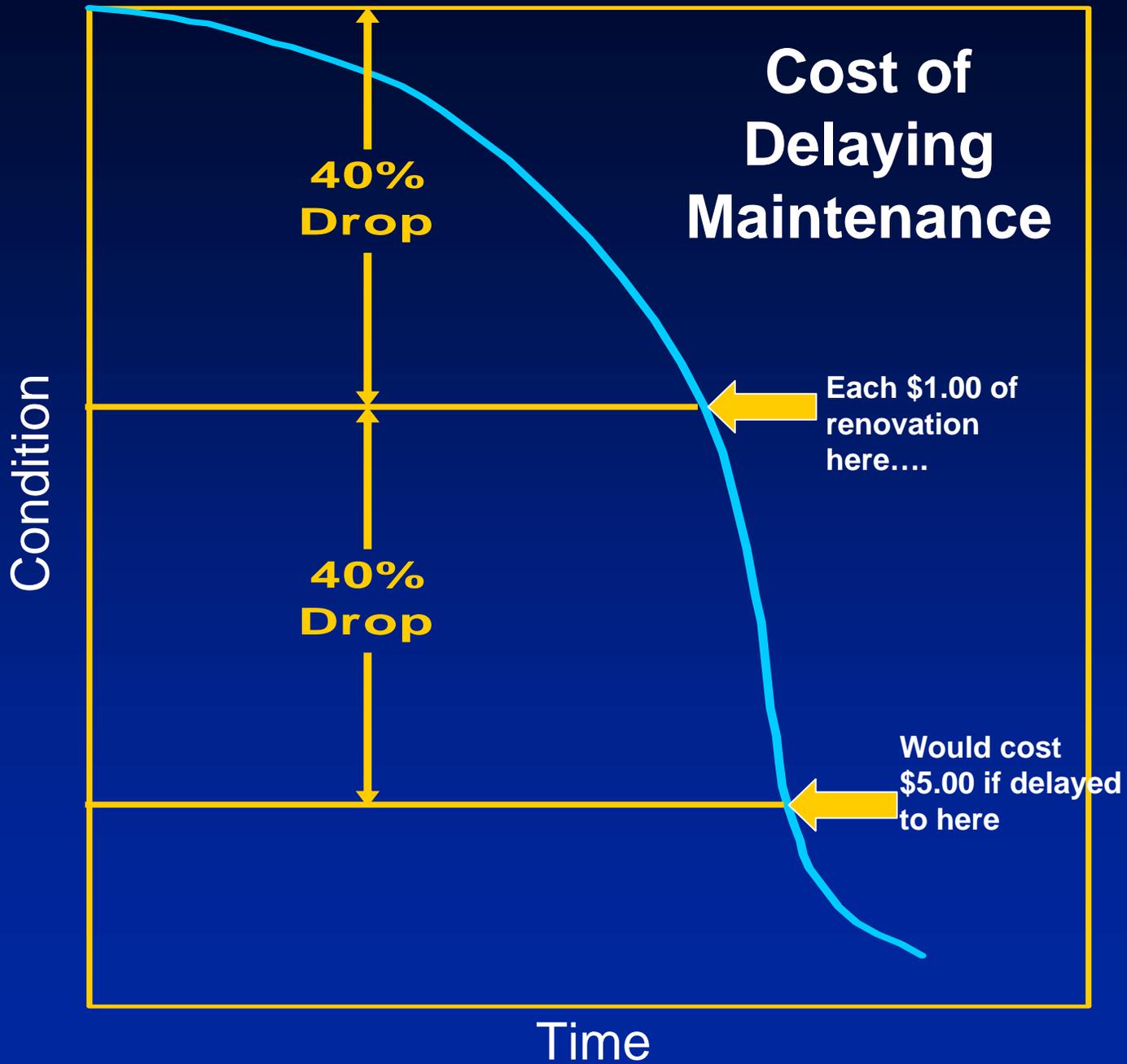
Distribution of Funds



Source: Report on Texas Bridges, Sept. 2006



Use maintenance funds to address on-system bridge problems that result in low condition ratings to prevent non-structurally deficient on-system bridges from becoming structurally deficient. *Status:* TxDOT distributed \$50.5 million for on-system bridge maintenance in FY 2006.



Slide 7

G2

Taken from Bridge Maintenance Training Reference Manual, NHI Course 134029, FHWA-NHI-03-028, January 2003
GSYLVA, 3/29/2004



What is Pontis

The Pontis® BMS use an integrated set of models to recommend bridge preservation and improvements



What is Pontis

➤ *Program Simulation Model*

- *Simulation model used to recommend projects for each bridge over a specified period of time*
- *Objective is to maximize benefit given a budget constraint*
- *The preservation policy is an input to the simulation*



What is Pontis

➤ Preservation Model

- Optimization model used to recommend the policy to follow for maintaining bridge elements in a state of good repair*
- A set of actions, or policy, is recommended for each element*



How Pontis Sees Bridges

Elements

- *The concept of bridge elements is essential to Pontis*
- *Elements may be decks, beams, arches, joints, etc...*
- *AASHTO has defined a set of commonly recognized (CoRe) elements. TxDOT has defined additional elements*



How Pontis Sees Bridges

States & Actions

- *Depending on the condition of an element, the element is assigned to one of up to five states*
- *Lowest state is the best condition, highest is the worst*



Pontis 5.0

[Home](#) [Desktop](#) [Bridges](#) [Reports](#)

Find Bridge:

Layout:

[Filter...](#) [Export View...](#) [Printable View](#)

Show All
Select All
Select Page
Unselect All
Refresh

Translate
Suff. Rating
Validate
Check Out

Create Structure
Remove
Structure(s)

Map Selected
Bridges

| | BRIDGE ID | COUNTY | PLACE | FACILITY CARRIED | FEATURE INTERSECTED | OWN | MAINT | BUILT |
|--------|-----------------|--------|---------|------------------|------------------------|-------------------|-------------------|-------|
| Select | 000000000010010 | Allen | Unknown | RS 1 | SCATTER CREEK | County Hwy Agency | County Hwy Agency | 1971 |
| Select | 000000000010020 | Allen | Unknown | RS 1 | BRANCH OF OWL CREEK | County Hwy Agency | County Hwy Agency | 1961 |
| Select | 000000000010030 | Allen | Unknown | RS 1 | OWL CREEK | County Hwy Agency | County Hwy Agency | 1961 |
| Select | 000000000010040 | Allen | Unknown | RS 1 | BRANCH OF NEOSHO RIVER | County Hwy Agency | County Hwy Agency | 1930 |
| Select | 000000000010050 | Allen | Unknown | RS 1 | ONION CREEK | County Hwy Agency | County Hwy Agency | 1948 |
| Select | 000000000010060 | Allen | Unknown | RS 2 | RELIEF OF NEOSHO RIVER | County Hwy Agency | County Hwy Agency | 2000 |
| Select | 000000000010080 | Allen | Unknown | RS 2 | COAL CREEK | County Hwy Agency | County Hwy Agency | 1928 |
| Select | 000000000010090 | Allen | Unknown | RS 2 | BRANCH OF BIG CREEK | County Hwy Agency | County Hwy Agency | 1991 |
| Select | 000000000010095 | Allen | Unknown | RS 2 | BIG CREEK TRIB. | County Hwy Agency | County Hwy Agency | 1995 |
| Select | 000000000010100 | Allen | Unknown | RS 2 | BRANCH OF BIG CREEK | County Hwy Agency | County Hwy Agency | 1953 |
| Select | 000000000010110 | Allen | Unknown | RS 2 | BIG CREEK | County Hwy Agency | County Hwy Agency | 1978 |
| Select | 000000000010120 | Allen | Unknown | RS 4 | INDIAN CREEK | County Hwy Agency | County Hwy Agency | 1924 |
| Select | 000000000010130 | Allen | Unknown | RS 4 | MARTIN CREEK | County Hwy Agency | County Hwy Agency | 1949 |
| Select | 000000000010140 | Allen | Unknown | RS 4 | BRANCH OF DEER CREEK | County Hwy Agency | County Hwy Agency | 1936 |
| Select | 000000000010150 | Allen | Unknown | RS 4 | BRANCH OF DEER CREEK | County Hwy Agency | County Hwy Agency | 1930 |
| Select | 000000000010156 | Allen | Unknown | RS 4 | DEER CREEK | County Hwy Agency | County Hwy Agency | 1930 |
| Select | 000000000010160 | Allen | Unknown | RS 4 | DEER CREEK | County Hwy Agency | County Hwy Agency | 1958 |
| Select | 000000000010170 | Allen | Unknown | RS 4 | BRANCH OF DEER CREEK | County Hwy Agency | County Hwy Agency | 1935 |
| Select | 000000000010180 | Allen | Unknown | RS 4 | BRANCH OF DEER CREEK | County Hwy Agency | County Hwy Agency | 1935 |
| Select | 000000000010190 | Allen | Unknown | RS 4 | BRANCH OF MIDDLE CREEK | County Hwy Agency | County Hwy Agency | 1948 |
| Select | 000000000010200 | Allen | Unknown | RS 4 | MIDDLE CREEK | County Hwy Agency | County Hwy Agency | 1935 |
| Select | 000000000010210 | Allen | Unknown | RS 5 | ROCK CREEK | County Hwy Agency | County Hwy Agency | 1952 |
| Select | 000000000010220 | Allen | Unknown | RS 5 | DEER CREEK | County Hwy Agency | County Hwy Agency | 1951 |
| Select | 000000000010230 | Allen | Unknown | RS 5 | BRANCH OF DEER CREEK | County Hwy Agency | County Hwy Agency | 1963 |

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 ...

Total number of bridges in the list: 20163

Selected total: 0

Selected on this page: 0



Pontis 5.0

Home Desktop **Bridges** Reports

Clear Filter

Current layout: Default

Bridge ID starts with

Structure Name starts with

Facility Carried starts with

Feature Intersected starts with

Route starts with

Km. Post between and

| Districts | <input type="checkbox"/> All | Select All |
|----------------|------------------------------|--------------------------|
| Chanute | <input type="checkbox"/> | <input type="checkbox"/> |
| Garden City | <input type="checkbox"/> | <input type="checkbox"/> |
| Hutchinson | <input type="checkbox"/> | <input type="checkbox"/> |
| Norton | <input type="checkbox"/> | <input type="checkbox"/> |
| Not Applicable | <input type="checkbox"/> | <input type="checkbox"/> |

| Counties | <input type="checkbox"/> All | Select All |
|----------|------------------------------|--------------------------|
| Allen | <input type="checkbox"/> | <input type="checkbox"/> |
| Anderson | <input type="checkbox"/> | <input type="checkbox"/> |
| Atchison | <input type="checkbox"/> | <input type="checkbox"/> |
| Barber | <input type="checkbox"/> | <input type="checkbox"/> |
| Barton | <input type="checkbox"/> | <input type="checkbox"/> |

| Ownership | <input type="checkbox"/> All | Select All |
|-------------------------|------------------------------|--------------------------|
| 11 State Pk/Frst/Reserv | <input type="checkbox"/> | <input type="checkbox"/> |
| 12 Local Pk/Frst/Reserv | <input type="checkbox"/> | <input type="checkbox"/> |
| 21 Other State Agencies | <input type="checkbox"/> | <input type="checkbox"/> |
| 26 Private(nonRailroad) | <input type="checkbox"/> | <input type="checkbox"/> |
| 27 Railroad | <input type="checkbox"/> | <input type="checkbox"/> |

| Custodian | <input type="checkbox"/> All | Select All |
|-------------------------|------------------------------|--------------------------|
| 11 State Pk/Frst/Reserv | <input type="checkbox"/> | <input type="checkbox"/> |
| 12 Local Pk/Frst/Reserv | <input type="checkbox"/> | <input type="checkbox"/> |
| 21 Other State Agencies | <input type="checkbox"/> | <input type="checkbox"/> |
| 26 Private(nonRailroad) | <input type="checkbox"/> | <input type="checkbox"/> |
| 27 Railroad | <input type="checkbox"/> | <input type="checkbox"/> |

| Functional | <input type="checkbox"/> All | Select All |
|-------------------------|------------------------------|--------------------------|
| 01 Rural Interstate | <input type="checkbox"/> | <input type="checkbox"/> |
| 02 Rural Other Princ | <input type="checkbox"/> | <input type="checkbox"/> |
| 06 Rural Minor Arterial | <input type="checkbox"/> | <input type="checkbox"/> |
| 07 Rural Mjr Collector | <input type="checkbox"/> | <input type="checkbox"/> |
| 08 Rural min Collector | <input type="checkbox"/> | <input type="checkbox"/> |

| NHS Status | <input type="checkbox"/> All | Select All |
|--------------|------------------------------|--------------------------|
| 0 Not on NHS | <input type="checkbox"/> | <input type="checkbox"/> |
| 1 On the NHS | <input type="checkbox"/> | <input type="checkbox"/> |
| -1 | <input type="checkbox"/> | <input type="checkbox"/> |

| Admin. Areas | <input type="checkbox"/> All | Select All |
|--------------|------------------------------|--------------------------|
| Atwood | <input type="checkbox"/> | <input type="checkbox"/> |
| Clay Center | <input type="checkbox"/> | <input type="checkbox"/> |
| Dodge City | <input type="checkbox"/> | <input type="checkbox"/> |
| El Dorado | <input type="checkbox"/> | <input type="checkbox"/> |
| Ellsworth | <input type="checkbox"/> | <input type="checkbox"/> |

| Bridge Groups | <input type="checkbox"/> All | Select All |
|----------------------|------------------------------|--------------------------|
| Abilene city PCG | <input type="checkbox"/> | <input type="checkbox"/> |
| Allen CYG | <input type="checkbox"/> | <input type="checkbox"/> |
| Anderson CYG | <input type="checkbox"/> | <input type="checkbox"/> |
| Arkansas City ci PCG | <input type="checkbox"/> | <input type="checkbox"/> |
| Atchison CYG | <input type="checkbox"/> | <input type="checkbox"/> |

| Inspectors | <input type="checkbox"/> All | Select All |
|--------------|------------------------------|--------------------------|
| KDOT_BLP_DEV | <input type="checkbox"/> | <input type="checkbox"/> |
| USERFOUR | <input type="checkbox"/> | <input type="checkbox"/> |
| USERONE | <input type="checkbox"/> | <input type="checkbox"/> |
| USERTHREE | <input type="checkbox"/> | <input type="checkbox"/> |
| USERTWO | <input type="checkbox"/> | <input type="checkbox"/> |

Inspection Due Dates All Within 1 month Within 3 months Past due (NBI) Due by date

(Check all types that apply) NBI (routine) Fracture Critical Underwater Other

Apply Filter

English Where Count The total number of bridges for these layout and selection criteria is 3549



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| BRIDGE ID | FEATURE INTERSECTED | FACILITY CARRIED | DISTRICT | COUNTY | SR | HIX |
|-----------------|-------------------------|------------------|----------|--------|-------|-------|
| 000000000010010 | SCATTER CREEK | RS 1 | Chanute | Allen | 93.7 | 94.33 |
| 000000000010020 | BRANCH OF OWL CREEK | RS 1 | Chanute | Allen | 77.0 | 79.3 |
| 000000000010030 | OWL CREEK | RS 1 | Chanute | Allen | 57.6 | 61.84 |
| 000000000010040 | BRANCH OF NEOSHO RIVER | RS 1 | Chanute | Allen | 81.4 | 83.26 |
| 000000000010050 | ONION CREEK | RS 1 | Chanute | Allen | 63.1 | 66.79 |
| 000000000010060 | RELIEF OF NEOSHO RIVER | RS 2 | Chanute | Allen | 93.5 | 94.15 |
| 000000000010070 | NEOSHO RIVER | RS 2 | Chanute | Allen | 47.7 | 52.93 |
| 000000000010080 | COAL CREEK | RS 2 | Chanute | Allen | 48.8 | 53.92 |
| 000000000010090 | BRANCH OF BIG CREEK | RS 2 | Chanute | Allen | 100.0 | 100 |
| 000000000010095 | BIG CREEK TRIB. | RS 2 | Chanute | Allen | 100.0 | 100 |
| 000000000010100 | BRANCH OF BIG CREEK | RS 2 | Chanute | Allen | 66.5 | 69.85 |
| 000000000010110 | BIG CREEK | RS 2 | Chanute | Allen | 96.8 | 97.12 |
| 000000000010120 | INDIAN CREEK | RS 4 | Chanute | Allen | 42.1 | 47.89 |
| 000000000010130 | MARTIN CREEK | RS 4 | Chanute | Allen | 81.3 | 83.17 |
| 000000000010140 | BRANCH OF DEER CREEK | RS 4 | Chanute | Allen | 74.4 | 76.96 |
| 000000000010150 | BRANCH OF DEER CREEK | RS 4 | Chanute | Allen | 61.4 | 65.26 |
| 000000000010156 | DEER CREEK | RS 4 | Chanute | Allen | 61.4 | 65.26 |
| 000000000010160 | DEER CREEK | RS 4 | Chanute | Allen | 71.5 | 74.35 |
| 000000000010170 | BRANCH OF DEER CREEK | RS 4 | Chanute | Allen | 83.0 | 84.7 |
| 000000000010180 | BRANCH OF DEER CREEK | RS 4 | Chanute | Allen | 77.8 | 80.02 |
| 000000000010190 | BRANCH OF MIDDLE CREEK | RS 4 | Chanute | Allen | 84.4 | 85.96 |
| 000000000010200 | MIDDLE CREEK | RS 4 | Chanute | Allen | 70.4 | 73.36 |
| 000000000010210 | ROCK CREEK | RS 5 | Chanute | Allen | 71.0 | 73.9 |
| 000000000010220 | DEER CREEK | RS 5 | Chanute | Allen | 69.3 | 72.37 |
| 000000000010230 | BRANCH OF DEER CREEK | RS 5 | Chanute | Allen | 89.5 | 90.55 |
| 000000000010240 | BRANCH OF BIG CREEK | RS 6 | Chanute | Allen | 89.5 | 90.55 |
| 000000000010250 | BIG CREEK | RS 6 | Chanute | Allen | 94.0 | 94.6 |
| 000000000010260 | SOUTH BRANCH COAL CREEK | RS 6 | Chanute | Allen | 78.4 | 80.56 |

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 ...

Health Index

Average Health Index: **77.5%**

Condition Summary

| Description | Number of Bridges | Deck Area (000 sq.ft.) |
|--------------------------|-------------------|------------------------|
| Bridges in Database | 20468 | 41911 |
| SD Bridges | 2986 | 4317 |
| FO Bridges | 1840 | 3200 |
| Total SD or FO | 4826 | 7516 |
| Eligible for Rehab | 1276 | 2497 |
| Eligible for Replacement | 3400 | 4661 |
| Total Eligible | 4676 | 7159 |
| Posted Bridges | 7837 | 13503 |

Routine Inspection Activity

| Description | Number of Bridges |
|----------------------------|-------------------|
| Performed in last 6 months | 7 |
| Scheduled in next 6 months | 3716 |
| Inspections overdue | 10891 |

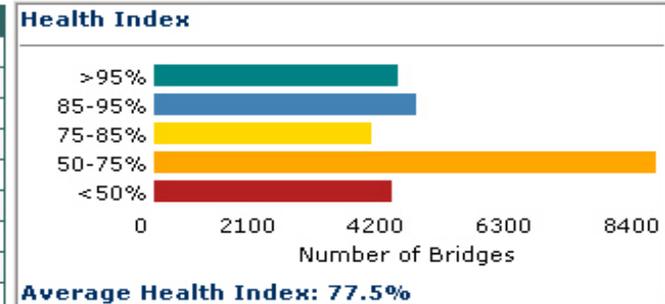


Pontis 5.0

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| 000000000010080 | COAL CREEK | RS 2 | Chanute | Allen | 48.8 | 53.92 |
| 000000000010090 | BRANCH OF BIG CREEK | RS 2 | Chanute | Allen | 100.0 | 100 |
| 000000000010095 | BIG CREEK TRIB. | RS 2 | Chanute | Allen | 100.0 | 100 |
| 000000000010100 | BRANCH OF BIG CREEK | RS 2 | Chanute | Allen | 66.5 | 69.85 |
| 000000000010110 | BIG CREEK | RS 2 | Chanute | Allen | 96.8 | 97.12 |

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 ...



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Routine Inspection Activity

| Description | Number of Bridges |
|----------------------------|-------------------|
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| Inspections overdue | 10891 |

Bridge Images - 000000000010080

Inspection:

◀ Image 1 of 14 ▶ [Zoom In](#)

Bridge Details - 000000000010080

| | |
|-----------------------|------------|
| YearBuilt | 1928 |
| Length (ft) | 34.4 |
| Main Span Material | 3 Steel |
| Main Span Design | 02 |
| Service Type On | 1 Highway |
| Service Type Under | 5 Waterway |
| Last Inspected | 10/1/2003 |
| Deck Rating | 4 |
| Superstructure Rating | 5 |
| Substructure Rating | 5 |
| Route On Structure | 00002 |
| ACT | 700 |

Structure Number: 02-112-0-0080-04-056

Bridge List | Identification | Geometry | Structure | Loading | Inventory Route | Intersecting Route | Inspection & Appraisal | Programming

District: 02 County: Maint Sec: Control: Section:

| Dist | Cnty | Maint Sect | Structure Number | Features Intersected | Facility Carried | Location | Reference Marker |
|------|------|------------|----------------------|----------------------|------------------|---------------------------|------------------|
| 02 | 112 | 05 | 02-112-0-0080-03-051 | CHERRY CREEK | US 377 | 0.75 MI E OF FM-56 | 0342 +00165 |
| 02 | 112 | 05 | 02-112-0-0080-03-053 | US-377 | FM 51 | 0.3 MI W OF FM-144 | 0322 -00576 |
| 02 | 112 | 05 | 02-112-0-0080-03-054 | US-377 | SH 144 | 0.3 MI E OF FM-51 | 0292 +01508 |
| 02 | 112 | 05 | 02-112-0-0080-04-038 | WALNUT CREEK | US 377 | 1.3 MI N OF FM 167 | 0326 +01133 |
| 02 | 112 | 05 | 02-112-0-0080-04-039 | FALL CREEK | US 377 NBL | 3.9 MI E OF FM-167 | 0324 +00395 |
| 02 | 112 | 05 | 02-112-0-0080-04-041 | FALL CREEK | US 377 | 0.2 MI E OF FM-4 | 0332 +00263 |
| 02 | 112 | 05 | 02-112-0-0080-04-055 | GRANBURY LAKE | US 377 SB | 0.1 MI E OF SH 144 | 0334 +00654 |
| 02 | 112 | 05 | 02-112-0-0080-04-056 | RAMP B | US 377 | 0.5 MI W OF FM-4 | 0332 +00932 |
| 02 | 112 | 05 | 02-112-0-0080-04-058 | FALL CREEK | US 377 SBL | 3.9 MI E OF FM-167 | 0324 +00394 |
| 02 | 112 | 05 | 02-112-0-0080-04-068 | GRANBURY LAKE | US 377 NB | 0.1 MILE EAST OF SH 144 | 0334 +00654 |
| 02 | 112 | 05 | 02-112-0-0080-08-069 | MCCARTY BRANCH | FM 4 | 2.4 MI E OF US 377 | 0330 00800 |
| 02 | 112 | 05 | 02-112-0-0080-10-025 | LAKE GRANBURY | BUS 377 | 0.4 MI W OF US 377 | 0530 +00949 |
| 02 | 112 | 05 | 02-112-0-0080-10-057 | LAKE GRANBURY | BU US 377 | 0.9 MI W OF US 377 | 0530 +00450 |
| 02 | 112 | 05 | 02-112-0-0313-08-010 | TRIB OF LONG CREEK | FM 51 | 3.1 MI S OF FM-167 | 0312 +01494 |
| 02 | 112 | 05 | 02-112-0-0313-08-011 | TRIB LAKE GRANBURY | FM 51 | 0.5 MI N OF FM-4 | 0318 +00420 |
| 02 | 112 | 05 | 02-112-0-0313-08-039 | LAKE GRANBURY | FM 51 | 2.5 MI N OF BU 377 | 0316 +00821 |
| 02 | 112 | 05 | 02-112-0-0313-10-021 | SQUAW CREEK | FM 51 | 2.3 MI N OF FM 51&56 XING | 0326 +00683 |
| 02 | 112 | 05 | 02-112-0-0313-10-022 | PANTHER CREEK | FM 51 | 1.3 MI N OF FM 51&56 XING | 0326 +01626 |
| 02 | 112 | 05 | 02-112-0-0313-10-023 | LOLLAR BRANCH | FM 51 | INTERSECTION OF FM 51&56 | 0328 +01114 |

Retrieve

New

Edit

Delete

Check Out

Check In

Structure Number: 02-112-0-0080-04-056

Bridge List Identification Geometry Structure Loading Inventory Route Intersecting Route Inspection & Appraisal Programming

Structure Identification:

Structure Number: 021120008004056

Name: -1

District Notes (126):

Age and Service:

Year Built (27): 1966

Year Reconstructed (106): -1

Widening Code (106.1): No widening or not applic: ▾

Type of Service On (42.1): Highway (t) ▾

Type of Service Under (42.2): Highway, ▾

Location:

District (2): 02

County (3): 112

Control (8.4): 0080

Section (8.5): 04

Permanent Bridge Number (8.6): 056

City Code (4): 16850

Feature Intersected (6.1): RAMP B

Facility Carried (7): US 377

Location (9): 0.5 MI W OF FM-4

GPS Latitude (16.1): 32.43949648

GPS Longitude (17.1): 97.76266660

Collection Method (17.2): 4

Management:

Maintenance Responsibility (21): State Highway Agency ▾

Owner (22): State Highway Agency ▾

System Designation: 1

Maintenance Section Number (22.1): 05

Project Type (23.1): Federal Aid (F.A.) ▾

Neighboring State Code (98.1): -1 ▾

Percent Responsibility (98.2): -1

Border Bridge Structure Number (99): -1

CSJ When Built (23.2): 0080 04 028

Historical Significance (37): Not eligible for ▾

NBIS Bridge Length (112): Yes ▾

021120008004056

Save

New

Delete

Validate Tab

Validate All

Structure Number: 02-112-0-0080-04-056

- Bridge List
- Identification
- Geometry
- Structure
- Loading
- Inventory Route
- Intersecting Route
- Inspection & Appraisal
- Programming

Deck:

| | |
|-------------------------------|-----------|
| Bridge Median (33): | No median |
| Skew (34): | 45 |
| Structure Flared (35): | No Flare |
| Left Sidewalk Width (50.1): | 0 |
| Right Sidewalk Width (50.2): | 0 |
| Approach Roadway Width (32): | 12.192 |
| Bridge Roadway Width (51): | 12.192 |
| Deck Width Out-to-Out (52): | 12.252 |
| Horizontal Clearance (47): | 12.192 |
| Lanes On Structure (28.1): | 00 |
| Lanes Under Structure (28.2): | 00 |

Vertical Clearance:

| | |
|---|--------------------------|
| Minimum Vertical Clearance Over Bridge Deck (53): | 99.99 |
| Minimum Vertical Underclearance Reference Feature (54.1): | Highway beneath structur |
| Minimum Vertical Underclearance (54.2): | 4.724 |

Lateral Clearance:

| | |
|---|--------------------------|
| Minimum Lateral Underclearance on Right Reference Feature (55.1): | Highway beneath structur |
| Minimum Lateral Underclearance on Right (55.2): | 3.169 |
| Minimum Lateral Underclearance on Left (56): | 2.804 |

Navigation:

| | |
|---|---------------------------|
| Navigation Control (38): | Not applicable, no waterw |
| Navigation Vertical Clearance (39): | 0 |
| Navigation Horizontal Clearance (40): | 0 |
| Minimum Navigation Vertical Clearance Vertical Lift Bridge (116): | -1 |

021120008004056

- Save
- New
- Delete
- Validate Tab
- Validate All

Structure Number:

Span Configuration:

Total Number of Spans (46): Number of Major Approach Spans (45.2): Maximum Span Length (48):
 Number of Main Spans (45.1): Number of Minor Approach Spans (45.3): Structure Length (49):

| | Main Span | Major Approach Span | Minor Approach Span |
|------------------------------------|--|--|--|
| Superstructure | | | |
| Superstructure Type (43.1.1): | <input type="text" value="Simple Span"/> | <input type="text" value="Simple Span"/> | <input type="text" value="Unknown"/> |
| Roadway Type (43.1.2): | <input type="text" value="Deck"/> | <input type="text" value="Deck"/> | <input type="text" value="Unknown"/> |
| Member Type (43.1.3): | <input type="text" value="PS Concrete Girder - Multiple"/> | <input type="text" value="PS Concrete Girder - Multiple"/> | <input type="text" value="-1"/> |
| Substructure | | | |
| Above Ground Type (44.1.1): | <input type="text" value="Multiple Column Bent"/> | <input type="text" value="Unknown"/> | <input type="text" value="Unknown"/> |
| Below Ground Type (44.1.2): | <input type="text" value="Drilled Shafts"/> | <input type="text" value="Unknown"/> | <input type="text" value="Unknown"/> |
| Bent Cap Type (44.1.3): | <input type="text" value="Concrete"/> | <input type="text" value="Unknown"/> | <input type="text" value="Unknown"/> |
| Deck | | | |
| Structure Type (107.1): | <input type="text" value="Concrete Cast-in-Place"/> | <input type="text" value="Concrete Cast-in-Place"/> | <input type="text" value="Not Applicable or Non-vehicle"/> |
| Wearing Surface Type (108.1.1): | <input type="text" value="Bituminous"/> | <input type="text" value="Bituminous"/> | <input type="text" value="Not Applicable"/> |
| Membrane Type (108.1.2): | <input type="text" value="Unknown"/> | <input type="text" value="Unknown"/> | <input type="text" value="Not Applicable"/> |
| Protection (108.1.3): | <input type="text" value="Unknown"/> | <input type="text" value="Unknown"/> | <input type="text" value="Not Applicable"/> |
| Culvert / Tunnel | | | |
| Culvert Span Type (43.4.1): | <input type="text" value="Unknown"/> | | |
| Culvert Main Member Type (43.4.2): | <input type="text" value="Unknown"/> | | |
| Tunnel Type (43.5): | <input type="text" value="Unknown"/> | | |

Structure Number: 02-112-0-0080-04-056

Bridge List Identification Geometry Structure Loading Inventory Route Intersecting Route Inspection & Appraisal Programming

Status:

Operational Status (41): Missing
Load Restriction Code (41.1): N
Load Restriction (41.2): -2 lbs.

Loading:

Design Load (31): H 20

Operating Rating Method (63): Load Factor (LF)

Operating Rating Type of Loading (64.1): HS Loading

Operating Rating Gross Loading (64.2): 44.4 tons

Inventory Rating Method (65.1): Load Factor (LF)

Inventory Rating Type of Loading (66.1): HS Loading

Inventory Rating Gross Loading (66.2): 32.7 tons

Bridge Posting (70): Equal to or above legal load

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Save

New

Delete

Validate Tab

Validate All

Structure Number:

- Bridge List
- Identification
- Geometry
- Structure
- Loading
- Inventory Route
- Intersecting Route
- Inspection & Appraisal
- Programming

Route Information:

Structure Function (5.1):

Principal Inventory Route (5.2):

Designated Level of Service (5.3):

Route Number (5.4):

Directional Suffix (5.5):

Route Suffix (5.6):

Toll Facility (20):

Inventory Route Functional Classification (26):

Minimum Vertical Clearance (10): ft.

Traffic Information:

Inventory Milepoint (11):

Inventory Route Milepoint Date (11.1):

Reference Marker and Displacement (11.2):

Direction of Traffic (102):

Parallel Structure Designation (101):

Bypass, Detour Length (19):

AADT (29):

Year of AADT (30):

AADT Truck Percent (109):

Future AADT (114):

Year of Future AADT (115):

Federal Systems Classification:

Base Highway Network (12):

LRS Inventory Route (13.1):

Subroute Number (13.2):

Defense Highway Designation (100):

National Highway System Designation (104):

Federal Lands Highway (105):

Nation Network Designation (110):

Structure Number: 02-112-0-0080-04-056

- Bridge List
- Identification
- Geometry
- Structure
- Loading
- Inventory Route
- Intersecting Route
- Inspection & Appraisal
- Programming

Route Information:

Control (8.4A): 0080 Section (8.5A): 10 Bridge (8.6A): 0

Structure Function (5.1A): Single route goes "Ur"
 Principal Inventory Route (5.2A): Business U. S. Highw
 Designated Level of Service (5.3A): Business
 Route Number (5.4A): 0377
 Directional Suffix (5.5A): H
 Route Suffix (5.6A): 0
 Toll Facility (20A): On free road. The str
 Inventory Route Functional Classification (26A): Major
 Minimum Vertical Clearance (10A): 4.724 ft.

Traffic Information:

Intersecting Milepoint (11A): 6.3038 2
 Intersecting Route Milepoint Date (11.1A): 197408
 Reference Marker and Displacement (11.2A): 0530 +01417
 Direction of Traffic (102A): 1-way traffic
 Parallel Structure Designation (101A): No parallel structure
 Bypass, Detour Length (19A): 1.609344
 AADT (29A): 13700
 Year of AADT (30A): 2000
 AADT Truck Percent (109A): 2
 Future AADT (114A): 13700
 Year of Future AADT (115A): 2000

Federal Systems Classification:

Base Highway Network (12A): Unknown
 LRS Inventory Route (13.1A): 25
 Subroute Number (13.2A): 26
 Defense Highway Designation (100A): The inventory route is n
 National Highway System Designation (104A): Inventory Route is not c
 Federal Lands Highway (105A): Not applicable
 Nation Network Designation (110A): The inventory route is n

021120008004056 2

- Save
- Delete
- Validate Tab
- Validate All

Structure Number: 02-112-0-0080-04-056

Bridge List Identification Geometry Structure Loading Inventory Route Intersecting Route Inspection & Appraisal Programming

Type of Work Proposed (75.1): -1

Work Done by (75.2): Unknown

Length of Structure Improvement (76): 3

Bridge Improvement Cost in Dollars (94): -2

Roadway Improvement Cost in Dollars (95): -1

Total Project Cost in Dollars (96): 0

Estimated Cost Method (96.1):

Year of Improvement Cost Estimate (97): -1

Cost of Original Construction (119): -1

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Save

New

Delete

Validate Tab

Validate All

Structure Number: 02-112-0-0080-04-056

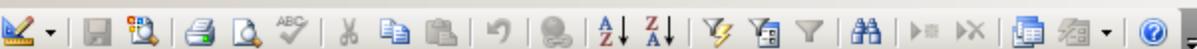
- Bridge List
- Identification
- Geometry
- Structure
- Loading
- Inventory Route
- Intersecting Route
- Inspection & Appraisal
- Programming

01/01/2006

| Schedule: | | | | Appraisal Ratings - Entered: | | | |
|--|-----------------------|------------|----------|--|---------|--|--|
| Required Y/N: | Frequency: | Last Date: | | | | | |
| Routine Inspection: | (91): 24 mos | (90): | 1/1/2006 | Traffic Safety Bridge Railings (36.1): | Missing | | |
| Fracture Critical Inspection / Req (92.1.1): Yes | (92.1.2): -1 mos | (93.1): | 1/1/1900 | Traffic Safety Transitions (36.2): | Missing | | |
| Underwater Inspection / Req (92.2.1): Yes | (92.2.2): -1 mos | (93.2): | 1/1/1900 | Traffic Safety Approach Guardrail (36.3): | Missing | | |
| Other Special Inspection / Req (93.3.1): Yes | (93.3.2): -1 mos | (93.3): | 1/1/1900 | Traffic Safety Approach Guardrail Ends (36.4): | Missing | | |
| Special Flags: | | | | Roadway Approach Condition (65): | Missing | | |
| Underwater Inspection (88.1): | Underwater inspectio | | | Waterway Adequacy (71): | Missing | | |
| Fracture Critical Areas (88.2): | 0 | | | Approach Roadway Alignment (72): | - | | |
| Steel Type (88.3): | Structure does not ha | | | Pier or Abatement Protection (111): | Missing | | |
| Year Steel Painted (88.4): | -1 | | | Scour Critical (113): | Missing | | |
| Condition Ratings: | | | | Scour Vulnerability (113.1): | Missing | | |
| Deck Condition (58): | Missing | | | Over Height Damage (128): | Missing | | |
| Superstructure Condition (59): | Missing | | | Appraisal Ratings - Calculated: | | | |
| Substructure Condition (60): | Missing | | | Structure Evaluation (67): | Missing | | |
| Channel Condition (61): | Missing | | | Deck Geometry (68): | Missing | | |
| Culvert Condition (62): | Missing | | | Vertical and Horizontal Underclearances (69): | Missing | | |
| | | | | Structurally Deficient /Functionally Obsolete (120): | ! | | |
| | | | | Sufficiency Rating (121): | -1.0 | | |

021120008004056 0002

- Save
- New
- Delete
- Validate Tab
- Validate All



| | InspectionID | ContractID | StructureID | Inspectcd | Date | Comments | HasOverlay | Overlay |
|---|--------------|------------|-----------------|-----------|-----------|--|------------|---------|
| + | 869 | 883XXP5010 | 090500103202015 | 1 | 1/22/2005 | Span Configuration: 20.3' - 20.3' - 20.3' - 20.3' | -1 | |
| + | 870 | 883XXP5010 | 090500072401018 | 1 | 1/22/2005 | Span Configuration: (50' - 50' - 50' - 50') - (60' - 75' - 60') | -1 | |
| + | 871 | 883XXP5010 | 090500072401020 | 1 | 1/22/2005 | Span Configuration: 48' - 48' - 48' - 48' - 48' | -1 | |
| + | 872 | 883XXP5010 | 090500230602002 | 1 | 1/22/2005 | Span Configuration: 41.75' - 41.75' - 41.75' | -1 | |
| + | 873 | 883XXP5010 | 090500230602003 | 1 | 1/22/2005 | Span Configuration: 40' - 40' - 40' - 40' | -1 | |
| + | 874 | 883XXP5010 | 090500072404011 | 1 | 1/23/2005 | Span Configuration: 25' - 25' - 25' - 25' - 15' | -1 | |
| + | 875 | 883XXP5010 | 090500121902003 | 1 | 1/23/2005 | Span Configuration: 25' - 25' | -1 | |
| + | 876 | 883XXP5010 | 090500121902002 | 1 | 1/23/2005 | Span Configuration: 25' - 25' - 25' - 25' | -1 | |
| + | 877 | 883XXP5010 | 090500121902001 | 1 | 1/23/2005 | Span Configuration: 25' - 25' - 25' | -1 | |
| + | 878 | 883XXP5010 | 090500118701005 | 1 | 1/23/2005 | Span Configuration: 25' - 25' - 25' | -1 | |
| + | 879 | 883XXP5010 | 090500118701001 | 1 | 1/23/2005 | Span Configuration: 25' - 25' - 25' - 25' - 25' | -1 | |
| + | 880 | 883XXP5010 | 090500018306017 | 1 | 1/23/2005 | Span Configuration: 22' - 22' - 22' - 22' - 22' | -1 | |
| + | 881 | 883XXP5010 | 090500086703001 | 1 | 1/26/2005 | Span Configuration: (30' - 40' - 40' - 30') - (25' - 25') - 20' | -1 | |
| + | 882 | 883XXP5010 | 090500103202014 | 1 | 1/22/2005 | Span Configuration: 43' - 43' - 43' - 43' | -1 | |
| + | 883 | 883XXP5010 | 090500005503042 | 1 | 1/26/2005 | Span Configuration: 35' - 35' - (65' - 85' - 65') | -1 | |
| + | 884 | 883XXP5010 | 090500086702007 | 1 | 1/26/2005 | Span Configuration: 25' - 25' - 25' | -1 | |
| + | 885 | 883XXP5010 | 090500086702006 | 1 | 1/26/2005 | Span Configuration: 25' - 25' - 25' - 25' | -1 | |
| + | 886 | 883XXP5010 | 090500086702005 | 1 | 1/26/2005 | Span Configuration: 25' - 25' - 25' - 25' | -1 | |
| + | 887 | 883XXP5010 | 090500077407001 | 1 | 1/26/2005 | Span Configuration: 7 @ 25' | -1 | |
| + | 888 | 883XXP5010 | 090500077407002 | 1 | 1/26/2005 | Span Configuration: 25' - 25' | -1 | |
| + | 889 | 883XXP5010 | 090500159402002 | 1 | 1/29/2005 | Span Configuration: 30' - 30' - 30' - (40' - 50' - 40') - 30' - 30' | -1 | |
| + | 890 | 883XXP5010 | 090500159402003 | 1 | 1/29/2005 | Span Configuration: 25' - 25' - 25' | -1 | |
| + | 891 | 883XXP5010 | 090500005504040 | 1 | 1/29/2005 | Span Configuration: 40' - 40' - 40' - 40' | -1 | |
| + | 892 | 883XXP5010 | 090500005504041 | 1 | 1/29/2005 | Span Configuration: 40' - 40' - 40' - 40' - (67.5' - 90' - 67.5') - 14 @ 40' | -1 | |
| + | 893 | 883XXP5010 | 090500018401008 | 1 | 1/29/2005 | Span Configuration: 35' - 35' - (70' - 90' - 70') - 17 @ 35' | -1 | |
| + | 894 | 883XXP5010 | 091470041902001 | 1 | 1/15/2005 | Span Configuration: 5 @ 34.5' | -1 | |
| + | 895 | 883XXP5010 | 091470041902009 | 1 | 1/15/2005 | Span Configuration: 30' - 30' - 30' - 30' | -1 | |
| + | 896 | 883XXP5010 | 091470166501003 | 1 | 1/14/2005 | 4 Barrel 10' x 10' x 45.4' | 0 | |
| + | 897 | 883XXP5010 | 091470166502002 | 1 | 1/14/2005 | Span Configuration: 25' - 25' | -1 | |
| + | 898 | 883XXP5010 | 091470166502001 | 1 | 1/14/2005 | Span Configuration: 25' - 25' - 25' - 25' | -1 | |
| + | 899 | 883XXP5010 | 091470089801006 | 1 | 1/14/2005 | 4 Barrel 7' x 7' x 25.3' | -1 | |
| + | 900 | 883XXP5010 | 091470089801004 | 1 | 1/14/2005 | 3 Barrel 7' x 5' x 27.3' | -1 | |
| + | 901 | 883XXP5010 | 091470089801005 | 1 | 1/14/2005 | Span Configuration: 25' - 25' - 25' | -1 | |
| + | 902 | 883XXP5010 | 091470239401002 | 1 | 1/14/2005 | Span Configuration: 30' - 30' - 30' | -1 | |
| + | 903 | 883XXP5010 | 091470041902008 | 1 | 1/15/2005 | 3 Barrel 8' x 6' x 49.3' | -1 | |

| InspectionID | ContractID | StructureID | Inspector | Date | Comments | HasOverlay | Overlay |
|--------------|------------|-----------------|-----------|-----------|---|------------|---------|
| 869 | 883XXP5010 | 090500103202015 | 1 | 1/22/2005 | Span Configuration: 20.3' - 20.3' - 20.3' - 20.3' | -1 | 2.5 |
| 870 | 883XXP5010 | 090500072401018 | 1 | 1/22/2005 | Span Configuration: (50' - 50' - 50' - 50') - (60' - 75' - 60') | -1 | 0.5 |
| 871 | 883XXP5010 | 090500072401020 | 1 | 1/22/2005 | Span Configuration: 48' - 48' - 48' - 48' - 48' | -1 | 1 |
| 872 | 883XXP5010 | 090500230602002 | 1 | 1/22/2005 | Span Configuration: 41.75' - 41.75' - 41.75' | -1 | 0.5 |
| 873 | 883XXP5010 | 090500230602003 | 1 | 1/22/2005 | Span Configuration: 40' - 40' - 40' - 40' | -1 | 1 |
| 874 | 883XXP5010 | 090500072404011 | 1 | 1/23/2005 | Span Configuration: 25' - 25' - 25' - 25' - 15' | -1 | 0.5 |
| 875 | 883XXP5010 | 090500121902003 | 1 | 1/23/2005 | Span Configuration: 25' - 25' | -1 | 1 |
| 876 | 883XXP5010 | 090500121902002 | 1 | 1/23/2005 | Span Configuration: 25' - 25' - 25' - 25' | -1 | 0.5 |
| 877 | 883XXP5010 | 090500121902001 | 1 | 1/23/2005 | Span Configuration: 25' - 25' - 25' | -1 | 1 |
| 878 | 883XXP5010 | 090500118701005 | 1 | 1/23/2005 | Span Configuration: 25' - 25' - 25' | -1 | 1 |
| 879 | 883XXP5010 | 090500118701001 | 1 | 1/23/2005 | Span Configuration: 25' - 25' - 25' - 25' - 25' | -1 | 0.5 |
| 880 | 883XXP5010 | 090500018306017 | 1 | 1/23/2005 | Span Configuration: 22' - 22' - 22' - 22' - 22' | -1 | 3 |
| 881 | 883XXP5010 | 090500086703001 | 1 | 1/26/2005 | Span Configuration: (30' - 40' - 40' - 30') - (25' - 25') - 20' | -1 | 0.5 |
| 882 | 883XXP5010 | 090500103202014 | 1 | 1/22/2005 | Span Configuration: 43' - 43' - 43' - 43' | -1 | 2 |
| 883 | 883XXP5010 | 090500005603042 | 1 | 1/26/2005 | Span Configuration: 35' - 35' - (65' - 85' - 65') | -1 | 0.5 |

| DetailID | ElementID | Quantity | CondState1 | CondState2 | CondState3 | CondState4 | CondState5 | Comments |
|----------|-----------|----------|------------|------------|------------|------------|------------|----------|
| 733 | 61 | 1 | 0 | 1 | 0 | 0 | 0 | |
| 734 | 12.1 | 1 | 1 | 0 | 0 | 0 | 0 | |
| 735 | 304.1 | 177 | 177 | 0 | 0 | 0 | 0 | |
| 736 | 330 | 612 | 490 | 122 | 0 | 0 | 0 | |
| 737 | 345 | 400 | 400 | 0 | 0 | 0 | 0 | |
| 738 | 404 | 1 | 0 | 1 | 0 | 0 | 0 | |
| 739 | 107 | 1995 | 595 | 400 | 1000 | 0 | 0 | |
| 740 | 164 | 106 | 20 | 30 | 56 | 0 | 0 | |
| 741 | 166 | 12 | 8 | 4 | 0 | 0 | 0 | |
| 742 | 311 | 35 | 35 | 0 | 0 | 0 | 0 | |
| 743 | 313 | 35 | 35 | 0 | 0 | 0 | 0 | |
| 744 | 215 | 88 | 86 | 2 | 0 | 0 | 0 | |
| 745 | 270 | 4 | 2 | 2 | 0 | 0 | 0 | |
| 746 | 234 | 172 | 170 | 1 | 1 | 0 | 0 | |
| 747 | 260 | 1 | 1 | 0 | 0 | 0 | 0 | |
| 748 | 205.1 | 16 | 16 | 0 | 0 | 0 | 0 | |
| 749 | 273 | 2 | 2 | 0 | 0 | 0 | 0 | |
| 750 | 262 | 6 | 4 | 0 | 2 | 0 | 0 | |
| 751 | 406 | 1 | 1 | 0 | 0 | 0 | 0 | |
| 752 | 412 | 1 | 1 | 0 | 0 | 0 | 0 | |

| | | | | | | | |
|-----|------------|-----------------|---|-----------|--|----|-----|
| 884 | 883XXP5010 | 090500086702007 | 1 | 1/26/2005 | Span Configuration: 25' - 25' - 25' | -1 | 0.5 |
| 885 | 883XXP5010 | 090500086702006 | 1 | 1/26/2005 | Span Configuration: 25' - 25' - 25' - 25' | -1 | 0.5 |
| 886 | 883XXP5010 | 090500086702005 | 1 | 1/26/2005 | Span Configuration: 25' - 25' - 25' - 25' | -1 | 0.5 |
| 887 | 883XXP5010 | 090500077407001 | 1 | 1/26/2005 | Span Configuration: 7 @ 25' | -1 | 0.5 |
| 888 | 883XXP5010 | 090500077407002 | 1 | 1/26/2005 | Span Configuration: 25' - 25' | -1 | 0.5 |
| 889 | 883XXP5010 | 090500159402002 | 1 | 1/29/2005 | Span Configuration: 30' - 30' - 30' - (40' - 50' - 40') - 30' - 30' | -1 | 0.5 |
| 890 | 883XXP5010 | 090500159402003 | 1 | 1/29/2005 | Span Configuration: 25' - 25' - 25' | -1 | 0.5 |
| 891 | 883XXP5010 | 090500005604040 | 1 | 1/29/2005 | Span Configuration: 40' - 40' - 40' - 40' | -1 | 0.5 |
| 892 | 883XXP5010 | 090500005604041 | 1 | 1/29/2005 | Span Configuration: 40' - 40' - 40' - 40' - (67.5' - 90' - 67.5') - 14 @ 40' | -1 | 1.5 |
| 893 | 883XXP5010 | 090500018401008 | 1 | 1/29/2005 | Span Configuration: 35' - 35' - (70' - 90' - 70') - 17 @ 35' | -1 | 3 |
| 894 | 883XXP5010 | 091470041902001 | 1 | 1/15/2005 | Span Configuration: 5 @ 34.5' | -1 | 6 |
| 895 | 883XXP5010 | 091470041902009 | 1 | 1/15/2005 | Span Configuration: 30' - 30' - 30' - 30' | -1 | 4 |



Structure 09-050-0055-03-042

| ElementID | Quantity | CondState 1 | CondState 2 | CondState 3 | CondState 4 | CondState 5 |
|-----------|----------|----------------|----------------|----------------|----------------|----------------|
| 330 | 612 | 490 | 122 | 0 | 0 | 0 |
| 345 | 400 | 400 | 0 | 0 | 0 | 0 |
| 404 | 1 | 0 | 1 | 0 | 0 | 0 |
| 107 | 1995 | 595 | 400 | 1000 | 0 | 0 |
| 164 | 106 | 20 | 30 | 56 | 0 | 0 |
| 166 | 12 | 8 | 4 | 0 | 0 | 0 |
| 311 | 35 | 35 | 0 | 0 | 0 | 0 |
| 313 | 35 | 35 | 0 | 0 | 0 | 0 |
| 215 | 88 | 86 | 2 | 0 | 0 | 0 |
| 234 | 172 | 170 | 1 | 1 | 0 | 0 |
| 262 | 6 | 4 | 0 | 2 | 0 | |



Structure 09-050-0055-03-042

| Element ID | Description | Unit | Quantity | Cond. State 1 | Cond. State 2 | Cond. State 3 | Cond. State 4 | Cond. State 5 |
|------------|------------------------------|------|----------|---------------|---------------|---------------|---------------|---------------|
| 330 | Bridge Rail – Metal | LF | 612 | 490 | 122 | 0 | 0 | 0 |
| 345 | Approach Rail – Other | LF | 400 | 400 | 0 | 0 | 0 | 0 |
| 404 | Soffit – Conc Deck | | 1 | 0 | 1 | 0 | 0 | 0 |
| 107 | Steel Girder – Painted Steel | LF | 1995 | 595 | 400 | 1000 | 0 | 0 |
| 164 | Secdary Mem – Painted Steel | EA | 106 | 20 | 30 | 56 | 0 | 0 |
| 166 | Secdary Mem – Reinf Conc | EA | 12 | 8 | 4 | 0 | 0 | 0 |
| 311 | Movable Bearing (Rocker..) | EA | 35 | 35 | 0 | 0 | 0 | 0 |
| 313 | Fixed Bearing | EA | 35 | 35 | 0 | 0 | 0 | 0 |
| 215 | Abutment – Reinf Conc | LF | 88 | 86 | 2 | 0 | 0 | 0 |
| 234 | Bent Cap – Reinf Conc | LF | 172 | 170 | 1 | 1 | 0 | 0 |
| 262 | Web Wall – Reinf Conc | | 6 | 4 | 0 | 2 | 0 | 0 |



Structure 09-050-0055-03-042

| Element ID | Description | Unit | Quantity | Cond. State 1 | Cond. State 2 | Cond. State 3 | Cond. State 4 | Cond. State 5 |
|------------|------------------------------|------|----------|---------------|---------------|---------------|---------------|---------------|
| 107 | Steel Girder – Painted Steel | LF | 1995 | 595 | 400 | 1000 | 0 | 0 |

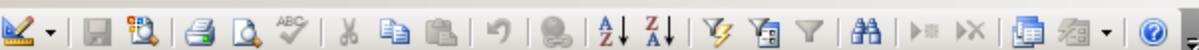
Condition State 1 – There is no evidence of active corrosion and the paint system is sound.

Condition State 2 – The paint system may be chalking, peeling or curling but there is no exposure of metal.

Condition State 3 – Surface or freckled rust has formed. The paint system is no longer effective. There is exposed metal but no loss of section of the base metal.

Condition State 4 – The paint system has failed. Surface pitting is present but corrosion does not affect structural strength of element.

Condition State 5 – Corrosion has caused section loss warranting structural analysis.



| DetailID | InspectionID | ElementID | Quantity | CondState1 | CondState2 | CondState3 | CondState4 | CondState5 | Comments |
|----------|--------------|-----------|----------|------------|------------|------------|------------|------------|----------|
| 1207 | 926 | 104 | 4455 | 4455 | 0 | 0 | 0 | 0 | |
| 41 | 804 | 107 | 480 | 450 | 30 | 0 | 0 | 0 | |
| 61 | 805 | 107 | 640 | 600 | 40 | 0 | 0 | 0 | |
| 214 | 826 | 107 | 920 | 0 | 0 | 920 | 0 | 0 | |
| 542 | 868 | 107 | 800 | 0 | 400 | 400 | 0 | 0 | |
| 557 | 869 | 107 | 408 | 0 | 0 | 408 | 0 | 0 | |
| 577 | 870 | 107 | 1580 | 0 | 0 | 1580 | 0 | 0 | |
| 705 | 881 | 107 | 860 | 0 | 0 | 860 | 0 | 0 | |
| 723 | 882 | 107 | 516 | 0 | 0 | 516 | 0 | 0 | |
| 739 | 883 | 107 | 1995 | 595 | 400 | 1000 | 0 | 0 | |
| 816 | 889 | 107 | 840 | 0 | 0 | 840 | 0 | 0 | |
| 843 | 891 | 107 | 1120 | 0 | 500 | 620 | 0 | 0 | |
| 864 | 892 | 107 | 6075 | 0 | 3000 | 3075 | 0 | 0 | |
| 888 | 893 | 107 | 1380 | 1260 | 120 | 0 | 0 | 0 | |
| 1039 | 911 | 107 | 392 | 0 | 0 | 362 | 30 | 0 | |
| 1083 | 916 | 107 | 1000 | 0 | 800 | 200 | 0 | 0 | |
| 1135 | 920 | 107 | 1420 | 400 | 870 | 150 | 0 | 0 | |
| 1280 | 932 | 107 | 325 | 200 | 0 | 125 | 0 | 0 | |
| 1737 | 982 | 107 | 486 | 0 | 0 | 486 | 0 | 0 | |
| 1753 | 983 | 107 | 788 | 0 | 0 | 744 | 44 | 0 | |
| 1786 | 986 | 107 | 1064 | 0 | 0 | 1064 | 0 | 0 | |
| 1957 | 1002 | 107 | 8088 | 0 | 0 | 8088 | 0 | 0 | |
| 2007 | 1006 | 107 | 960 | 0 | 0 | 960 | 0 | 0 | |
| 2118 | 1013 | 107 | 525 | 0 | 0 | 505 | 20 | 0 | |
| 2155 | 1016 | 107 | 3048 | 0 | 1000 | 2048 | 0 | 0 | |
| 2212 | 1021 | 107 | 2712 | 0 | 0 | 2712 | 0 | 0 | |
| 2409 | 1041 | 107 | 2672 | 0 | 0 | 2672 | 0 | 0 | |
| 2464 | 1047 | 107 | 4084 | 0 | 0 | 4084 | 0 | 0 | |
| 2487 | 1048 | 107 | 620 | 0 | 0 | 620 | 0 | 0 | |
| 2498 | 1049 | 107 | 1025 | 0 | 0 | 1025 | 0 | 0 | |
| 2635 | 1061 | 107 | 535 | 335 | 200 | 0 | 0 | 0 | |
| 2871 | 1359 | 107 | 350 | 0 | 170 | 170 | 10 | 0 | |
| 3012 | 1372 | 107 | 1730 | 180 | 750 | 750 | 50 | 0 | |
| 8 | 802 | 109.1 | 3186 | 3166 | 20 | 0 | 0 | 0 | |
| 24 | 803 | 109.1 | 1839 | 1836 | 2 | 1 | 0 | 0 | |



District Wide

| Element ID | Description | Unit | Quantity | Cond. State 1 | Cond. State 2 | Cond. State 3 | Cond. State 4 | Cond. State 5 |
|------------|------------------------------|------|----------|---------------|---------------|---------------|---------------|---------------|
| 107 | Steel Girder – Painted Steel | LF | 49438 | 4020 | 8280 | 36984 | 154 | 0 |

Condition State 1 – There is no evidence of active corrosion and the paint system is sound.

Condition State 2 – The paint system may be chalking, peeling or curling but there is no exposure of metal.

Condition State 3 – Surface or freckled rust has formed. The paint system is no longer effective. There is exposed metal but no loss of section of the base metal.

Condition State 4 – The paint system has failed. Surface pitting is present but corrosion does not affect structural strength of element.

Condition State 5 – Corrosion has caused section loss warranting structural analysis.



Scenarios

- ➡ *Maintenance Section level*
- ➡ *Area Office level*
- ➡ *District level*
- ➡ *Bridge/Maintenance level*
- ➡ *Administration*



Status

- *NBI Data collection module to be operational by August 31, 2007*
- *Elemental Data collection module to be operational by December 31, 2007*



Questions.....