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ENVIRONMENTAL

December 6, 2012

Kevin L. McLaury
Division Administrator
Federal Highway Administration
585 Shepard Way
Helena, MT 59601-9785

**MASTER FILE
COPY**

Attention: Alan Woodmansey

Subject: Programmatic Categorical Exclusion (PCE) Concurrence Request
BR 9003(49)
Milk River-4 M W of Zurich
CN: 6290000

Dear Kevin McLaury:

This submittal requests approval of the above-mentioned proposed project as a Categorical Exclusion under the provisions of 23 CFR 771.117(d) and the Programmatic Agreement as signed by the Montana Department of Transportation (MDT) and the Federal Highway Administration (FHWA) on April 12, 2001. This proposed action also qualifies as a Categorical Exclusion under ARM 18.2.261 (Sections 75-1-103 and 75-1-201, MCA).

The following form provides the documentation required to demonstrate that all of the conditions are satisfied to qualify for a PCE. A copy of the Preliminary Field Review Report, dated June 15, 2010 including a project location map and a copy of the signed Memorandum of Understanding are attached. In the following form, "N/A" indicates not applicable; "UNK" indicates unknown.

NOTE: A response in a large box will require additional documentation for a Categorical Exclusion request in accordance with 23 CFR 771.117(d).

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
1. This proposed project would have (a) significant environmental impact(s) as defined under 23 CFR 771.117(a).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. This proposed project involves (an) unusual circumstance(s) as described under 23 CFR 771.117(b).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. This proposed project involves one (or more) of the following situations where:				
A. Right-of-Way, easements, and/or construction permits would be required.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
1. The context or degree of the Right-of-Way action would have (a) substantial social, economic, or environmental effect(s).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. There is a high rate of residential growth in this proposed project's area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. There is a high rate of commercial growth in this proposed project's area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Work would be on and/or within approximately 1.6 kilometers (1± mile) of an Indian Reservation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. There are parks, recreational, or other properties acquired/improved under <i>Section 6(f)</i> of the <i>1965 National Land & Water Conservation Fund Act</i> (16 USC 460L, <i>et seq.</i>) on or adjacent to proposed the project area.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The use of such <i>Section 6(f)</i> sites would be documented and compensated with the appropriate agencies. (<i>e.g.</i> : MDFWP, local entities, etc.).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Are there any sites either on, or eligible for the National Register of Historic Places with concurrence in determination of eligibility or effect under <i>Section 106</i> of the <i>National Historic Preservation Act</i> (16 USC 470, <i>et seq.</i>) by the State Historic Preservation Office (SHPO), which would be affected by this proposed project.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
7. There are parks, recreation sites, school grounds, wildlife refuges, historic sites, historic bridges, or irrigation that might be considered under <i>Section 4(f)</i> of the <i>1966 US DEPARTMENT OF TRANSPORTATION Act</i> (49 USC 303) on or adjacent to the project area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a. The proposed project would not impact the site(s), so a 4(f) evaluation is not necessary.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. De minimis finding(s) is/are necessary for this project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. "Nationwide" Programmatic <i>Section 4(f)</i> Evaluation forms for these sites are attached.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. This proposed project requires a full (<i>i.e.</i> : DRAFT & FINAL) <i>Section 4(f)</i> Evaluation.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B. The activity would involve work in a streambed, wetland, and/or other waterbody(ies) considered as "waters of the United States" or similar (<i>e.g.</i> , "state waters").	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
1. Conditions set forth in <i>Section 10</i> of the <i>Rivers and Harbors Act</i> (33 USC 403) and/or <i>Section 404</i> under 33 CFR Parts 320-330 of the <i>Clean Water Act</i> (33 USC 1251-1376) would be met.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Impacts in wetlands, including but not limited to those referenced under Executive Order (E.O.) #11990, and their proposed mitigation would be coordinated with the US Army Corps of Engineers and other Resource Agencies (Federal, State and Tribal) as required for permitting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. A 124SPA Stream Protection Authorization would be obtained from the MDFWP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. There is a delineated floodplain in the proposed project area under FEMA's Floodplain Management criteria.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The water surface at the 100-year flood limit elevation would exceed floodplain management criteria due to an encroachment by the proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
5. Tribal Water Permit would be required.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
6. Work would be required in, across, and/or adjacent to a river which is a component of, or proposed for inclusion in Montana's Wild and/or Scenic Rivers system as published by the US Department of Agriculture, or the US Department of the Interior.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
The designated National Wild & Scenic River systems in Montana are:				
a. Middle Fork of the Flathead River (headwaters to South Fork confluence).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. North Fork of the Flathead River (Canadian Border to Middle Fork confluence).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. South Fork of the Flathead River (headwaters to Hungry Horse Reservoir).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Missouri River (Fort Benton to Charles M. Russell National Wildlife Refuge).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
In accordance with <i>Section 7</i> of the <i>Wild and Scenic Rivers Act</i> (16 USC 1271 – 1287), this work would be coordinated and documented with either the Flathead National Forest (Flathead River), or US Bureau of Land Management (Missouri River).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
C. This is a "Type I" action as defined under 23 CFR 772.5(h), which typically consists of highway construction on a new location or the physical alteration of an existing route which substantially changes its horizontal or vertical alignments or increases the number of through-traffic lanes.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
1. If yes, are there potential noise impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. A Noise Analysis would be completed.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. There would be compliance with the provisions of both 23 CFR 772 for FHWA's Noise Impact analyses and MDT's Noise Policy.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
D. There would be substantial changes in access control involved with this proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If yes, would they result in extensive economic and/or social impacts on the affected locations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
E. The use of a temporary road, detour, or ramp closure having the following conditions when the action(s) associated with such facilities:				
1. Provisions would be made for access by local traffic, and be posted for same.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Adverse effects to through-traffic dependant businesses would be avoided or minimized.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
3. Interference to local events (e.g. festivals) would be minimized to all possible extent.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. Substantial controversy associated with this pending action would be avoided.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
F. Hazardous wastes /substances, as defined by the US Environmental Protection Agency (EPA) and/or the Montana Department of Environmental Quality (MDEQ), and/or (a) listed "Superfund" (under CERCLA or CECRA) site(s) are currently on and/or adjacent to this proposed project.	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
All reasonable measures would be taken to avoid and/or minimize substantial impacts from same.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
G. The Stormwater Discharge conditions (ARM 17.30.1101-1117), including temporary erosion control features for construction would be met.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
H. Permanent desirable vegetation with an approved seeding mixture would be established on exposed areas.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	<u>YES</u>	<u>NO</u>	<u>N/A</u>	<u>UNK</u>
I. Documentation of an "invasive species" review to comply with both EO #13112 and the <i>County Noxious Weed Control Act</i> (7-22-2152, MCA), including directions as specified by the county(ies) wherein its intended work would be done.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
J. There are "Prime" or "Prime if Irrigated" Farmlands designated by the Natural Resources Conservation Service on or adjacent to the proposed project area.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
If the proposed work would affect Important Farmlands, then a CPA 106 Farmland Conversion Impact Rating form would be completed in accordance with the <i>Farmland Protection Policy Act</i> (7 USC 4201, <i>et seq.</i>).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
K. Features for the <i>Americans with Disabilities Act</i> (PL 101-336) compliance would be included.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
L. A written Public Involvement Plan would be completed in accordance with MDT's Public Involvement Handbook.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
4. This proposed project complies with the <i>Clean Air Act's Section 176(c)</i> (42 USC 7521(a), as amended) under the provisions of 40 CFR 81.327 as it's either in a Montana air quality:				
A. "Unclassifiable/Attainment" area. This proposed project is <u>not</u> covered under the EPA's September 15, 1997 Final Rule on air quality conformity.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
and/or				
B. "Nonattainment" area. However, this type of proposed project is either exempted from the conformity determination requirements (under EPA's September 15, 1997 Final Rule), or a conformity determination would be documented in coordination with the responsible agencies (Metropolitan Planning Organizations, MDEQ's Air Resources Management Bureau, etc.).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
C. Is this proposed project in a "Class I Air Shed" under 40 CFR 52.1382(c)(2-4) and 40 CFR 81.417? (Northern Cheyenne, Flathead, and Fort Peck Indian Reservations; Glacier and Yellowstone National Parks; Anaconda-Pintlar, Bob Marshall, Cabinet Mountains, Gates of the Mountains, Medicine Lake, Mission Mountain, Red Rock Lakes, Scapegoat, Selway-Bitterroot, and U.L. Bend Wilderness Areas)	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

YES NO N/A UNK

5. Federally listed Candidate, Threatened or Endangered (T/E)

Species:

- A. There are recorded occurrences and/or critical habitat in this proposed project's vicinity.
- B. Would this proposed project result in a "jeopardy" opinion (under 50 CFR 402) from the Fish & Wildlife Service on any Federally listed T/E Species?

The proposed project would not induce significant land use changes, nor promote unplanned growth. There would be no significant effects on access to adjacent property, nor to present traffic patterns.

This proposed project would not create disproportionately high and/or adverse impacts on the health or environment of minority and/or low-income populations (EO #12898). It also complies with the provisions of *Title VI* of the *Civil Rights Act* of 1964 (42 USC 2000d) under the FHWA's regulations (23 CFR 200).

In accordance with the provisions of 23 CFR 771.117(a), this pending action would not cause any significant individual, secondary, or cumulative environmental impacts. Therefore, the FHWA's concurrence is requested that this proposed project is properly classified as a Categorical Exclusion.

Eric Thunstrom, Date: 12/6/12
Eric Thunstrom
Great Falls District Project Development Engineer
MDT Environmental Services Bureau

Concur Heidy Bruner, Date: 12/6/12
Heidy Bruner, P.E.
Engineering Section Supervisor
MDT Environmental Services Bureau

Concur [Signature], Date: 10 DEC 12
Federal Highway Administration

Attachment:

electronic copies without attachment (unless otherwise noted):

Michael P. Johnson	Great Falls District Administrator
Tom Martin, P.E.	Environmental Services Bureau Chief
Heidy Bruner, P.E.	Environmental Services Bureau Engineering Section Supervisor
Kent Barnes, P.E.	Bridge Engineer
Paul Ferry, P.E.	Highways Engineer

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Mark Goodman, P.E.	Hydraulics Engineer
Steve Prinzing, P.E.	Great Falls District Preconstruction Engineer
Robert Stapley	Right-of-Way Bureau Chief
Stephanie Brandenberger, P.E.	Bridge Area Engineer
James Combs, P.E.	Great Falls District Traffic Engineer
Suzy Price	Contract Plans Bureau Chief
Tim Tilton	Contract Section Supervisor
Nicole Pallister	Fiscal Programming Section Supervisor
Tom Erving	Fiscal Programming Section
Tim Holley	Great Falls District Environmental Engineering Specialist
Montana Legislative Branch Environmental Quality Council (EQC) (with attachment)	
copies with attachment	
File	Environmental Services Bureau

HSB:ejt: S:\PROJECTS\GREAT-FALLS\6000-6999\6290000\6290000ENCED001.doc



Montana Department of Transportation
 PO Box 201001
 Helena, MT 59620-1001

Memorandum

To: Kent M. Barnes, P.E.
 Bridge Engineer

From: Kevin F. McCray, P.E. *initialed by KFM 6/15/10*
 Bridge Area Engineer – Great Falls District

Date: June 15, 2010

Subject: **BR 9003(49)**
Milk River – 4M W of Zurich
Control No. 6290000
Project Work Type 221, Bridge Replacement and Reconstruct Approaches

Please approve the attached Preliminary Field Review Report.

Approved signed by KMB Date 6/16/10
 Kent M. Barnes, PE
 Bridge Engineer

We are requesting comments from those on the distribution list. We will assume their concurrence if we receive no comments within two weeks of the approval date.

Distribution:

Mick Johnson, District Administrator	Lynn Zanto, Rail, Transit, & Planning Division Administrator
Kent Barnes, Bridge Engineer	Jake Goettle, Construction Engineering Services Bureau
Tom Martin, Environmental Services Bureau Chief	Matt Strizich, Materials Engineer
Duane Williams, Traffic and Safety Engineer	Paul Ferry, Highways Engineer
Robert Stapley, Right-of-Way Bureau Chief	Blaine County Commissioners

cc:

Dave Jensen, Fiscal Programming Section Supervisor	Damian Krings, Road Design Engineer
Kevin McCray, Bridge Area Engineer	

e-copies:

Jim Walther, Preconstruction Engineer	Jason Sorenson, Engineering Cost Analyst
Lesly Tribelhorn, Highways Design Engineer	Jake Goettle, Construction Bureau – VA Engineer
Mark Goodman, Hydraulics Engineer	Steve Prinzing, District Engineering Services Engineer
Annette Compton, Hydraulics	Christie McOmber, District Projects Engineer
Bonnie Gundrum, Env. Resources Section Supervisor	Stan Kuntz, District Materials Supervisor
Paul Sturm, District Biologist	Dave Hand, District Maintenance Chief
Eric Thunstrom, District Project Development Engineer	Walt Scott, R/W Utilities Section Supervisor
Danielle Bolan, Traffic Engineer	Amanda Brown, R/W Design
Ivan Ulberg, District Traffic Project Engineer	Greg Pizzini, Acquisition Manager
Pierre Jomini, Safety Management Engineer	Joe Zody, R/W Access Management Section Manager
Kevin McCray, Bridge Area Engineer - GF District	Gary Larson, Project Analysis Bureau Chief
Bryce Larsen, Supervisor, Photogrammetry & Survey	Sue Sillick, Research Section Supervisor
Jon Watson, Pavement Engineer	Jean Riley, Planner
Lee Grosch, District Geotechnical Manager	Paul Grant, Public Involvement Officer
Marty Beatty, Engineering Information Services	

Preliminary Field Review Report

BR 9003(49)

Project Manager: Kevin F. McCray, P.E.

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Introduction

A preliminary field review for the subject project was held on April 22, 2010. The following personnel participated in this review.

Mick Johnson	District Administrator	Great Falls
Steve Prinzing	District Engineering Services Engineer	Great Falls
Doug Wilmot	Construction Engineer	Great Falls
Kevin McCray	Bridge Area Engineer	Helena
Chris Hardan	Bridge Design Engineer	Helena
Annette Compton	Hydraulic Design Engineer	Helena
John Sharkey	Geotechnical Design Engineer	Helena
Phil Wardell	Havre Construction	Havre
Vic Miller	Commissioner	Blaine County
Don Swenson	Commissioner	Blaine County
Dolores Plumage	Commissioner	Blaine County
Tom Fairbank	Road Department Supervisor	Blaine County

Proposed Scope of Work

The proposed project has been nominated to replace the existing one-lane, single-span steel truss structure over the Milk River. Bridge replacement, rather than rehabilitation, is proposed due to the narrow width, age and poor condition of existing structure.

Purpose and Need

The purpose of this project is to replace the old, narrow and structurally deficient existing structure with a new structure meeting current design standards in the interest of improving transportation and public safety.

Project Location and Limits

The proposed project is located in Blaine County on county maintained Route 308 where it crosses the Milk River at reference post 0.4±, approximately four miles west of Zurich. The road is locally known as North Fork Road and the bridge as the Finley Bridge. The structure is located in Township 33 N., Range 20 E., Section 34. The functional classification of the route is Rural Local Road. The limits of the project will be based on the minimum required approach lengths and transitions to tie the new bridge to the existing roadway.

Work Zone Safety and Mobility

At this time, Level 3 construction zone impacts are anticipated for this project as defined in the Work Zone Safety and Mobility (WZSM) guidance. The plans package will include a Transportation Management Plan (TMP) consisting mainly of a Traffic Control Plan (TCP).

Physical Characteristics

The existing bridge was constructed in 1910. The bridge consists of two spans, a steel truss 200.0 feet long and a timber stringer span 21.0 feet long. The rail-to-rail width is 16.5 feet and the approach roadway width is 15.0 feet. The steel truss span has a timber deck and is supported by concrete abutments at both ends. The timber stringer span has a timber deck with a bituminous overlay and is supported by timber piles.

The existing bridge is in a rural location on generally level terrain. The adjacent land use appears to be grazing and the existing approach roadway surfacing is gravel. The existing bridge is located on a slight crest vertical curve and a horizontal tangent alignment with a sharp horizontal curve to the north. A new horizontal alignment upstream from the existing bridge is proposed which would meet all state and federal standards.

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The bridge is in poor condition and was temporarily closed in 2007 due to missing bolts in the truss. The timber decking is in poor condition requiring frequent maintenance. The bridge is currently posted for a maximum load of 7 tons and has a sufficiency rating of 26.0. Due to these conditions rehabilitation is not being considered.

Following is existing structure information:

Year Built	1910
Inventory Number	L03325000+04001
Length	221.0 feet
Width (Rail to Rail)	16.5 feet
Number of Spans	2
Span Lengths	21.0 feet, 200.0 feet
Bridge Rail Type	Metal rail with timber curbs
Superstructure Type	Timber stringer approach span, steel truss main span
Substructure Type	Concrete, timber piles
Sufficiency Rating	26.0
Structure Status	Structurally deficient and eligible for replacement



Milk River – 4M W of Zurich

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Traffic Data

2010 AADT = 20 (Present)
2014 AADT = 20 (Letting Year)
2034 AADT = 20 (Design Year)
DHV = 0
T = 20%
EAL = 2 (Daily)
AGR = 1.0% (Annual)

Accident Analysis

The Montana Highway Patrol records show one crash in this area from January 1, 2000 to December 31, 2009. The crash involved a northbound school bus failing to negotiate a left hand curve after the bridge. Too close to the right shoulder on a wet and muddy road, the bus went off the east side of the road, and due to the steep incline of the ditch, the bus rolled onto its side resulting in three injuries.

Major Design Features

- a. **Design Speed.** The design speed for this project is expected to be 45 miles per hour based on design criteria for a rural local road in level terrain.
- b. **Horizontal Alignment.** A new curved horizontal alignment is proposed upstream and adjacent to the existing bridge and roadway. (See Figure 1)
- c. **Vertical Alignment.** Unless a grade raise is required to meet minimum low beam elevation, the new roadway profile grade will generally match existing.
- d. **Typical Sections and Surfacing.** The new bridge width will be 28 feet rail-to-rail. An approach roadway finished surface width of 28 feet will be used throughout the length of the approach guardrail to match the structure width and will then transition to match the existing roadway width to the project limits. Current MDT geometric design criteria for rural local roads will be used to determine cut and fill slopes. The approach roadway will be surfaced per the Surfacing Section's recommendation.
- e. **Geotechnical Considerations.** Geotechnical information including bridge core logs and a foundation report will be required for the design of the foundation. No unusual geotechnical features were observed at the site.
- f. **Hydraulics.** Hydraulic issues will be covered in the forthcoming Location Hydraulic Study Report.
- g. **Bridges.** Bridge L03325000+04001 will be replaced with this project. The specific type, size, and location will be determined as the design progresses. Alternative structures will be explored. A single lane bridge may be adequate due to the low ADT. A new steel truss may be a possibility, the advantage being reduced approach work, elimination of river piers and rapid construction. The existing structure will be removed.
- h. **Traffic.** Minor new signing will be required.
- i. **Pedestrian/Bicycle/ADA.** There are no existing facilities and no evidence showing that new facilities would be necessary.
- j. **Miscellaneous Features.** There are no features at this time.
- k. **Context Sensitive Design Issues.** There are no issues at this time.



Figure 1: Proposed Horizontal Alignments

Other Projects

The Chinook-Dodson crack seal project should be let this summer. It is located on US HWY 2 to the north of this project. It will be finished and not affect this project.

Location Hydraulics Study Report

A Location Hydraulics Study Report will be prepared by the Hydraulics Section.

Design Exceptions

No design exceptions are anticipated at this stage. The need for design exceptions will be further evaluated as the design progresses.

Right-of-Way

New right-of-way acquisition will most likely be needed to accommodate a new horizontal alignment. The extent will be known after the construction limits are determined and the design progresses. Construction permits may be required for a staging area.

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Stream Access

There is currently no existing public access or parking. No changes in public access or parking are anticipated as a requirement of this project.

Access Control

There is no existing access control and none is proposed for this project.

Salvage

The existing truss will be offered for adoption. The County is interested in salvaging timber planking from the abutments.

Intelligent Transportation Systems (ITS) Features

There are no ITS solutions considered as part of the design process.

Utilities/Railroads

No utilities were observed attached to or in the vicinity of the structure. This project will have no railroad involvement.

Survey

Hydraulics has requested an aerial survey due to the wide floodplain involved in modeling the bridge opening. Detailed contours will only be required in the vicinity of the bridge and approaches. Hydraulics will indicate where additional cross sections are required. The survey requirements are described in the attached survey request form and forthcoming Location Hydraulic Study Report.

Public Involvement

Level A public involvement is recommended. This would include a news release explaining the project and a Department point of contact.

Environmental Considerations

Environmental Services will prepare the appropriate environmental evaluation and documentation for this project. A programmatic categorical exclusion is anticipated to be the required environmental document. No major environmental concerns have been identified at this time.

Energy Savings/Eco-Friendly Considerations

Using the existing bridge in-place as a detour reduces impact on the environment. Trucks avoiding this route due to weight restrictions on the bridge will have a shorter, more efficient route to their destination. If not adopted, steel from the existing bridge can be recycled.

Traffic Control

During construction, traffic will be maintained on the existing bridge. No detour will be required.

Project Management

The Bridge Bureau will manage the preconstruction phase of the project. Kevin F. McCray, P.E. will serve as the Project Design Manager. This project is not under full FHWA oversight.

Preliminary Field Review Report

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Project Manager: Kevin F. McCray, P.E.

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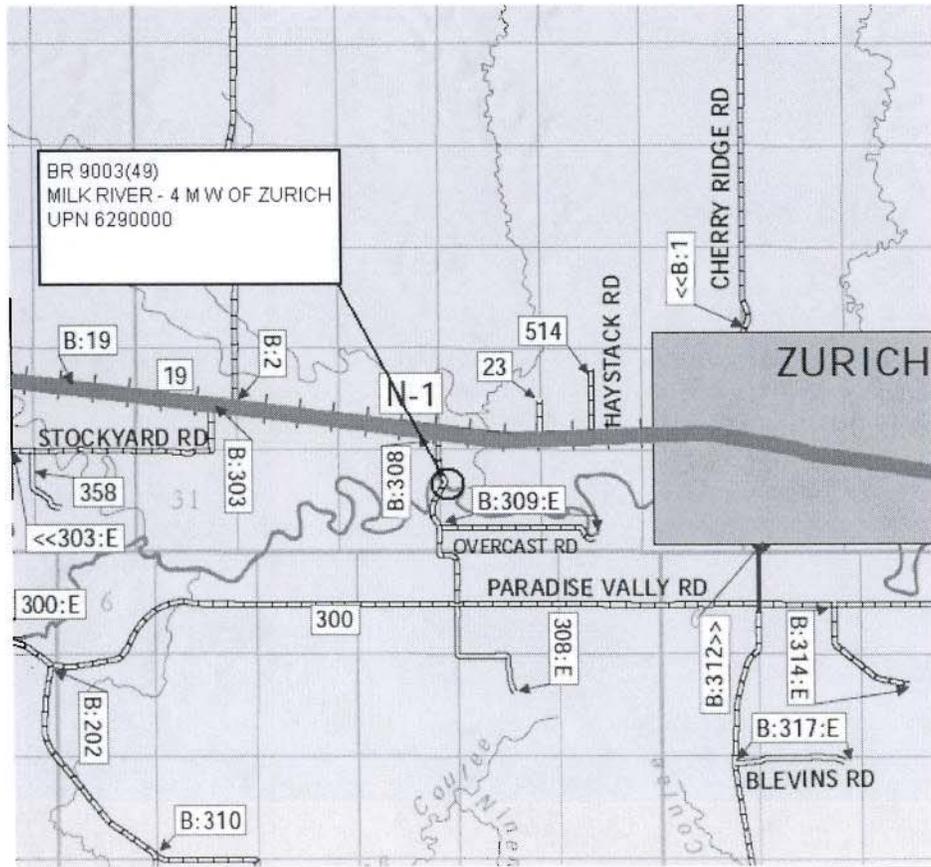
Preliminary Cost Estimate

	Estimated cost	Inflation (INF) (from PPMS)	TOTAL costs w/INF + IDC (from PPMS)
Road Work	650,000	152,105	942,312
New Structure	1,280,000	299,529	1,855,630
Remove Structure	50,000	11,700	72,485
Traffic Control	20,000	4,680	28,994
Subtotal	2,000,000	468,015	2,899,424
Mobilization (15%)	300,000	70,202	434,913
Subtotal	2,300,000	538,217	3,334,337
Contingencies (15%)	345,000	80,732	500,149
Total CN	<u>\$ 2,645,000</u>	<u>\$618,950</u>	<u>\$ 3,834,488.00</u>
CE (10%)	<u>\$264,500</u>	<u>\$61,895</u>	<u>\$ 383,448.00</u>
TOTAL CN+CE	<u>\$2,909,500</u>	<u>\$ 680,845.00</u>	<u>\$ 4,217,937.00</u>

Ready Date

The ready date will be established through the OPX2 override process.

Site Map



Thunstrom, Eric

From: Compton, Annette
Sent: Friday, May 06, 2011 8:49 AM
To: Thunstrom, Eric
Cc: Marcoux, Kurt
Subject: FW: Milk R - 4 M W of Zurich_UPN 6290000

Eric,

Looks like they missed you on the cc: list.

Annette

From: Brandenberger, Stephanie
Sent: Monday, April 25, 2011 3:49 PM
To: Marcoux, Kurt; Compton, Annette; Sharkey, John; Sturm, Paul; Hardan, Chris; Wilmot, Doug; Vosen, Robert; Prinzing, Stephen
Cc: Brandenberger, Stephanie
Subject: Milk R - 4 M W of Zurich_UPN 6290000

FYI:

An MOU between Blaine County and MDT was recently signed that indicates an acceptable bridge type and location.

The Department has proposed to replace the existing truss bridge with a new truss bridge at roughly the same crossing location. The intent is to provide a functional bridge with minimal road work, grade raise, and right of way necessary to complete the work. Blaine County has agreed to this proposal.

A copy of the MOU is on DMS: <\\astro\usr1\6290000\BR\6290000brcsp002.pdf>

A PFR report was distributed and survey requested in June 2010. The bridge MOU should not change survey requirements significantly, although possible alignments will be re-evaluated. This is just a heads up that we will be changing our design concept on this project from what was discussed at the PFR. Please contact me with any questions.

Thanks,
Stephanie



Stephanie Brandenberger, P.E.

Bridge Area Engineer – Great Falls District & Seismic

Phone: 406-444-7675 email: stbrandenberger@mt.gov

PROJECT: BR 9003(49) - UPN 6290000
LOCATION: Milk River - 4 M West of Zurich

MEMORANDUM OF UNDERSTANDING

This Memorandum of Understanding is entered into by and between the State of Montana Department of Transportation, hereinafter called the State, and Blaine County, hereinafter called the County.

WITNESSETH:

WHEREAS, the State and the County are desirous of having the bridge, Milk River - 4 M West of Zurich, on North Fork Road reconstructed; and,

WHEREAS, it appears that by Fiscal Year 2013 or beyond, sufficient Federal and State highway construction funds will be available to accomplish the reconstruction; and,

WHEREAS, the State and the County are desirous of having the existing Pony Truss be replaced by a new Pony Truss on the same alignment; and,

WHEREAS, the State and the County are desirous of seeing that Milk River - 4 M West of Zurich is maintained in good repair after the reconstruction is accomplished;

NOW, THEREFORE, it is understood and agreed as follows:

1. The State agrees to proceed with the development of Project Milk River - 4 M West of Zurich to reconstruct the bridge on North Fork Road.

The year 2013 or beyond is considered to be the best estimate to let the project to contract. The actual letting date will depend upon plan development, the magnitude of issues arising during project development, right-of-way acquisition if needed, and availability of funds.

This is not a commitment by the State to build Milk River - 4 M West of Zurich, as the "no build" alternate must be considered a viable alternate at every stage of development. It is a commitment by the State to proceed with the development of the project as long as it is desired by both parties, and necessary allocations of State and federal-aid highway funds are available.

2. The State and County agree to the following:

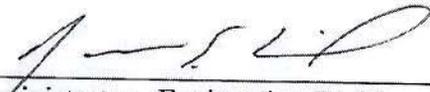
a) The existing Pony Truss will be replaced with a new Pony Truss with a minimum width of 24 ft. The road will be closed during construction of the structure.

b) The alignment of the new structure will be on or very near the existing alignment. However, the County will be responsible to do any major roadwork associated with the new bridge with the exception of any required guardrail.

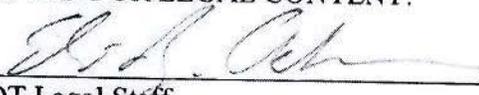
c) The County will maintain the roadway and structure presently maintained by the County when the project has been completed.

IN WITNESS WHEREOF, the Director of Transportation or his authorized representative has signed on behalf of the State of Montana, and the County Commission of Blaine County, on behalf of the County, has signed and affixed hereto the seal of the County.

STATE OF MONTANA, DEPARTMENT OF TRANSPORTATION

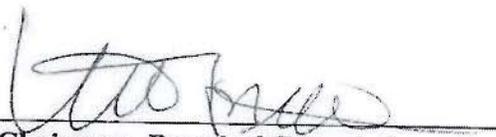
By  4/21, 2011
Administrator - Engineering Division

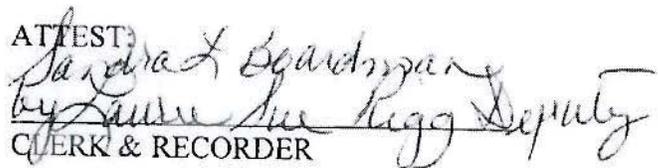
APPROVED FOR LEGAL CONTENT:

By 
MDT Legal Staff

COUNTY OF BLAINE

(SEAL & ATTEST)

By  April 18, 2011
Chairman, Board of Commissioners

ATTEST:

CLERK & RECORDER

Montana Division – Federal Highway Administration

“Nationwide” Programmatic Section 4(f) Evaluation for Historic Bridges

Project Name: Milk River-4 M W of Zurich

Date: December 6, 2012

Project Number: BR 9003(49)

Control Number: 6290000

Location: Milk River Bridge (also known locally as “Finley Bridge”), 24BL1203, Blaine County

The proposed project requires use of a historic bridge structure that is on, or eligible for listing on the National Register of Historic Places. A description and location map of the proposed bridge replacement project is attached. Any response(s) in a large box will require additional information and may result in an individual evaluation/statement. Consult the Nationwide Section 4(f) Evaluation procedures.

	YES	NO
1. Is the bridge a National Historic Landmark?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
2. Have agreements been reached through the procedures pursuant to Section 106 of the <i>National Historic Preservation Act</i> with the following:		
State Historic Preservation Office (SHPO)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Advisory Council On Historic Preservation (ACHP)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Any other agencies with jurisdiction at this location?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a. If “YES” will additional approval(s) for this Section 4(f) application be required?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. List of agencies with jurisdiction at this location:		
US Army Corps of Engineers (CWA Section 404 Permit)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
USDA – Forest Service	<input type="checkbox"/>	<input checked="" type="checkbox"/>
USDA – Natural Resources Conservation Service (FPPA)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
FEMA Regulatory Floodway (Permit)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MDFWP – Parks Division (Fishing Access Site)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
MDFWP – Wildlife Division (Wetlands)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
MSFWP – Fisheries Division (SPA 124)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MDNRC – (Navigable Rivers Under State Law)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MDEQ – Water Quality Bureau	<input type="checkbox"/>	<input checked="" type="checkbox"/>
MDEQ – Other: _____	<input type="checkbox"/>	<input checked="" type="checkbox"/>
MDNRC (irrigation systems)	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other: _____	<input type="checkbox"/>	<input type="checkbox"/>

ALTERNATIVES & FINDINGS

Each of the following alternatives for this proposed project have been evaluated to avoid the use of the historic bridge:

1. "Do Nothing."
2. Rehabilitate the existing bridge without affecting the historic integrity of the structure in accordance with the provisions of Section 106 in the NHPA.
3. Construct the proposed bridge at a location where the existing historic structure's integrity will not be affected as determined by the provisions of the NHPA.

The above alternatives have been applied in accordance with this Programmatic Section 4(f) Evaluation and are supported by each of the following findings.

		YES	NO
1.	The "Do Nothing" alternative has been evaluated and has been found to ignore the basic transportation need at this location.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
This alternative is neither feasible nor prudent for the following reasons:			
a.	Maintenance: This alternative does not correct the structurally deficient condition and/or poor geometrics (clearances, approaches, visibility restrictions) found at the existing bridge. Any of those factors can lead to a sudden catastrophic collapse and/or a potential injury including loss of life. Normal maintenance will not change this situation.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	Safety: This alternative does not correct the situation that causes the existing bridge to be considered deficient. Because of the deficiency, the existing bridge presents serious and unacceptable safety hazards to the traveling public and/or places intolerable restrictions (gross vehicle weight, height, and/or width) on transport.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	A copy of the MDT Bridge Bureau Inspection Report is attached.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2.	The rehabilitation alternative has been evaluated with one or more of the following findings:		
a.	The structural deficiency of the existing bridge is such that it cannot be rehabilitated to meet minimum acceptable load and traffic requirements without adversely affecting the historic integrity of the structure.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b.	The geometrics (height, width) of the existing bridge cannot be changed without adversely affecting the historic integrity of the structure.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c.	This alternative does not correct the serious restrictions on visibility (approach geometrics, structural requirements), which also contributes to an unsafe condition at this location.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Is this rehabilitation alternative therefore considered to be feasible and/or prudent based on the preceding evaluations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
3.	The relocation alternative (i.e., the new bridge is relocated to a site that presents no adverse effect upon the existing structure) has been considered under the following findings:		
a.	Terrain and/or local geology: The present structure is located at the only feasible and/or prudent site for a bridge on the existing route. Relocating to a new site (either up-, or downstream of the preferred location) will result in extraordinary bridge/approach engineering and associated construction costs.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	The preferred site is the only prudent location due to the terrain and/or geologic conditions in the general vicinity.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Any other location would cause extraordinary disruption to existing traffic patterns.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b.	Significant social, economic and/or environmental impacts: Locating the proposed bridge in other than the preferred site would result in significant social/economic impacts such as the displacement of families, businesses, or severing of prime/unique farmlands.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Significant environmental impacts such as the extraordinary involvement in wetlands, regulated floodplains, or habitat of threatened/endangered species are likely to occur in any location outside the preferred site.	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c.	Engineering and economics: Where difficulty/ies associated with a new location are less extreme than those listed above, the site may still not be feasible and prudent where costs and/or engineering difficulties reach extraordinary magnitudes. Does the alternate location result in significantly increased engineering or construction costs (i.e., a longer span, longer approaches, etc.)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	YES	NO	NA
d. Preservation of existing historic bridge may not be possible due to:			
the existing structure has deteriorated beyond all reasonable possibility of rehabilitation for a transportation or alternative use;	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
no responsible party can be located to maintain and preserve the historic structure.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Therefore, in accordance with the previously listed findings, it is neither feasible nor prudent to locate the proposed bridge at a site other than the preferred alternate as described.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

MEASURES TO MINIMIZE HARM

This Nationwide Programmatic Section 4(f) Statement applies only when the following measures to minimize harm have been assured. (A check in a larger box might void the Programmatic application. If so, a full Section 4(f) Evaluation will be required.)

	YES	NO
1. Is the bridge being rehabilitated under this proposed project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>
If "YES", is the historic integrity of the structure being preserved to the greatest extent possible; consistent with unavoidable transportation needs, safety, and load requirements?	NA	<input type="checkbox"/>
If "NO", refer to item 2 below to determine Programmatic applicability.		
2. The bridge is being replaced or rehabilitated to the point where historic integrity is affected. Are adequate records being made of the existing structure under Historic American Engineering Record standards, or other suitable means developed through consultation with SHPO and the ACHP?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Please see the attached correspondence from the United States Department of the Interior, National Park Service dated February 10, 2011.		
3. If the bridge is being replaced, is the existing structure being made available for alternative use with a responsible party to maintain and preserve same?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
MDT will advertise the Milk River Bridge in accordance with the Montana Adopt-A-Bridge Program.		
4. If the bridge is being adversely affected, has agreement been reached through the Section 106 process of the <i>National Historic Preservation Act</i> on these measures to minimize harm (which will be incorporated into the proposed project) with the following:	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Montana State Historic Preservation Office (Date: January 5, 2011)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Advisory Council on Historic Preservation (Date: February 10, 2011)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Montana Department of Transportation (Date: January 8, 2007)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Federal Highway Administration (Date: December 12, 2006)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
The Programmatic Memorandum of Agreement signed/approved by those agencies is attached.	<input checked="" type="checkbox"/>	<input type="checkbox"/>

COORDINATION

Additional coordination with the following agencies has taken place regarding this proposed project (other than those listed previously):

 City/County government: Blaine County is interested in receiving the timber planking from the bridge.

Copies of letters from those agencies regarding this proposed project are attached. This proposed project is also documented as a Categorical Exclusion under the requirements of the *National Environmental Policy Act* (42 USC 4321, et seq.).

SUMMARY & APPROVAL

The proposed action meets all criteria regarding the required alternatives, findings, and measures to minimize harm that will be incorporated into this proposed project. This proposed project therefore complies with the July 5, 1983, Programmatic Section 4(f) Evaluation by the US Department of Transportation Federal Highway Administration. This document is submitted pursuant to 49 USC 303 and in accordance with the provisions of 16 USC 470f.



Date: 12/6/12

Eric Thunstrom
Great Falls District Project Development Engineer
Environmental Services Bureau

Concur 

Date: 12/6/12

Heidi Bruner, P.E.
Engineering Section Supervisor
Environmental Services Bureau

Approved 

Date: 12/10/12

Federal Highway Administration

MDT attempts to provide accommodation for any known disability that may interfere with a person participating in any service, program or activity of the Department. Alternative accessible formats of this information will be provided upon request. For further information, call 406.444.7228 or TTY (800.335.7592) or call Montana Relay at 711.

Attachments

electronic copies without attachments (unless otherwise noted):

Tom Martin, P.E.	Environmental Services Bureau Chief
Heidi Bruner, P.E.	Environmental Services Bureau Engineering Section Supervisor
Michael P. Johnson	Great Falls District Administrator
Steve Prinzing, P.E.	Great Falls District Preconstruction Engineer
Kent Barnes, P.E.	Bridge Engineer
Paul Ferry, P.E.	Highways Engineer
Robert Stapley	Right-of-Way Bureau Chief
Stephanie Brandenberger, P.E.	Bridge Area Engineer
James Combs, P.E.	Great Falls District Traffic Engineer
Suzy Price	Contract Plans Bureau Chief
Tim Tilton	Contract Section Supervisor
Nicole Pallister	Fiscal Programming Section Supervisor
Tom Erving	Fiscal Programming Section
Tim Holley, P.E.	Great Falls District Environmental Engineering Specialist
Montana Legislative Branch Environmental Quality Council (EQC) (with attachment)	

copies with attachment:

File Environmental Services Bureau



Montana Department of Transportation

2701 Prospect Avenue
PO Box 201001
Helena MT 59620-1001

RECEIVED
DEC 10 2010

Brian Schweitzer, Governor

BY: SHPO

RECEIVED

JAN 10 2011

ENVIRONMENTAL

MASTER FILE COPY

CONCUR

MONTANA SHPO

DATE 5 Jan 2011 SIGNED

Jose F
MDOT

MARK R
4 miles
W of
Zurich
BRIDGE
REPLACEMENT
(24BL1203)

December 13, 2010

Mark Baumler, Ph.D.
State Historic Preservation Office
1410 8th Avenue
P O Box 201202
Helena, MT 59620-1202

Subject: BR 9003(49)
Milk River - 4 Miles West of Zurich
UPN 6290

Dear Mark:

Enclosed are the cultural resource report, CRABS, and site forms for the above project in Blaine County. Frontier Historical Consultants recorded one site within the project area: the Milk River (North Fork) Bridge (24BL1203). The bridge was previously determined eligible for the National Register of Historic Places in 1985. The bridge will be treated under the terms of the Historic Roads and Bridges Programmatic Agreement. We request your concurrence.

If you have any questions, please contact me at 444-6258.

Jon Axline, Historian
Environmental Services

Enclosures

Copies: Mick Johnson, Great Falls District Administrator
Kent Barnes, P.E., Bridge Engineer
Bonnie Gundrum, Resources Section



United States Department of the Interior



NATIONAL PARK SERVICE
INTERMOUNTAIN REGION
12795 West Alameda Parkway
P.O. Box 25287
Denver, Colorado 80225-0287

IN REPLY REFER TO:
H40 (IMDE-ONR) HAER

RECEIVED

FEB 14 2011

FEB 10 2011

ENVIRONMENTAL

Jon Axline, Historian
Montana Department of Transportation
P.O. Box 201001
Helena, MT 59620-1001

Subject: BR 9003(49)
Milk River – 4 mi. West of Zurich
Control No. 6290

Dear Mr. Axline:

Thank you for your request regarding ~~the~~ whether it is necessary to document to Historic American Engineering Record (HAER) standards the Milk River Bridge (North Fork Bridge), Blaine County, Montana.

After examining the material that you submitted regarding this Pennsylvania through-truss bridge, we believe that the written record, map and photographs that you have prepared is sufficient documentation, and it is not necessary to complete documentation to HAER standards.

If you have any questions, please contact historian Lysa Wegman-French at (303) 969-2842 or at lysa_wegman-french@nps.gov. Thank you for your interest in the recordation of our nation's endangered historic resources.

Sincerely,

Christine Whitacre, Program Manager
Heritage Partnerships Program

cc:
Montana SHPO, HABS/HAER contact

INITIAL ASSESSMENT FORM FOR STRUCTURE :

L03325000+04001

Location : 4M W ZURICH Structure Name:

General Location Data

District Code, Number, Location : **03 Dist 3 GREAT FALLS** Division Code, Location : **32 HAVRE**
 County Code, Location : **005 BLAINE** City Code, Location : **00000 RURAL AREA**
 Kind fo Hwy Code, Description : **4 4 County Hwy** Signed Route Number : **03308**
 Str Owner Code, Description : **2 County Highway Agency** Maintained by Code, Description : **2 County Highway Agency**
 Intersecting Feature : **MILK RIVER 036** Kilometer Post, Mile Post : **0.81 km 0.50**
 Structure on the State Highway System : Latitude : **48°34'41"**
 Structure on the National Highway System : Longitude : **109°06'37"**
 Str Meet or Exceed NBIS Bridge Length :

Construction Data

Construction Project Number :
 Construction Station Number : **0+00.00**
 Construction Drawing Number : **none**
 Construction Year : **1910**
 Reconstruction Year :

Traffic Data

Current ADT : **100** ADT Count Year : **2003** Percent Trucks : **3 %**

Structure Loading, Rating and Posting Data

Loading Data :

Design Loading :		0 Unknown
Inventory Load, Design :	6.3 mton	2 AS Allowable Stress
Operating Load, Design :	9.9 mton	2 AS Allowable Stress
Posting :		0 >39.9% below

Rating Data :

	Operating	Inventory	Posting
Truck 1 Type 3 :	10	7	7
Truck 2 Type 3-S3 :	16	10	
Truck 3 Type 3-3 :	19	13	

Structure, Roadway and Clearance Data

Structure Deck, Roadway and Span Data :

Structure Length : **67.51 m**
 Deck Area : **360.00 m sq**
 Deck Roadway Width : **5.03 m**
 Approach Roadway Width : **4.57 m**
 Median Code, Description : **0 No median**

Structure Vertical and Horizontal Clearance Data :

Vertical Clearance Over the Structure : **4.82 m**
 Reference Feature for Vertical Clearance : **N Feature not hwy or RR**
 Vertical Clearance Under the Structure : **0.00 m**
 Reference Feature for Lateral Underclearance : **N Feature not hwy or RR**
 Minimum Lateral Under Clearance Right : **0.00 m**
 Minimum Lateral Under Clearance Left : **0.00 m**

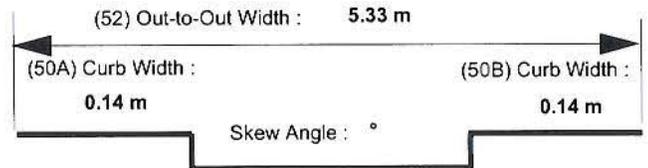
Span Data

Main Span

Number Spans : **1**
 Material Type Code, Description : **3 Steel**
 Span Design Code, Description : **10 Truss - Thru Deck**
 Deck Structure Type : **8 Wood or Timber**
 Deck Surfacing Type : **7 Wood or Timber**
 Deck Protection Type : **0 None**
 Deck Membrain Type : **0 None**

Approach Span

Number of Spans : **1**
 Material Type Code, Description : **7 Wood or Timber**
 Span Design Code, Description : **2 Stringer/Multi-beam or Girder**



Structure Vertical and Horizontal Clearance Data Inventory Route :

Over / Under Direction Name	Inventory Route	South, West or Bi-directional Travel			North or East Travel		
		Direction	Vertical	Horizontal	Direction	Vertical	Horizontal
Route On Structure	L03308	Both	4.82 m	5.03 m	N/A		
NORTH FORK ROAD							

INITIAL ASSESSMENT FORM FOR STRUCTURE :

L03325000+04001
Continue

Inspection Data

Sufficiency Rating : 26
Structure Status : **Struc Def - Elg Repl**

Inspection Due Date : 26 July 2013
(91) Inspection Frequency (months) : 24
Next Fracture Critical Due Date : 26 Jul 2013
Fracture Critical Detail : **Steel trusses**

NBI Inspection Data

(90) Date of Last Inspection : 26 July 2011
(90) Inspection Date :
Last Inspected By : Charles Pepos - 107
Inspected By :

(58) Deck Rating : 5	(68) Deck Geometry : 3	(36C) Approach Rail Rating : N	(62) Culvert Rating : N
(59) Superstructure Rating : 5	(67) Structure Rating : 2	(36A) Bridge Rail Rating : 0	(61) Channel Rating : 7
(60) Substructure Rating : 4	(69) Under Clearance : N	(36B) Transition Rating : N	(71) Waterway Adequacy : 8
(72) App Rdwy Align : 4	(41) Posting Status : P	(36D) End Rail Rating : 0	(113) Scour Critical : 5

Unrepaired Spalls : 0 m sq Deck Surfacing Depth :

Inspection Hours

Crew Hours for inspection : 6	Snooper Required : N
Helper Hours : 0	Snooper Hours for inspection : 0
Special Crew Hours : 4	Flagger Hours : 0
Special Equipment Hours : -1	

Inspection Work Candidates		Status	Priority	Effectuated Structure Unit	Scope of Work	Action	Covered Condition States
Candidate ID	Date Requested						
D31-FY2007-000131	25 June 2007	Not Approved	High	M Main	126 P/Stl Thru Truss/Top	Rehab Elem	
Replace/tighten loose and/or missing attaching bolts in the stringer to floorbeam and at all of the connections as needed.							
D31-FY2007-000130	25 June 2007	Not Approved	Medium	All Spans	31 Timber Deck	Rehab Elem	
Repair rot in the Main Span deck planking. Worst area was replaced on 8/5/09, still soft areas.							

L03325000+04001
Continue

Element Inspection Data

***** Span : Main-0 - Steel Truss - Span 2(South) *****

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 31 - Timber Deck Span 2 - South										
	1	1	326	sq.m.	X	0	100	0	0	
						%	%	%	%	%

Previous Inspection Notes :

07/26/2011 - Areas with some rot on the deck boards. Some small holes from rotten section loss. Loose and split boards in some areas. ZRGZ
 07/29/2009 - Soft areas, rotted boards, and section loss. (photo) Worse areas were repaired on 8/5/09, but left in state 2 as there are still some soft areas. ZLHK
 06/20/2007 - Some loose decking. Soft and rotten spots in some small areas of the deck surfacing. VZKJ
 04/04/2005 - Wear to the wood deck planks. A couple of spots where the edges of the decking has minor rot in spots; untreated wood. (61.11 * 5.33 = 325.72) FZHV
 03/05/2003 - Minor wear and weathering of the decking. GZIZ
 09/13/2001 - 60.96 * 5.36 = 326.75 NIGR
 Some weathering and wear.
 04/15/1999 - Main span has been re-decked. UPHU
 09/26/1996 - _ IUJD

Inspection Notes:

Element 113 - Paint Stl Stringer Span 2

	1	1	550	m.		40	50	5	5	0
						%	%	%	%	%

Previous Inspection Notes :

07/26/2011 - Rust, scale, paint loss, and minor surface pitting under rustiest areas. No change on the loose and/or missing bolts at the floorbeam-to-stringer connections. C-Channel stringers show twisting from rail weight. ZRGZ
 07/29/2009 - Rust, scale, paint peel, and dirty throughout. Most of the bolts that attach the stringers to the floorbeams are loose or missing. Outer c-channel stringers are twisted from the weight of the rail hanging on them. ZLHK
 06/20/2007 - Stringers show rust, scale, and paint loss throughout. Worse areas are on the lower half of the webs and top of the bottom flange. Outer C-Channel stringers are loose and twisting from weight of the bridge rail hanging on them. Bolts holding the stringers to the floorbeams are loose and or missing; placed 5 percent into Condition State 4 due to this. VZKJ
 04/04/2005 - Same as previous reports. Lower portions of the webs and bottom flange area in worse condition as far as the paint system goes. (9 * 61.11 = 550.01) FZHV
 03/05/2003 - Rusty spots with peeling paint. Outside stringers are twisted in some areas from the weight of the rail hanging on them. GZIZ
 09/13/2001 - 9 * 60.96 = 548.64m NIGR
 Paint loss with very little rust; mainly aon the ends.
 04/15/1999 - Rust & scale. UPHU
 09/26/1996 - _ IUJD

Inspection Notes:

INITIAL ASSESSMENT FORM FOR STRUCTURE :

L03325000+04001
Continue

***** Span : Main-0 - Steel Truss - Span 2(South) (cont.) *****

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 121 - P/Stl Thru Truss/Bot Span 2 - South										
	1	1	122	m.		50	30	10	10	0
						%	%	%	%	%

Previous Inspection Notes :

07/26/2011 - Areas of failed or missing paint. Scale, rust, paint loss, and some surface pitting under the rustiest areas. Some minor distortion to outer connections plates from pack rust. Both inner and outer eye bars appear to be even as far as tightness. ZRGZ

07/29/2009 - Same comments as past inspection. ZLHK

06/20/2007 - Rust, scale, surface pitting, and minor pack rust. Tension on lower chord eye bars appears to be even from the outside to the inside bars. Some minor bulging on a couple of the outer plates from pack rust. VZKJ

04/04/2005 - Rust, pitting, scale, and some pack rust at the connections areas. The connection areas don't show much movement as rust and scale are not broken. Paint system is nearly gone. (61.11 * 2 = 122.22) FZHV

03/05/2003 - Rusty, pitting, scale, and minor areas of pack rust at the connections. Vertical eyebar on the Right side at L-9 has a small crack forming on it. Need to mag. particle this area; see photos. GZIZ

09/13/2001 - 60.96 * 2 = 121.92m NIGR

Some paint loss with surface rust, some pitting, and minor rust scale.

04/15/1999 - Rust & scale. UFHU

09/26/1996 - _ IUJD

Inspection Notes:

Element 126 - P/Stl Thru Truss/Top Span 2 - South										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
	1	1	122	m.		55	30	10	5	0
						%	%	%	%	%

Previous Inspection Notes :

07/26/2011 - A few more of the older bolts are loose and they were painted. Failed paint at the lowest connections with some minor surface pitting. ZRGZ

07/29/2009 - All missing bolts were replaced and others tightened up. More loose bolts found and painted at request of county crews. ZLHK

06/20/2007 - Right Vertical 4 has some bending from prior hits. Forged diagonal from midpoint of V3 to L4 is bent and loose; photo. Areas of rust, scale, and paint loss is worse on the lower portions. Some surface pitting. Soome missing or loose bolts noted and reported to the County; placed 5 percent into condition State 5 due to this. They closed the bridge until they get it repaired. VZKJ

04/04/2005 - No new hits to the members was observed. Rusty, pitted, and scale throughout. Areas previously mentioned have not gotten any worse. FZHV

03/05/2003 - Same on damaged areas listed in the 09-13-2001 inspection. Rust, scale, and paint loss throughout. GZIZ

09/13/2001 - 60.96 * 2 = 121.92m Some paint loss with surface rust and pitting. Damage to and twisting of the 4th vertical - Right side and to the diagonal from upright 4 on the bottom chord to the midpoint on 3. NIGR

04/15/1999 - Rust & scale. UFHU

09/26/1996 - _ IUJD

Inspection Notes:

INITIAL ASSESSMENT FORM FOR STRUCTURE :

L03325000+04001

Continue

***** Span : Main-0 - Steel Truss - Span 2(South) (cont.) *****

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 152 - Paint Stl Floor Beam Span 2										
	1	1	59	m.		45	40	10	5	0
						%	%	%	%	%

Previous Inspection Notes :

07/26/2011 - Failed paint in areas. Rusty spots with surface pitting in the worse areas. Minor swelling of some of the connection areas. ZRGZ

07/29/2009 - Rusty, paint peel, scale, and dirty. Connection areas show some minor packrust with swelling of spacers and plates. ZLHK

06/20/2007 - Floorbeams have spot rust, paint peel, surface pitting, and grime. The lower portions of the webs and tops of the bottom flanges are the worse areas. Bolt holes in the top flange to attach stringers. Bolts are loose or missing and holes with loose bolts are oblonged from moving. Floor beams at Pier 2 is welded into the side of the steel columns. Welds are broken on the Span 1 side of the Left column; see photo. This is an added floorbeam to hold up the girder from the approach span. VZKJ

04/04/2005 - Rusty spots, scale, and pitting throughout. The ends of a couple of the floorbeams near Abutment 3 show slight twists in them, but not a problem as all the hardware is tight. (11 * 5.33 = 58.63) FZHV

03/05/2003 - Rusty spots with minor pitting along the lower web/flange and at connections. GZIZ

09/13/2001 - 11 * 5.36 = 58.96m NIGR

Paint loss, some rust, and minor pitting; no real section loss yet.

04/15/1999 - Rust, scale, and some section loss. UFHU

09/26/1996 - _ IUJD

Inspection Notes:

Element 181 - Pnt Vrt X-Frame Span 2										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
	1	1	48	m.		55	30	10	5	0
						%	%	%	%	%

Previous Inspection Notes :

07/26/2011 - Areas of missing paint. Rusty spots, scale, surface pitting, and faded paint. Same on the minor dings and scrapes. ZRGZ

07/29/2009 - Rusty spots, paint loss, peeling paint, and minor surface pitting. Most have some dings from overheight hits. One missing bolt on right side on V5 x-frame. ZLHK

06/20/2007 - Rust spots, paint peel, scale, and minor surface pitting. Element is in Good condition as far as bends from overheight hits goes. Most of the trusses in the area have lots of overheight hits. VZKJ

04/04/2005 - Same as previous reports. (9 * 5.33 = 47.97) FZHV

03/05/2003 - Rusty, paint peel, paint loss, and pitting throughout. GZIZ

09/13/2001 - 9 * 5.36 = 48.24m NIGR

Some paint loss, rust, pitting, and rust scale.

Inspection Notes:

Element 202 - Paint Stl Column Pier 2 and Abutment 3										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
	1	1	4	ea.		30	40	25	5	0
						%	%	%	%	%

Previous Inspection Notes :

07/26/2011 - Unchanged from previous inspection reports. ZRGZ

07/29/2009 - Left column has a crack (photo) where a cap for the approach span girders is welded to it's side. Deterioration of the concrete at the tops of the columns under the bearings. The right column has a portion of it's steel rotted away near it's outer top area. ZLHK

06/20/2007 - Steel portions of the columns have paint loss, surface pitting, and rust. Crack in the Left column of Pier 2 where beam was welded to it. Concrete in columns is rotten and crumbling under the bearings. Pier 2's columns are leaning slightly towards Abutment 3. VZKJ

04/04/2005 - Same comments as the last inspection and the concrete in both columns is deteriorating on the areas exposed at their tops. Outside anchor bolt on the right column at Pier 2 is broke off. FZHV

03/05/2003 - Rusty steel. Left column at the north side of the bridge is slightly out of plumb towards mid-span. Column is tied back towards Abutment 1 with a cable. GZIZ

09/13/2001 - Rated the paint system; some paint loss, rust, and pitting. NIGR

04/15/1999 - _ UFHU

Inspection Notes:

L03325000+04001
Continue

***** Span : Main-0 - Steel Truss - Span 2(South) (cont.) *****

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 215 - R/Conc Abutment Abutment 3										
	1	1	5	m.		80	15	5	0	
						%	%	%	%	%
Previous Inspection Notes :										
07/26/2011 - Unchanged from previous inspection reports.										ZRGZ
07/29/2009 - Concrete web wall between steel columns is crumbling, delaminated, and deteriorating in areas. Wide crack at centerline of abutment.										ZLHK
06/20/2007 - Deteriorating concrete between the columns with some exposed aggregate.										VZKJ
04/04/2005 - 5.36 * 1 = 5.36m Some minor deteriorating concrete between the columns. Also acts as a webwall and supports the ends of the floorbeam. (5.33 * 1 = 5.33)										FZHV
Inspection Notes:										
Element 231 - Paint Stil Cap Pier 2										
	1	1	5	m.		50	30	20	0	0
						%	%	%	%	%
Previous Inspection Notes :										
07/26/2011 - Rusty spots, paint loss, scale, dirty, and minor surface pitting; especially on the top flange.										ZRGZ
07/29/2009 - Rusty, paint loss, paint peel and grimy. Top flange of cap has some pitting on it.										ZLHK
06/20/2007 - Rust, surface pitting, scale, and paint peel. Attaching weld on the Span 1 side is cracked; see photo. Cap holds up girders for the approach span.										VZKJ
04/04/2005 - Rust, pitting, and scale throughout. Doubles as a floorbeam. (5.33 * 1 = 5.33)										FZHV
03/05/2003 - Rusty, pitting, and scale throughout.										GZIZ
09/13/2001 - 5.36 * 1 = 5.36m Bent #2.										NIGR
Same paint loss, rust, and pitting.										
Inspection Notes:										
Element 311 - Moveable Bearing Pier 2										
	1	1	2	ea.		50	30	20		
						%	%	%	%	%
Previous Inspection Notes :										
07/26/2011 - Rollers appear to be frozen up with dirt in them. Anchor bolts on the Left bearing are broken off, but L-shaped pins are holding the pins in place. Deteriorated concrete in the columns underneath them.										ZRGZ
07/29/2009 - All anchor bolts but left of the left column are broken off. L-pins holding chords and bearings from moving more towards expansion and off of the roller nests. Rollers appear to be frozen up.										ZLHK
06/20/2007 - All but the Left anchor bolt are broken off. L-pins in the column concrete are stopping roller movement. Bearings are past maximum movement. In expansion today; 55F. Dropped to Condition State 2 and 3 as concrete in columns is deteriorating.										VZKJ
04/04/2005 - Outside-Right anchor bolt is broke off. Both bearings have L-pins in the column concrete to stop roller nests from over-extending. These pins are up tight against the bearings and slightly bent back on line.										FZHV
03/05/2003 - Same as previous report.										GZIZ
09/13/2001 - At Bent #2. Right side has sheared off the outside anchor bolt and the left side is bent back on line. Rust with little paint system left in place.										NIGR
04/15/1999 - _										UFHU
Inspection Notes:										

INITIAL ASSESSMENT FORM FOR STRUCTURE :

L03325000+04001
Continue

***** Span : Main-0 - Steel Truss - Span 2(South) (cont.) *****

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 313 - Fixed Bearing Abutment 3(South)										
	1	1	2	ea.		60	40	0		
						%	%	%	%	%

Previous Inspection Notes :

07/26/2011 - Bent anchor bolts. Lots of dirt on the bearings. Some broken anchor bolts on the Left bearing. ZRGZ

07/29/2009 - Anchor bolts on the right bearing are bent to the south, (expansion). Left bearing anchor bolts are broken off. Dirt piling up on bearings again especially on their inner and back areas. Concrete at the top of the columns is starting to deteriorate and crumble. ZLHK

06/20/2007 - Lots of dirt and debris. Anchor bolts are broken off on all but the outer one on the Right column. Crumbling column concrete under the bearings. VZKJ

04/04/2005 - Rusty, dirt/debris, and pitting throughout. Concrete in both columns is deteriorating and crumbling. FZHV

03/05/2003 - Unchanged from previous report. GZIZ

09/13/2001 - Abutment #3. Little paint left, dirt, and minor rust & pitting. NIGR

04/15/1999 - _ UFHU

Inspection Notes:

Element 334 - Metal Rail Coated										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
	1	1	122	m.		40	40	15	5	0
						%	%	%	%	%

Previous Inspection Notes :

07/26/2011 - Some more bolts have been tightened and/or replaced. Other comments still apply. ZRGZ

07/29/2009 - Railing has been tightened up some and new bolts added in some areas. Most of the paint is gone and rail angles are still rubbing the diagonals in spots. Steel is in good condition. ZLHK

06/20/2007 - Rusty spots, surface pitting, and some scale. Most all of the paint is gone. Rail is attached to the outer C-Channel stringers and is loose and floppy under traffic. Some areas where the rail is rubbing the vertical and diagonal members. Diagonal on the Left has an 1/8" groove worn in it. VZKJ

04/04/2005 - Same as previous reports. Both curbs show some checking throughout. (61.11 * 2 = 122.22) FZHV

03/05/2003 - Rusty, pitting, and most of the paint is gone. Damage is unchanged. GZIZ

09/13/2001 - 60.96 * 2 = 121.92m NIGR

Little to no paint system left, rust, pitting, and minor section loss from rust. Damage from wide loads.

04/15/1999 - Rust & scale. UFHU

09/26/1996 - _ IUJD

Inspection Notes:

Element 357 - Sup Pack Rust SmFlag										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
X	1	1	1	ea.	X	0	100	0	0	
						%	%	%	%	%

Previous Inspection Notes :

07/26/2011 - Unchanged from previous inspection reports. ZRGZ

07/29/2009 - Bulging at connection pin spacers and plates have not worsened. ZLHK

06/20/2007 - Some minor bulging of the plates between the fastners and at the connections of the bottom chord. VZKJ

Inspection Notes:

***** Span : Appr-1 - Approach - Timber Girder - Span 1(North) *****

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5

INITIAL ASSESSMENT FORM FOR STRUCTURE :

L03325000+04001

Continue

***** Span : Appr-1 - Approach - Timber Girder - Span 1(North) (cont.) *****

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 32 - Timber Deck/AC Ovly Span 1 - North										
	1	1	34	sq.m.	X	0	100	0	0	
						%	%	%	%	%

Previous Inspection Notes :

07/26/2011 - Some minor rotten areas with a small hole in the decking. ZRGZ

07/29/2009 - Most all of the asphalt cover is gone today. Blaine County crews were replacing deck boards on 8/5/09 and there are still a couple of rotten areas remaining. ZLHK

06/20/2007 - Major potholes in remaining asphalt surfacing. Some soft/rotten wood in areas of the decking. Some repair has been done, but was only spot repairs. VZKJ

04/04/2005 - Some wear to the asphalt surfacing. Cracking throughout the span. Several potholes in the surfacing. (6.40 * 5.33 = 34.11) FZHV

03/05/2003 - Some areas of repair is visible from the underside of the deck. Raised condition State to a "2" until able to view this when snow cover is gone. GZIZ

09/13/2001 - 5.36 * 6.71 NIGR

Rotten areas with missing and cracked asphalt. UFHU

04/15/1999 - Rotten deck. IUJD

09/26/1996 - _

Inspection Notes:

Element 111 - Timber Open Girder Untreated										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
	1	1	147	m.		55	40	5	0	
						%	%	%	%	%

Previous Inspection Notes :

07/26/2011 - Unchanged from previous inspection reports. Bats between the tightest areas. ZRGZ

07/29/2009 - Some areas of rot and soft wood on girder tops as observed by movement under traffic. Lots of checking and weathering. Several have minor bulging just under the decking boards. ZLHK

06/20/2007 - Checking in most of the girders. Some have bulging and rot under the decking. Tops appear to have rot as lots of movement under loads and spikes are driven down. VZKJ

04/04/2005 - Some checks in several girders. Some bulging just under the deck surfacing on several girders. Untreated timber. (6.40 * 23 = 147.20) FZHV

03/05/2003 - Splits and checks throughout. Some bulging on a couple of the girders just under the decking. GZIZ

09/13/2001 - 6.71 * 23 = 154.33m Same as before and weathered. NIGR

04/15/1999 - Cracks, and rotation. UFHU

09/26/1996 - _ IUJD

Inspection Notes:

Element 206 - Timber Column Timber columns at bent 2										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
	1	1	2	ea.		90	10	0	0	
						%	%	%	%	%

Previous Inspection Notes :

07/26/2011 - Unchanged from previous inspection reports. ZRGZ

07/29/2009 - Minor checking in untreated square timbers used to support right corner of approach span girders at bent 2. Timbers are sitting on a old concret foundation. ZLHK

Inspection Notes:



INITIAL ASSESSMENT FORM FOR STRUCTURE :

L03325000+04001

Continue

***** Span : Appr-1 - Approach - Timber Girder - Span 1(North) (cont.) *****

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 216 - Timber Abutment Abutment 1 - North - Untreated										
	1	1	14	m.		60	35	5	0	
						%	%	%	%	%
Previous Inspection Notes :										
07/26/2011 - Unchanged from previous inspection reports with sloughing from under the Abutment timber.										ZRGZ
07/29/2009 - Backing plank behind the girders show bulging and rot. Backing at wingwalls are loose.										ZLHK
06/20/2007 - Bulging between the girders. Right ends of the plank are loose. Surface rot on the planks.										VZKJ
04/04/2005 - Minor bulging and rot between the girders. Right end of the cap has minor section loss and is split.										FZHV
03/05/2003 - Some minor rot to backing between the girders. Unable to look at it too closely, but appears to be a cap set onto the ground.										GZIZ
09/13/2001 - Buried and unable to check or rate. No obvious settlement at the roadway to deck. Therefore I changed to Condition State #2.										NIGR
04/15/1999 - Rehabilitation is needed.										UFHU
09/26/1996 - _										IUJD
Inspection Notes:										
Element 235 - Timber Cap										
	1	1	6	m.		70	25	5	0	
						%	%	%	%	%
Previous Inspection Notes :										
07/26/2011 - Unchanged from previous inspection reports.										ZRGZ
07/29/2009 - 5.36 / 1.05 = 6.41										ZLHK
Some surface rot observed on face and top of abutment 1 cap and minor bulging on left end. Abutment cap appears to be sitting on the ground. Added small wood cap at bent 2.										
06/20/2007 - Same as past inspection. Some of the loose wood on the Right end has fallen off.										VZKJ
04/04/2005 - Unchanged. (5.33 * 1 = 5.33)										FZHV
03/05/2003 - Right end of the cap is split up and wood is loose. Cap appears to be sitting on the ground without pile. Left end of the cap is buried.										GZIZ
09/13/2001 - 5.36 * 1 = 5.36m										NIGR
Only one end is visible and it is crushed, split, and rotten.										
04/15/1999 - Cracked, and failing.										UFHU
09/26/1996 - _										IUJD
Inspection Notes:										
Element 332 - Timb Bridge Railing										
	1	1	13	m.		75	20	5		
						%	%	%	%	%
Previous Inspection Notes :										
07/26/2011 - Rot is worse in the curbs and rest of the previous comments still apply.										ZRGZ
07/29/2009 - Rail plank show checking and some minor splits. checking in posts and curbs. Curbs also show minor rot in spots.										ZLHK
06/20/2007 - Checking in the planks and posts. Curbs show rot and fungi growth throughout.										VZKJ
04/04/2005 - Same as previous reports. (6.40 * 2 = 12.80)										FZHV
03/05/2003 - Splits and checks in rail posts and planks. Both curbs are scraped and show some rot.										GZIZ
09/13/2001 - 6.71 * 2 = 13.42 Same as last report.										NIGR
04/15/1999 - Checked, cracked, and broken.										UFHU
09/26/1996 - _										IUJD
Inspection Notes:										

INITIAL ASSESSMENT FORM FOR STRUCTURE :

L03325000+04001

Continue

***** Span : Appr-1 - Approach - Timber Girder - Span 1(North) (cont.) *****

Element Description										
Smart Flag	Scale Factor	Env	Quantity	Units	Insp Each	Pct Stat 1	Pct Stat 2	Pct Stat 3	Pct Stat 4	Pct Stat 5
Element 360 - Settlement SmFlag Abutment 1 - North										
X	1	1	1	ea.	X	100	0	0		
						%	%	%	%	%
Previous Inspection Notes :										
07/26/2011 - Still stable with some undermining under centerline from animals digging.										ZRCZ
07/29/2009 - Area shows some erosion at centerline, (photo). Span appears to have stabilized from prior fill repair work.										ZLHK
06/20/2007 - Has been fixed by smoothing out the approach roadway. Some erosion underneath the Abutment near centerline today.										VZKJ
04/04/2005 - Unchanged.										FZHV
03/05/2003 - Settlement is very minimal today.										GZIZ
09/13/2001 - State #1 today as roadway and deck match.										NIGR
04/15/1999 - Approach span bent is in very poor condition.										UPHU
Inspection Notes:										

INITIAL ASSESSMENT FORM FOR STRUCTURE :

L03325000+04001

Continue

General Inspection Notes

07/26/2011 - Fair to Poor markers on the bridge corners today. 7 ton Load Limit signs on both approaches and in Fair condition. Narrow Bridge sign on the South approach only.	ZRGZ
07/29/2009 - Fair hazard panels on all four corners of bridge. 7 ton load limits on both approaches with north sign being fair to poor and south sign is good. Fair narrow bridge sign south approach only.	ZLHK
NBI 59, raised to "5" as missing bolts were replaced.	
NBI 61, rated at "7" due to cut banks in area of structure.	
Painted loose bolt at request of county crew on site today.	
06/20/2007 - Built by O.E. Peppard of Missoula, MT. in 1910.	VZKJ
NBI 59, superstructure, rated a "4" due to loose attachment bolts throughout the superstructure.	
Fair markers on all (4) corners of the structure. Good 7 ton load limit sign on the South approach and a Fair 7 ton sign on the North approach. Narrow bridge sign on the South approach only.	
04/04/2005 - Markers on all (4) corners and in Fair to Good condition with some fading and scrapes to the sign faces. 7 ton Weight Limit signing on both approaches and in Good condition. Narrow bridge sign on the South approach is in Fair condition and the North narrow bridge sign is not in place nor is it in the ditch today.	FZHV
NBI 58, deck, rated at a "6" to reflect minor rot on a couple of the deck boards and pot holing in the approach span asphalt surfacing. Truss condition/FC inspection report is on file and in District folder.	
03/05/2003 - Markers on all (4) corners and in Good condition. Weight limit signing on both approaches and in Fair condition; 7 tons. Need to come back at a later date and mag. particle the lower, outside eyebar at L-9, Right side. 07-10-2003 Investigated by cleaning and mag. particle inspection. No crack found possible a gouge or ding during construction, but will check during normal and FC inspections. W.A. Lay and Charlie Pepos.	GZIZ
09/13/2001 - Markers at all (4) corners, full size, black & white and in Good to Fair condition due to leaning & twisting. Signs for narrow bridge & load limit on both approaches and in Fair condition.	NIGR
Vertical clearance are 4.77m @ the NW corner, 4.715m on the NE corner, 4.70m on the SW corner, and 4.686m on the SE corner.	
04/15/1999 - None	UFHU
09/26/1996 - Sufficiency Rating Calculation Accepted by ops\$A0241 at 9/10/97 14:31:55	IUJD
OP\$A0241 inspection comments -	
Structure L03325000+04001 -	
Date 9/26/96 -	
Previous comments > Sufficiency Rating Calculation Accepted by ops\$U5963 at 3/10/97 14:43:28	
Sufficiency Rating Calculation Accepted by ops\$U9004 at 2/19/97 14:16:17	
08/01/1994 - Sufficiency Rating Calculation Accepted by ops\$U5963 at 3/10/97 14:43:28	UOTS
Sufficiency Rating Calculation Accepted by ops\$U9004 at 2/19/97 14:16:17	
04/01/1992 - Updated with tape 1994	NB94
03/01/1990 - Updated with tape 1992	NB92
01/01/1988 - Updated with tape 1989	NB89
02/01/1986 - Updated with tape 1988	NB88
03/01/1984 - Updated with tape 1985	NB85
01/01/1982 - Updated with tape 1984	NB84