



PROJECT PROSPECTUS

Part 1 — Project Request (Page 1 of 2)

| | | | | | | | | | | | |
|---|--|--|--------------------|---|--|---|--------------|---|--|--|--|
| Section: SW Riggs Road #209: Riggs Road West/Irrigation Ditch Bridge | | | | | | Key Number: | | Jurisdiction: | | | |
| State Highway No.: _____ Highway Name: _____ | | | | | | Region: 4 | | Area: Central Oregon | | District: 10 | |
| Mile Point From: _____ To: _____ | | | | | | Length: (mi) _____ (km) _____ | | | | | |
| <input type="checkbox"/> Urban <input checked="" type="checkbox"/> Rural | | City: _____ | | MPO: _____ | | Within UGB: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | | County: Crook | | Road/Street Name: SW Riggs Rd #209 - Riggs Rd. West Bridge 371-2 | |
| Route No.: _____ | | NHS: <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO | | HPMS: _____ | | FC: 07 | | Applicant (if other than State): Crook County | | | |
| US Congressional District: 2 | | | | State Senate District: 28 | | | | State Representative District: 55 | | | |
| Cost Estimates (x \$ 1,000) | | | Project Components | | | | Right Of Way | | | | |
| Preliminary Engineering | | \$35 | | Grading | | X | | Files | | (#) 1 | |
| Right Of Way | | \$5 | | Paving | | X | | Hectares | | (#) 1 | |
| Utility Reimbursement | | | | Structures | | X | | Relocations | | (#) 0 | |
| | | | | Signing | | | | Acquisitions | | (#) 0 | |
| Roadway | | \$53 | | Signals | | | | Easements | | (#) 0 | |
| Structures | | \$61 | | Illumination | | | | Work By: State / Consultant / Applicant | | | |
| Signals | | \$0 | | Landscaping | | X | | Preliminary Engineering (S.C.A.) | | C | |
| Illumination | | \$0 | | | | | | Construction Engineering (S.C.A.) | | C | |
| Temp. Protection | | \$10 | | | | | | Right of Way Descriptions (S.C.A.) | | C | |
| Const. Contingencies | | \$35 | | | | | | Right Of Way Acquisitions (S.C.A.) | | C | |
| Const. Engineering | | \$21 | | Project Categories | | | | Constructed By | | | |
| Remove Exist Bridge | | \$5 | | Environmental Class (1, 2, 3, PCE) | | 2 | | <input checked="" type="checkbox"/> Contract | | <input type="checkbox"/> County Force | |
| Other | | \$11 | | Design Category (1-7) | | 7 | | <input type="checkbox"/> State Force | | <input type="checkbox"/> Other | |
| Total CE and Construction: | | \$196 | | Work Type Code (1-13) | | 5 | | <input type="checkbox"/> City Force | | | |
| Total Estimate: | | \$ 236 | | Primary STIP Work Type: | | OTIA3 | | | | | |
| Recommended Let Date By Federal Fiscal Year (Quarter-Year): | | | | | | 2004-2005 4&1 quarters | | | | | |
| PE Fund: | | RW Fund: | | UR Fund: | | CE-CN Fund: | | | | | |
| PE EA: | | RWEA: | | UR EA: | | CE-CN EA: | | | | | |
| Item | | Existing | Proposed | Define The Problem: | | | | | | | |
| Travel Lanes (#) | | 2 | 2 | The bridge roadway width is narrow and does not conform to current standards. The bridge rail does not conform to current standards and no approach guardrail is in place. The bridge is load limit posted. The reinforced concrete slabs control the load capacity of the bridge. The concrete slabs exhibit flexure cracking. | | | | | | | |
| Structures (#) | | 1 | 1 | | | | | | | | |
| Signals (#) | | 0 | 0 | | | | | | | | |
| Bike Way (#) | | 0 | 0 | | | | | | | | |
| Average Daily Traffic | | 1120 | 1900 | | | | | | | | |
| Year of ADT | | 2003 | 2020 | | | | | | | | |
| Throughway Y/N | | N | N | | | | | | | | |
| | | | | Describe Proposed Solution: - Attach Sketch Map | | | | | | | |
| | | | | The deficiencies identified are most feasibly addressed by replacing the existing 19-foot-long bridge with a new 20-foot-long by 33-foot-wide bridge that meets AASHTO standards. Traffic will use alternate route during construction of the new bridge. | | | | | | | |
| Prepared By: | | Date: | | OTC Approval Date: | | Program Year: | | Funding Amount: | | | |
| X | | | | | | | | | | | |



PROJECT PROSPECTUS

Part 1 Project Request (Page 2 of 2)

Key Number:

Jurisdiction:

Section: SW Riggs Road #209: Riggs Road West/Irrigation Ditch Bridge

Region:
4

Area:
Central Oregon

District:
10

Project Justification

The bridge roadway width is narrow and does not conform to current standards. The bridge rail does not conform to current standards and no approach guardrail is in place. The load limit posting on the bridge restricts the use of this route for transporting agricultural products. The reinforced concrete slabs control the load capacity of the bridge.

Additional Information For Project Requested By Local Jurisdictions

Responsible Local Office To Be Contacted For The Following Activities:

- | | | |
|--|----------------|---------------|
| 1. Public Hearing / Citizen Involvement | _____ (Office) | _____ (Phone) |
| 2. Environmental / Planning | _____ (Office) | _____ (Phone) |
| 3. Pre-Engineering | _____ (Office) | _____ (Phone) |

This Official Request is From:

City of:

and/or CROOK

County

By:

By:

Penny L. Keller, Roadmaster

By:

By:

By:

Applicable Intergovernmental Agreements:

IGA Number:

Jurisdiction Name:

Agreement Date:

Administrative Recommendation

Bridge Prospectus Cost Estimate

| | | NBIS | | | |
|--|--|---|-----------------------|-------------------------|----------------|
| | | Bridge No. | | | |
| Applicant: | Crook County | Region: | 4 | Area: | Central Oregon |
| Project / Section | SW Riggs Road #209; Riggs Road West/Irrigation Ditch | District: | 10 | | |
| New Bridge / Roadway Configuration: | | Existing Bridge: | | | |
| Left Side Rail | 1.5 feet | Bridge Length | 15 feet | | |
| Left Sidewalk | 0 feet | Bridge Width | 22 feet | | |
| Shoulder | 4 feet | Area | 330 square ft. | | |
| Lane 2 | 0 feet | New AC Top Width | 30 feet | | |
| Lane 1 | 11 feet | New AC Depth | 6 inches | | |
| —CL— | 0 feet | New Base Depth | 12 inches | | |
| Lane 1 | 11 feet | Project Length | 300 feet | | |
| Lane 2 | 0 feet | Net Road Work Length | 240 feet | | |
| Shoulder | 4 feet | X-S Side Slope | 4:01 | | |
| Right Sidewalk | 0 feet | AC Avg Width | 30 feet | | |
| Right Side Rail | 1.5 feet | Base Avg Width | 32 feet | | |
| Bridge Length | 20 feet | Asphalt Density | 158 pounds/ cu ft | | |
| Bridge Width | 33 feet | Base Density | 136 pounds/ cu ft | | |
| New Area | 660 square ft. | New AC Received | 110 tons | | |
| | | New Base Required | 150 tons | | |
| COST ESTIMATE | | Price | | | |
| | Quantity | Unit | per unit | Cost (\$x1000s) | |
| Right-of-Way | 1 | Acre | \$ 5,000 | \$5 | |
| ==Roadway== | | | | | |
| Clear & Grub | \$ 1,000 | lump sum | | \$1 | |
| General Excavation | 210 | cubic yards | \$ 20.00 | \$4 | |
| Embankment in Place | 35 | cubic yards | \$ 20.00 | \$1 | |
| Pavement Removal | 1,500 | square feet | \$ 2.00 | \$3 | |
| Aggregate Base | 150 | tons | \$ 25.00 | \$4 | |
| Asphalt Concrete | 110 | tons | \$ 60.00 | \$7 | |
| Riprap | 100 | cubic yards | \$ 100.00 | \$10 | |
| Guardrail, Type 2A | | feet | | \$0 | |
| Guardrail, Type 3 | | feet | | \$0 | |
| Guardrail Trans | | feet | | \$0 | |
| Flared Terminals | 4 | each | \$ 6,000.00 | \$24 | |
| | | | Subtotal Roadway | \$53 | |
| Structures | 660 | square feet | \$ 92.00 | \$61 | |
| Signals | \$ - | lump sum | | \$0 | |
| Illumination | \$ - | lump sum | | \$0 | |
| Temporary Protection | \$ 10,000 | lump sum | | \$10 | |
| Remove Existing Bridge | \$ 330 | square feet | 17 | \$6 | |
| Seed and Mulch | \$ 500 | lump sum | | \$1 | |
| Mobilization | 10,000 | lump sum | | \$10 | |
| | | | Subtotal Structures | \$87 | |
| | | | Subtotal Construction | \$140 | |
| ==Engineering== | | | | | |
| Construction Engineering | 15 | percent of construction | | \$21 | |
| Contingency | 25 | percent of construction | | \$35 | |
| | | | Subtotal Const. Eng. | \$56 | |
| Preliminary Engineering Consultant | 25 | percent of construction | | \$35 | |
| State | | percent of construction | | \$0 | |
| County | | percent of construction | | \$0 | |
| | | | Subtotal PE | \$35 | |
| Total Estimate | | | | \$236 | |

Bridge Project Prospectus Additional Bridge Information

| | | | | | | | |
|--|--|--------------------------|-------------------------|--|--|---|--|
| Applicant: Crook County | | NBIS Bridge Number: 0 | | | | | |
| Project Name / Section: SW Riggs Road #209- Riggs Road West/Irrigation Ditch Bridge | | Region: 4 | Area: Central Oregon | | | | |
| | | District: 10 | | | | | |
| Funding Preferred Source: <input checked="" type="checkbox"/> OTIA III <input type="checkbox"/> Federal HBRR Acceptable Source: <input checked="" type="checkbox"/> OTIA III <input type="checkbox"/> Federal HBRR | Heavy Vehicle Usage <table style="width: 100%; border-collapse: collapse;"> <tr> <td style="text-align: center;">Existing</td> <td style="text-align: center;">Proposed</td> </tr> <tr> <td>Truck AADT: <input style="width: 50px;" type="text" value="10"/></td> <td><input style="width: 50px;" type="text" value="56"/></td> </tr> </table> Fire Truck Usage: <input type="checkbox"/> YES, at least 25% of trips use bridge. <input checked="" type="checkbox"/> No., Less than 25% of trips | Existing | Proposed | Truck AADT: <input style="width: 50px;" type="text" value="10"/> | <input style="width: 50px;" type="text" value="56"/> | Detour Detour Route: Length: <input style="width: 50px;" type="text" value="4 mi"/> Map: (Please attach map) | |
| Existing | Proposed | | | | | | |
| Truck AADT: <input style="width: 50px;" type="text" value="10"/> | <input style="width: 50px;" type="text" value="56"/> | | | | | | |
| Regional Freight Corridor Analysis: | | | | | | | |
| | | | | | | | |
| Special Consideration: | | | | | | | |
| <p>This bridge is on a route that serves as an emergency detour route for State Highways 125 and 371. The bridge will be used by fire trucks for responses to the west side of Powell Butte. Trucks will use the bridge for transporting the agricultural products of mint, hay and grain. The bridge is located in an area of a recently completed fire station, a community hall currently under construction and the future relocation of the Powell Butte School. Functional classification review for proposed functional classification change has been submitted.</p> | | | | | | | |
| <p>Water in the irrigation ditch restricts adequate inspection of the bridge. The inspection is to be performed following the scheduled October 15 water shut off in the ditch. The inspection report will be submitted immediately after the inspection.</p> | | | | | | | |
| | | | | | | | |

Bridge Project Prospectus

Required Data For Bridges Not Listed in the National Bridge Inventory System (NBIS) (Form Optional)

| | | | | |
|--|---|-----------------|-------------------------|-----------------|
| Applicant: Crook County | Bridge Number: 0 | | | |
| Project Name / Section: SW Riggs Road #209 - Riggs Road West/Irrigation Ditch Bridge | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 33%;">Region: 4</td> <td style="width: 33%;">Area: Central Oregon</td> <td style="width: 33%;">District: 10</td> </tr> </table> | Region: 4 | Area: Central Oregon | District: 10 |
| Region: 4 | Area: Central Oregon | District: 10 | | |

This form must be completed for all bridges submitted that are not on the current National Bridge Inventory System (NBIS). The information must be in conformance with the Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's

| | | |
|----------|------------------------------|-------------------|
| Item 19 | Detour Length | 4 |
| Item 26 | Functional Classification | 7 |
| Item 28 | A Lanes on Structure | 2 |
| Item 32 | Approach Roadway Width | 22 |
| Item 36 | Traffic Safety Features | 0000 |
| Item 43 | Structure Type, Main | 101 |
| Item 51 | Bridge Roadway Width | 210 24 |
| Item 53 | Vertical Clearance over Deck | 9999 |
| Item 54 | Underclearance | N |
| Item 55 | Minimum Left | N |
| Item 56 | Minimum Right | N |
| Item 100 | Defense Highway Designation | 0 |

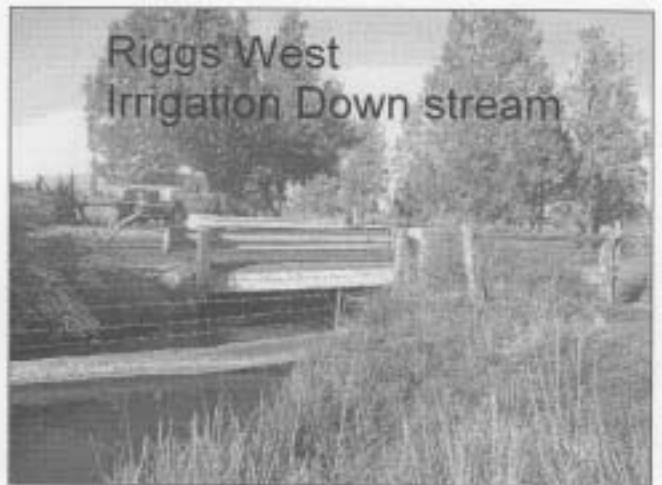
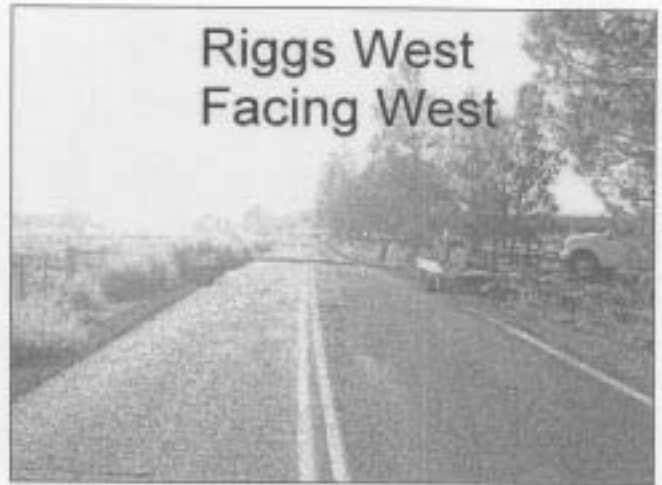
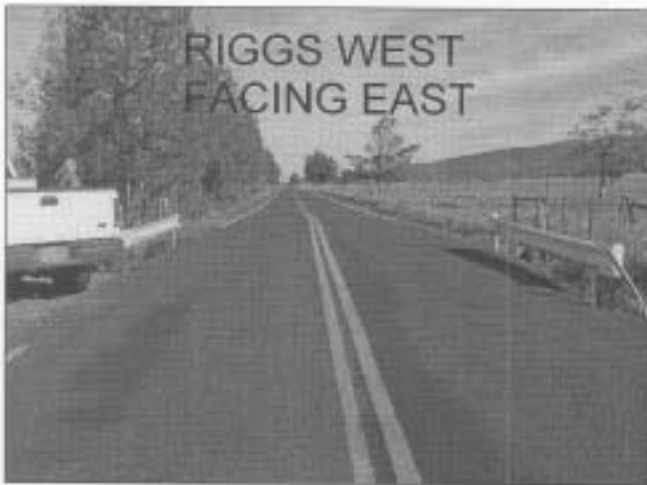
Items 58, 59, 60, 62, 67, 68, 69, 71 and 72 must be provided by a Certified Bridge Inspector, or a Licensed Professional Engineer. The inspector's evaluation must be included.

| | | |
|---------|-------------------------|---|
| Item 58 | Deck Condition | 6 |
| Item 59 | Superstructure Rating | 6 |
| Item 60 | Substructure Rating | 4 |
| Item 62 | Culverts | N |
| Item 67 | Structural Evaluation | 3 |
| Item 68 | Deck Geometry | 2 |
| Item 69 | Under Clearance | N |
| Item 71 | Waterway Adequacy | 8 |
| Item 72 | Approach Road Alignment | 7 |

The Inventory Rating (Item 66) must be provided by a Licensed Professional Engineer, based on calculations following ODOT's Load Rating Guidelines. The engineer's calculations must be included.

| | | |
|---------|------------------|-----|
| Item 66 | Inventory Rating | 211 |
|---------|------------------|-----|

RIGGS RD. WEST 371





DAVID EVANS
AND ASSOCIATES INC.

JOB DESCRIPTION Creek County Scoping - OTIA 3

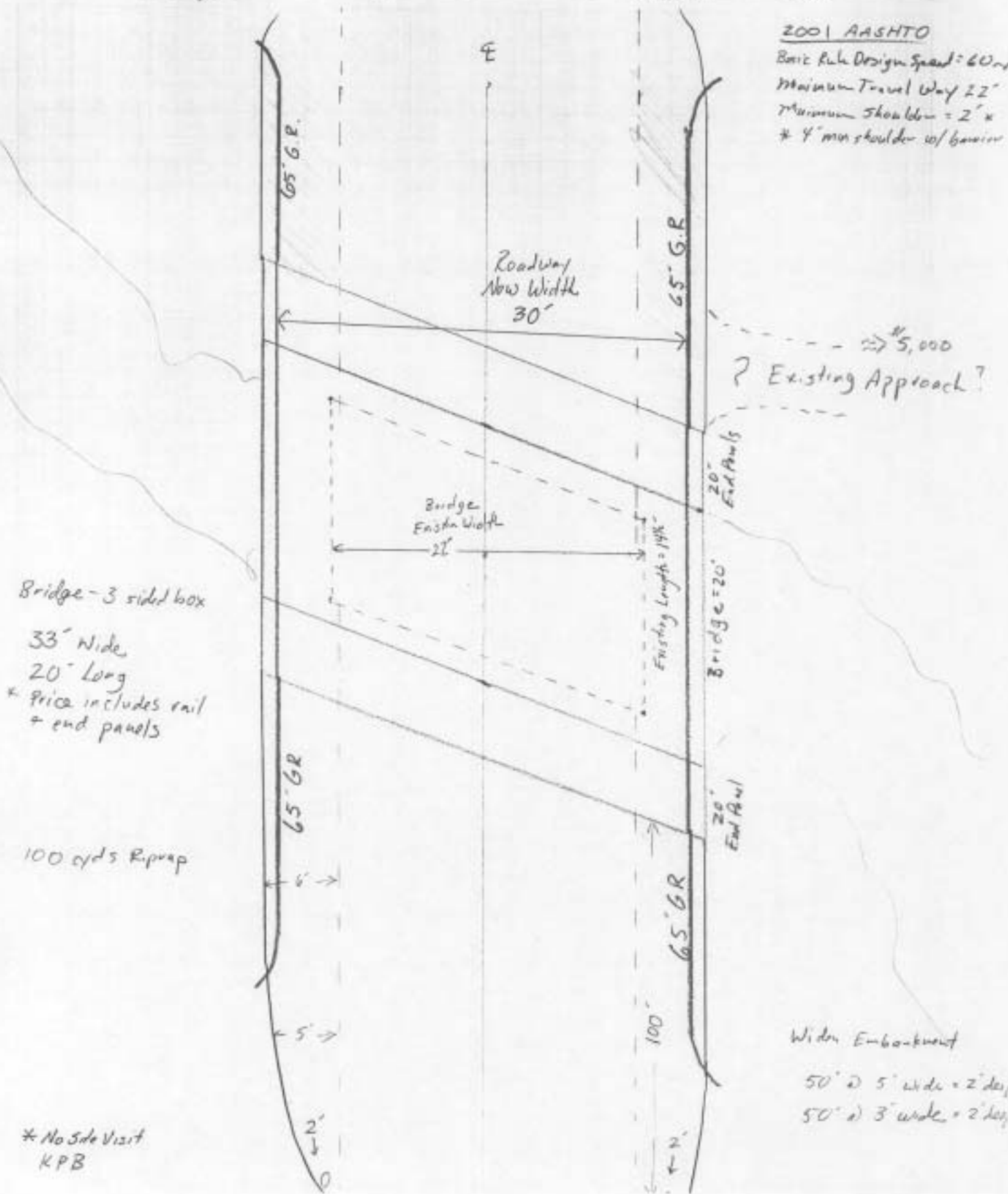
CALCULATION FOR Bridge # 371 W

JN. _____
BY KPB DATE 10-8-03

SHEET 1 OF 3 SHEETS

CHECKED BY _____ DATE _____

2001 AASHTO
Basic R/L Design Speed = 60 mph
Minimum Travel Way 22'
Maximum Shoulder = 2' x
* 4' min shoulder w/ barrier



Bridge - 3 sided box

33' Wide

20' Long

* Price includes rail + end panels

100 cyd's Riprap

Widen Embankment

50' @ 5' wide = 2' deep

50' @ 3' wide = 2' deep

* No Side Visit
KPB



DAVID EVANS
AND ASSOCIATES INC.

JN. _____

BY KPB DATE 10-8-03

JOB DESCRIPTION Crook County Scoping - OT1A3

SHEET 2 OF 3 SHEETS

CALCULATION FOR Bridge # 371 W

CHECKED BY _____ DATE _____

Assume Base Design

6" AC 12" Base (Minor Widening)
2" AC (over end panels + bridge)

Clear + Grub

1,000 to recognize issue of minor clearing

R/W

5,000 to recognize issue of driveway that appears to connect to road adjacent to bridge. Shown in picture.
* High Risk issue!

General Excavation @ # 20 per cubic yard

$$\begin{aligned} 12' \times 33' \times 10' \div 27 &= 146 \Rightarrow 150 \text{ cyds} \\ 2 \times 33 \times 22 \div 27 &= 53 \Rightarrow 60 \text{ cyds} \end{aligned} \left. \vphantom{\begin{aligned} 12' \times 33' \times 10' \div 27 \\ 2 \times 33 \times 22 \div 27 \end{aligned}} \right\} 210 \text{ cyds}$$

Embarkment (Roadway Widening @ # 20 per cyd.)

$$\begin{aligned} 50' \times 5' \text{ wide} \times 2' \text{ deep} \div 27 &= 18.5 \Rightarrow 20 \text{ cyds} \\ 50 \times 3' \text{ wide} \times 2' \text{ deep} \div 27 &= 11 \Rightarrow 15 \text{ cyds} \end{aligned} \left. \vphantom{\begin{aligned} 50' \times 5' \text{ wide} \times 2' \text{ deep} \div 27 \\ 50 \times 3' \text{ wide} \times 2' \text{ deep} \div 27 \end{aligned}} \right\} 35 \text{ cyds}$$

Pavement Removal - End Panels + larger bridge

$$60 \times 25 = 1,500 \text{ sq. ft.}$$

Agg Base Minor Roadway Widening

$$5' \text{ wide} \times 1' \text{ deep} \times 100' \text{ long} \times 4 \div 27 \times 1.8 = 133 \Rightarrow 150 \text{ tons}$$



DAVID EVANS
AND ASSOCIATES INC.

JN. _____
BY KPB DATE 10-8-03
SHEET 3 OF 3 SHEETS
CHECKED BY _____ DATE _____

JOB DESCRIPTION Crook County Scoping - 071A3
CALCULATION FOR Bridge # 371 W

AC Minor roadway widening + 2" over end panels (2.1 tons per cys)
 $5' \times .5 \times 100 \times 4 \div 27 \times 2.1 = 77 \text{ tons}$
 $60' \times 33' \times .17 \div 27 \times 2.1 = \underline{26 \text{ tons}}$
 103 tons \approx 110 tons

Riprap @ \$100 per cyd placed.

100 cyds - under and around bridge

Addition Guardrail

Four 65' runs = 260' or 4 Flows

Temporary Protection

\$10,000 for signing & maintaining detour

Mobilization

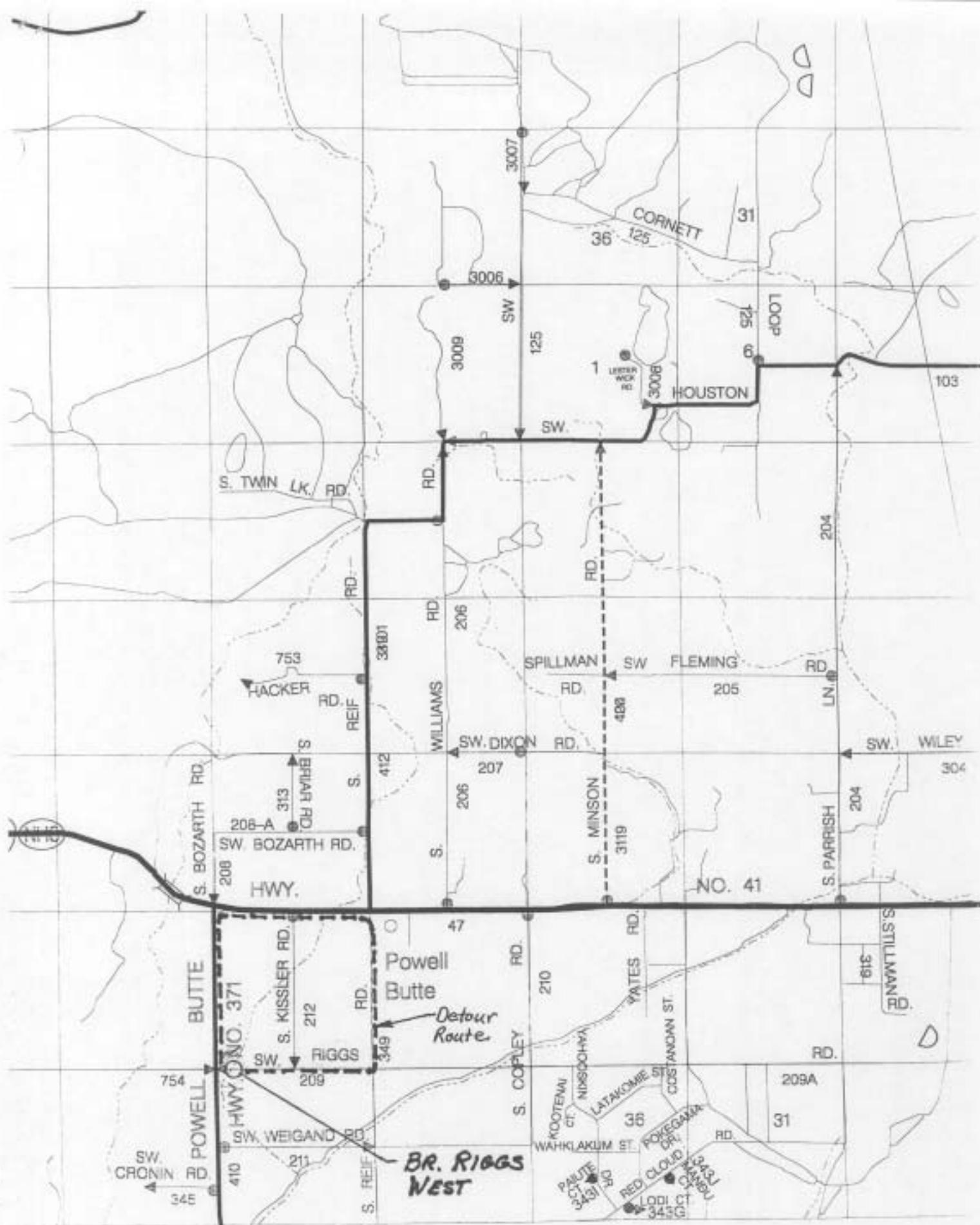
\$10,000

Design

25% includes:

- Bridge design
- Roadway design
- Minor public involvement
- Major environmental permitting (virtually none)
- Project Management
- RTW Management

* We have not been entering the PE amount for the County and State owners task work.



BR. RIGGS WEST

Detour Route

DETOUR



Oregon Department of Transportation Technical Services Branch

Bridge Engineering Section
Local Agency Bridge Load Rating
Posting Summary Sheet

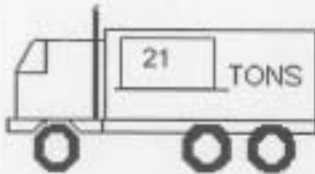
Local Agency: Crook County

NBIS Bridge Number: Riggs Rd. West 371

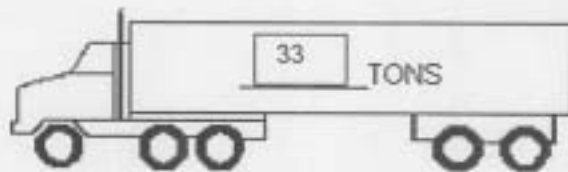
Date: 10/29/03

| Truck | Inventory | Operating | Posting Required |
|----------------------|-----------|-----------|------------------|
| HS Equivalent | HS 6 | HS 10 | N/A |
| HS 20 (36 Ton) | 10.8 Tons | 18.0 Tons | N/A |
| Type 3 (25 Ton) | 12.5 Tons | 20.8 Tons | YES |
| Type 3S2 (40 Ton) | 20.0 Tons | 33.2 Tons | YES |
| Type 3-3 (40 Ton) | 26.8 Tons | 44.4 Tons | NO |
| Permit 5 (60.25 Ton) | Tons | Tons | N/A |
| Permit 6 (75.25 Ton) | Tons | Tons | N/A |
| Permit 7 (92.5 Ton) | Tons | Tons | N/A |

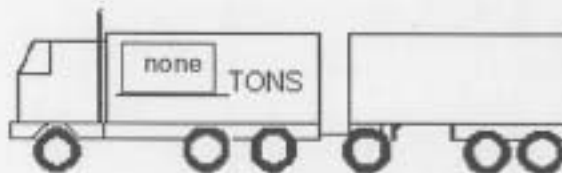
OREGON LEGAL LOADS RECOMMENDED POSTING



TYPE 3



TYPE 3S2



TYPE 3-3

COMMENTS:

This load rating supersedes the load rating dated 10/7/03.



Expires: 12/31/03



DAVID EVANS
AND ASSOCIATES INC.

JN _____

BY JGBO DATE 10/29/03

JOB DESCRIPTION Riggs Road - West 371-2 Crook Co.

SHEET 1 OF 2 SHEETS

CALCULATION FOR Load Rating

CHECKED BY _____ DATE _____

This load rating is a revision to the 10/06/03 Load Rating

Load Rating of Reinforced Concrete Slabs

Assume $f'_c = 3,300 \text{ psi}$
 " $f_y = 60,000 \text{ psi}$
 ACWS depth - 6"
 Span length = $14.5' - (2 \times 6") = 13.5'$
 Built - '70 to '80

Dead Loads

$$\text{Max Mom DL slab} = \left(3.51 \frac{\text{ft}^3}{\text{ft}}\right) 0.150 \frac{\text{pcf}}{\text{ft}^3} \left(\frac{13.5^2}{8}\right) = 12.0 \text{ k}$$

$$\text{Mom ACWS 6"} = \frac{6}{12} \left(.145 \frac{\text{pcf}}{\text{ft}^3}\right) 3.67' \left(\frac{13.5^2}{8}\right) = \frac{6.1 \text{ k}}{18.1 \text{ k}}$$

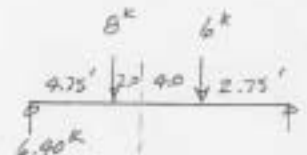
Live Load

$$\text{HS20} - 16 \text{ k} \left(\frac{13.5'}{4}\right) = 54.0 \text{ k/wh}$$

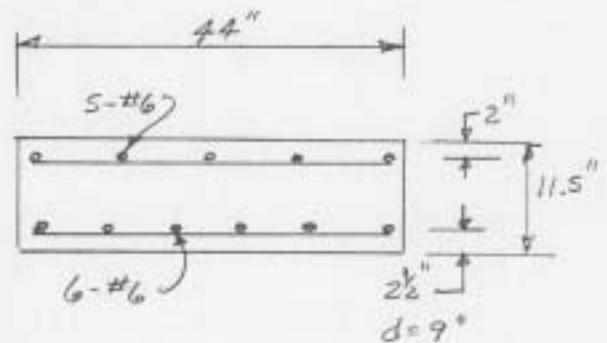
$$\text{Type 3} - 4.75' (8.5 \text{ k}) = 40.4 \text{ k/wh}$$

$$\text{Type 3S2} - = 40.4 \text{ k/wh}$$

$$\text{Type 3-3} - 6.40 \text{ k} (4.75') = 30.4 \text{ k/wh}$$



The slabs do not have interconnecting devices between the slabs for load distribution. (Info from Crook Co. staff). Sketches & photos attached. Therefore, distribute 1 wh to a slab.





DAVID EVANS
AND ASSOCIATES INC.

JOB DESCRIPTION Riggs Road - West 371-2
CALCULATION FOR Load Rating

IN _____
BY JGB DATE 10/29/03
SHEET 2 OF 2 SHEETS
CHECKED BY _____ DATE _____

Check HS20 NBI (Load Factor)

$$a = \frac{2.64''(60 \text{ ksi})}{0.85(3.3)44''} = 1.28'' \quad \phi M_n = 0.9 \left[2.64''(60) \left(9'' - \frac{1.28''}{2} \right) \right] / 12 = 99.3 \text{ k}''$$

$$M_{DL} = 1.3(18.1 \text{ k}') = 23.5 \text{ k}''$$

$$M_{LL+I} = 1.3(1.67) [54.0 \text{ k}''(1.0)1.3] = 152.4 \text{ k}''$$

$$RF_{HS20} = OP = \frac{99.3 \text{ k}'' - 23.5 \text{ k}''}{152.4 \text{ k}''} = 0.50 \quad 18.0 \text{ Tons}$$

$$INV = 0.6(.50) = 0.30 \quad 10.8 \text{ Tons}$$

Legal Load Factors by LRFD

$$\gamma_D = 1.2 \quad \gamma_L = 1.65 \quad \phi = 0.80 \quad I = 1.2$$

Cracking

Type 3

$$\phi M_n = 99.3 \text{ k}'' \left(\frac{0.80}{0.90} \right) = 88.3 \text{ k}''$$

$$RF \quad OP = \frac{88.3 \text{ k}'' - 18.1 \text{ k}''(1.2)}{1.65(40.4 \text{ k}''/1.2)1.2} = 0.83 \quad 20.8 \text{ Tons}$$

$$INV = 0.6(.83) = 0.50 \quad 12.5 \text{ Tons}$$

Type 3S2

$$RF \quad OP = \frac{88.3 \text{ k}'' - 18.1 \text{ k}''(1.2)}{1.65(40.4 \text{ k}''/1.2)1.2} = 0.83 \quad 33.2 \text{ Tons}$$

$$INV = 0.6(.83) = 0.50 \quad 20.0 \text{ Tons}$$

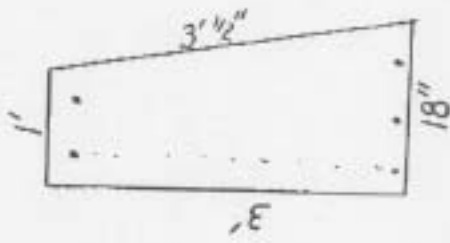
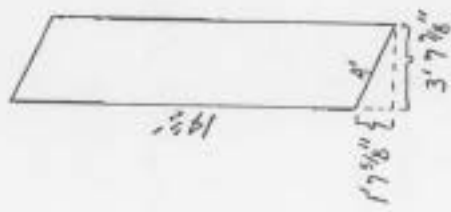
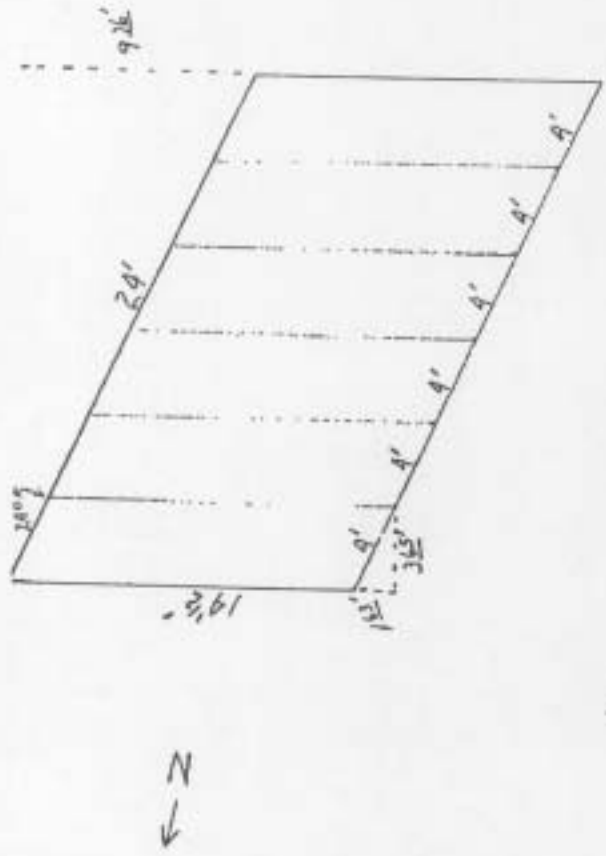
Type 3-3

$$RF \quad OP = \frac{88.3 \text{ k}'' - 18.1 \text{ k}''(1.2)}{1.65(30.4 \text{ k}''/1.2)1.2} = 1.11 \quad 44.4 \text{ Tons}$$

$$INV = 0.6(1.11) = 0.67 \quad 26.8 \text{ Tons}$$

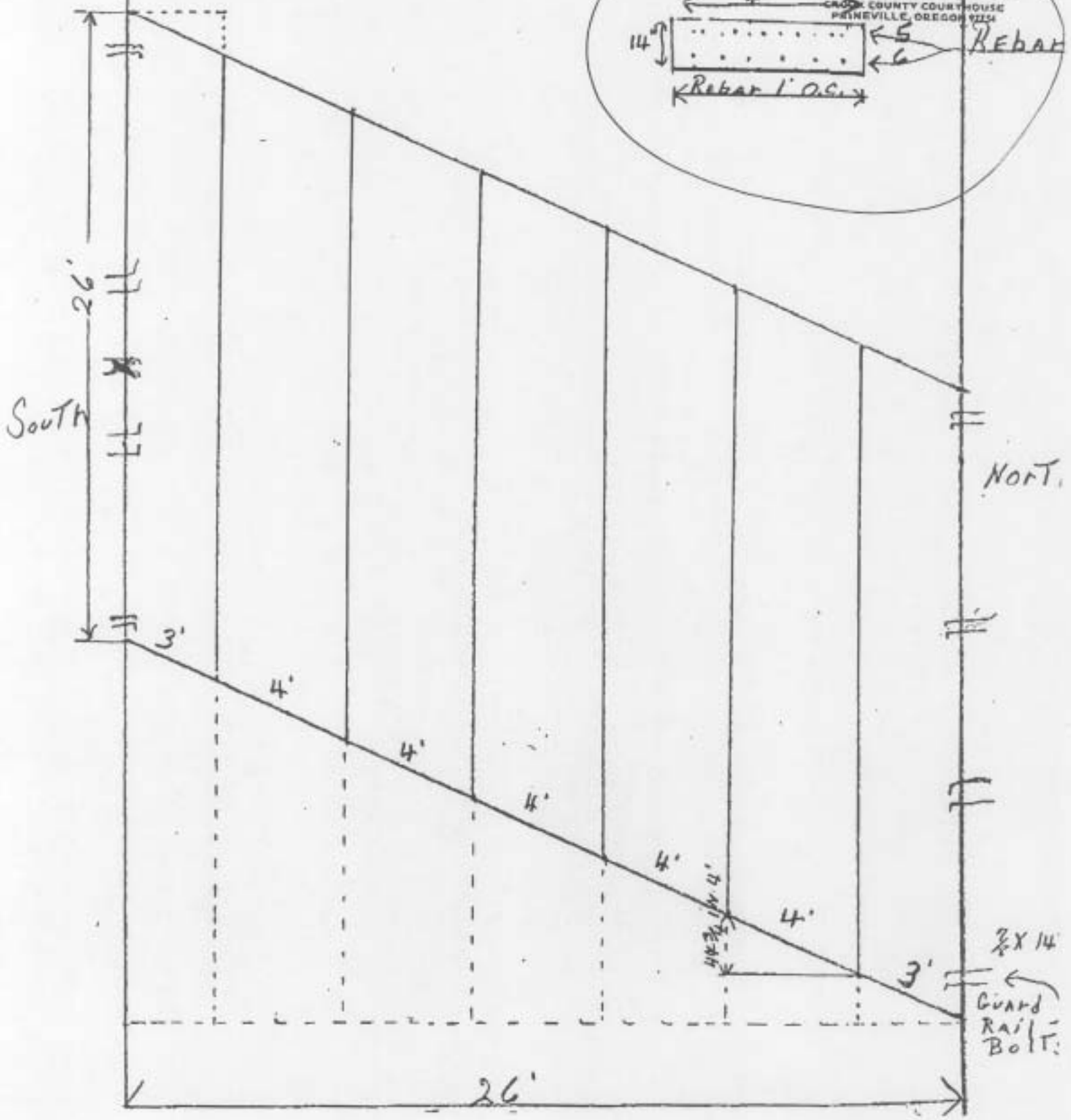
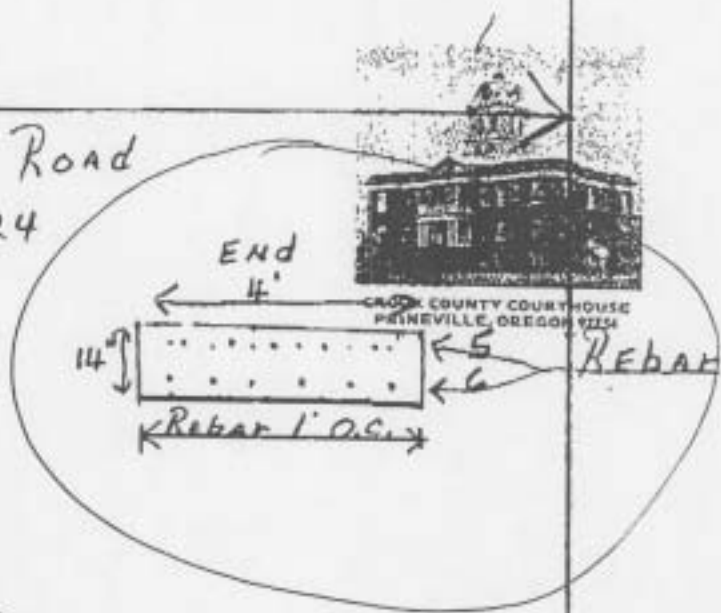
Riggs west

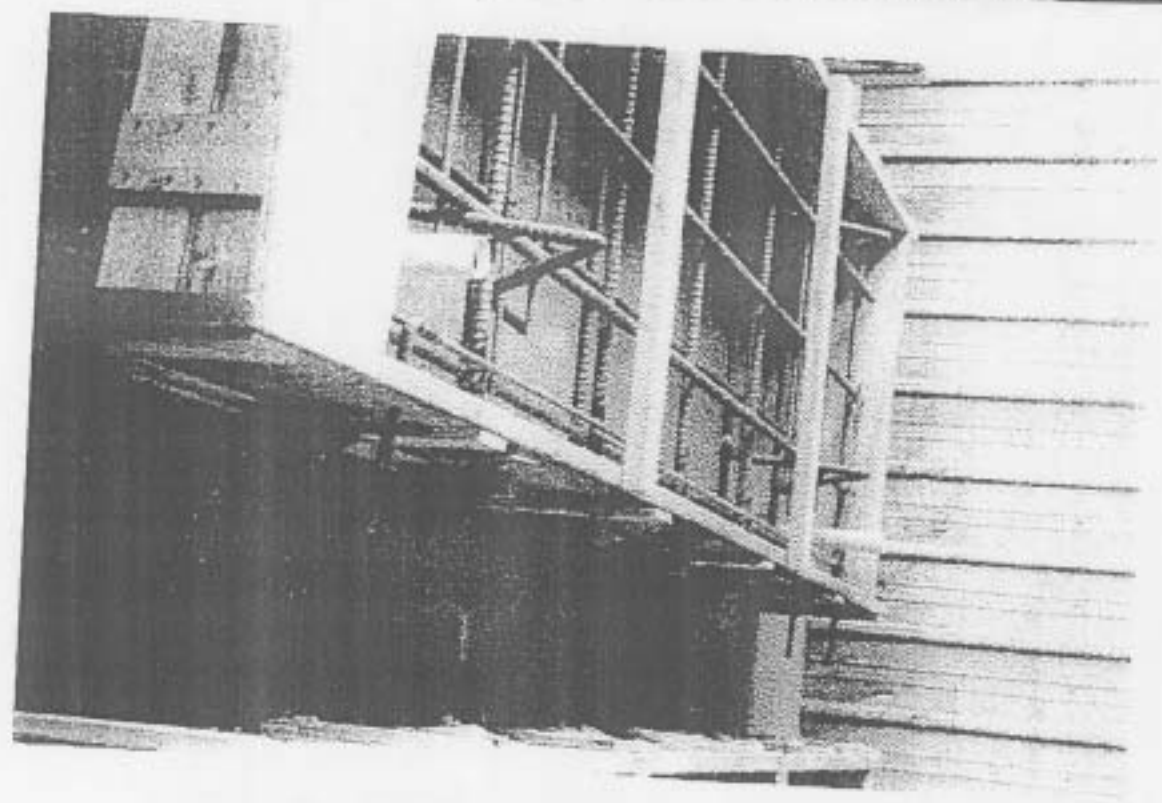
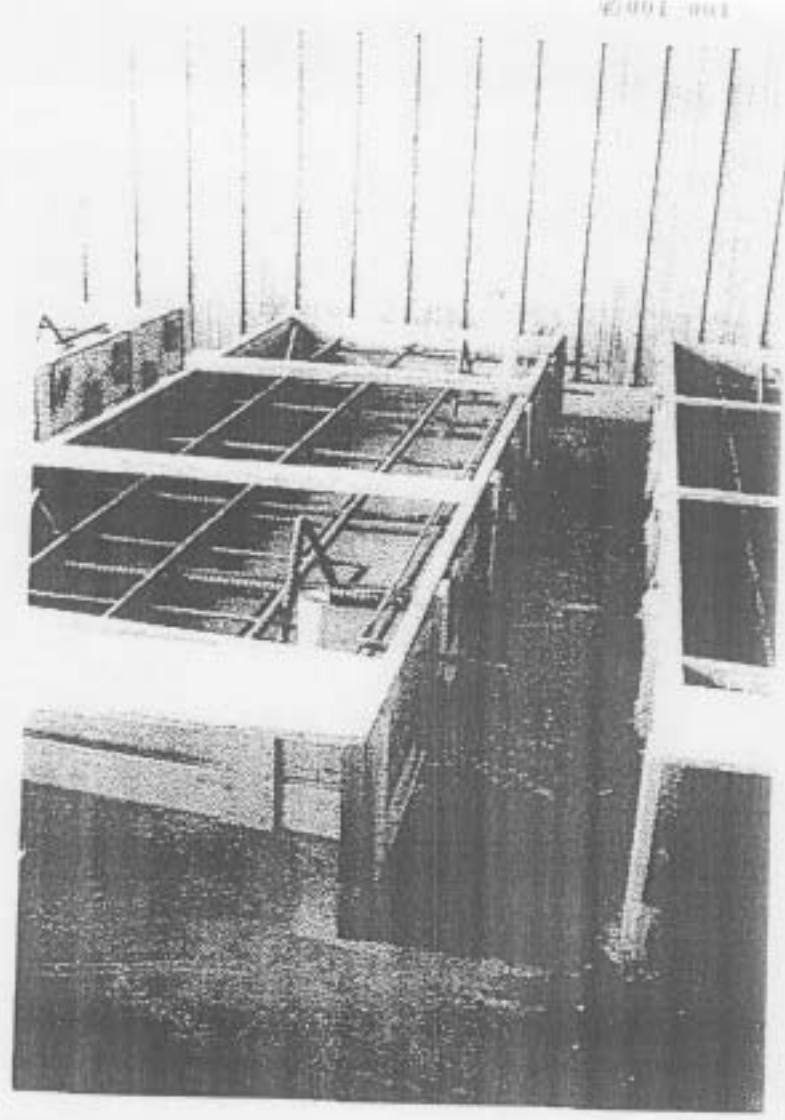
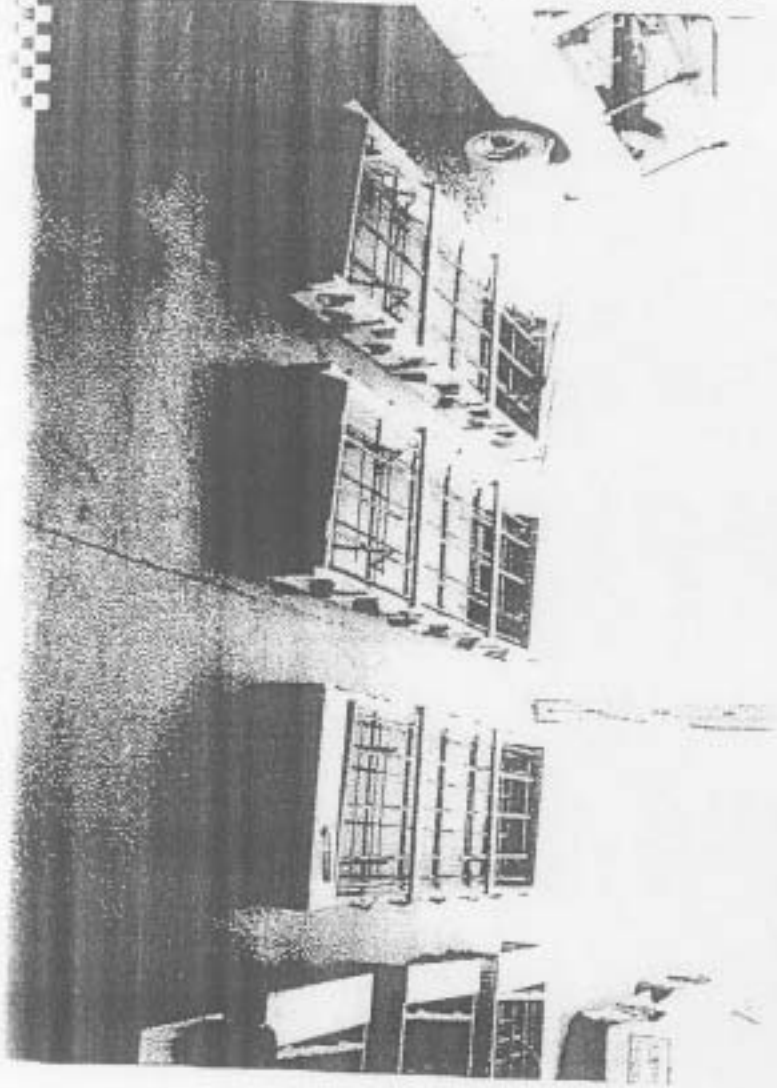
- 85 - 20' x 3/4" REBAR P.O. 6564
- 21,34 YDS CONCRETE
- 4 - 12' walls
- 6 - 4' Panels



WEST

26'
Crook County Court, WEIGAND Road
PHONE 403 447-6555
DICK HOPPES, Judge
FRANCES BURGESS, Commissioner
MELVIN H. LAMBERT, Commissioner
Bridge # 13C 24







DAVID EVANS
AND ASSOCIATES INC.

IN _____

BY Jim Bosket DATE 10/28/03

JOB DESCRIPTION BRIDGE INSPECTION REPORT

SHEET 1 OF 1 SHEETS

CALCULATION FOR SW Riggs Road Wkst 371-2

CHECKED BY _____ DATE _____

Owner - CROOK COUNTY

Facility Carried - SW Riggs Road #209

Bridge Length - 14'-6"
 Bridge Width - 22.1'
 Bridge Roadway Width - 21'-0"
 AC Wearing Surface Depth - 5" to 6"

6- 44" wide slabs
 slab depth = 11.5"

Lanes on Structure (2B) - 2
 Approach Rdwy. Width (32) - 22.0'
 Structure Type (43) - 101

NBI Ratings

Deck (58) - 6
 Superstructure (59) - 6
 Substructure (60) - 4
 Waterway Adequacy (71) - 8
 Approach Alignment (72) - 7
 Traffic Safety Features (36) - 0000
 Structural Evaluation (67) - _____
 Deck Geometry (68) - _____

NOTES

Slabs have flexure cracking to 0.016" wide and at 12" spacing. These cracks are hairline in the exposed vertical face of the ext. slabs.

The abutments exhibit minor abrasion with mortar loss below the flow line. There is scour under the east abutment footing over a length of about 13 feet beginning 4 feet from the south end. The scour is about 3 in. below the footing and extends up to 14 in. back from the face.

The east approach has minor settlement at the bridge end with about 1 in. of settlement at the NE corner.

There is minor shoulder erosion at each corner of the bridge.

Recommendations

Repair the scour under the east abutment.
 Repair settlement at the NE corner and all shoulder erosion.