



Elm/Env	Element Description	Total Qty	Units	State 1	State 2	State 3	State 4
12/3	Reinforced Concrete Deck	14004	sq.ft	13252	650	102	0
	Reinforced concrete deck with an asphalt wearing surface is in fair condition. Asphalt wearing surface has minor wear throughout with a few small spalls for the entire length of the bridge. Patched areas of asphalt in spans 1 and 2. (CS 3) Spalls up to 2 inches deep with exposed rebar in the truss span soffit. The deck fascias over the floor beams typically had spalling with exposed rebar. Top of the deck has a 3 foot diameter spall in the west shoulder at pier 7 with one exposed rebar. (CS 3) Spall with exposed and corroding rebar at floor beam 6 near the east truss that is 16 inches long x 6 inches high x 3 inches deep. Rebar has up to 10 percent loss of section due to corrosion. Hairline transverse cracks up to with efflorescence stains, primarily in the main span. Approach spans have several hairline transverse cracks with efflorescence.						
510/3	Wearing Surfaces	11041	sq.ft	0	11041	0	0
	<i>Asphalt wearing surface has minor wear throughout with a few small spalls for the entire length of the bridge. Patched areas of asphalt in spans 1 and 2.</i>						
1080/3	Delamination/Spall/Patched Area	150	sq.ft	0	50	100	0
	<i>(CS 3) Spalls up to 2 inches deep with exposed rebar in the truss span soffit. The deck fascias over the floor beams typically had spalling with exposed rebar. Top of the deck has a 3 foot diameter spall in the west shoulder at pier 7 with one exposed rebar.</i>						
1090/3	Exposed Rebar	2	sq.ft	0	0	2	0
	<i>(CS 3) Spall with exposed and corroding rebar at floor beam 6 near the east truss that is 16 inches long x 6 inches high x 3 inches deep. Rebar has up to 10 percent loss of section due to corrosion.</i>						
1120/3	Efflorescence/Rust Staining	600	sq.ft	0	600	0	0
	<i>Hairline transverse cracks up to with efflorescence stains, primarily in the main span. Approach spans have several hairline transverse cracks with efflorescence.</i>						
110/3	Reinforced Concrete Open Girder/Beam	1010	ft	957	50	3	0
	Reinforced concrete girders and diaphragms located in all approach spans. The girder bottoms have several locations of small spalls with exposed rebar. (CS 3) The west exterior girder has a 12 inch high x 6 inch wide spall with exposed and corroded rebar and three 6 inch diameter areas of delamination near the south abutment. The middle girder at the north abutment has two spalls with 8 inch long sections of exposed rebar with corrosion and pitting up to 1/16 inch deep. The girders have hairline to 1/32 inch wide vertical cracks.						
1080/3	Delamination/Spall/Patched Area	3	ft	0	3	0	0
	<i>The west exterior girder has three 6 inch diameter areas of delamination near the south abutment.</i>						
1090/3	Exposed Rebar	20	ft	0	17	3	0
	<i>The girder bottoms have several locations of small spalls with exposed rebar. (CS 3) The west exterior girder has a 12 inch high x 6 inch wide spall with exposed and corroded rebar near the south abutment. The middle girder has two spalls with 8 inch long sections of exposed rebar with corrosion and pitting up to 1/16 inch deep.</i>						
1130/3	Cracking (RC and Other)	30	ft	0	30	0	0
	<i>The girders have hairline to 1/32 inch wide vertical cracks.</i>						



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01

113/3	Steel Stringer	633	ft	0	633	0	0
-------	-----------------------	-----	----	---	-----	---	---

Steel stringers on main steel truss. The coating has generally failed along the flanges and is beginning to fail elsewhere. The stringers have surface corrosion at areas of coating failure, which is typically along the top flanges.

515/3	Steel Protective Coating	2850	sq.ft	1350	250	250	1000
-------	---------------------------------	------	-------	------	-----	-----	------

The coating has generally failed along the flanges and is beginning to fail elsewhere.

1000/3	Corrosion	633	ft	0	633	0	0
--------	------------------	-----	----	---	-----	---	---

The stringers have surface corrosion at areas of coating failure, which is typically along the top flanges.

120/3	Steel Truss	337	ft	9	266	62	0
-------	--------------------	-----	----	---	-----	----	---

Steel through truss is in poor condition. Steel plates that appear nonstructural are welded to the bottom flange of the bottom chord where the railroad tracks pass under the bridge. Steel protective coating has failed along the bottom chord and on the top surfaces of the top chord and beginning to fail elsewhere. Surface corrosion at locations between the web plates and bottom chord channels. There is no coating on the portals and sway braces with minor corrosion throughout. (CS 3) Bottom Chords L1E-L4E and L3W-L6W have 1/16 inch thick pack rust which is causing out of plane bending between the bottom chord and the stiffener plates. 1/4 inch diameter pitting nodules up to 1/16 inch deep on the bottom chord members. (CS 3) Vertical L5E-U5E has a crack from a rivet extending to the channel edge on the northwest flange at the upper connection. Vertical L5W-U5W has a crack from a rivet extending to the channel edge on the northeast flange just below the upper connection. Vertical L5W-U5W has a crack on both sides of the rivet on the southeast flange at the lower brace connection. Vertical L5E-U5E has a crack from a rivet extending to the channel edge on the northeast flange. Vertical L2E-U2E has impact damage on the southwest flange and is bent 1.5 inches out of plane over a 5 inch length with a 2 inch tear. Minor out of plane bending in L4E-U4E. (CS 3) L6E-U6E has a 6 inch high x 2 inch wide area of out of plane bending located 3 feet above the deck. Impact damage to the L5-U5 sway brace has caused the verticals to slightly buckle inward on both trusses. Vertical L5-U5 on both trusses are out of plumb by 1.5 inches. All four sway braces have impact damage and were bent out of plane to the north and south by 3 to 6 inches. The rear south portal member has up to 2 inches of out of plane bending near the east end due to impact from an over height logging truck. A 1 inch deep dent can be found at the area of impact.

515/3	Steel Protective Coating	8900	sq.ft	5405	995	995	1505
-------	---------------------------------	------	-------	------	-----	-----	------

Steel protective coating has failed along the bottom chord and on the top surfaces of the top chord and beginning to fail elsewhere.

1000/3	Corrosion	310	ft	0	264	46	0
--------	------------------	-----	----	---	-----	----	---

Surface corrosion at locations between the web plates and bottom chord channels. There is no coating on the portals and sway braces with minor corrosion throughout. (CS 3) Bottom Chords L1E-L4E and L3W-L6W have 1/16 inch thick pack rust which is causing out of plane bending between the bottom chord and the stiffener plates. 1/4 inch diameter pitting nodules up to 1/16 inch deep on the bottom chord members.

1010/3	Cracking	4	ft	0	0	4	0
--------	-----------------	---	----	---	---	---	---

(CS 3) Vertical L5E-U5E has a crack from a rivet extending to the channel edge on the northwest flange at the upper connection. Vertical L5W-U5W has a crack from a rivet extending to the channel edge on the northeast flange just below the upper connection. Vertical L5W-U5W has a crack on both sides of the rivet on the southeast flange at the lower brace connection. Vertical L5E-U5E has a crack from a rivet extending to the channel edge on the northeast flange.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01

1900/3 **Distortion** 14 ft 0 2 12 0

Vertical L2E-U2E has impact damage on the southwest flange and is bent 1.5 inches out of plane over a 5 inch length with a 2 inch tear. Minor out of plane bending in L4E-U4E. (CS 3) L6E-U6E has a 6 inch high x 2 inch wide area of out of plane bending located 3 feet above the deck. Impact damage to the L5-U5 sway brace has caused the verticals to slightly buckle inward on both trusses. Vertical L5-U5 on both trusses are out of plumb by 1.5 inches. All four sway braces have impact damage and were bent out of plane to the north and south by 3 to 6 inches. The rear south portal member has up to 2 inches of out of plane bending near the east end due to impact from an over height logging truck. A 1 inch deep dent can be found at the area of impact.

7000/3 **Damage** 14 ft 0 2 12 0

Vertical L2E-U2E has impact damage on the southwest flange and is bent 1.5 inches out of plane over a 5 inch length with a 2 inch tear. Minor out of plane bending in L4E-U4E. (CS 3) L6E-U6E has a 6 inch high x 2 inch wide area of out of plane bending located 3 feet above the deck. Impact damage to the L5-U5 sway brace has caused the verticals to slightly buckle inward on both trusses. Vertical L5-U5 on both trusses are out of plumb by 1.5 inches. All four sway braces have impact damage and were bent out of plane to the north and south by 3 to 6 inches. The rear south portal member has up to 2 inches of out of plane bending near the east end due to impact from an over height logging truck. A 1 inch deep dent can be found at the area of impact.

152/3 **Steel Floor Beam** 207 ft 0 175 32 0

Steel floor beams on the main steel truss. Steel protective coating has failed along the flanges and is beginning to fail elsewhere. The floor beams have surface corrosion at areas of coating failure with more significant corrosion on the outer 2.5 feet of each floor beam due to debris buildup. (CS 3) The lower webs have areas of 1/16 inch thick delamination and pitting. Floor beam 6 has a 4 inch area of 1/16 inch deep pitting in the center of the north face at the top of the web Floor beam 6 has moderate corrosion in the lower 3 inches of the web and the top of the bottom flange with pitting up to 1/8 inch deep for 3 feet. There are delaminations at the floor beam ends that are up to 20 inches high and up to 30 inches long at the east end of floor beams 0, 1, 2, and 3 and at the west end of floor beams 3, 4, and 5. On the north face of floor beam 3 at L3E there is an area of 0.29 inch thick delamination near the bottom of the web. On the north face of floor beam 3 at L3W there is an area of 0.27 inch thick delamination near the bottom of the web. On the north face of floor beam 3 at L4W there is an area of 0.28 inch thick delamination near the bottom of the web.

515/3 **Steel Protective Coating** 1863 sq.ft 1063 200 200 400

Steel protective coating has failed along the flanges and is beginning to fail elsewhere.

1000/3 **Corrosion** 207 ft 0 175 32 0

The floor beams have surface corrosion at areas of coating failure with more significant corrosion on the outer 2.5 feet of each floor beam due to debris buildup. (CS 3) The lower webs have areas of 1/16 inch thick delamination and pitting. Floor beam 6 has a 4 inch area of 1/16 inch deep pitting in the center of the north face at the top of the web Floor beam 6 has moderate corrosion in the lower 3 inches of the web and the top of the bottom flange with pitting up to 1/8 inch deep for 3 feet. There are delaminations at the floor beam ends that are up to 20 inches high and up to 30 inches long at the east end of floor beams 0, 1, 2, and 3 and at the west end of floor beams 3, 4, and 5. On the north face of floor beam 3 at L3E there is an area of 0.29 inch thick delamination near the bottom of the web. On the north face of floor beam 3 at L3W there is an area of 0.27 inch thick delamination near the bottom of the web. On the north face of floor beam 3 at L4W there is an area of 0.28 inch thick delamination near the bottom of the web.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01

162/3 Steel Gusset Plate	28	each	0	12	16	0
---------------------------------	----	------	---	----	----	---

Steel gusset plates on the main steel span. Steel protective coating has failed along the edges and is beginning to fail elsewhere. Surface corrosion in the areas of coating failure. (CS 3) The plate edges have more significant corrosion on the interior lower gusset plates due to debris build up. Rivets typically have pack rust up to 1/8 inch thick.

515/3 Steel Protective Coating	1008	sq.ft	408	200	200	200
---------------------------------------	------	-------	-----	-----	-----	-----

Steel protective coating has failed along the edges and is beginning to fail elsewhere.

1000/3 Corrosion	28	each	0	12	16	0
-------------------------	----	------	---	----	----	---

Surface corrosion in the areas of coating failure. (CS 3) The plate edges have more significant corrosion on the interior lower gusset plates due to debris build up. Rivets typically have pack rust up to 1/8 inch thick.

205/3 Reinforced Concrete Column	19	each	0	17	2	0
---	----	------	---	----	---	---

(3) Reinforced concrete columns each on Piers 1-5 and (2) reinforced concrete columns each on Piers 6 and 7. (CS 3) Pier 4 east column 3 has a 1 square foot spall on the north side. Pier 6, Column 2 has a spall with exposed and corroded rebar that is 3 square feet x 3 inches deep with associated efflorescence staining and cracking. All of the concrete columns have random vertical cracks up to 1/16 inch wide.

1080/3 Delamination/Spall/Patched Area	2	each	0	0	2	0
---	---	------	---	---	---	---

(CS 3) Pier 4 east column 3 has a 1 square foot spall on the north side. Pier 6, Column 2 has a spall with exposed and corroded rebar that is 3 square feet x 3 inches deep with associated efflorescence staining and cracking.

1130/3 Cracking (RC and Other)	17	each	0	17	0	0
---------------------------------------	----	------	---	----	---	---

All of the concrete columns have random vertical cracks up to 1/16 inch wide.

210/3 Reinforced Concrete Pier Wall	148	ft	116	20	12	0
--	-----	----	-----	----	----	---

Piers 1-5 have reinforced concrete webwalls at the top and at the base, and Piers 6 and 7 have solid walls between the columns. (CS 3) The top of the west lower wall of Pier 3 has a 4 foot long x 1 foot wide x 2 inch deep spall with two exposed rebar. The east lower wall of Pier 3 has a 4 foot long x 1 foot wide x 1.5 inch deep spall. 1/32 inch wide cracks in the west lower wall of pier 4, the lower wall of pier 5, and (CS3) 1/16 inch wide cracks in both sides of the pier 6 wall.

1080/3 Delamination/Spall/Patched Area	10	ft	0	0	10	0
---	----	----	---	---	----	---

(CS 3) The top of the west lower wall of Pier 3 has a 4 foot long x 1 foot wide x 2 inch deep spall with two exposed rebar. The east lower wall of Pier 3 has a 4 foot long x 1 foot wide x 1.5 inch deep spall.

1130/3 Cracking (RC and Other)	22	ft	0	20	2	0
---------------------------------------	----	----	---	----	---	---

1/32 inch wide cracks in the west lower wall of pier 4, the lower wall of pier 5, and (CS3) 1/16 inch wide cracks in both sides of the pier 6 wall.

215/3 Reinforced Concrete Abutment	80	ft	67	5	8	0
---	----	----	----	---	---	---

Reinforced concrete spill through abutments have three concrete columns with column caps, web-walls, and integral wingwalls and are in fair condition. (CS 3) The south abutment has a 2 foot long x 6 inch wide x 4 inch deep area of disintegration at the east girder pedestal. The north abutment has a 2 foot long x 1.5 foot wide x 4 inch deep spall with exposed rebar west girder pedestal. The south abutment webwall has hairline to 1/32 inch wide diagonal cracks with light to moderate efflorescence staining. (CS 3) All of the concrete columns have random vertical cracks up to 1/16 inch wide.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01

1080/3 **Delamination/Spall/Patched Area** 4 ft 0 0 4 0

(CS 3) The south abutment has a 2 foot long x 6 inch wide x 4 inch deep area of disintegration at the east girder pedestal. The north abutment has a 2 foot long x 1.5 foot wide x 4 inch deep spall with exposed rebar west girder pedestal.

1130/3 **Cracking (RC and Other)** 9 ft 0 5 4 0

The south abutment webwall has hairline to 1/32 inch wide diagonal cracks with light to moderate efflorescence staining. (CS 3) All of the concrete columns have random vertical cracks up to 1/16 inch wide.

234/3 **Reinforced Concrete Pier Cap** 56 ft 53 0 3 0

Reinforced concrete pier caps at Piers 6 and 7. Pier 7 has a 3 foot long x 2 foot high spall with associated cracking, efflorescence, and an exposed and corroding rebar at the top of the west corner.

1080/3 **Delamination/Spall/Patched Area** 3 ft 0 0 3 0

Pier 7 has a 3 foot long x 2 foot high spall with associated cracking, efflorescence, and an exposed and corroding rebar at the top of the west corner.

303/3 **Assembly Joint With Seal** 109 ft 0 0 109 0

Sliding steel plate at Pier 3, Pier 6, Pier 7, and the north abutment. (CS 3) Joint at pier 6 is completely closed and the joint at pier 3 is impacted with dirt and debris. (CS 3) Joints have been cleaned, exposing areas of moderate corrosion on all the joints with evidence of leakage.

2350/3 **Debris Impaction** 28 ft 0 0 28 0

(CS 3) Joint at pier 6 is completely closed and the joint at pier 3 is impacted with dirt and debris.

2370/3 **Metal Deterioration or Damage** 81 ft 0 0 81 0

(CS 3) Joints have been cleaned, exposing areas of moderate corrosion on all the joints with evidence of leakage.

304/3 **Open Expansion Joint** 28 ft 0 0 28 0

Open joint at the south abutment. (CS 3) The south expansion joint has been paved over.

2350/3 **Debris Impaction** 28 ft 0 0 28 0

(CS 3) The south expansion joint has been paved over.

311/3 **Movable Bearing** 23 each 0 19 4 0

The main span has roller bearings on Pier 7. There are rocker bearings for the approach spans on Piers 1, 3, 5, and 6 and on both abutments. The coating on the movable bearings has failed. All bearings exhibit surface corrosion at areas of coating failure. Three bearings were covered with 2 inches of dirt and debris. (CS 3) The bearing at Pier 3 on the west column is leaning 8 degrees to the south. At the South abutment, all bearings are leaning 10 degrees to the south with 1/16 inch of space left before the girder hits the back wall at 75 degrees F. Roller bearing at pier 7 is in full expansion at 75 degrees F.

515/3 **Steel Protective Coating** 92 sq.ft 0 0 0 92

The coating on the movable bearings has failed.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01

1000/3 **Corrosion** 19 each 0 19 0 0

All bearings exhibit surface corrosion at areas of coating failure.

2220/3 **Alignment** 4 each 0 0 4 0

(CS 3) The bearing at Pier 3 on the west column is leaning 8 degrees to the south. At the South abutment, all bearings are leaning 10 degrees to the south with 1/16 inch of space left before the girder hits the back wall at 75 degrees F. Roller bearing at pier 7 is in full expansion at 75 degrees F.

313/3 **Fixed Bearing** 11 each 0 11 0 0

The main span has fixed bearings on Pier 6. Fixed bearings for the approach spans on Piers 2, 4, and 7. The coating on the fixed bearings has 50 percent failure. All bearings exhibit surface corrosion at areas of coating failure. Minor to moderate buildup of dirt and debris at all fixed bearings.

515/3 **Steel Protective Coating** 44 sq.ft 0 0 0 44

The coating on the fixed bearings has 50 percent failure.

1000/3 **Corrosion** 11 each 0 11 0 0

All bearings exhibit surface corrosion at areas of coating failure.

330/3 **Metal Bridge Railing** 322 ft 0 322 0 0

Bridge railing for the main span consists of steel top rail, steel lower rail, steel posts, and a reinforced concrete curb. The coating has failed throughout and there is surface corrosion in areas of coating failure.

515/3 **Steel Protective Coating** 669 sq.ft 0 0 0 669

The protective coating has failed throughout.

1000/3 **Corrosion** 322 ft 0 322 0 0

Surface corrosion in areas of coating failure.

331/3 **Reinforced Concrete Bridge Railing** 682 ft 0 170 480 32

The bridge railing for the approach spans consists of reinforced concrete rails. (CS 3/4) The integral curbs have spalling along the top corner exposing rebar with surface corrosion in over 50 percent of the approach spans. Between Piers 3 and 4 on the west rail there are severe impact damage spalls along the concrete rail and a 20 foot section has broken and is only being held up by a steel repair and the reinforcing rebar. (CS 3) The concrete bridge rail has moderate to heavy abrasion throughout with several areas of exposed rebar primarily in the top of the rails and in the curbs.

1080/3 **Delamination/Spall/Patched Area** 652 ft 0 170 450 32

(CS 3/4) The integral curbs have spalling along the top corner exposing rebar with surface corrosion in over 50 percent of the approach spans. Between Piers 3 and 4 on the west rail there are severe impact damage spalls along the concrete rail and a 20 foot section has broken and is only being held up by a steel repair and the reinforcing rebar.

1090/3 **Exposed Rebar** 30 ft 0 0 30 0

(CS 3) The concrete bridge rail has moderate to heavy abrasion throughout with several areas of exposed rebar primarily in the top of the rails and in the curbs.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01

7000/3 **Damage**

32 ft 0 0 0

32

(CS 4) Between Piers 3 and 4 on the west rail there are severe impact damage spalls along the concrete rail and a 20 foot section has broken and is only being held up by a steel repair and the reinforcing rebar.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01

Additional Information

ROADWAY APPROACHES: Asphalt and chipseal approaches are in fair condition. The north approach has minor spalling at the abutments; up to 1 inch deep along north abutment joint. The south approach is new and in good condition.

EMBANKMENTS: The southeast corner wingwall has erosion and is undermined up to 12 inch vertical with full penetration and exposed corrugated pipe for the deck drain.

CHANNEL: Sandy bottom creek appears stable. Channel cross section last done in June 2014; it is not required since no substructure units are situated in the water. Active railroad tracks runs under main span.

SIDEWALKS/CURBS: Approach span curbs are continuous with the railing. Concrete curbs in all spans have heavy abrasion; 10 percent has spalling and abrasion on the top half with fully exposed rebar.

SIGNS: Hazard markers are up at all corners. Both approaches and both truss portals have 15 feet 4 inch vertical clearance signs.

GUARDRAIL: At the south approach only, there is timber post and steel rail with minor scrapes and distortion throughout. There is a gap that is approximately 10 feet wide between the approach rail and the bridge rail.

UTILITIES: Overhead utilities run along the south half of the west side of structure; they stop before they get to the railroad and truss.

NOTES: Superstructure rating is a 4 due to the impact damage to the truss vertical members at panel point 5 and sway bracing also due to the corrosion on the bottom chord.

OTHER INSPECTIONS PERFORMED: NSTM inspection performed using rope access to inspect the Non-Redundant Steel Tension Members with Dylon Moss, Michael Delveaux, and Danny Debes with Collins Engineers on 6/4/2023. In-depth inspection performed on 6/3/2020 using the UBIT to inspect the approach spans.

SCOUR REVIEW:

INSPECTION FREQUENCY: N/A

WORK ACCOMPLISHED: New asphalt in the south approach, deck drains cleaned, vegetation in span 1 removed, debris cleaned from bottom chord members, and expansion joints cleaned.

LOAD RATING:



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01

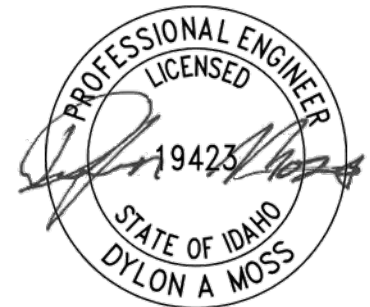
Maintenance Recommendations

Recommendation	Priority	Suggested Work Assignment
Repair impact damage to sway brace at panel point 5, and both verticals at panel point 5.	High	Local Agency
Install guardrail on the north approach and repair gap in guardrail on the south approach.	High	Local Agency
Repair spalled areas on substructure units with exposed rebar.	Low	Local Agency
Clean and lubricate roller bearing devices for trusses. Remove steel plate cover at Piers 1, 3, 5, 6, and both abutments to help reduce buildup of debris.	Medium	Local Agency
Repair concrete bridge rail at location of severe impact damage.	High	Local Agency
Repair curb spalls with exposed rebar.	Low	Local Agency
Repair erosion of southeast roadway embankment.	Low	Local Agency

Inspector's Signature: _____

06/04/2023

Inspector Number and Name: 1021 - Dylan Moss, Collins Engineers





Idaho Transportation Department Bridge Inspection Report

Bridge Key: 30315
(6)Features Intersected: BNRR;UPRR & DEEP CREEK
Facility Carried(Route): S5907;DEEP CRK LP
Xref Structure Name:

Structure Name: 95907A 0.24
(9)Location: 0.1 S. NAPLES
Admin Jurisdiction: 2100 Boundary County
District: 01

IDENTIFICATION

(1)State: 16 Idaho
(2)District: District 1
(3)County: 021 Boundary
(4)Place Code: Not within City/Town
(5)Inventory Route: 141059070
(7)Facility Carried: S5907;DEEP CRK LP
(11)Milepoint: 0.244203 Agency Milepost: 104.374
(12)Base Hwy Network: Not on Base Network
(13a)LRS Inventory Route:
(13b)LRS Sub Route:
(16)Latitude: 48° 33' 58.0"
(17)Longitude: 116° 23' 41.2"
(98)Border Bridge Code:
(99)Border Bridge ID:
Segment Code: 000889
Segment Under Rte:
Segment Other Rte:
Drawing Number: 55
Project Key Number: 6-A
Inspection Area: 911
MPO: N/A

CLASSIFICATION

(112)NBIS Length: Long Enough
(104)Highway System: 0 Not on NHS
(26)Functional Class: 07 Rural Mjr Collector
(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: County Hwy Agency
(22)Owner: County Hwy Agency
(37)Historical Significance: 4 Hist sign not determin

GEOMETRIC DATA

(48)Maximum Span Length: 161.0 ft
(49)Structure Length: 502 ft
Total Length: 502 ft
(50a)Curb/Sidewalk Width Lt: 0.7 ft
(50b)Curb/Sidewalk Width Rt: 0.7 ft
(51)Width Curb to Curb: 24.2 ft
(52)Width Out to Out: 27.2 ft
(32)App Roadway Width: 28 ft
(33)Median: 0 No median
(34)Skew: 0°
(35)Structure Flared: 0 No flare
(10)Vertical Clearance: 15.58 ft
(47)Total Horiz Clearance: 24.2 ft
(53)Min Vert Clr Over Deck: 15.58 ft
(54a)Min Vert Underclr Ref: R Railroad beneath struc
(54b)Min Vert Underclr: 23.17 ft
(55a)Min Lat Underclr Ref Rt: R Railroad beneath struc
(55b)Min Lat Underclr Rt: 12.0 ft
(56)Min Lat Underclr Lt: 14.0 ft

STRUCTURE TYPE AND MATERIALS

(43a/b)Main Span Material/Design:
3 Steel 10 Truss-Thru
(44a/b)Approach Span Material/Design:
1 Concrete 04 Tee Beam
(45)No. of Spans Main Unit: 1
(46)No. of Approach Spans: 7
(107)Deck Type: 1 Concrete-Cast-in-Place
(108a)Wearing Surface: 6 Bituminous
(108b)Membrane: 0 None
(108c)Deck Protection: None

Deck Applications

LRS

Route ID: 00889AOH000
Measure: 0.244203376
Route ID Under Rte:
Measure Under Rte:
Route ID 2nd Rte Under:
Measure 2nd Rte Under:



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01

LOAD RATING

(31)Design Load: 2 M 13.5 (H 15)
(64)Operating Rating: 43 tons / HS23.9
(66)Inventory Rating: 25 tons / HS13.9
(70)Posting: 5 At/Above Legal Loads
(41)Posting Status: A Open, no restriction

CONDITION

(58)Deck: 5 Fair
(59)Superstructure: 4 Poor
(60)Substructure: 5 Fair
(61)Channel/Protection: 8 Protected
(62)Culvert: N N/A (NBI)

AGE AND SERVICE

(27)Year Built: 1936
(106)Year Reconstructed:
(42a)Type of Service On: 1 Highway
(42b)Type of Service Under: 7 Railroad-waterway
(28a)Lanes On: 2 (28b)Lanes Under: 0
(29)ADT: 880
(30)Year of ADT: 2022
(109)Truck ADT: 11%
(19)Detour Length: 2 miles
Speed Limit: 25 MPH

APPRAISAL

(67)Structure Condition: 4 Minimum Tolerable
(68)Deck Geometry: 4 Tolerable
(69)Undrclear,Vert and Horiz: 5 Above Tolerable
(71)Waterway Adequacy: 9 Above Desirable
(72)Approach Alignment: 6 Equal Min Criteria
(36)Traffic Safety Features:
(a)Bridge Rail: 0 Substandard
(b)Transition: 0 Substandard
(c)Approach Rail: 0 Substandard
(d)Approach Rail Ends: 0 Substandard
(113)Scour Critical: 8 Stable Above Footing

PROPOSED IMPROVEMENTS

(75a)Type of Work: 31 Repl-Load Capacity
(75b)Work Done By: 1 Contract
(76)Length of Improvement: 532 ft
(94)Bridge Improvement Cost: \$4,213,000
(95)Rdwy Improvement Cost: \$421,300
(96)Total Project Cost: \$6,320,000
(97)Year of Cost Estimate: 2019
(114)Future ADT: 1320
(115)Year of Future ADT: 2042
YEAR PROGRAMMED:

NAVIGATION DATA

(38)Navigation Control: Permit Not Required
(39)Vertical Clearance:
(40)Horizontal Clearance:
(111)Pier Protection:
(116)Lift Bridge Vert Clr:

ENVIRONMENTAL

Environmental Concerns: No

INSPECTION

(90)Inspection Date: 6/4/2023 (91)Inspection Frequency: 12 months
(92)Supplemental Inspections Frequency: (93)Date of Inspections:
(a)Fracture Critical Detail: 12 months (a)FC Inspection Date: 6/4/2023
(b)Underwater Inspection: NA (b)UW Inspection Date:
(c)Fatigue Detail (OS) Inspection: NA (c)Fatigue Detail (OS) Date:
(d)In-Depth Inspection: 48 months (d)In-Depth Date: 6/3/2020
(e)Confined Space Inspection: NA (e)Confined Space Date:

Channel Cross Section Year:

Equipment Needed: UBIT



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01

WEARING SURFACE and DEAD LOAD INFORMATION

Asphalt:	1.0 inches	Concrete:	0.0 inches
Granular:	0.0 inches	Timber:	0.0 inches

POSTING INFORMATION

WEIGHT

Load Analysis Date: 04/17/2017
Load Analysis Required: N Analysis Complete

Bridge Factor: 741
Route Color: Blue

Load Rating Analysis

	IR (tons)	OR (tons)	
H Truck	17	29	
HS Truck	25	43	
Type3	21	36	Type3
Type 3S2	37	63	Type 3S2
Type 3-3	36	60	Type 3-3
			Axle Limit

Recommended Posting(tons)	Actual Posting(tons)
------------------------------	-------------------------

HEIGHT

	Recommended	Actual
Height Posting:	15.33 ft	15.33 ft

ACTUAL WIDTH POSTING

Single Lane All Vehicles:	N
Single Lane Trucks/Buses:	N

**IDAHO TRANSPORTATION DEPARTMENT
NON-REDUNDANT STEEL TENSION MEMBER INSPECTION REPORT**

**NON-REDUNDANT STEEL TENSION MEMBER BRIDGE
INSPECTION SUMMARY SHEET**

Features: BNRR;UPRR & DEEP CREEK
Bridge Key: 30315
Structure Name: 95802A 104.30
Owner: Boundary County
Route: Deep Creek Rd.
Milepost: 104.417

Inspection Date: 6/4/2023
Drawing #: 55

Equipment Required: Climbing Equipment, wire brush, portable grinder, and D meter
Preparation Notes: Use rope access climbing. Active RR but no advance notice required. No traffic control required.

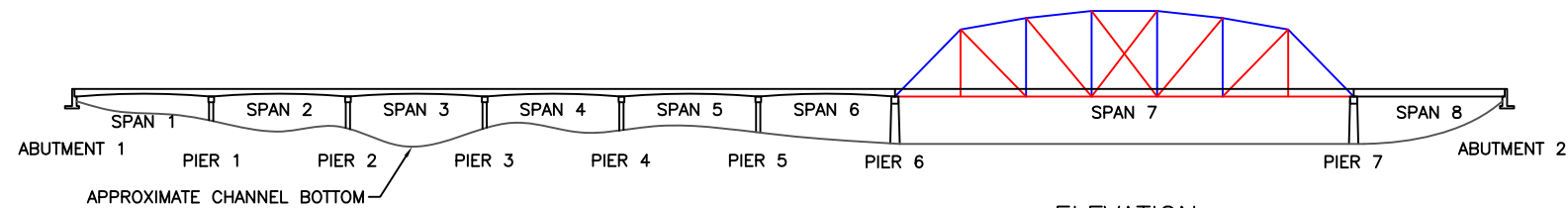
Inspection Procedures: (Should be specific to the bridge and discuss relevant risk factors)

1. Inspect according to General procedures in IMBE Section 4.2.5.5.
2. Bridge built in 1936 with little information available.
 - Fatigue, fracture, and toughness were not primary concerns when designing bridges prior to the 1980s.
 - The bridge has had over 80 years of load cycles and potentially overloaded traffic.
3. Emphasis on damage to truss members due to impact damage to sway braces. At this time it does not affect NSTMs.
4. Emphasis on bottom chord that is filled with dirt and debris.
5. Emphasis on inside faces of lower gusset plates that have dirt and debris buildup.
6. Emphasis on floor beams with laminar rust and pitting.

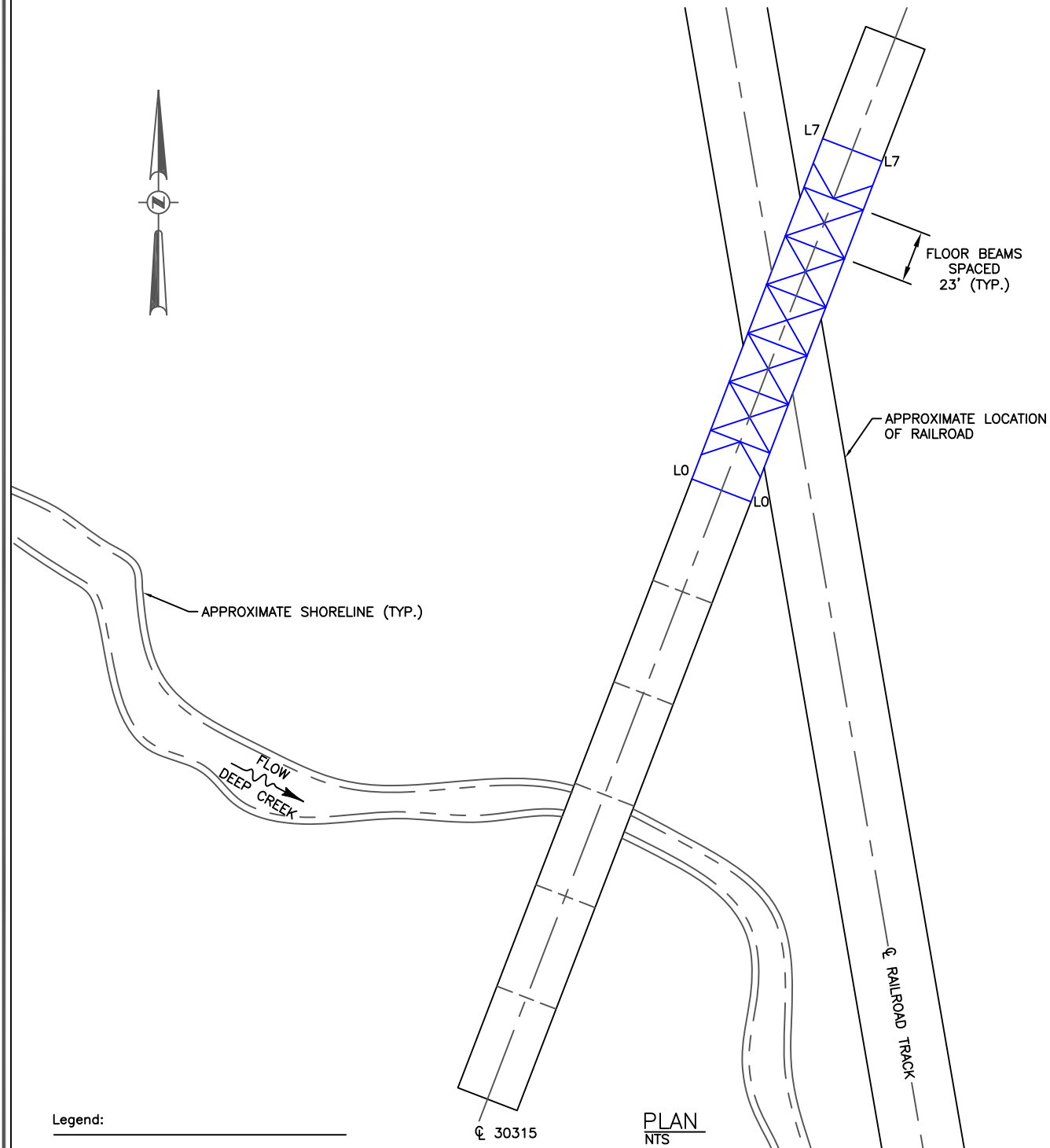
NSTM Location	NSTM type (Fabrication Method), optional description	NSTM Per Span and Type
Span 7 - West Truss	Diagonal truss members (Built-Up Riveted Sections)	6
Span 7 - West Truss	Vertical truss members (Built-Up Riveted Sections)	2
Span 7 - West Truss	Horizontal truss members (Built-Up Riveted Sections)	7
Span 7 - West Truss	Gusset Plates In Board	14
Span 7 - West Truss	Gusset Plates Out Board	14
Span 7 - East Truss	Diagonal truss members (Built-Up Riveted Sections)	6
Span 7 - East Truss	Vertical truss members (Built-Up Riveted Sections)	2
Span 7 - East Truss	Horizontal truss members (Built-Up Riveted Sections)	7
Span 7 - East Truss	Gusset Plates In Board	14
Span 7 - East Truss	Gusset Plates Out Board	14
Span 7	Floorbeams (Rolled Wide Flange Sections)	8

Note: NSTM = NON-REDUNDANT STEEL TENSION MEMBER

***Non-Redundant Steel Tension Member Inspections are always done in conjunction with a routine inspection. Please see corresponding routine inspection report for NSTM inspection frequency, next scheduled inspection, and any follow up procedures.**

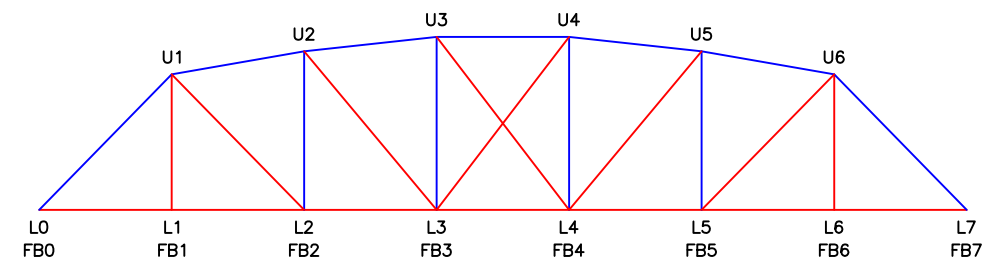
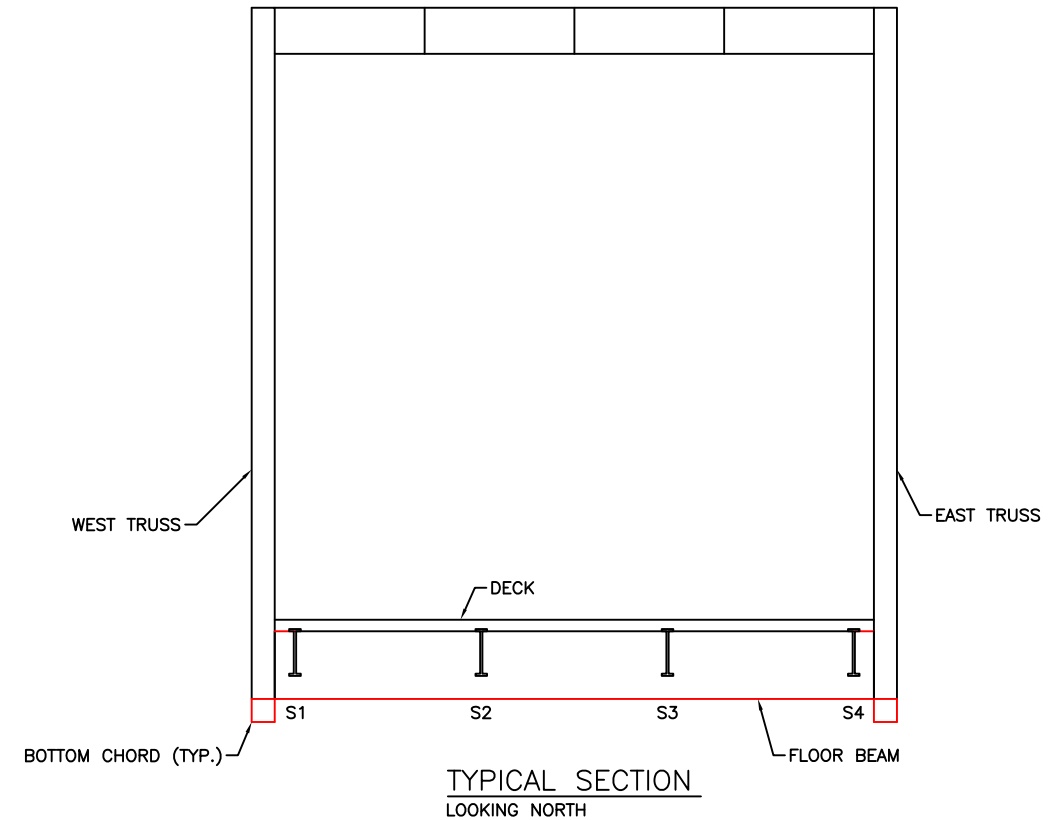


ELEVATION
NTS



Legend:

- = Denotes a Non-Redundant Steel Tension member (NSTM) or tension area on a NSTM.
- = Denotes a compression member.
- S = Stringer

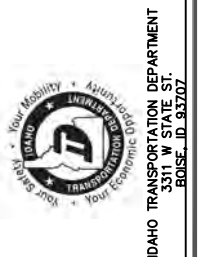


TRUSS NAMING CONVENTION
NTS

General Notes:

- The bridge consists of 8 spans with 7 approach spans and a main through truss span.
- These figures were developed from the field sketch and field measurements. The drawing is not to scale.
- Each connection is a gusset plate connection. No pin connections.
- There are 8 total floor beams.

**COLLINS
ENGINEERS**
7576 West Victory Road
Boise, ID 83709
Phone: 208-297-5406



ITD DISTRICT 1 OFF-SYSTEM
BRIDGE INSPECTION
NON-REDUNDANT STEEL TENSION MEMBER
MEMBER SCHEMATIC

BRIDGE KEY
30315
INSPECTED BY:
DAM
DRAWN BY:
AAJ
CHECKED BY:
DAM
DATE:
JUN 2023
SHEET NO:
01

**IDAHO TRANSPORTATION DEPARTMENT
NON-REDUNDANT STEEL TENSION MEMBER INSPECTION REPORT**

Features:	BNRR;UPRR & DEEP CREEK	Date: <u>6/4/2023</u>
Bridge Key:	30315	Hours: <u>4</u>
Structure Name:	95802A 104.30	
Owner:	Boundary County	Inspector: <u>D. Moss</u>
Route:	Deep Creek Rd.	Co-Inspector: <u>M. Delveaux, D. Debes</u>
Milepost:	104.417	

Truss/Girder	Span	Location	NSTM Inspected	Detail Description	Inspection Method	Surface Prep.	Remarks
West - US	7	L0-L1	Bottom Chord (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with corrosion. Up to 5 percent section loss at lower connections.
West - US	7	L1-L2	Bottom Chord (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with corrosion. Up to 5 percent section loss at lower connections.
West - US	7	L2-L3	Bottom Chord (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with corrosion. Up to 5 percent section loss at lower connections.
West - US	7	L3-L4	Bottom Chord (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with corrosion. 1/16 inch thick pack rust is causing minor out of plane bending between the bottom chord and the stiffener plates. Pitting up to 1/16 inch deep throughout. Moderate corrosion and pack rust up to 1/8 inch thick on the rivets.
West - US	7	L4-L5	Bottom Chord (120)	Riveted Built-Up Section	UT	NO	Moderate corrosion consisting of pitting up to 1/16 inch deep x 1/4 inch diameter nodules over the bottom 50 percent of the stiffener plates.
West - US	7	L5-L6	Bottom Chord (120)	Riveted Built-Up Section	V	NO	Moderate corrosion consisting of pitting up to 1/16 inch deep x 1/4 inch diameter nodules over the bottom 50 percent of the stiffener plates.
West - US	7	L6-L7	Bottom Chord (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with corrosion, up to 5 percent section loss at lower connections.
West - US	7	U1-L2	Diagonal (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	U2-L3	Diagonal (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	U3-L4	Diagonal (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	L3-U4	Diagonal (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	L4-U5	Diagonal (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	L5-U6	Diagonal (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	U1-L1	Vertical (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with surface corrosion.

**IDAHO TRANSPORTATION DEPARTMENT
NON-REDUNDANT STEEL TENSION MEMBER INSPECTION REPORT**

Features:	BNRR;UPRR & DEEP CREEK	Date:	6/4/2023
Bridge Key:	30315	Hours:	4
Structure Name:	95802A 104.30		
Owner:	Boundary County	Inspector: D. Moss	
Route:	Deep Creek Rd.	Co-Inspector: M. Delveaux, D. Debes	
Milepost:	104.417		

Truss/Girder	Span	Location	NSTM Inspected	Detail Description	Inspection Method	Surface Prep.	Remarks
West - US	7	U6-L6	Vertical (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	L0	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with corrosion, up to 5 percent section loss at bottom chord connection.
West - US	7	L0	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	L1	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with corrosion, up to 5 percent section loss at bottom chord connection.
West - US	7	L1	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	U1	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	U1	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	L2	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with corrosion, up to 5 percent section loss at bottom chord connection.
West - US	7	L2	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	U2	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	U2	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	L3	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with corrosion, up to 5 percent section loss at bottom chord connection.
West - US	7	L3	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	U3	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	U3	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	L4	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with corrosion, up to 5 percent section loss at bottom chord connection.
West - US	7	L4	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.

**IDAHO TRANSPORTATION DEPARTMENT
NON-REDUNDANT STEEL TENSION MEMBER INSPECTION REPORT**

Features:	BNRR;UPRR & DEEP CREEK	Date:	6/4/2023
Bridge Key:	30315	Hours:	4
Structure Name:	95802A 104.30		
Owner:	Boundary County	Inspector:	D. Moss
Route:	Deep Creek Rd.	Co-Inspector:	M. Delveaux, D. Debes
Milepost:	104.417		

Truss/Girder	Span	Location	NSTM Inspected	Detail Description	Inspection Method	Surface Prep.	Remarks
West - US	7	U4	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	U4	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	L5	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with corrosion, up to 5 percent section loss at bottom chord connection.
West - US	7	L5	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	U5	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	U5	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	L6	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with corrosion, up to 5 percent section loss at bottom chord connection.
West - US	7	L6	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	U6	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	U6	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
West - US	7	L7	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with corrosion, up to 5 percent section loss at bottom chord connection.
West - US	7	L7	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
East-West	7	L0	Floor Beam (152)	Rolled Wide Flange Section	V	NO	8 inch long by 4 inch high area of laminar rust and pitting up to 1/16 inch deep on the bottom of the web on the east end. Minor corrosion on beam ends for full length along the top flanges.
East-West	7	L1	Floor Beam (152)	Rolled Wide Flange Section	V	NO	8 inch long by 4 inch high area of laminar rust and pitting up to 1/16 inch deep on the bottom of the web on the east end. Minor corrosion on beam ends for full length along the top flanges.
East-West	7	L2	Floor Beam (152)	Rolled Wide Flange Section	V	NO	20 inch long by 16 inch high area of laminar rust and pitting up to 1/16 inch deep on the bottom of the web on the east end. Minor corrosion on beam ends for full length along the top flanges.

**IDAHO TRANSPORTATION DEPARTMENT
NON-REDUNDANT STEEL TENSION MEMBER INSPECTION REPORT**

Features:		BNRR;UPRR & DEEP CREEK					Date: 6/4/2023
Bridge Key:		30315					Hours: 4
Structure Name:		95802A 104.30					
Owner:		Boundary County					Inspector: D. Moss
Route:		Deep Creek Rd.					Co-Inspector: M. Delveaux, D. Debes
Milepost:		104.417					

Truss/Girder	Span	Location	NSTM Inspected	Detail Description	Inspection Method	Surface Prep.	Remarks
East-West	7	L3	Floor Beam (152)	Rolled Wide Flange Section	V	NO	30 inch long by 4 inch high area of laminar rust on the bottom of the web on the east and west connections on the north face. Pitting up to 1/16 inch deep on the bottom part of the web at the west end. Minor corrosion on beam ends for full length along the top flanges.
East-West	7	L4	Floor Beam (152)	Rolled Wide Flange Section	V	NO	30 inch long by 4 inch high area of laminar rust and pitting up to 1/16 inch deep on the bottom of the web on the west end. 8 inch long by 4 inch high area of laminar rust on the bottom of the web on the south face. Minor corrosion on beam ends for full length along the top flanges.
East-West	7	L5	Floor Beam (152)	Rolled Wide Flange Section	V	NO	8 inch long by 4 inch high area of laminar rust and pitting up to 1/16 inch deep on the bottom of the web on the west end. Minor corrosion on beam ends for full length along the top flanges.
East-West	7	L6	Floor Beam (152)	Rolled Wide Flange Section	V	NO	Pitting up to 1/16 inch deep at the top of the web on the north face. Minor corrosion on beam ends for full length along the top flanges.
East-West	7	L7	Floor Beam (152)	Rolled Wide Flange Section	V	NO	Random areas of coating failure with surface corrosion. Minor corrosion on beam ends for full length along the top flanges.
East - DS	7	L0-L1	Bottom Chord (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	L1-L2	Bottom Chord (120)	Riveted Built-Up Section	V	NO	Moderate corrosion consisting of pitting up to 1/16 inch deep x 1/4 inch diameter nodules over the bottom 50 percent of the stiffener plates.
East - DS	7	L2-L3	Bottom Chord (120)	Riveted Built-Up Section	V	NO	Moderate corrosion consisting of pitting up to 1/16 inch deep x 1/4 inch diameter nodules over the bottom 50 percent of the stiffener plates.
East - DS	7	L3-L4	Bottom Chord (120)	Riveted Built-Up Section	V	NO	Moderate corrosion consisting of pitting up to 1/16 inch deep x 1/4 inch diameter nodules over the bottom 50 percent of the stiffener plates. 1/16 inch thick pack rust is causing minor out of plane bending between the bottom chord and the stiffener plates.
East - DS	7	L4-L5	Bottom Chord (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	L5-L6	Bottom Chord (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with surface corrosion.

**IDAHO TRANSPORTATION DEPARTMENT
NON-REDUNDANT STEEL TENSION MEMBER INSPECTION REPORT**

Features:	BNRR;UPRR & DEEP CREEK	Date: <u>6/4/2023</u>
Bridge Key:	30315	Hours: <u>4</u>
Structure Name:	95802A 104.30	
Owner:	Boundary County	Inspector: <u>D. Moss</u>
Route:	Deep Creek Rd.	Co-Inspector: <u>M. Delveaux, D. Debes</u>
Milepost:	104.417	

Truss/Girder	Span	Location	NSTM Inspected	Detail Description	Inspection Method	Surface Prep.	Remarks
East - DS	7	L6-L7	Bottom Chord (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	U1-L2	Diagonal (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	U2-L3	Diagonal (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	U3-L4	Diagonal (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	L3-U4	Diagonal (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	L4-U5	Diagonal (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	L5-U6	Diagonal (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	U1-L1	Vertical (120)	Riveted Built-Up Section	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	U6-L6	Vertical (120)	Riveted Built-Up Section	V	NO	6 inch high by 2 inch wide area of out of plane bending, 3 feet above deck. Random areas of coating failure with surface corrosion.
East - DS	7	L0	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with corrosion, up to 5 percent section loss at bottom chord connection.
East - DS	7	L0	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	L1	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with corrosion, up to 5 percent section loss at bottom chord connection.
East - DS	7	L1	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	U1	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	U2	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	L2	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with corrosion, up to 5 percent section loss at bottom chord connection.

**IDAHO TRANSPORTATION DEPARTMENT
NON-REDUNDANT STEEL TENSION MEMBER INSPECTION REPORT**

Features:	BNRR;UPRR & DEEP CREEK	Date: <u>6/4/2023</u>
Bridge Key:	30315	Hours: <u>4</u>
Structure Name:	95802A 104.30	
Owner:	Boundary County	Inspector: <u>D. Moss</u>
Route:	Deep Creek Rd.	Co-Inspector: <u>M. Delveaux, D. Debes</u>
Milepost:	104.417	

Truss/Girder	Span	Location	NSTM Inspected	Detail Description	Inspection Method	Surface Prep.	Remarks
East - DS	7	L2	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	U2	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	U2	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	L3	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with corrosion, up to 5 percent section loss at bottom chord connection.
East - DS	7	L3	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	U3	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	U3	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	L4	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with corrosion, up to 5 percent section loss at bottom chord connection.
East - DS	7	L4	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	U4	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	U4	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	L5	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with corrosion, up to 5 percent section loss at bottom chord connection.
East - DS	7	L5	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	U5	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	U5	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	L6	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with corrosion, up to 5 percent section loss at bottom chord connection.
East - DS	7	L6	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.

**IDAHO TRANSPORTATION DEPARTMENT
NON-REDUNDANT STEEL TENSION MEMBER INSPECTION REPORT**

Features:	BNRR;UPRR & DEEP CREEK	Date:	6/4/2023
Bridge Key:	30315	Hours:	4
Structure Name:	95802A 104.30		
Owner:	Boundary County	Inspector: D. Moss	
Route:	Deep Creek Rd.	Co-Inspector: M. Delveaux, D. Debes	
Milepost:	104.417		

Truss/Girder	Span	Location	NSTM Inspected	Detail Description	Inspection Method	Surface Prep.	Remarks
East - DS	7	U6	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	U6	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.
East - DS	7	L7	Gusset Plate (162)	Plate Section In Board	V	NO	Random areas of coating failure with corrosion, up to 5 percent section loss at bottom chord connection.
East - DS	7	L7	Gusset Plate (162)	Plate Section Out Board	V	NO	Random areas of coating failure with surface corrosion.

INSPECTION METHODS

(V) VISUAL
(DP) DYE PENETRANT
(UT) ULTRASONIC
(MP) MAGNETIC PARTICLE
(OT) OTHER

SURFACE PREPARATIONS

(NO) NONE (CH) CHIPPING HAMMER
(WB) WIRE BRUSH (OT) OTHER
(GR) GRINDING
(CE) CHEMICAL
(SB) SAND BLASTING

NOTE: All members have failing paint; some with light rust.
This is baseline "No deficiencies" condition.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



Approach looking south.



Overall looking southeast.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



Upstream looking east.



Downstream looking west.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



Vertical clearance sign on the south approach looking north.



Vertical clearance sign on the south portal looking north.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



Vertical clearance sign on the north approach looking south.



Vertical clearance sign on the north portal looking south.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



North abutment and underside looking north.



South abutment and underside looking south.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



Underside of truss looking south.



(CS 3) Crack in the northeast flange of L5W-U5W at U5W.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



(CS 3) Crack in the northeast flange of L5W-U5W at the lower sway brace connection.



(CS 3) Crack in L5E-U5E at U5E.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



(CS 3) Crack in L5E-U5E at U5E.



(CS 3) Distortion in L5W-U5W.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



(CS 3) Distortion in L5E-U5E.



(CS 3) Impact damage to U5W-U5E sway brace looking west.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



Impact damage to L2E-U2E looking north.



(CS 3) Typical impact damage to sway bracing.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



Out of plane bending in L4E-U4E.



Impact damage and distortion to the south portal looking southwest.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



Typical corrosion at the floorbeam ends.



(CS 3) Typical areas of corrosion with loss of section on the floorbeams.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



(CS 3) Typical pitting in L3E-L4E looking south.



Typical corrosion of the rivet heads on the bottom chords.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



Spall in the east edge of the deck on the south side of floorbeam 6 looking northwest.



(CS 3) Typical spall in the underside of the deck.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



(CS 3) Spall in the west edge of the deck at floorbeam 6 looking north.



(CS 3) Spall in the northwest corner at floorbeam 7 looking northeast.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



(CS 3) Spalling in the top of the deck at the north end of span 7 looking south.



Typical cracking with efflorescence in the underside of the deck.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



(CS 3) Spalling and deterioration of the cap at pier 7.



(CS 3) Spalling of the southeast bearing at the south abutment looking west.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



(CS 3) Spalling at the northwest bearing at the north abutment looking east.



Typical underside condition of the approach spans.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



Spall in the west exterior girder at the south abutment looking east.



(CS 3) Spalling with exposed and corroding rebar in the center girder at the north abutment looking east.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



Typical cracking in the approach span girders.



(CS 3) Spall in the south face of column 2 at pier 6 looking northwest.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



(CS 3) Spall in column 3 at pier 4 looking south.



(CS 3) Typical spalling in the top of the lower pier 3 wall looking south.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



Typical cracking in the pier walls.



Joint over the south abutment looking east.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



Joint over pier 3 looking east.



Joint over pier 6 looking east.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



Joint over pier 7 looking east.



Joint over the north abutment looking east.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



(CS 3/4) Broken bridge rail on the west side of span 4 looking southwest.



Typical spalling of the curb in the truss span.



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	30315	Structure Name:	95907A 0.24
(6)Features Intersected:	BNRR;UPRR & DEEP CREEK	(9)Location:	0.1 S. NAPLES
Facility Carried(Route):	S5907;DEEP CRK LP	Admin Jurisdiction:	2100 Boundary County
Xref Structure Name:		District:	01



Typical spalling of the curbs in the approach spans.



Typical patch in the wearing surface.