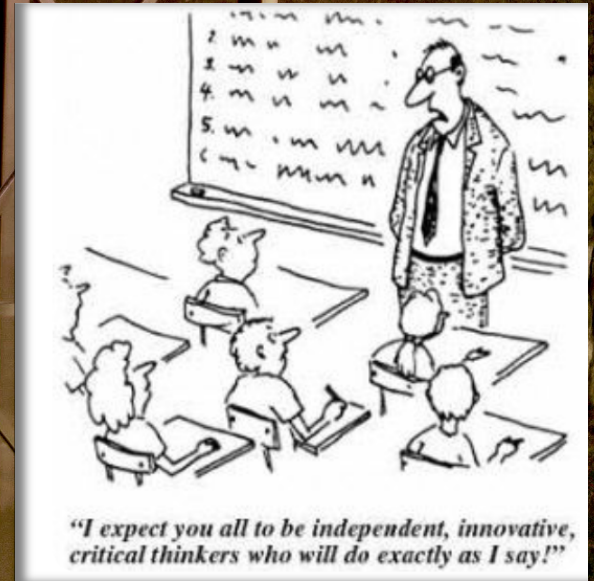


ITD BRIDGE ASSET MANAGEMENT (BAM!!!)



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Idaho Summary of the National Bridge Inspection Program (23 Metrics)

12/8/2021

Legend:	Count:	%
SC = Compliance	23	100%
SC = Substantial Compliance	0	0%
NC = Non-Compliance	0	0%
CC = Conditional Compliance	0	0%

Metric	2021	Last updated:	Notes:
1 Bridge Inspection Organization	C	12/8/21	The State has an established organization in place with sufficient authority to inspect and operate all bridges in the State located on public roads at safe levels.
2 Program Manager Qualifications	C	12/8/21	The Program Manager is qualified.
3 Team Leader Qualifications	C	12/8/21	All 12 Team Leaders are qualified.
4 Load Rating Engineer Qualifications	C	12/8/21	All 5 ITD engineers serving as load raters are qualified. Additional Consultants support ITD engineers however per the IMBE the ITD engineers are responsible for all ratings.
5 Diver Qualifications	C	12/8/21	All 3 divers on the State's list are qualified. Additional personnel are on the dive team but serve in a support (non-inspector) role.
6 Routine Inspection Frequency - Low risk bridges	C	12/8/21	All routine inspections were performed within the required intervals for this analysis period. State's Routine Inspection frequency meets regulatory requirements.
7 Routine Inspection Frequency - High risk bridges	C	12/8/21	All routine inspections were performed within the required intervals for this analysis period. State's Routine Inspection frequency meets regulatory requirements.
8 Underwater Inspection Frequency - Low risk bridges	C	12/8/21	All underwater inspections were performed within the required intervals for this period. State's Underwater Inspection frequency meets regulatory requirements.
9 Underwater Inspection Frequency - High risk bridges	C	12/8/21	All underwater inspections were performed within the required intervals for this period. State's Underwater Inspection frequency meets regulatory requirements.
10 Fracture Critical Inspection Frequency	C	12/8/21	All fracture critical inspections were performed within the required intervals for this period. State's Fracture Critical inspection frequency meets regulatory requirements.
11 Frequency Criteria for all other inspection types	C	12/8/21	Inspection frequency and level of inspection (intensity) policies are established. All bridges reviewed conform to these policies.
12 Quality of Inspections	C	12/8/21	Condition coding accuracy within tolerance and meets compliance threshold. Qualified team leaders present at all inspections. Supporting documentation is adequate.
13 Load Rating	C	12/8/21	All bridges have load ratings on-file. All load ratings for SHVs and Group 2 EVs have been updated for these vehicles. Group 1 EVs are underway with most of them completed.
14 Posting and Restriction Procedures	C	12/8/21	State has suitable posting and closing procedure. All bridges are properly posted.
15 Bridge Files Completeness	C	12/8/21	Bridge files have all significant (required) components. Bridge records are complete and up-to-date.
16 Fracture Critical Inspection Procedures	C	12/8/21	State has documented FC procedures in its program manual. State has a FC procedure document for every FC bridge.
17 Underwater Inspection Procedures	C	12/8/21	State has documented underwater procedures. State has a UW procedure document for every bridge needing UW inspection. State is adhering to UW inspection procedures.
18 Scour Critical Inspection Procedures	C	12/8/21	All bridges have been assessed for scour. All bridges determined to be scour critical or unknown foundation have a POA and are being monitored according to the POA.

FHWA Bridge Metrics

23 CFR Part 650



19	Complex Bridge Procedures	C	12/8/21	Adequate complex bridge procedures are established and bridges are inspected according to those procedures.
20	QC/QA	C	12/8/21	State has documented QC-QA procedures and is implementing them accordingly. Bridge inspection data has been found to be consistently high-quality and accurate.
21	Critical Findings	C	12/8/21	The State has a suitable procedure and is implementing it accordingly. FHWA is notified at least monthly or more frequent of CFS. All CFS are being resolved in accordance with the procedure.
22	Preparation and Maintenance of Inventory Data	C	12/8/21	Coding accuracy is very good. NBI file check, persistent errors report, and safety related checks all complete - no errors found, explanations provided for valid exceptions.
23	Timely Updating of Data	C	12/8/21	State submitted its annual NBI update on-time. The State updates its data at least every 90/180 days (based on ownership) following an inspection, change in operation status.

Abbreviations & Acronyms
 NBIS = National Bridge Inspection Standards
 QC/QA = Quality Control/Quality Assurance
 POA = Plan of Action (for mitigating scour)



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FHWA

Tunnel Metrics

Idaho Summary of the National Tunnel Inspection Program (15 Metrics)

12/8/2021

Legend:	Count:	%
C = Compliance	12	80%
SC = Substantial Compliance	0	0%
NC = Non-Compliance	0	0%
CC = Conditional Compliance	0	0%
NA = Not applicable	3	20%

Metric	2021	Calendar Year	
		Last updated:	Notes:
1 Tunnel Inspection Organization	C	12/8/21	The State has an established organization in place with sufficient authority to inspect and operate all tunnels in the State located on public roads at safe levels.
2 Program Manager Qualifications	C	12/8/21	The Program Manager is qualified.
3 Team Leader Qualifications	C	12/8/21	One Team Leader is qualified.
4 Initial and Routine Inspection Interval	C	12/8/21	All routine inspections were performed within the required intervals for this analysis period.
5 Damage, In-Depth, & Special Inspection Interval	C	12/8/21	Damage, In-Depth and Special Inspection interval requirements are established. In-depth inspections were performed this year, findings are being compiled.
6 Quality of Inspections	C	12/8/21	The quality of inspections was adequate. There are some minor enhancements recommended.
7 Tunnel-Specific Inspection Procedures	C	12/8/21	Tunnel-specific inspection procedure requirements are established and being followed. State has committed to enhancing procedures based on recommendations.
8 Functional Systems Testing	NA	12/8/21	There are no functional systems in any of the tunnels.
9 Load Rating	NA	12/8/21	All roadway segments are on-grade and no load ratings are required for any of the tunnels.
10 Posting and Restriction Procedures	NA	12/8/21	All roadway segments are on-grade and posting is not required for any of the tunnels.

23 CFR Part 650 Subpart E



11	Tunnel Files Completeness	C	12/8/21	Tunnel file components are complete. Successive LIDAR scans or other survey is recommended to monitor for ground movement throughout all tunnels.
12	QC/QA	C	12/8/21	Quality control and quality assurance procedures are established. The State has implemented the procedures.
13	Critical Findings	C	12/8/21	The State has established a Critical Finding procedure. There were no Critical Findings on any of the tunnels this year.
14	Preparation and Maintenance of Inventory Data	C	12/8/21	The State is collecting accurate and complete inventory and element data.
15	Timely Updating of Data	C	12/8/21	State submitted its annual NTI update on-time. The State updates its data at least every 90 days following an inspection, change in load restriction or closure status.

Abbreviations & Acronyms

NTIS = National Tunnel Inspection Standards
QC/QA = Quality Control/Quality Assurance



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Our customers

industry



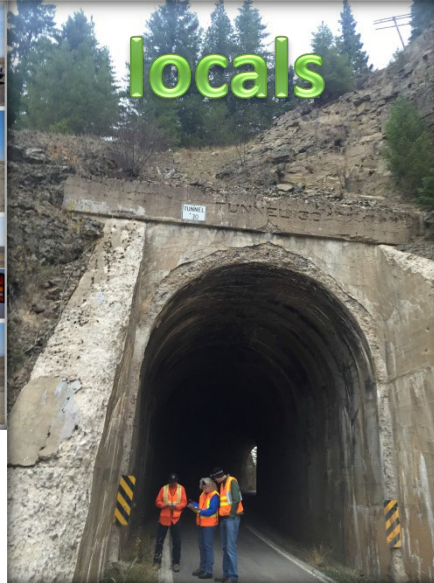
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construction



locals



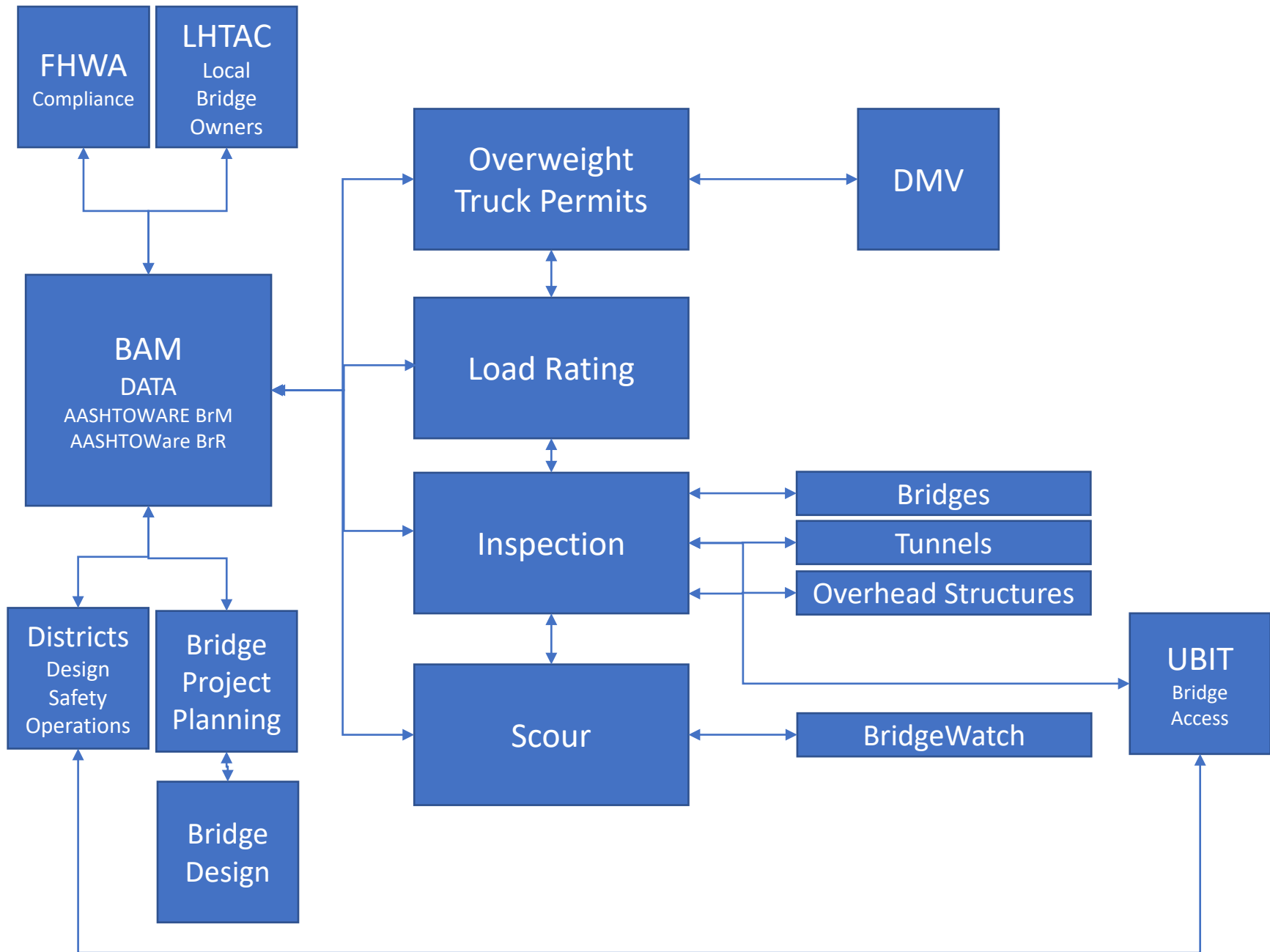
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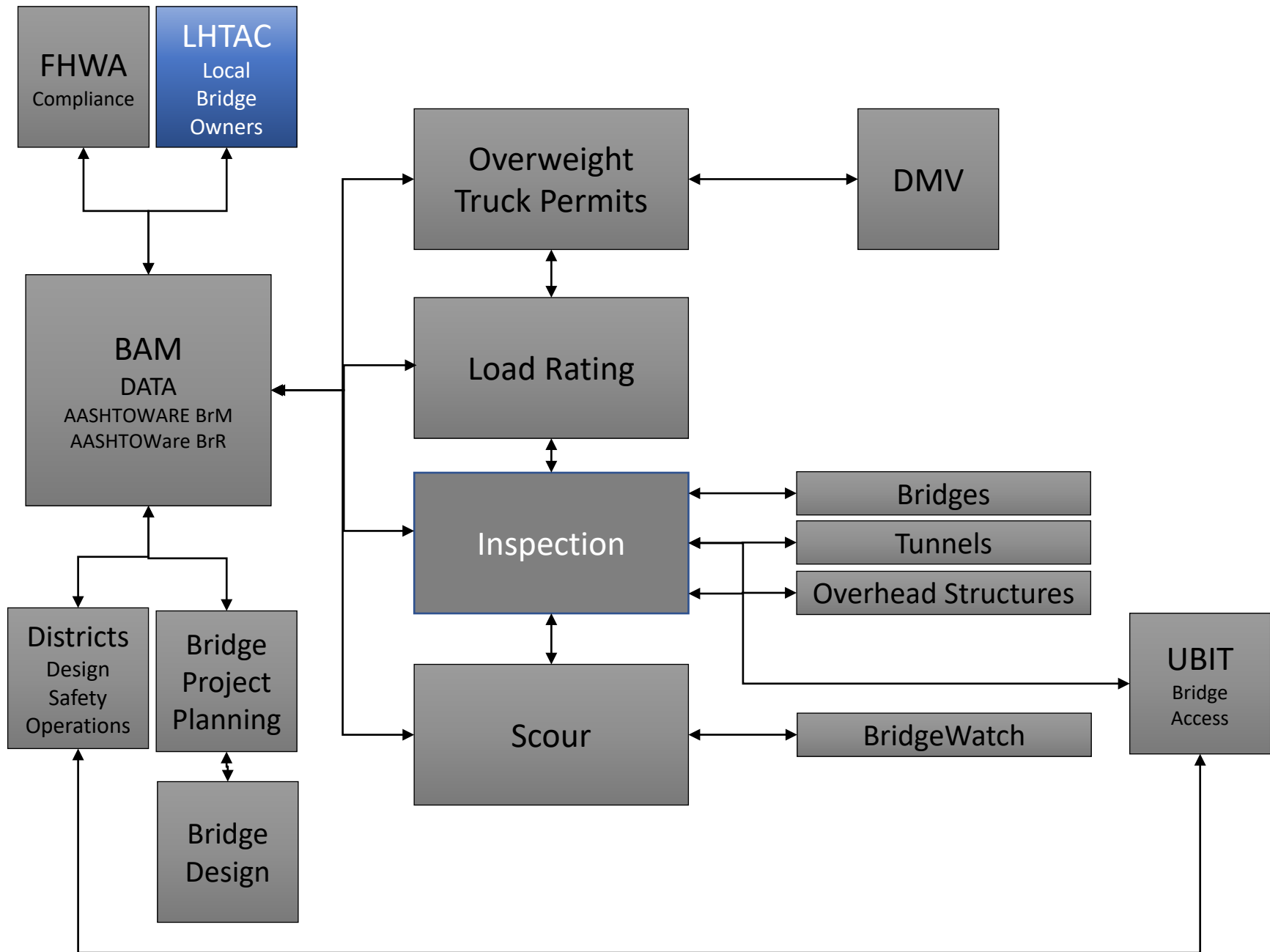


districts



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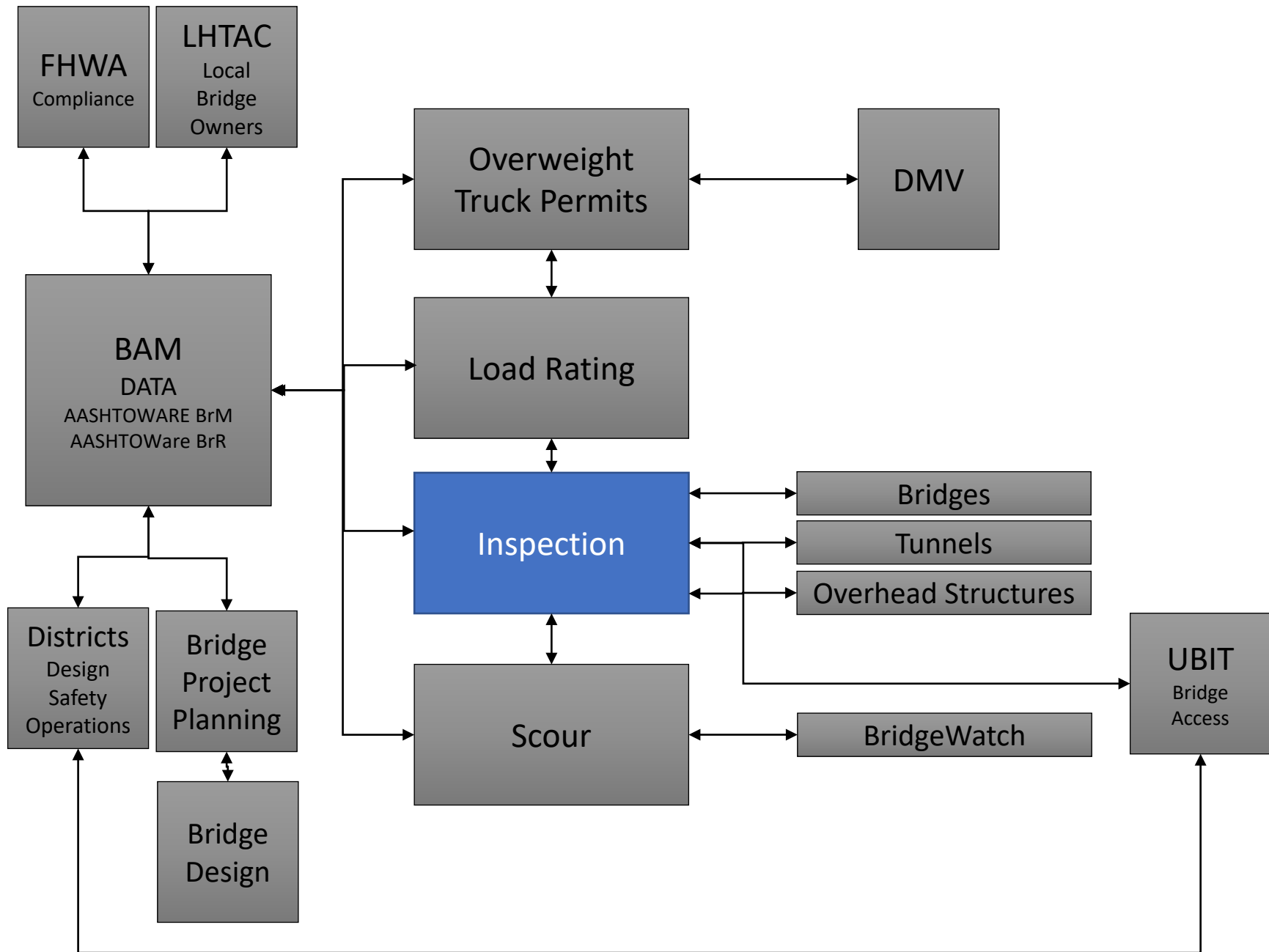




BUDGET

- *7.34% MATCH REQUIRED*
 - *IDAHO CODE SECTION 63-2412 PROVIDES THIS FUNDING*
- *FY22 BUDGET IS \$1,900,000*
- *LOCAL BRIDGES INSPECTED IN FY22*
 - *5 TUNNEL INSPECTIONS*
 - *32 UNDERWATER INSPECTIONS*
 - *1184 BRIDGE INSPECTIONS*
- *STATE FORCES, LHTAC, & PROFESSIONAL ENGINEERING SERVICES*







Bridge Inspection



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Tunnel Inspection



YOUR Safety • • • ► **YOUR Mobility** • • • ► **YOUR Economic Opportunity**



Bridge Inspection Reports

Elements

Notes & Maintenance

Inventory

Condition & Appraisal

Load Rating Summary

Maaho Transportation Department Points Final Inspection Report							
	Bridge Key:	2026-2029	District Name:	MAHAHO, T&E1			
	Structure Inspected:	SUNNYVALE RIVER	Location:	STATE ROUTE 102 MIDCOTTON			
			Airport Junction:	NORTH LAKE HIGHWAY DRIVE			
			District ID:	02			
Element	Component Description	Elev.	Total Qty.	% Status =	Status 1	Status 2	Status 3
13	Livestock Gate - Livestock at All Weather	2	60	(SF)	100	0	0
	The upland wetland surface is in good condition. The concrete dock suffer in multiple significant areas of heaving in its construction with minor water seeping						
30	Paved Deck - Compacted Aggregate Concrete	2	87	(SF)	100	0	0
	The paved deck comprised material docked on railroad ties are in satisfactory conditions with widespread surface corrosion to supporting steel reinforcement bars						
31	Paved Deck Slope Open Drainage	2	325	(SF)	100	0	0
	The road grades have no satisfactory conditions with widespread surface corrosion. The road grades have directly onto the concrete abutments at the eastern portion, and are welded to the rail ties on the side abutment.						
32	Paved Deck Culvert or Fire Extension	3	8	(EA)	100	0	0
	The paved deck 15 ft spans supporting the exterior girders are in satisfactory conditions with surface corrosion as normal load bearing capacity is unaffected						
215	Reinforced Concrete Deck	2	64	(SF)	100	0	0
	The concrete abutments in the original masonry design of the bridge are in satisfactory conditions with light staining from weathering below and wastewater. Unacceptable accumulation of standing debris is on the West Abutment between Girders #4 and There is some erosion here on old it supports one later due to the new pile installation						
33	Paved Deck Curb	2	7	(SF)	100	0	0
	The paved curb along edge slope key supporting the exterior girders are in overall satisfactory conditions with widespread surface corrosion of the flanges.						
330	Railroad Bridge Rating - Good	3	40	(LF)	100	0	0
	The 24 inch high pilings/20 lb beam rails and paved steel side plate girders are in good condition.						
216	Stone	3	1	(EA)	100	0	0
	2017 First Year: Minor localized crown depressions occur up to 24 inches deep during the Worst Month observed only up to 3 inches vertical force depending on the upstream approach to the downstream area. 2017 Score has suffered with highly permeable site soil. Probe was not refused in observation of 7' below bottom of topsoil.						

Idaho Transportation Department				
Points Field Inspection Report				
Bridge File:	2025	County Name:	Blaine, ID 83411, 13-71	
Feature Inspected:	St. JACQUES RIVER	Location:	0.5 N 2.4 E, MISSOULA	
		Address:	Adair, Idaho	
		County:	North Lake Highway 201	
		District:	02	
<u>Additional Condition Information</u> ROADWAY APPROACHES: The West Approach is straight and the East Approach is on a curve to the left, but appears to have adequate right-of-way. CONCRETE/PAVEMENT: The 8-inch-high by 8-inch-wide galvanized metal curb along the north side of the bridge satisfactory condition with minor collision damage to east end. The 4-inch-high by 8-inch-wide unpainted steel at bridge end on the west side is satisfactory condition, with surface corrosion. EMBANKMENT: The gradual embankments are moderately vegetated with grasses and upper riparian forest. WETLANDS: Intact, with shrubs. CHANNEL: No significant change in channel reach. Channel material at the substructure units consists of all material up to 30 inches of grade not generation. The West Abutment was situated in the water during the inspection, which flows from north to south. Channel cross section completed on 7/27/2012. SIGNS: The weight limit signs are in good condition. GUARDRAIL: None. UTILITIES: The telephone cable along West Abutment is hanging in the water. RE: Recommended safety analysis due to increased peak flow. Estimated, per 2012 inspection. Actual peak flow 352 should be 21.0 but Points does not allow the current value of 21.0 to be changed. WORK ACCUMULATED: None observed since last inspection.				
MAINTENANCE RECOMMENDATIONS				
Maintenance Item	Element	Action	Priority	Suggested Work Assignment
2025-03	West Pier Curbout	Real Time	Low	Local Agency
Inspect bridge walls to meet current AASHTO standards.				
2025-04	Bridge	Other	Low	Local Agency
Inspect foundations, approach walls, and approach footings to meet current AASHTO standards.				
Inspector's Signature _____ 07/15/13 Inspector Number: 157				

[illegible][illegible][illegible]

State: Transportation Department		Date: 07/15/13						
Bridge Field Inspection Report Photos		Administrative Jurisdiction: North Lahar Highway Dist						
District No. 02								
<table border="0"> <tr> <td>Bridge Key: 20320</td> <td></td> </tr> <tr> <td>Structure Name: 9400AA</td> <td>10.31</td> </tr> <tr> <td>Features: S/P, R/L, C/U, S/E R/L, D/S</td> <td></td> </tr> </table>			Bridge Key: 20320		Structure Name: 9400AA	10.31	Features: S/P, R/L, C/U, S/E R/L, D/S	
Bridge Key: 20320								
Structure Name: 9400AA	10.31							
Features: S/P, R/L, C/U, S/E R/L, D/S								



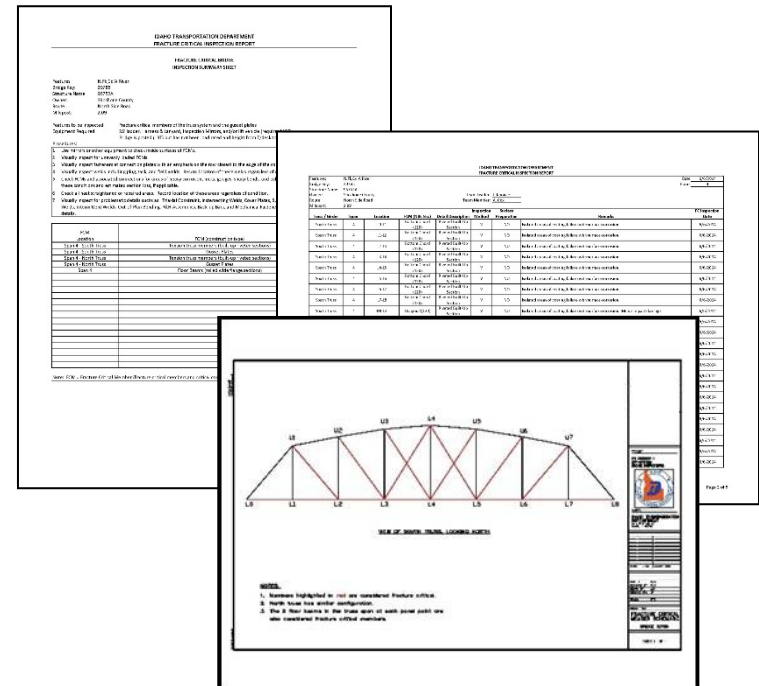
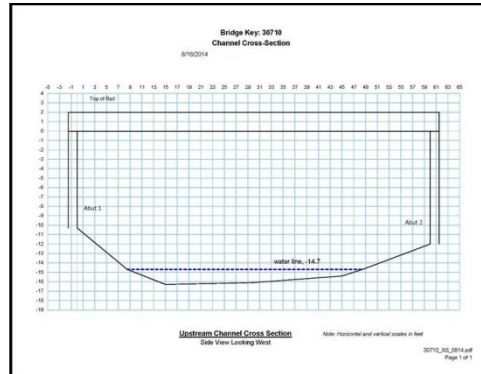
West Approach, Looking East.



Photos

Fracture Critical Reports

Channel Cross Section



Fracture Critical Inspection Procedures

12/8/21	State has documented FC procedures in its program manual. State has a FC procedure document for every FC bridge.
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Elements



Idaho Transportation Department Bridge Inspection Report

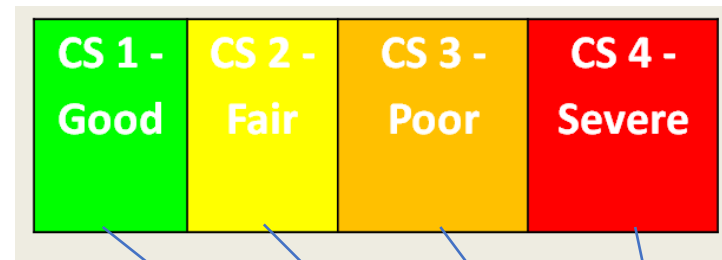
Bridge Key:	10905	Structure Name:	08610A 61.65
(6) Features Intersected:	UPRR;CHUBBUCK OVERPASS	(9) Location:	0.4 E. CHUBBUCK
Xref Structure Name:		Admin Jurisdiction:	0005 District 5
		District:	05

Elm/Env	Element Description	Total Qty	Units	State 1	State 2	State 3	State 4
12/4	Reinforced Concrete Deck Epoxy overlay wearing surface is in fair condition. Overhang at piers have random cracks, delaminations and spalling.	6800	sq.ft	6039	748	13	0
510/4	Wearing Surfaces Epoxy overlay is in fair condition with longitudinal and transverse reflective cracking through overlay.	6460	sq.ft	6460	0	0	0
521/4	Concrete Protective Coating Epoxy overlay is in fair condition.	6460	sq.ft	6460	0	0	0
1080/4	Delamination/Spall/Patched Area Soffit has a spall at abutment 1 right side and delamination along both sides over the piers. Abutment 2 left side has a 12 inch x 12 inch spall in the soffit.	13	sq.ft	0	0	13	0
1120/4	Efflorescence/Rust Staining Soffit has random transverse cracks with leaching stains.	68	sq.ft	0	68	0	0
1130/4	Cracking (RC and Other) Random transverse and diagonal cracks can be seen through the epoxy overlay in the deck.	680	sq.ft	0	680	0	0
107/3	Steel Open Girder/Beam Steel I beam girders. Steel diaphragms are offset and prone to cracking in welds. No cracks found during Reachall inspection 2014. Girder have been repainted.	1020	ft	1020	0	0	0
515/3	Steel Protective Coating Girders have been repainted and protective coating is fully effective.	13549	sq.ft	13549	0	0	0
205/3	Reinforced Concrete Column Columns are in satisfactory condition with a few scattered random hairline cracks, spalls and delamination.	8	each	4	0	4	0
1080/3	Delamination/Spall/Patched Area Pier 1 column 1 has a spall near the bottom and columns 2,4 have delamination. Pier 2 column 4 has delamination.	4	each	0	0	4	0
215/3	Reinforced Concrete Abutment Abutments have a few scattered hairline vertical cracks. Previously reported defects at the abutments have been patched.	96	ft	92	4	0	0

- Contains the detailed information about each component on the bridge
- Components are divided up into condition states based on their condition



Elements



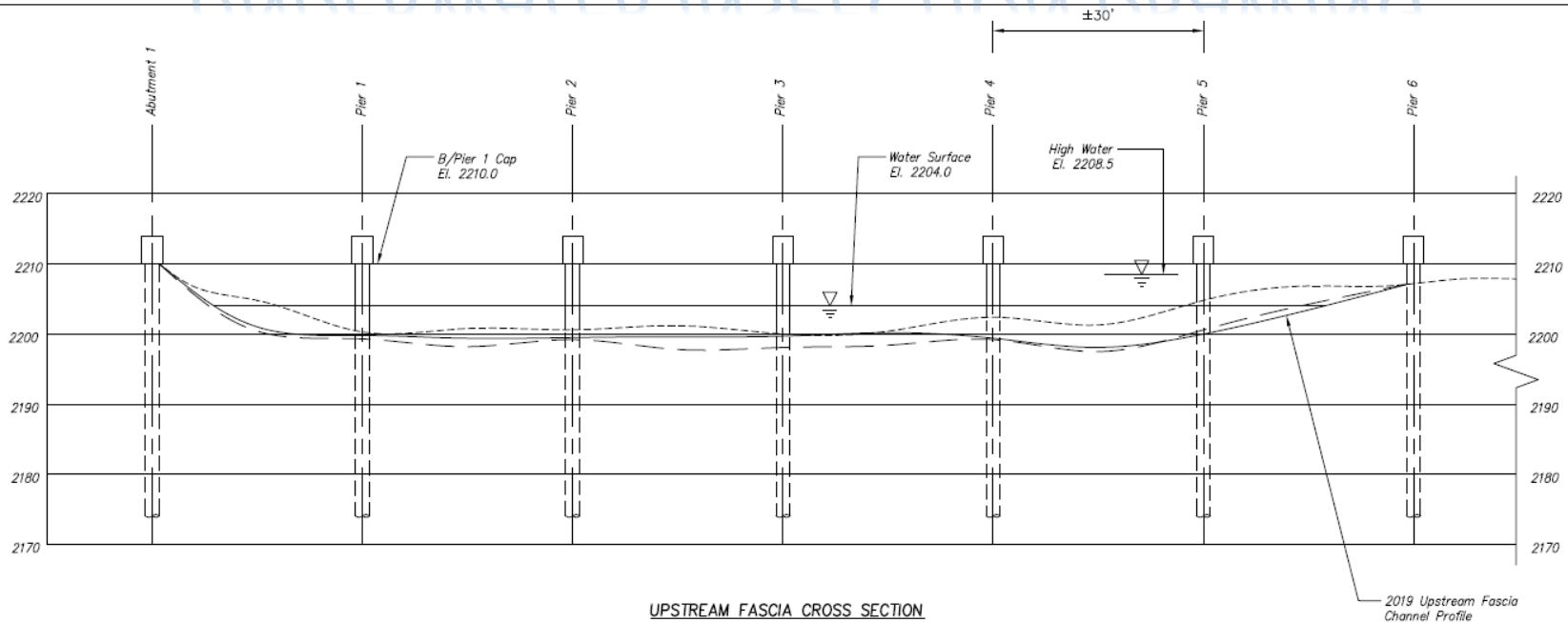
Elm/Env	Element Description	Total Qty	Units	State 1	State 2	State 3	State 4
12/4	Reinforced Concrete Deck Epoxy overlay wearing surface is in fair condition. Overhang at piers have random cracks, delaminations and spalling.	6800	sq.ft	6039	748	13	0
510/4	<i>Wearing Surfaces</i> <i>Epoxy overlay is in fair condition with longitudinal and transverse reflective cracking through overlay.</i>	6460	sq.ft	6460	0	0	0
521/4	<i>Concrete Protective Coating</i> <i>Epoxy overlay is in fair condition.</i>	6460	sq.ft	6460	0	0	0
1080/4	<i>Delamination/Spall/Patched Area</i> <i>Soffit has a spall at abutment 1 right side and delamination along both sides over the piers. Abutment 2 left side has a 12 inch x 12 inch spall in the soffit.</i>	13	sq.ft	0	0	13	0
1120/4	<i>Efflorescence/Rust Staining</i> <i>Soffit has random transverse cracks with leaching stains.</i>	68	sq.ft	0	68	0	0
1130/4	<i>Cracking (RC and Other)</i> <i>Random transverse and diagonal cracks can be seen through the epoxy overlay in the deck.</i>	680	sq.ft	0	680	0	0







UNDERWATER INSPECTION DRAWING



UPSTREAM FASCIA CROSS SECTION

NOTE:

For General Notes, see Figure 1.

Legend

- Channel Bottom Profile August 2019
- - - Channel Bottom Profile August 2017
- · · · · Channel Bottom Profile August 2015

**IDAHO
TRANSPORTATION DEPARTMENT**

HEXON ROAD OVER BOISE RIVER
NEAR PARMA, IDAHO
BRIDGE KEY: 27415

UPSTREAM FASCIA CROSS SECTION

Drawn By: CSL

Checked By: JTF

Code: 1192827415

**COLLINS
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(208) 297-0400
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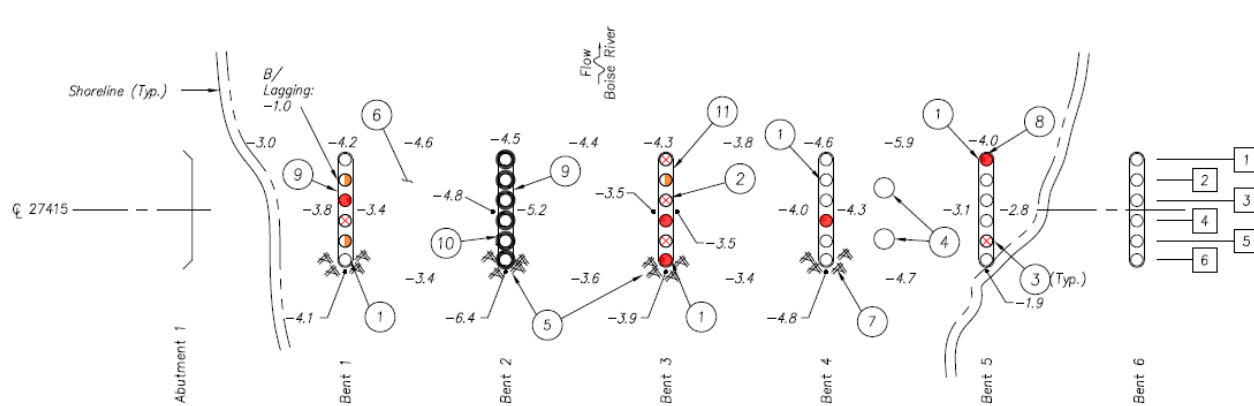
Date: AUG. 2019

Scale: N.T.S.

Figure No.: 2



Local bridge on Hexon Road over the Boise River near Parma, Idaho



INSPECTION PLAN

INSPECTION NOTES:

- 1 The piles of Piers 1, 3, 4, and 5 typically exhibit checking up to 3/4 inch wide with penetrations up to 3 inches deep.
- 2 Pile 3 at Pier 3 exhibited an area of decay 8 inches in diameter and 2 inches deep located approximately 2 feet below the waterline with approximately 15 percent loss of section.
- 3 The horizontal timber planks are broken at various locations at Piers 3-5.
- 4 To the east of Pier 4, two 48 inch diameter steel caissons were observed protruding from the channel bottom to the waterline.
- 5 Piers 2 and 3 typically exhibit timber debris at the upstream nose extending to the upstream midpoint from the channel bottom up to 1 foot below the waterline, and outward from the bent up to 2 feet, consisting of logs and branches up to 8 inches in diameter.
- 6 The channel bottom in the vicinity of the structure consisted of silty sand and gravel with penetrations of up to 6 inches.
- 7 Timber debris consisting of 6 inch diameter and smaller branches extending from the upstream 1/4 point to 2 feet upstream of the pier and from the channel bottom to 2 feet above the waterline.
- 8 Pile 1 at Pier 5 has a 3/4 inch wide, 6 inch deep vertical check from the waterline to the pier cap. Pile is hollow sounding with internal void, approximately 20 percent loss of section.
- 9 New lagging and ice breakers installed at Piers 1 and 2.

- 11 East face of bottom lagging board is gone, west face is decayed at pier 3.

GENERAL NOTES:

1. Information found in this report is the combination of the August 2019 underwater inspection, the October 2021 routine inspection, and the supplemental underwater resistograph inspection performed in November 2021. The conditions of the piles determined from the resistograph readings have been overlaid onto this 2019 inspection report.
2. At the time of inspection on August 12, 2019, the waterline was located approximately 6.0 feet below the bottom of the bent cap at the upstream nose of Pier 1. Based on a reference elevation of 2210.0 feet, the waterline elevation was 2204.0 feet.
3. Soundings indicate the water depths at the time of inspection and are measured in feet.

LEGEND:

- 7.0 WATER DEPTH SOUNDING
- 1 PILE NUMBER
- TIMBER DEBRIS
- STRUCTURAL PILE (MINOR DAMAGE)
- ⊗ MODERATE DAMAGE < 50% DECAY
- ⊙ MAJOR DAMAGE > 50% DECAY > 2" SHELL REMAINING
- SEVERE DAMAGE < 2" SHELL REMAINING
- REPAIRED PILES

IDAHO TRANSPORTATION DEPARTMENT

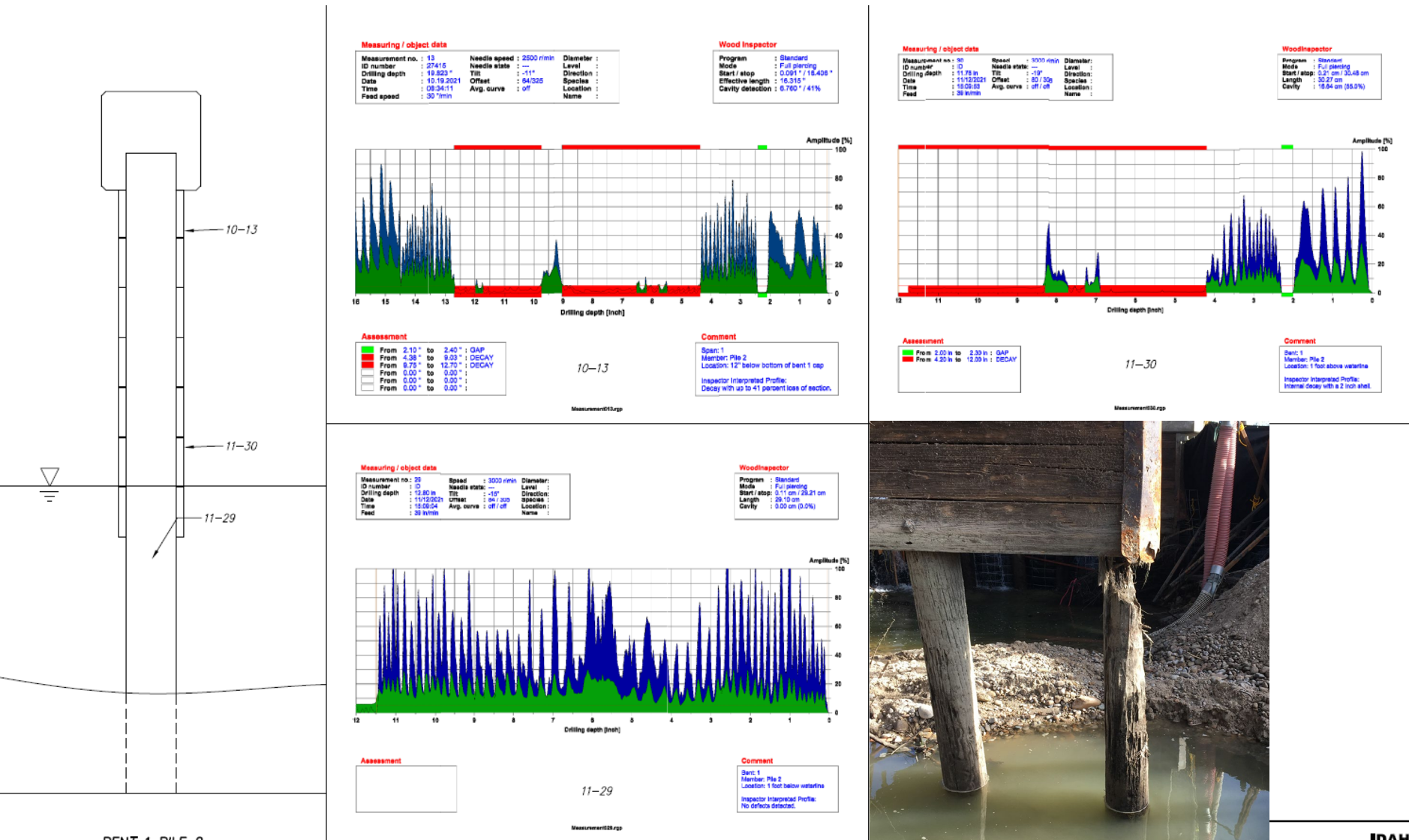
HEXON ROAD OVER BOISE RIVER
NEAR PARMA, IDAHO
BRIDGE KEY: 27415

INSPECTION PLAN AND NOTES



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Local bridge on Hexon Road over the Boise River near Parma, Idaho



BENT 1 PILE 2



Bridge Inspection Reports

Elements

Notes & Maintenance

Inventory

Condition & Appraisal

Load Rating Summary

Idaho Transportation Department Pontia Field Inspection Report									
Bridge Key	2022	Structure Name	4454A 10.31	Location	S.E. N.E. S.E. W.E. W.E.	State 1	State 2	State 3	State 4
Feature Inspected	S.P. PALOUSE RIVER	Admin Jurisdiction	North Latah Highway Dist	District	02				
Element	Element Description	Elem.	Total Qty.	Units	% State 1	% State 2	% State 3	% State 4	
11	Concrete Deck - Unimpaired w/ AC Overlay	2	654	(SF)	0	100	0	0	
The asphalt wearing surface is in good condition. The concrete deck offers no visible segment sections of bridge in satisfactory condition with water table loading.									
12	Steel Deck - Corroded/Orthotropic	2	67	(SF)	0	100	0	0	
The painted steel corrugated metal deck on welded sections is in satisfactory condition with widespread surface corrosion as reportable section loss.									
107	Painted Steel Open Underneath	2	335	(SF)	0	100	0	0	
The steel girders are in satisfactory condition with widespread surface corrosion. The steel girders bear directly onto the concrete abutments in the center portion, and are welded to the steel girders on the side extensions.									
202	Painted Steel Deck or Plate Extension	3	8	(EA)	0	100	0	0	
The painted steel girders supporting the exterior girders are in satisfactory condition with surface corrosion at normal level.									
219	Reinforced Concrete Abutment	2	94	(EA)	0	100	0	0	
The concrete abutments in the original middle section of the bridge are in satisfactory condition with light surface staining, staining and staining. Moderate accumulation of staining debris is on the West Abutment between Girders 4 and 5. There is no water section loss on all 4 segments of the bridge due to the steel plate extensions.									
219	Painted Steel Deck	2	7	(SF)	0	100	0	0	
The painted steel wide flange plate girders supporting the exterior girders are in overall satisfactory condition with widespread surface corrosion of the flanges.									
320	Steel Bridge Rating - Good	3	49	(LF)	100	0	0	0	
The 24 inch high galvanized W-beam rails and painted steel plate deck ports are in good condition.									
301	Score	3	1	(EA)	0	100	0	0	
2012 (First Need): Most localized corrosion appears up to 24 inches deep along the West Abutment with up to 2 inches vertical footing exposure from the previous quarter prior to the deterioration since 2013. Some has filled with a highly compressible soil mass. There was no relief at all of the 2 feet below the footing.									

Idaho Transportation Department Pontia Field Inspection Report									
Bridge Key	2022	Structure Name	4454A 10.31	Location	S.E. N.E. S.E. W.E. W.E.	State 1	State 2	State 3	State 4
Feature Inspected	S.P. PALOUSE RIVER	Admin Jurisdiction	North Latah Highway Dist	District	02				
Additional Condition Information									
ROADWAY APPROACHES: The West Approach is straight and the East Approach is on a curve to the left, but appears to have adequate sight distance.									
CURBSIDEWALKS: The 6 inch high by 6 inch wide galvanized metal curb along the north side of the bridge is satisfactory condition with minor surface damage to east end. The 4 inch high by 6 inch wide unpainted steel curb cut on the south side is in satisfactory condition with surface corrosion.									
EMBANKMENT: The gradual embankments are moderately vegetated with grasses and appear stable.									
WINGWALLS: Integral with abutments.									
CHANNEL: No significant change in channel noted. Channel material at the substructure units consists of all silty clay up to 30 inches of gravel and gravel. The West Abutment was situated in the water during the inspection, which flows from north to south. Channel cross section completed on 7/27/2012.									
SIGNS: The weight limit signs are in good condition.									
GUARDRAIL: None.									
UTILITIES: The telephone cable along West Abutment is hanging in the water.									
BSE: Recommended load rating analysis due to increased gravel (4) thickness, per 2012 inspection. Actual posted Type 352 should be 21.0 but Pontia does not allow the current value of 21.1 to be changed.									
WORK ACCOMPLISHED: None observed since last inspection.									
MAINTENANCE RECOMMENDATIONS									
Maintenance Item	Element	Action	Priority	Suggested Work Assignment					
2022B-03	Steel Rail Counted	Reel Elev	High	Local Agency					
Install bridge up to meet current ASDOT standards.									
2022B-04	Bridge	Other	Low	Local Agency					
Install sandbags, apparent ruts, and approach rail ends to meet current ASDOT standards.									
Inspector's Signature: _____ Date: 07/15/13									
Inspector Number: 157									

Idaho Transportation Department: Division of Highways Structure Inventory and Appraisal Update									
Bridge Key	2022	Structure Name	4454A 10.31	Location	S.E. N.E. S.E. W.E. W.E.	State 1	State 2	State 3	State 4
Feature Inspected	S.P. PALOUSE RIVER	Admin Jurisdiction	North Latah Highway Dist	District	02				
CLASSIFICATION									
(1) Bridge Length: 15.00 ft									
(2) Bridge Type: 100 Highway Bridge									
(3) Bridge Deck: 24 in. x 6 in. x 12 in.									
(4) Bridge Rating: 100 Highway Bridge									
(5) Bridge Condition: 100 Highway Bridge									
(6) Bridge Material: 100 Highway Bridge									
(7) Bridge Construction: 100 Highway Bridge									
(8) Bridge Foundation: 100 Highway Bridge									
(9) Bridge Structure: 100 Highway Bridge									
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Idaho Transportation Department: Division of Highways Structure Inventory and Appraisal Update									
Bridge Key	2022	Structure Name	4454A 10.31	Location	S.E. N.E. S.E. W.E. W.E.	State 1	State 2	State 3	State 4
Feature Inspected	S.P. PALOUSE RIVER	Admin Jurisdiction	North Latah Highway Dist	District	02				
LOAD RATING									
(1) Design Load: 24 in. x 6 in. x 12 in.									
(2) Design Rating: 100 Highway Bridge									
(3) Design Condition: 100 Highway Bridge									
(4) Design Material: 100 Highway Bridge									
(5) Design Construction: 100 Highway Bridge									
(6) Design Foundation: 100 Highway Bridge									
(7) Design Structure: 100 Highway Bridge									
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Idaho Transportation Department: Division of Highways Structure Inventory and Appraisal Update									
Bridge Key	2022	Structure Name	4454A 10.31	Location	S.E. N.E. S.E. W.E. W.E.	State 1	State 2	State 3	State 4
Feature Inspected	S.P. PALOUSE RIVER	Admin Jurisdiction	North Latah Highway Dist	District	02				
LOAD RATING									
(1) Design Load: 24 in. x 6 in. x 12 in.									
(2) Design Rating: 100 Highway Bridge									
(3) Design Condition: 100 Highway Bridge									
(4) Design Material: 100 Highway Bridge									
(5) Design Construction: 100 Highway Bridge									
(6) Design Foundation: 100 Highway Bridge									
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Notes and Maintenance



Idaho Transportation Department Bridge Inspection Report

Bridge Key: 12100 Structure Name: 96710A 1.20
(6) Features Intersected: SNAKE RIVER (9) Location: 2.9 S. IDAHO FALLS SCL
Facility Carried(Route): STP 6710;YORK RD Admin Jurisdiction: 1900 Bonneville County
Xref Structure Name: District: 06

Additional Information

ROADWAY APPROACHES: Straight. Approaches are in satisfactory condition. Asphalt cracking and potholes forming at the ends of the concrete approach slabs.

CURBS: Cast-in-place concrete. Cracking and spalling around the bottoms of the bridge rail posts in several locations; exposing rusting rebar.

DRAINS: Drains through deck with extensions. All drains open.

EMBANKMENT: Well vegetated and stable with riprap at shorelines.

CHANNEL: Natural river channel. Slow moving north-to-south flow at this location; river dammed at Gem State Dam approximately 1-1/2-miles downstream. Channel cross section included in the Underwater Report.

SIGNS: No signs on roadway. 55 mph speed limit signs.

NAVIGATIONAL FEATURES: No navigation lights. Reflectors on Piers 3 and 4 for boaters going under bridge. West spans have [Low Clearance] signs for boats.

GUARDRAIL: Galvanized steel w-rail on treated wood posts; type 5 terminals; no transitions to bridge rails. Most posts and spacer blocks have moderate checking and splits and small areas of rot. Several areas have moderate to severe impact damage. NW guardrail connection to concrete bridge rail connection bolts are sheared off. NE guardrail has (2) broken posts. SW guardrail has (2) broken posts and (1) split spacer block.

UTILITIES: A wrapped, 4-inch steel pipe is attached with hangers to south overhang. A 4-inch steel conduit is attached with hangers to north overhang.

NOTES: 7/8/19 UBIT inspection done by Scott Hibbs from EAI and Rene Leon and Amy Bower from ITD.

SCOUR REVIEW: Recommend review by scour committee. Footing exposure with no undermining. Piers founded on rock. See 2018 UW report.

INSPECTION FREQ:

WORK ACCOMPLISHED: Some patching of approaches completed.

LOAD RATING:



Idaho Transportation Department Bridge Inspection Report

Bridge Key: 12100 Structure Name: 96710A 1.20
(6) Features Intersected: SNAKE RIVER (9) Location: 2.9 S. IDAHO FALLS SCL
Facility Carried(Route): STP 6710;YORK RD Admin Jurisdiction: 1900 Bonneville County
Xref Structure Name: District: 06

Maintenance Recommendations

Recommendation	Priority	Suggested Work Assignment
Clean exposed reinforcing and patch spalls or epoxy paint reinforcing at deck edges and overhang soffits at joints.	Medium	Local Agency
Replace broken guide angles at Girder 4 bearing at Pier 3.	Medium	Local Agency
Patch concrete curbs at rail posts.	Low	Local Agency
Repair bridge rail at NE approach lane and at NW corner of the bridge. Replace all broken and split spacer blocks throughout.	Low	Local Agency
Patch spalls in the Span 9 approach slab.	Low	Local Agency
Clean and paint bridge members under the expansion joints for 10+ ft. each direction from piers.	Low	Local Agency
Patch the asphalt approaches and seal asphalt cracking.	Low	Local Agency

Inspector's Signature: _____ 07/15/2021

Inspector Number and Name: 130 - Dave Hughes, Hughes Engineering



Digitally signed by David J. Hughes, P.E.
DN: cn=David J. Hughes, P.E., o, ou, email=Dave@HughesEngineering.com, c=US
Date: 2021.08.14 13:04:33 -06'00'



Bridge Inspection Reports

Elements

Notes & Maintenance

Inventory

Condition & Appraisal

Load Rating Summary

Idaho Transportation Department
Pontia Field Inspection Report

Bridge Key: 2022 S/PALOUSE RIVER Station Name: 10331
Location: S.N. 2.8 E. MOSCOW
Admin Jurisdiction: North Latah Highway Dist
District: 02

Element	Element Description	Elem.	Total Qty.	Units	% State 1	% State 2	% State 3	% State 4
11	Concrete Deck - Unimpaired w/ AC Overlay	3	654	(SF)	100	100	100	100
12	Steel Deck - Corroded/Orthotropic	2	67	(SF)	0	100	0	0
107	Painted Steel Open Underdrains	2	335	(LF)	0	100	100	100
202	Painted Steel Curb or Pole Extension	3	8	(EA)	100	100	100	100
219	Reinforced Concrete Abutment	2	44	(LF)	0	100	100	100
220	Painted Steel Curb	2	7	(LF)	0	100	100	100
320	Metal Bridge Rating - Good	3	49	(LF)	100	0	0	0
301	Score	3	1	(EA)	100	100	100	100

2012 (First New): Most localized corner depression up to 24 inches deep along the West Abutment with up to 2 inch vertical footing exposure from the previous quarter prior to the deterioration since 2013. Some low filled with a highly permeable city sand. There was no relief at an elevation of 7 feet below the footing.

Idaho Transportation Department
Pontia Field Inspection Report

Bridge Key: 2022 S/PALOUSE RIVER Station Name: 10331
Location: S.N. 2.8 E. MOSCOW
Admin Jurisdiction: North Latah Highway Dist
District: 02

Additional Condition Information

ROADWAY APPROACHES: The West Approach is straight and the East Approach is on a curve to the left, but appears to have adequate sight distance.

CURBSIDEWALKS: The 6 inch high by 6 inch wide galvanized metal curb along the north side of the bridge is satisfactory condition with minor cut/die damage to east end. The 4 inch high by 6 inch wide unpainted steel curb along the south side is in satisfactory condition with surface corrosion.

EMBANKMENT: The gradual embankments are moderately vegetated with grasses and appear stable.

WINGWALLS: Integral with abutments.

CHANNEL: No significant change in channel noted. Channel material at the substructure units consists of all silting up to 30 inches of gravel and pebbles. The West Abutment was situated in the water during the inspection, which flows from north to south. Channel cross section completed on 7/27/2012.

SIGNS: The weight limit signs are in good condition.

GUARDRAIL: None.

UTILITIES: The telephone cable along West Abutment is hanging in the water.

RE: Recommended load rating analysis due to increased gravel in footings, per 2012 inspection. Actual posted weight 352 should be 21.0 but Pontia does not allow the current value of 21.1 to be changed.

WORK ACCOMPLISHED: None observed since last inspection.

MAINTENANCE RECOMMENDATIONS

Item	Element	Action	Priority	Suggested Work Assignment
2022-04	Metal Road Curb	Repl. Elem.	High	Local Agency
2022-04	Bridge	Other	Low	Local Agency

Inspector's Signature: _____ Date: 07/15/13

Idaho Transportation Department: Division of Highways
Structure Inventory and Appraisal Update

Bridge Key: 2022 S/PALOUSE RIVER Station Name: 10331
Location: S.N. 2.8 E. MOSCOW
Admin Jurisdiction: 0201 North Latah Highway Dist

IDENTIFICATION

110Date: 05/15/13
120Name: 2022-04
130Type: 2022-04
140Name: 2022-04
150Name: 2022-04
160Name: 2022-04
170Name: 2022-04
180Name: 2022-04
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Idaho Transportation Department: Division of Highways
Structure Inventory and Appraisal Update

Bridge Key: 2022 S/PALOUSE RIVER Station Name: 10331
Location: S.N. 2.8 E. MOSCOW
Admin Jurisdiction: 0201 North Latah Highway Dist

LOAD RATING

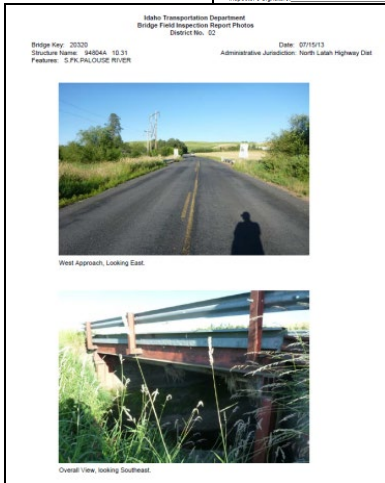
110Design Load: 24.0 (3.0 x 8)
120Design Rating: 100.0 (1.0 x 100)
130Design Rating: 100.0 (1.0 x 100)
140Design Rating: 100.0 (1.0 x 100)
150Design Rating: 100.0 (1.0 x 100)
160Design Rating: 100.0 (1.0 x 100)
170Design Rating: 100.0 (1.0 x 100)
180Design Rating: 100.0 (1.0 x 100)
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200Design Rating: 100.0 (1.0 x 100)
210Design Rating: 100.0 (1.0 x 100)
220Design Rating: 100.0 (1.0 x 100)
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300Design Rating: 100.0 (1.0 x 100)
310Design Rating: 100.0 (1.0 x 100)
320Design Rating: 100.0 (1.0 x 100)
330Design Rating: 100.0 (1.0 x 100)
340Design Rating: 100.0 (1.0 x 100)
350Design Rating: 100.0 (1.0 x 100)
360Design Rating: 100.0 (1.0 x 100)
370Design Rating: 100.0 (1.0 x 100)
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680Design Rating: 100.0 (1.0 x 100)
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740Design Rating: 100.0 (1.0 x 100)
750Design Rating: 100.0 (1.0 x 100)
760Design Rating: 100.0 (1.0 x 100)
770Design Rating: 100.0 (1.0 x 100)
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790Design Rating: 100.0 (1.0 x 100)
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830Design Rating: 100.0 (1.0 x 100)
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860Design Rating: 100.0 (1.0 x 100)
870Design Rating: 100.0 (1.0 x 100)
880Design Rating: 100.0 (1.0 x 100)
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980Design Rating: 100.0 (1.0 x 100)
990Design Rating: 100.0 (1.0 x 100)
1000Design Rating: 100.0 (1.0 x 100)

Idaho Transportation Department: Division of Highways
Structure Inventory and Appraisal Update

Bridge Key: 2022 S/PALOUSE RIVER Station Name: 10331
Location: S.N. 2.8 E. MOSCOW
Admin Jurisdiction: 0201 North Latah Highway Dist

WEIGHT

110Weight: 100.0 (1.0 x 100)
120Weight: 100.0 (1.0 x 100)
130Weight: 100.0 (1.0 x 100)
140Weight: 100.0 (1.0 x 100)
150Weight: 100.0 (1.0 x 100)
160Weight: 100.0 (1.0 x 100)
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210Weight: 100.0 (1.0 x 100)
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230Weight: 100.0 (1.0 x 100)
240Weight: 100.0 (1.0 x 100)
250Weight: 100.0 (1.0 x 100)
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410Weight: 100.0 (1.0 x 100)
420Weight: 100.0 (1.0 x 100)
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980Weight: 100.0 (1.0 x 100)
990Weight: 100.0 (1.0 x 100)
1000Weight: 100.0 (1.0 x 100)



Photos



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Inventory Items



Idaho Transportation Department Bridge Inspection Report

Bridge Key: 17580	Structure Name: 09320B 50.02
(6)Features Intersected: SNAKE RIVER; PERRINE BR.	(9)Location: 0.6 N. TWIN FALLS
Facility Carried(Route): US 93	Admin Jurisdiction: 0004 District 4
Xref Structure Name:	District: 04

IDENTIFICATION	
(1)State:	16 Idaho
(2)District:	District 4
(3)County:	063 Twin Falls
(4)Place Code:	Not within City/Town
(5)Inventory Route:	121000630
(7)Facility Carried:	US 93
(11)Milepoint:	50.039 Agency Milepost: 050.039
(12)Base Hwy Network:	On Base Network
(13a)LRS Inventory Route:	00000US063
(13b)LRS Sub Route:	01
(16)Latitude:	42° 35' 54.3"
(17)Longitude:	114° 27' 15.7"
(98)Border Bridge Code:	
(99)Border Bridge ID:	
Segment Code:	002220
Segment Under Rte:	
Segment Other Rte:	
Drawing Number:	14718
Project Key Number:	731
Inspection Area:	4
MPO:	N/A

CLASSIFICATION	
(112)NBIS Length:	Long Enough
(104)Highway System:	1 On the NHS
(26)Functional Class:	14 Urban Other Princ
(100)Defense Highway:	0 Not a STRAHNET hwy
(101)Parallel Structure:	No // bridge exists
(102)Direction of Traffic:	2 2-way traffic
(103)Temporary Structure:	
(105)Federal Lands Highway:	0 N/A (NBI)
(110)Design Natl Network:	0 Not part of natl netwo
(20)Toll Facility:	3 On free road
(21)Custodian:	State Highway Agency
(22)Owner:	State Highway Agency
(37)Historical Significance:	4 Hist sign not determin

GEOMETRIC DATA	
(48)Maximum Span Length:	993.0 ft
(49)Structure Length:	1,500 ft
Total Length:	1,500 ft
(50a)Curb/Sidewalk Width Lt:	4.9 ft
(50b)Curb/Sidewalk Width Rt:	4.9 ft
(51)Width Curb to Curb:	62.5 ft
(52)Width Out to Out:	78.5 ft
(32)App Roadway Width:	80 ft
(33)Median:	3 Closed Med w/Barriers
(34)Skew:	0°
(35)Structure Flared:	0 No flare
(10)Vertical Clearance:	99.99 ft
(47)Total Horiz Clearance:	31.3 ft
(53)Min Vert Clr Over Deck:	99.99 ft
(54a)Min Vert Undercl Ref:	N Feature not hwy or RR
(54b)Min Vert Undercl:	0.00 ft
(55a)Min Lat Undercl Ref Rt:	N Feature not hwy or RR
(55b)Min Lat Undercl Rt:	0.0 ft
(56)Min Lat Undercl Lt:	0.0 ft

STRUCTURE TYPE AND MATERIALS	
(43a/b)Main Span Material/Design:	4 Steel Continuous 11 Arch-Deck
(44a/b)Approach Span Material/Design:	4 Steel Continuous 02 Stringer/Girder
(45)No. of Spans Main Unit:	1
(46)No. of Approach Spans:	4
(107)Deck Type:	1 Concrete-Cast-in-Place
(108a)Wearing Surface:	5 Epoxy Overlay
(108b)Membrane:	0 None
(108c)Deck Protection:	None

Deck Applications	
Polyester Overlay KN13368 2015	

LRS	
Route ID:	02220AU063
Measure:	49.85964153
Route ID Under Rte:	
Measure Under Rte:	
Route ID 2nd Rte Under:	
Measure 2nd Rte Under:	

- Identification – where is the bridge located
- Classification – what type of road does the bridge carry
- Geometric data – how long, wide is the road, bridge, and other features – sidewalk, bridge clearances
- Structure type and materials – what is the bridge made of, how many spans



YOUR Safety



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Bridge Inspection Reports

Elements

Notes & Maintenance

Inventory

Condition & Appraisal

Load Rating Summary

Idaho Transportation Department
Pontia Field Inspection Report

Bridge Key: 2020
Structure Name: 5.1K PALOUSE RIVER
Location: 5.1K S.E. MOSCOW
Admin Jurisdiction: North Latah Highway Dist
District: 02

Element	Element Description	Elem.	Total Qty.	Units	% State 1	State 2	State 3	State 4
11	Concrete Deck - Unimpaired w/ AC Overlay	2	654	(SF)	0	100	0	0
30	Steel Deck - Corroded/Orthotropic	2	67	(SF)	0	100	0	0
107	Painted Steel Open Underdrains	2	335	(LF)	0	100	0	0
202	Painted Steel Curb or Pile Extension	3	8	(EA)	0	100	0	0
219	Reinforced Concrete Abutment	2	46	(LF)	0	100	0	0
220	Painted Steel Curb	2	7	(LF)	0	100	0	0
320	Metal Bridge Rating - Good	3	49	(LF)	100	0	0	0
301	Score	3	1	(EA)	0	100	0	0

2012 (First New): Most localized corner depression up to 24 inches deep along the West Abutment with up to 2 inches vertical footing exposure from the previous quarter prior to the deterioration since 2013. Some has filled with a highly compressible city sand. There was no relief at all elevations of 7 feet below the footing.

Idaho Transportation Department
Pontia Field Inspection Report

Bridge Key: 2020
Structure Name: 5.1K PALOUSE RIVER
Location: 5.1K S.E. MOSCOW
Admin Jurisdiction: North Latah Highway Dist
District: 02

Additional Condition Information

ROADWAY APPROACHES: The West Approach is straight and the East Approach is on a curve to the left, but appears to have adequate sight distance.

CURBSIDEWALKS: The 4-inch high by 6-inch wide galvanized metal curb along the north side of the bridge is satisfactory condition with minor cut/die damage to east end. The 4-inch high by 6-inch wide unpainted steel curb cut on the south side is in satisfactory condition with surface corrosion.

EMBANKMENT: The gradual embankments are moderately vegetated with grasses and appear stable.

WINGWALLS: Integral with abutments.

CHANNEL: No significant change in channel noted. Channel material at the substructure units consists of all silty clay up to 30 inches of grade and gravel. The West Abutment was situated in the water during the inspection, which flows from north to south. Channel cross section completed on 7/27/2012.

SIGNS: The weight limit signs are in good condition.

GUARDRAIL: None.

UTILITIES: The telephone cable along West Abutment is hanging in the water.

RE: Recommended load rating analysis due to increased gravel in footings, per 2012 inspection. Actual posted Type 352 should be 21.0 but Pontia does not allow the current value of 21.1 to be changed.

WORK ACCOMPLISHED: None observed since last inspection.

MAINTENANCE RECOMMENDATIONS

Item	Element	Action	Priority	Suggested Work Assignment
2020-04	Metal Road Curb	Rep. Elem.	High	Local Agency
2020-04	Bridge	Other	Low	Local Agency

2020-04: Inspect bridge up to meet current ASD/TO standards.

Inspector's Signature: _____ Date: 07/15/13
Inspector Number: 157

Idaho Transportation Department: Division of Highways
Structure Inventory and Appraisal Update

Bridge Key: 2020
Structure Name: 5.1K PALOUSE RIVER
Location: 5.1K S.E. MOSCOW
Admin Jurisdiction: 0201 - North Latah Highway Dist

IDENTIFICATION	CLASSIFICATION
(1) Date: 05/15/13	(1) Subtype: 41.5
(2) Name: 0201-02	(2) Subtype: 41.5
(3) Key: 0201-02	(3) Subtype: 41.5
(4) Name: 0201-02	(4) Subtype: 41.5
(5) Name: 0201-02	(5) Subtype: 41.5
(6) Name: 0201-02	(6) Subtype: 41.5
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(19) Name: 0201-02	(19) Subtype: 41.5
(20) Name: 0201-02	(20) Subtype: 41.5
(21) Name: 0201-02	(21) Subtype: 41.5
(22) Name: 0201-02	(22) Subtype: 41.5
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(100) Name: 0201-02	(100) Subtype: 41.5

Idaho Transportation Department: Division of Highways
Structure Inventory and Appraisal Update

Bridge Key: 2020
Structure Name: 5.1K PALOUSE RIVER
Location: 5.1K S.E. MOSCOW
Admin Jurisdiction: 0201 - North Latah Highway Dist

LOAD RATING	APPRAISAL
(1) Design Load: 24 (13.5 ft) (1)	(1) Subtype: 41.5
(2) Design Rating: 41.5 (1) (1) 17.1	(2) Subtype: 41.5
(3) Design Rating: 41.5 (1) (1) 17.1	(3) Subtype: 41.5
(4) Design Rating: 41.5 (1) (1) 17.1	(4) Subtype: 41.5
(5) Design Rating: 41.5 (1) (1) 17.1	(5) Subtype: 41.5
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(55) Design Rating: 41.5 (1) (1) 17.1	(55) Subtype: 41.5
(56) Design Rating: 41.5 (1) (1) 17.1	(56) Subtype: 41.5
(57) Design Rating: 41.5 (1) (1) 17.1	(57) Subtype: 41.5
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(59) Design Rating: 41.5 (1) (1) 17.1	(59) Subtype: 41.5
(60) Design Rating: 41.5 (1) (1) 17.1	(60) Subtype: 41.5
(61) Design Rating: 41.5 (1) (1) 17.1	(61) Subtype: 41.5
(62) Design Rating: 41.5 (1) (1) 17.1	(62) Subtype: 41.5
(63) Design Rating: 41.5 (1) (1) 17.1	(63) Subtype: 41.5
(64) Design Rating: 41.5 (1) (1) 17.1	(64) Subtype: 41.5
(65) Design Rating: 41.5 (1) (1) 17.1	(65) Subtype: 41.5
(66) Design Rating: 41.5 (1) (1) 17.1	(66) Subtype: 41.5
(67) Design Rating: 41.5 (1) (1) 17.1	(67) Subtype: 41.5
(68) Design Rating: 41.5 (1) (1) 17.1	(68) Subtype: 41.5
(69) Design Rating: 41.5 (1) (1) 17.1	(69) Subtype: 41.5
(70) Design Rating: 41.5 (1) (1) 17.1	(70) Subtype: 41.5
(71) Design Rating: 41.5 (1) (1) 17.1	(71) Subtype: 41.5
(72) Design Rating: 41.5 (1) (1) 17.1	(72) Subtype: 41.5
(73) Design Rating: 41.5 (1) (1) 17.1	(73) Subtype: 41.5
(74) Design Rating: 41.5 (1) (1) 17.1	(74) Subtype: 41.5
(75) Design Rating: 41.5 (1) (1) 17.1	(75) Subtype: 41.5
(76) Design Rating: 41.5 (1) (1) 17.1	(76) Subtype: 41.5
(77) Design Rating: 41.5 (1) (1) 17.1	(77) Subtype: 41.5
(78) Design Rating: 41.5 (1) (1) 17.1	(78) Subtype: 41.5
(79) Design Rating: 41.5 (1) (1) 17.1	(79) Subtype: 41.5
(80) Design Rating: 41.5 (1) (1) 17.1	(80) Subtype: 41.5
(81) Design Rating: 41.5 (1) (1) 17.1	(81) Subtype: 41.5
(82) Design Rating: 41.5 (1) (1) 17.1	(82) Subtype: 41.5
(83) Design Rating: 41.5 (1) (1) 17.1	(83) Subtype: 41.5
(84) Design Rating: 41.5 (1) (1) 17.1	(84) Subtype: 41.5
(85) Design Rating: 41.5 (1) (1) 17.1	(85) Subtype: 41.5
(86) Design Rating: 41.5 (1) (1) 17.1	(86) Subtype: 41.5
(87) Design Rating: 41.5 (1) (1) 17.1	(87) Subtype: 41.5
(88) Design Rating: 41.5 (1) (1) 17.1	(88) Subtype: 41.5
(89) Design Rating: 41.5 (1) (1) 17.1	(89) Subtype: 41.5
(90) Design Rating: 41.5 (1) (1) 17.1	(90) Subtype: 41.5
(91) Design Rating: 41.5 (1) (1) 17.1	(91) Subtype: 41.5
(92) Design Rating: 41.5 (1) (1) 17.1	(92) Subtype: 41.5
(93) Design Rating: 41.5 (1) (1) 17.1	(93) Subtype: 41.5
(94) Design Rating: 41.5 (1) (1) 17.1	(94) Subtype: 41.5
(95) Design Rating: 41.5 (1) (1) 17.1	(95) Subtype: 41.5
(96) Design Rating: 41.5 (1) (1) 17.1	(96) Subtype: 41.5
(97) Design Rating: 41.5 (1) (1) 17.1	(97) Subtype: 41.5
(98) Design Rating: 41.5 (1) (1) 17.1	(98) Subtype: 41.5
(99) Design Rating: 41.5 (1) (1) 17.1	(99) Subtype: 41.5
(100) Design Rating: 41.5 (1) (1) 17.1	(100) Subtype: 41.5

Idaho Transportation Department: Division of Highways
Structure Inventory and Appraisal Update

Bridge Key: 2020
Structure Name: 5.1K PALOUSE RIVER
Location: 5.1K S.E. MOSCOW
Admin Jurisdiction: 0201 - North Latah Highway Dist

LOAD RATING	APPRAISAL
(1) Design Load: 24 (13.5 ft) (1)	(1) Subtype: 41.5
(2) Design Rating: 41.5 (1) (1) 17.1	(2) Subtype: 41.5
(3) Design Rating: 41.5 (1) (1) 17.1	(3) Subtype: 41.5
(4) Design Rating: 41.5 (1) (1) 17.1	(4) Subtype: 41.5
(5) Design Rating: 41.5 (1) (1) 17.1	(5) Subtype: 41.5
(6) Design Rating: 41.5 (1) (1) 17.1	(6) Subtype: 41.5
(7) Design Rating: 41.5 (1) (1) 17.1	(7) Subtype: 41.5
(8) Design Rating: 41.5 (1) (1) 17.1	(8) Subtype: 41.5
(9) Design Rating: 41.5 (1) (1) 17.1	(9) Subtype: 41.5
(10) Design Rating: 41.5 (1) (1) 17.1</	

Condition & Appraisal



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	17580	Structure Name:	09320B 50.02
(6)Features Intersected:	SNAKE RIVER; PERRINE BR.	(9)Location:	0.6 N. TWIN FALLS
Facility Carried(Route):	US 93	Admin Jurisdiction:	0004 District 4
Xref Structure Name:		District:	04

LOAD RATING		CONDITION	
(31)Design Load:	5 MS 18 (HS 20)	(58)Deck:	7 Good
(64)Operating Rating:	52 tons / HS28.9	(59)Superstructure:	6 Satisfactory
(66)Inventory Rating:	31 tons / HS17.2	(60)Substructure:	6 Satisfactory
(70)Posting:	5 At/Above Legal Loads	(61)Channel/Protection:	9 No Deficiencies
(41)Posting Status:	A Open, no restriction	(62)Culvert:	N N/A (NBI)

AGE AND SERVICE		APPRAISAL	
(27)Year Built:	1976	(67)Structure Condition:	6 Equal Min Criteria
(106)Year Reconstructed:		(68)Deck Geometry:	6 Equal Min Criteria
(42a)Type of Service On:	5 Highway-pedestrian	(69)Undr/clear, Vert and Horiz:	N Not applicable (NBI)
(42b)Type of Service Under:	5 Waterway	(71)Waterway Adequacy:	9 Above Desirable
(28a)Lanes On: 4	(28b)Lanes Under: 0	(72)Approach Alignment:	8 Equal Desirable Crit
(29)ADT:	31500	(36)Traffic Safety Features:	
(30)Year of ADT:	2018	(a)Bridge Rail:	1 Meets Standards
(109)Truck ADT:	8%	(b)Transition:	1 Meets Standards
(10)Detour Length:	17 miles	(c)Approach Rail:	1 Meets Standards
Speed Limit:	50 MPH	(d)Approach Rail Ends:	1 Meets Standards
		(113)Scour Critical:	9 On Dry Land

PROPOSED IMPROVEMENTS		NAVIGATION DATA	
(75a)Type of Work:	31 Repl-Load Capacity	(38)Navigation Control:	Permit Not Required
(75b)Work Done By:	1 Contract	(39)Vertical Clearance:	
(76)Length of Improvement:	1,500 ft	(40)Horizontal Clearance:	
(94)Bridge Improvement Cost:	\$19,800,000	(111)Fier Protection:	
(95)Rdwy Improvement Cost:	\$1,980,000	(116)Lift Bridge Vert Clr:	
(96)Total Project Cost:	\$26,700,000		
(97)Year of Cost Estimate:	2020		
(114)Future ADT:	47250		
(115)Year of Future ADT:	2038		
YEAR PROGRAMMED:			

INSPECTION			
(90)Inspection Date:	9/14/2020	(91)Inspection Frequency:	24 months
(92)Supplemental Inspections Frequency:		(93)Date of Inspections:	
(a)Fracture Critical Detail:	24 months	(a)FC Inspection Date:	9/14/2020
(b)Underwater Inspection:	NA	(b)UW Inspection Date:	
(c)Fatigue Detail (OS) Inspection:	48 months	(c)Fatigue Detail (OS) Date:	9/14/2020
(d)UBIT Inspection:	24 months	(d)UBIT Date:	9/14/2020
(e)Confined Space Inspection:	24 months	(e)Confined Space Date:	9/14/2020
Channel Cross Section Year:			
Equipment Needed for Regular Inspection?			
None			

- Load Rating items – how much weight can the bridge carry
- Appraisal – Evaluation of the bridge in relation to the level of service it provides on the highway of which it is a part of
- Inspection – types of inspections and dates when they last occurred, intervals until the next ones will occur
- Proposed Improvements – Estimation of future traffic and investments that will need to be made to maintain this crossing



Bridge Inspection Reports

Elements

Notes & Maintenance

Inventory

Condition & Appraisal

Load Rating Summary

Idaho Transportation Department Pontia Field Inspection Report									
Bridge Key:	2032	Structure Name:	SRPA PALOUSE RIVER	Location:	SRPA 2.8 E MOSCOW	Station Name:	SRPA 10.31	Feature:	SRPA PALOUSE RIVER
Feature:	SRPA PALOUSE RIVER	Admin Jurisdiction:	North Lahar Highway Dist	District:	02				
Element	Element Description	Elev.	Total Qty	Units	% State 1	State 2	State 3	State 4	State 5
11	Concrete Deck - Unimpaired w/ AC Overlay	2	654	(SF)	0	100	0	0	0
The asphalt wearing surface is in good condition. The concrete deck offers no visible segment sections of bridge in satisfactory condition with water table leaking.									
30	Steel Deck - Corroded/Orthotropic	2	67	(SF)	0	100	0	0	0
The painted steel corrugated metal deck on welded sections is in satisfactory condition with widespread surface corrosion on rippled sections.									
107	Painted Steel Open Underneath	2	335	(SF)	0	100	0	0	0
The steel girders are in satisfactory condition with widespread surface corrosion. The steel girders bear directly on the concrete abutments in the center portion, and are welded to the steel girders on the side extensions.									
203	Painted Steel Columns or Pile Extensions	3	8	(EA)	0	100	0	0	0
The painted steel H-piles supporting the exterior girders are in satisfactory condition with surface corrosion at normal levels.									
219	Reinforced Concrete Abutment	2	94	(SF)	0	100	0	0	0
The concrete abutment in the original middle section of the bridge is in satisfactory condition with light scaling between channel sections and vertical. Moderate accumulation of surface debris is on the West Abutment between Girders 4 and 5. There is some surface loss on all 4 supports and fairly low on the steel pile extensions.									
219	Painted Steel Cais	2	7	(SF)	0	100	0	0	0
The painted steel wide flange pile caps supporting the exterior girders are in overall satisfactory condition with widespread surface corrosion on the flanges.									
320	Metal Bridge Rating - Good	3	49	(SF)	100	0	0	0	0
The 24 inch-high galvanized W-beam rails and painted steel side flange posts are in good condition.									
301	Score	3	1	(EA)	0	100	0	0	0
2012 (First Need): Most localized corner depression up to 24 inches deep along the West Abutment with up to 2 inches vertical footing exposure from the previous quarter prior to the deterioration since 2013. Score has shifted with a slightly more visible city wall. There was no visible of 2 feet below the footing.									

Idaho Transportation Department Pontia Field Inspection Report						
Bridge Key:	2032	Structure Name:	SRPA PALOUSE RIVER	Location:	SRPA 2.8 E MOSCOW	Station Name:
Feature Inspected:	SRPA PALOUSE RIVER	Admin Jurisdiction:	North Lahar Highway Dist	District:	02	
Additional Condition Information						
ROADWAY APPROACHES: The West Approach is straight and the East Approach is on a curve to the left, but appears to have adequate sight distance.						
CURBSIDEWALKS: The 4-inch high by 6-inch wide galvanized metal curb along the north side of the bridge is in satisfactory condition with minor surface damage to east end. The 4-inch high by 6-inch wide unpainted steel curb along the south side is in satisfactory condition with surface corrosion.						
EMBANKMENT: The gradual embankments are moderately vegetated with grasses and appear stable.						
WINGWALLS: Integral with abutments.						
CHANNEL: No significant change in channel noted. Channel material at the substructure units consists of all silty alluvium up to 30 inches of gravel and pebbles. The West Abutment was situated in the water during the inspection, which flows from north to south. Channel cross section completed on 7/27/2012.						
SIGNS: The weight limit signs are in good condition.						
GUARDRAIL: None.						
UTILITIES: The telephone cable along West Abutment is hanging in the water.						
BSE: Recommended load rating analysis due to increased gravel in footings, per 2012 inspection. Actual posted Type 352 should be 21.0 but Pontia does not allow the current value of 21.1 to be changed.						
WORK ACCOMPLISHED: None observed since last inspection.						
MAINTENANCE RECOMMENDATIONS						
Maintenance Item	Element	Action	Priority	Suggested Work Assignment		
2032-04	Metal Rail Count	Repl Elem	High	Local Agency		
Inspect bridge rails to meet current AASHTO standards.						
2032-04	Bridge	Other	Low	Local Agency		
Inspect bridge rails to meet current AASHTO standards.						
Inspector's Signature: _____						
Inspector's Title: _____						

Idaho Transportation Department: Division of Highways Structure Inventory and Appraisal Update									
Bridge Key:	2032	Structure Name:	SRPA PALOUSE RIVER	Location:	SRPA 2.8 E MOSCOW	Station Name:	SRPA 10.31	Feature:	SRPA PALOUSE RIVER
Feature:	SRPA PALOUSE RIVER	Admin Jurisdiction:	North Lahar Highway Dist	District:	02				
CLASSIFICATION									
(1) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(2) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(3) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(4) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(5) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(6) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(7) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(8) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(9) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(10) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(11) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(12) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(13) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(14) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(15) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(16) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(17) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(18) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(19) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(20) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(21) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(22) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(23) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(24) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(25) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(26) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(27) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(28) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(29) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(30) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(31) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(32) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(33) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(34) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(35) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(36) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(37) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(38) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(39) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(40) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(41) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(42) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(43) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(44) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(45) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(46) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(47) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(48) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(49) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(50) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(51) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(52) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(53) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(54) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(55) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(56) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(57) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(58) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(59) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(60) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(61) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(62) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(63) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(64) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(65) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(66) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(67) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(68) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)
(69) Deck	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)	115 (SB)	115 (NB)

Load Rating Summary

Idaho Transportation Department: Division of Highways
Structure Inventory and Appraisal Update

Bridge Key: 20320	Structure Name: 04804A 10.31
(6) Feature Intersected: S.F.K. PALOUSE RIVER	(9) Location: 0.5 N. 2.8 E. MOSCOW
	Admin Jurisdiction: 6701 - North Latah Highway Dist

WEARING SURFACE and DEAD LOAD INFORMATION

Asphalt: 2.0 inches	Concrete: 0.0 inches
Granular: 7.0 inches	Timber: 0.0 inches

POSTING INFORMATION

WEIGHT

Load Analysis Date: 09/15/87
Load Analysis Required: (A) Reanalysis Required

Load Rating Analysis	IR (tons)	OR (tons)	Recommended Posting (tons)	Actual Posting (tons)
H Truck	8	10		
HS Truck	11	17		
Type3 (3 axle)	8	12	Type3 (3 axle)	12
Type3S2 (5 axle)	13	21	Type3S2 (5 axle)	21
Type3-3 (6 axle)	16	26	Type3-3 (6 axle)	26
			Max Axle	4.0

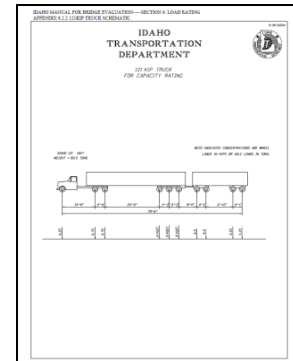
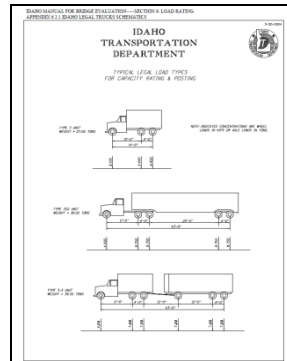
HEIGHT

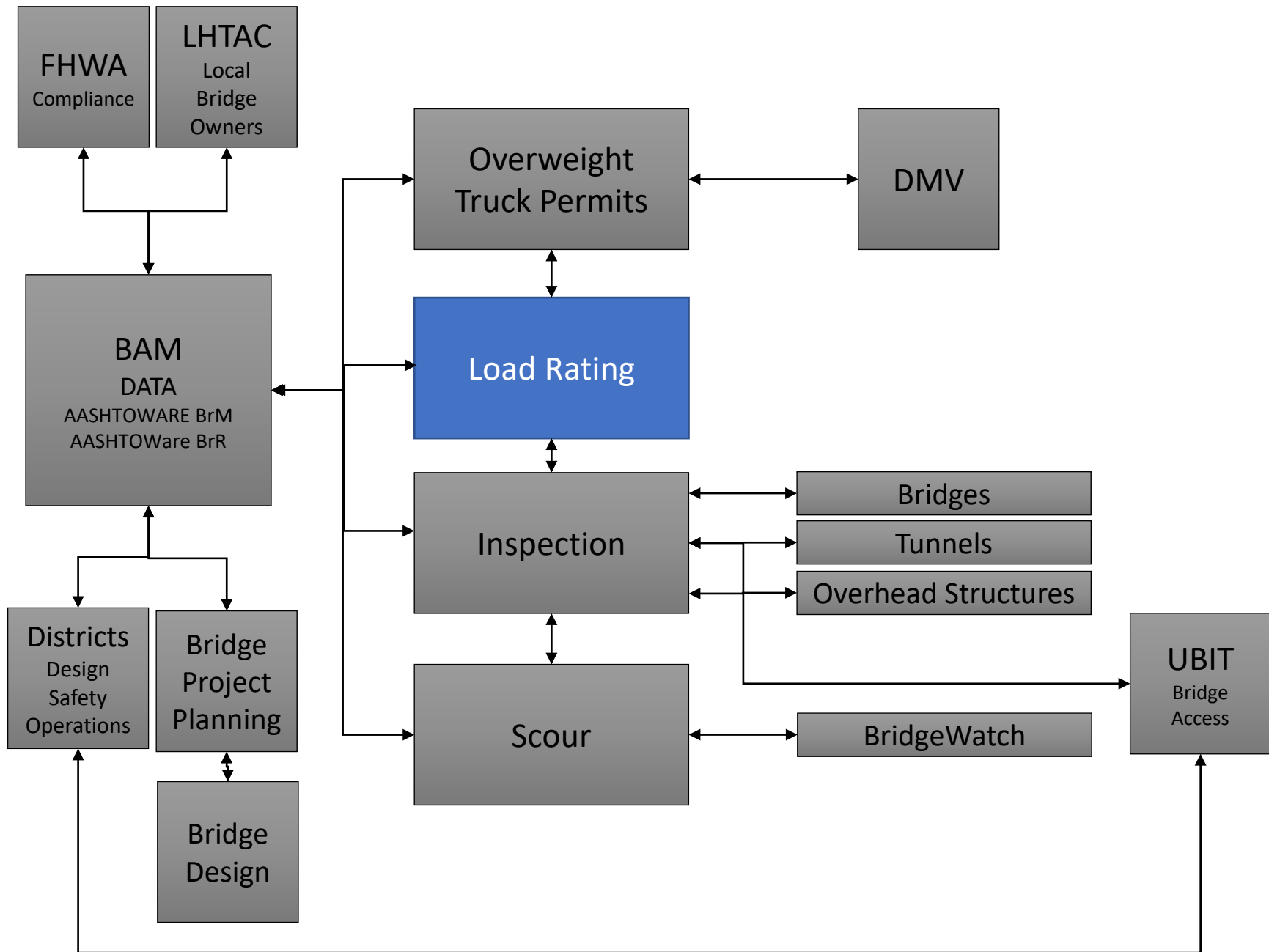
Height Posting:	Recommended	Actual
Single Lane All Vehicles:	No	No
Single Lane Trucks/Buses:	No	No

WIDTH

	Recommended	Actual
Single Lane All Vehicles:	No	No
Single Lane Trucks/Buses:	No	No

- Wearing Surface Information (dead load that can vary)
- Posting Information – contains the maximum weight limits the bridge can take for the Idaho Legal trucks
- Width restrictions





What is a bridge load rating?

A bridge load rating is the amount of live load (vehicle load) a bridge can safely carry. A bridge has an overall capacity (strength) but uses up some of that capacity supporting its own dead-load (self weight).

Dead Load are loads that do not move.



Live Loads are moving loads.



The bottom line of load rating

$$\begin{array}{ccc} \text{Capacity} & > & \text{Demand} \\ \text{(Strength)} & & \text{(Load)} \end{array}$$



What is a load rating used for?

- It is a FHWA requirement that we have a current load rating for state and local bridge in the state of Idaho.



4	Load Rating Engineer Qualifications	C	12/8/21	All 5 ITD engineers serving as load raters are qualified. Additional Consultants support ITD engineers however per the IMBE the ITD engineers are responsible for all ratings.
13	Load Rating	C	12/8/21	All bridges have load ratings on-file. All load ratings for SHVs and Group 2 EVs have been updated for these vehicles. Group 1 EVs are underway with most of them completed.
14	Posting and Restriction Procedures	C	12/8/21	State has suitable posting and closing procedure. All bridges are properly posted.

- Use to evaluate vehicles over legal loads (permits).



Idaho Legal Trucks

IDAHO MANUAL FOR BRIDGE EVALUATION-----SECTION 6: LOAD RATING
APPENDIX 6.2.1 IDAHO LEGAL TRUCKS SCHEMATICS

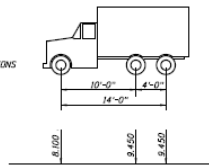
IDAHO TRANSPORTATION DEPARTMENT

TYPICAL LEGAL LOAD TYPES
FOR CAPACITY RATING & POSTING



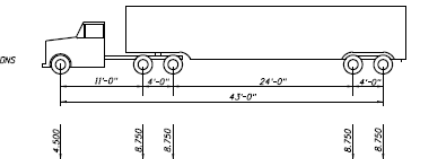
3-30-2004

TYPE 3 UNIT
WEIGHT = 27.00 TONS

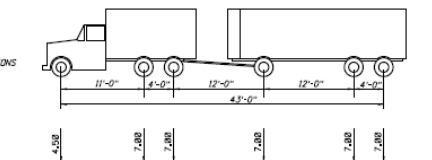


NOTE: INDICATED CONCENTRATIONS ARE WHEEL
LOADS IN KIPS OR AXLE LOADS IN TONS.

TYPE 3S2 UNIT
WEIGHT = 39.50 TONS



TYPE 3-3 UNIT
WEIGHT = 39.50 TONS



6-28

IDAHO MANUAL FOR BRIDGE EVALUATION-----SECTION 6: LOAD RATING
APPENDIX 6.2.2 121KIP TRUCK SCHEMATIC

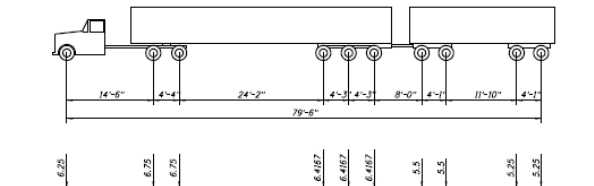
IDAHO TRANSPORTATION DEPARTMENT

121 KIP TRUCK
FOR CAPACITY RATING



3-30-2004

IDAHO 121 UNIT
WEIGHT = 60.5 TONS



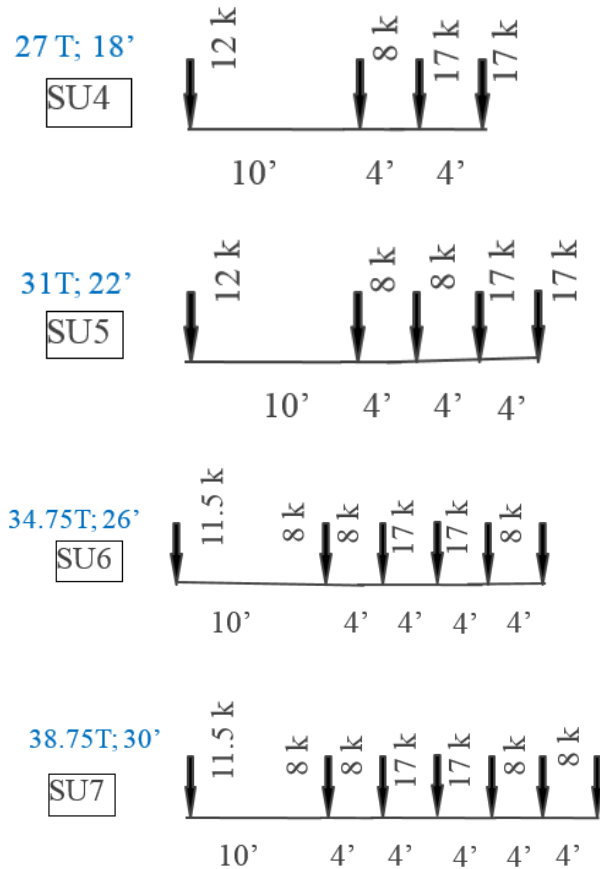
NOTE: INDICATED CONCENTRATIONS ARE WHEEL
LOADS IN KIPS OR AXLE LOADS IN TONS.

6-29



YOUR Safety • • • ► YOUR Mobility • • • ► YOUR Economic Opportunity

SHV's Special Haul Vehicles



EV's

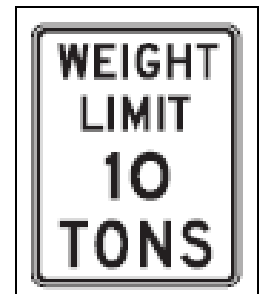
Emergency Vehicles



YOUR Safety • • • ► **YOUR Mobility** • • • ► **YOUR Economic Opportunity**

Posting actions

- As part of the inspection program, ITD evaluates and rates all structures to determine safe load carrying capacity
- When a bridge is no longer able to carry legal weight limits, it must be signed with the maximum safe weight limits that can safely cross.
- Usually, but not always, posting is the result of a bridge that has deteriorated or been damaged
 - May have been designed to a low design load





HA!



Sample Closure Letter



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Your Economic Opportunity**

IDAHO TRANSPORTATION DEPARTMENT
P.O. Box 7129 • Boise, ID 83707-1129
(208) 334-8000 • itd.idaho.gov

February 1, 2022

Ben Weymouth
East Side Highway District
6096 E Mullan Trail Road
Coeur d'Alene, Idaho 83814

RE: Bridge Closure

In response to recommendations made in the 2021 bridge inspection report for the bridge referenced below, the Idaho Transportation Department (ITD) has re-evaluated the bridge for live load carrying capacity. The conclusion of that evaluation is that the structure must be closed to vehicular traffic.

Using visual inspection and Resistograph timber investigation tools, data was collected for the timber piles as part of the yearly inspection performed in 2021. The data indicates significant rot in timber piles at each of the interior bents near the waterline. Some of the piles have just a thin shell on the outside of the pile and a hollow section on the inside of the pile. Photos are included on the next page for your reference. The substructure condition has been lowered to a condition factor of 3 Serious. Additionally, there is broken cross bracing between Bents 5 and 6 and between Bents 7 and 8. The timber deck is in poor condition and exhibits significant section loss. We understand that the East Side Highway District recently replaced approximately 16 timber deck boards that had major decay noted in the 2021 inspection report. According to the bridge plans dated 1953, the steel truss was salvaged from another bridge and modified to be used for this bridge. The truss exhibits surface corrosion and out of plane bending in some of the members. The bridge has been posted since 1997 with a maximum allowed gross single axle weight of 4 tons.

To ensure the safety of the traveling public, the bridge should be closed immediately. Please contact Patty Fish at (208) 334-8847 or patty.fish@itd.idaho.gov when the closure signs and barriers have been installed. Your attention to this matter is much appreciated. If you need further information regarding this bridge, feel free to call me at (208) 334-8407.

Sincerely,

Dan Gorley, P.E.
Bridge Asset Management Engineer

cc: LHTAC – Laila Kral, Scott Wood, Amanda LaMott
East Side Highway District – John Pankratz, Rosie Leake
Bridge Inspectors– Scott Hibbs, Rick Smith

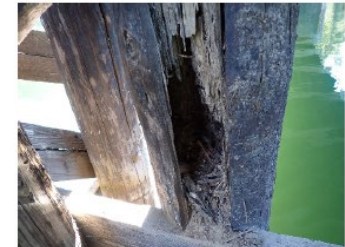
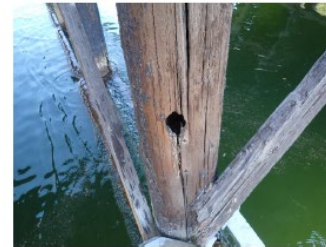
BRIDGE INFORMATION:

Bridge Key:	30510	Feature Intersected:	CD'A River; Springston BR
Structure Name:	X995280 1.82	Location:	1.7 N. 2.4 E. Harrison
Route:	S. Anderson Lake Rd	Mile Point:	102.392
Admin. Jurisdiction:	Kootenai County	District:	1



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(208) 334-8000 • itd.idaho.gov



Closure letter



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YOUR Safety • • • ► **YOUR Mobility** • • • ► **YOUR Economic Opportunity**

Solutions – can we help?



Overlays or more
material (gravel) on
a deck

Capacity
concerns



Widening of a deck

Capacity
concerns



Expertise available
to check overweight
truck loads

Local owners
providing
permits



Posting concerns

ITD & LHTAC have
expertise to advise
on temporary
and/or permanent
solutions to
posting
restrictions



Question everything!

Why?



YOUR Safety ... **YOUR Mobility** ... **YOUR Economic Opportunity**