

January 05, 2016

North Dakota Department of Transportation
Bridge Inventory - Structure Inventory And Appraisal Sheet

SEC 409

Structure Number: 0018-122.478

chaindate

Table with multiple columns containing structure details: 200 System Designation, 201 Status, 202 Sufficiency Rating, Identification (02 Highway District, 03 County, 04 City, 05 Inventory Route, 06 Feats Intersect, 09 Location, 11 Milepoint, 13 LRS Inv Route, 16 Latitude, 17 Longitude, GPS Coordinates XY, 98 Border Bridge, 99 Border Bridge Struct No.), Structure Type and Material (43 Main Struct Type, 44 Approach Struct Type), 45 No. Spans in Main Unit, 46 No. Approach Spans, 107 Deck Struct Type, 108 Wearing Surface, 208 Dk Overburden, Age and Service (27 Yr Built, 42 Type of Service, 28 Lanes on Structure, 29 ADT, 109 Average Daily Truck Traffic, 19 Bypass, Detour Length), Geometric Data (10 Min Vert Clearance, 32 Approach Roadway Width, 33 Bridge Median, 34 Skew, 35 Structure Flared, 47 Total Horizontal Clearance, 48 Length of Max Span, 49 Structure Length, 50 Curb/Sidewalk Widths, 51 Bridge Rdwy Width - Curb to Curb, 52 Deck Width, 53 Min Vert Clear. Over Bridge, 54 Min Vert Underclearance, 55 Min Lateral UnderClear. - Rt, 56 Min Lateral UnderClear. - Lt, 210 Culvert / 211 Description), Classification (1 - State, 12 Base Highway Network, 20 Toll, 21 Maint Responsibility, 22 Owner, 26 Functional, 37 Historical Significance, 100 Defense Highway Designation, 101 Parallel Structure Designation, 102 Direction of Traffic, 103 Temporary Structure Designation, 104 Highway System of Inventory Rte, 105 Federal Lands Highways, 110 Designated National Network, 112 NBIS Bridge Length, 226 Functional Under), Condition (58 Deck, 59 Superstructure, 60 Substructure, 61 Chan. & Chan. Protection, 62 Culvert and Retaining Walls), Load Rating and Posting (31 Design Load, MS 18 (HS 20) (live load for which structure was designated), 41 Structure Open, Closed or Posted, 63 Operating Rating Method, 64 Oper. Rating, HS 41, 65 Inventory Rating Method, 66 Inv. Rating, HS 24, 70 Bridge Posting, 209 Posted in "Tons"), Appraisal (67 Structural Condition, 68 Deck Geometry, 69 Underclear. Vert & Horiz, 71 Waterway Adequacy, 72 App. Rdwy. Alignment, 36 Traffic Safety Features, 113 Scour Critical), Inspections (90 Date of Last Inspection, 91 Designated Inspection Frequency, 92 Critical Feature Inspected / 93 Critical Feature Last Inspection Dt), and Navigation Data (218 Channel Profile, Chaining Date, 207 Transporter Erector Routes and Sites, 212 Structure Load Rated, 213 Federal Aid Project Number, 214 Delayed Inspection, 216 Inspector, 38 Navigation Control, 39 Navigation Vertical Clearance, 40 Navigation Horizontal Clearance, 111 Pier or Abutment Protection, 116 Minimum Navigation Vertical Clearance).

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Element / Env. / Description	Units	Total Qty	1 %	1-Qty St	2 %	2-Qty St	3 %	3-Qty St	4 %	4-Qty St
107/2:Steel Opn Girder/Beam	ft	1,050	38	400	62	650	0	0	0	0
515/2:Steel Protective Coating	sq.ft	100	60	60	40	40	0	0	0	0
12/3:Re Concrete Deck	sq.ft	8,869	95	8,426	5	443	0	0	0	0
510/3:Wearing Surfaces	sq.ft	8,869	95	8,426	5	443	0	0	0	0
210/3:Re Conc Pier Wall	ft	85	99	84	1	1	0	0	0	0
215/2:Re Conc Abutment	ft	102	83	85	17	17	0	0	0	0
311/2:Moveable Bearing	each	12	83	10	17	2	0	0	0	0
515/2:Steel Protective Coating	sq.ft	100	100	100	0	0	0	0	0	0
313/2:Fixed Bearing	each	12	75	9	25	3	0	0	0	0
515/2:Steel Protective Coating	sq.ft	100	100	100	0	0	0	0	0	0
330/2:Metal Bridge Railing	ft	331	100	331	0	0	0	0	0	0
515/2:Steel Protective Coating	sq.ft	100	100	100	0	0	0	0	0	0
331/3:Re Conc Bridge Railing	ft	331	80	265	20	66	0	0	0	0
333/1:Other Bridge Railing	ft	331	100	331	0	0	0	0	0	0
8398/3:Slope Protection	each	2	0	0	100	2	0	0	0	0
8401/2:Wings	each	4	100	4	0	0	0	0	0	0

Remarks: Bolt missing from splice plate, girder 3, span 1. Soffit is showing some efflorescence. Hairline crack in pier 3 South end. Guardrail retrofit in 2011.

Alert Code 1: Paint peeled to base metal, rust evident 40% of surface area. Anchor bolts in girders 1 and 2 on pier 3 are working out. Jan 2014 && South anchors bolt of beam # 1 and 2 is pushed up approx 12 - 16 inches / Pier # 2