Bridge Number: 0000000000	006487		Ir	spe	ction Date (90): 7/19/2007		
NMDOT District No. = District 5	(3) Co	unty = 49 S	SANTA FE		Sufficiency Rating = 62.2		
(4)Town/City = Santa Fe	(91) Fr	requency =	24 months		Next Inspection = 07/19/2009		
(7) Facility S-84/SB OFF RAM (11) Mile Post = 1.500 mi	1	Patrol N 84/285 Br	No. idge (45-57)		Deficiency Status Functionally Obsolete		
(49) Structure Length = 118.1 ft	(19) D	etour Leng	th = 1.2 mi		(112) NBIS Length = Long Enough		
(102) Direction of Traffic = 1 1-way	traffic	(28A) Lar	nes on = 2	(28	B) Lanes Under = 2		
(41) Posting status = A Open, no res	triction	(34) Skew	v = 66.00 °	(35	) Structure Flared 0 No flare		
(9) Location = 1.93 MI N JCT S	T FRAN	N-CER					
(6) Feature Intersected = US-84/2	285, NB	L					
Maintenance Responsibility: NMD0  Location: 1.93 Miles north of junction  Structure Description: 1 Simple spanning the spanning to the spannin	on St. Fr	rancis and (	Cerrillos Roa	d in	Santa Fe.		
(113)Scour Critical=N Not Over Water	way (9	2A) FC Free	quency = NA	(92B) UW Frequency = NA			
(29) ADT = 5,130	(1	09) Truck A	DT=7 %		(30) Year of ADT = $2006$		
(16) Latitude = 35d 42' 00"	(1	7) Longitud	e = 105d 57'	00"	(27) Year Built = 1964		
(26) Functional Class = 14 Urban C	Other Pri	nc	(104) Highwa	ıy Sy	vstem = 1 On the NHS		
(22) Owner = State Highway Agence	су		(21) Custodia	n =	State Highway Agency		
(37) Historical Significance = 3 Possil	bly eligil	ole for	(42A) Type o	f Sei	rvice on = 1 Highway		
(51) Width Curb to Curb = 20.3 f	t		(52) Width O	ut to	Out = 24.0 ft		
(50A) Curb/Sdwlk Wdth L = $0.0$ ft	-		(50B) Curb/S	idew	valk Width R = 0.0 ft		
(32) Approach Roadway Width =	20.0 ft		(100) Defense	e Hig	ghway = 0 Not a STRAHNET hwy		
(w/ shoulders)			(101) Parallel Structure = No    bridge exists				
Team Leader Date Reviewed By Date							
Tourn Edduct	Jale		Ne	VICV	Date		

Bridge Number: 00000000006487 Page 1 of 8

(5A)Rte.On/Under= Route On Structure	(5B)Rte. Signing	g Prefix=5 City Stre	eet (114) Future ADT=6,802			
(5C) Level of Service = 7 Ramp	(5E) Direction S	Suffix = 3 South	(115) Year of Future ADT=2026			
(104) Highway System:1 On the NHS	(42B)Type Serv	rice under=1 High	way (92C) SI Frequency =NA			
(93A) FC Inspection Date = NA	(93B) UW Inspe	ection Date = NA	(93C) SI Date = NA			
Element Frequency = 24 months	Next UW Inspec	ction = NA	Next SI = NA			
Element Inspection Date = 07/19/2007	Next Elem. Insp	Due = $07/19/2$	Next FC Inspection NA			
(45) Number of Spans Main Unit = 1	-	(46) Number of A	approach Spans = 0			
(43A) Main Span Material/Design = 3 St	eel	(43B) Main Span	Material/Design = 02 Stringer/Girder			
(44A) Approach Span Material =		(44B) Approach	Span Material =			
(107) Deck Type = 1 Concrete-Cast-in	-Place	(108C) Deck Pro	tection = 8 Unknown			
(108A) Wearing Surface = 1 Monolithic	Concrete	(108B) Membran	e = 0 None			
(53)Minimum Vertical Clearance Over Br	ridge =328.1 ft	(49) Structure Le	ngth = 118.1 ft			
(54B) Minimum Vertical Underclearance	= 15.9 ft	(48) Length Max	Span = 116.1 ft			
(54A) Minimum Vertical Underclearance	Reference = H1	Hwy beneath struc	t .			
(55A) Minimum Lateral Underclearance I	Reference R = 1	Hwy beneath stru	act			
(55) Minimum Lateral Undrclearance R =	7.5 ft	(56) Minimum Lateral Undrclearance L = 4.9 ft				
Deck Area = 2,830.9 sq. ft (106) Yea	ar Reconstructed =	=Unknown	(33) Median = 0 No median			
TRAFFI Bridge Rail (36A) = 0 Substandard $Transition (36B) = 0 Substandard$		pproach Rail (36C)	0 = 0 Substandard (36D) = 0 Substandard			
CONDITION  Deck (58) = 5 Fair  Channel/Channel Protection (61) = N N/A (NBI)  Super (59) = 5 Fair  Culvert (62) = N N/A (NBI)  Sub (60) = 5 Fair						
APPRAISAL  Str. Evaluation (67) = 5  Deck Geometry (68) = 2 Intolerable - Replace  Waterway Adequacy (71) = N Not applicable Approach Alignment (72) 5 Above Tolerable  Scour Critical (113) = N Not Over Waterway  Underclearance, Vertical and Horizontal (69) = 4						

Bridge Number: 00000000006487 Page 2 of 8

#### **New Mexico Department Of Transportation Bridge Inspection Report Bridge Management Section**

#### LOAD RATING AND POSTING

Inventory Rating Method (65) =

2 AS Allowable S Operating Rating Method (63) = 2 AS Allowable Stress

Inventory Rating (66) = HS19.8

Operating Rating (64) = HS30.7

Posting (70) = 5 At/Above Legal Loads

Design Load (31) = 5 MS 18 (HS 20)Posting status (41) = A Open, no restriction

PROPOSED IMPROVEMENTS

\$ 210,000 Bridge Cost (94) = Type of Work (75) = 31 Repl-Load Capacity

Roadway Cost (95) = \$ 106,000 Length of Improvment (76) = 116.1 ft

Total Cost (96) =\$ 400,000 Future ADT (114) = 6,802

Year of Cost Estimate (97) = 2030Year of Future ADT (115) = 2026

#### **ELEMENT CONDITION STATE DATA**

Str Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5
0	12/2	Bare Concrete Deck	(SF)	2,831	0 %	0	100 %	2,831	0 %	0	0 %	0	0 %	0
0	107/2	Paint Stl Opn Girder	(LF)	472	0 %	0	93 %	440	7 %	33	0 %	0	0 %	0
0	108/2	Diaphragm attch jnts	(EA)	30	100 %	30	0 %	0	0 %	0	0 %	0	0 %	0
0	215/2	R/Conc Abutment	(LF)	92	0 %	0	46 %	43	54 %	49	0 %	0	0 %	0
0	300/2	Strip Seal Exp Joint	(LF)	92	100 %	92	0 %	0	0 %	0	0 %	0	0 %	0
0	311/2	Moveable Bearing	(EA)	4	0 %	0	0 %	0	100 %	4	0 %	0	0 %	0
0	313/2	Fixed Bearing	(EA)	4	0 %	0	0 %	0	100 %	4	0 %	0	0 %	0
0	329/2	GUARDRAIL (standard)	(LF)	600	100 %	600	0 %	0	0 %	0	0 %	0	0 %	0
0	333/2	Other Bridge Railing	(LF)	236	0 %	0	100 %	236	0 %	0	0 %	0	0 %	0
0	335/2	EARTH RETAINING WALL	(LF)	364	100 %	364	0 %	0	0 %	0	0 %	0	0 %	0

0	335/2	EARTH RETAINING WALL	(LF)	364 100	% 364	0 %	0 0%	0 0%	0	0 %	0
	nit Elem	Env Desc	ription				Element				
0	12/2	Concrete Deck - I	Bare	are bui dec trai goo mo trai scr cor ½" 8"x ver Undare end 1/1 dec	as up to dup at is k edges as verse a condition of the co	2'x 40' m solated a . Topside and map tion. Declorasion a cracks up d patched ar agonal cracks up to b f deck held ar solate so reas of mat south e solate s	nostly at de reas. Mino e of deck he cracks up ke curb is 2 and scaling to 1/32" of areas up to action loss. 1/16" with as isolated es have rouce. Underscaling with moderate e end has tra	erate abrasiceck edge. Our cinder and as minor we to 1/32". De 0"x 12" with g. Curb has with areas of to 1'x 3'. At a longitudir 3/4". At curb Deck face I moderate with a moderate with a transverse offlorescence ansverse craning at steel	il and I dirt I dearing eck is mino vertice f mino north hal crackes the cracke. Under the cracke. Under the crackes the crack	I asphalt buildup at g. Isolated in overall or to all and or traffic nwest rack up to spalls up to staining. hroughout finish with at north ks up to der side of up to 1/16"	
0	107/2	Painted Steel Op	en Girder/Bea	giro mo dar	lers have stly at bo nage. G	e areas cottom flar irder end	of minor to nges. Girdo s over bea	tem has mos moderate ru ers have min arings have h mage evider	usting nor sr neavy	ງ throughoເ moke	

Bridge Number: 00000000006487 Page 3 of 8

Str Unit	Elem/Env	Description	Element Notes
0	108/2	Diaphragm Attachment Joints for St	Painted steel Diaphragms have paint system failure with areas of minor to moderate paint flaking and light to moderate rust throughout. Connections appear to be tight.
0	215/2	Reinforced Conc Abutment	Abutments are painted. Abutment 1 has heavy paint flaking with efflorescence, water and dirt staining. At patched areas of abutment there are vertical, diagonal and horizontal cracks less than 1/16" with an isolated small spall. At abutment backwall there is transverse cracks up to 1/16" at the topside. Abutment 2 has heavy paint flaking with minor to moderate efflorescence water and dirt staining. Note both abutments have drain pipes or weep holes at bottoms.
0	300/2	Strip Seal Expansion Joint	Strip seal joints have minor debris buildup. Joints have no loss of adhesion and are in good condition.
0	311/2	Moveable Bearing (roller, sliding, etc	Movable bearings at abutment 2, isolated bearings are slightly tilted as noted in previous report. Spacing at bearing plates is not uniformed. Bearings have moderate to heavy rust with minor section loss.
0	313/2	Fixed Bearing	Fixed bearings at abutment 1 have moderate to heavy rust with minor section loss.
0	329/2	GUARDRAIL (STANDARD)	Guardrail under is at northbound inside lane only. 12" W rail on timber posts, timber blocks that transition to abutment 2 with 1ea Type C end unit. No traffic damage noted. Over is 12' W rail on timber posts timber blocks tied to concrete headwall. Southbound inside rail is continuous tied to continuous CBR at approach. Southbound outside rail is continuous and acts as bridge rail tied to channel iron. Timber posts are severely dry and weathered with moderate splits and checks. Isolated missing and loose blocks. Guardrail appears to be low to standards.
0	333/2	Other Bridge Railing	Other bridge rail at Southbound inside rail is 10" channel iron on steel posts tied to deck curb. Southbound outside lane is same with 12" W rail attached. Channel iron has moderate rusting throughout. 12" W rail has minor traffic damage at structure end at departure with isolated broken and loose blocks.
0	335/2	EARTH RETAINING WALLS	Earth Retaining Walls are painted with areas of heavy paint flaking. Southwest wall has diagonal and horizontal cracks up to 1/16" with minor water staining. Northeast wall has spall up to 4"x 6" with areas of moderate abrasion, water and rust stains. walls show no signs of settlement.

Bridge Number: 00000000006487 Page 4 of 8

PAST INSPECTION								
Inspection Date:	07/19/2007	-	Type: 1 Re	egular N	IBI			
Inspector:	PONTIS	ı	Pontis User	Key:	PON	ITIS - Pontis Pontis		
Scope: NBI: Underwate		her: acture Critical:		Elemer	nt:	<b>✓</b>		
INSPECTION NOT	ES							
Inspection Comments: 1. Weather Conditions: Sunny, warm 74Ý. 2. Inspectors Present: Mike P. Slade, Wayne A. Martinez. 3. Work Done Since Last Inspection: None noted. 4. General comments: None. 5. Channel and Channel Protection: N/A. 6. Approach Roadway Condition: Asphalt approach roadway over has transverse and diagonal cracks up to +" with minor bleeding and minor wheel rutting. No shoulders urban curb and gutter. Pavement under has transverse and longitudinal cracks up to 1/8" with minor raveling and wheel rutting, moderate pavement bleeding. Shoulders under at outer lane only has moderate to heavy pavement raveling and dirt and gravel buildup at edges. Embankments have mild to steep slopes with mild vegetation. No bridge signing over. Under is 16'. 7. Traffic Safety Features: Over - 12" W rails on timber posts with Type C anchor tied to steel channel bridge railing on north side and with 12" W rail on south side. Under -12" W rail on timber posts with Type C anchors tied to abutment. 8. Work Recommended: 1. Install adequate traffic safety features over and under. 2. Repair deterioration at abutment 2. 3. Clean and paint girders, bearings and Bridge rail over. 4. Paint abutments and earth retaining walls. 5. Install delineators. 6. Post vertical height for less than 15' 9'.  PAST INSPECTION								
Inspection Date:	06/30/2005	-	Type: 1 Re	egular N	IBI			
Inspector:	MSLAD05	F	Pontis User	Key:	46			
Scope: NBI: Underwate		her: acture Critical:		Elemer	nt:	<b>✓</b>		
INSPECTION NOT	ES							
Inspection Comments: 1. Weather Conditions: Sunny, warm 72ø. 2. Inspectors Present: Mike P. Slade, Wayne A. Martinez. 3. Work Done Since Last Inspection: Spalls, delamination and scaling have been repaired at abutment 1. New Evasote joints have also been installed spring 2005. 4. General comments: None. 5. Channel and Channel Protection: N/A. 6. Approach Roadway Condition: Asphalt approach roadway over has longitudinal, transverse and diagonal cracks up to 1/8' with moderate pavement raveling and mild bleeding. Pavement under has transverse and longitudinal cracks up to 1/8' with minor raveling and wheel rutting, moderate pavement bleeding. Shoulders over none. Shoulders under at outer lane only has moderate to heavy pavement raveling and dirt and gravel buildup at edges. Embankments have mild to steep slopes with mild vegetation. No bridge signing over. Under is 16'. 7. Traffic Safety Features: Over - 12" W rails on timber posts with Type C anchor tied to steel channel bridge railing on north side and with 12" W rail on south side. Under - 12" W rail on timber posts with Type C anchors tied to abutment. 8. Work Recommended: 1. Install adequate traffic safety features over and under. 2. Repair deterioration at abutment 2. 3. Clean and paint girders, bearings and Bridge rail over. 4. Paint abutments and earth retaining walls. 5.Install delineators. 6. Post vertical height for less than15' 9'.								

Bridge Number: 00000000006487 Page 5 of 8

PAST INSPECTION	N	
Inspection Date:	07/16/2003	Type: 1 Regular NBI
Inspector:	AJOHN07	Pontis User Key: AJOHN07 - ANSON JOHNSON
Scope:  NBI:  Underwater  INSPECTION NOT		☐ Element: ✓ : ☐
P. Baca, Taffy A. Mas been painted. roadway has been Condition: Asphalt No shoulders. Eml 6. Traffic Safety Fe channel bridge railiposts with Type Caspalls on abutment	Miller and Teresa Burcham. Some patches on abutment patched. 4. Channel and approach roadway is in goo bankments have mild to stee atures: Over - 12' W rails oring on north side and with 12 anchors tied to abutmetns. s. 2. Install adequate trafficing pourable seals. 5. Post verifications.	2. NMSU Bridge Inspection team members: George 3. Work Done Since Last Inspection: Substructure s and wingwalls have been placed. Approach Channel Protection: N/A. 5. Approach Roadway d condition wiht minor bleeding. Transition is smooth. ep slopes with heavy vegetation. No bridge signing. n timber posts with Type C anchors is not tied to steel 2' W rail on south side. Under - 12' W rail on timber 7. Work Recommended: 1. Repair delamination and safety features. 3. Clean and paint girders and ertical height clearance form NBL less than 15'-11'.
Inspection Date:	n 07/30/2001	Type: 1 Regular NBI
Inspector:	AJOHN01	Pontis User Key: AJOHN07 - ANSON JOHNSON
Scope: NBI: Underwater		☐ Element: ✓
P. Baca, Armanda Guardrail has beer Condition: Asphalt moderate raveling, buildup. Embankm Traffic Safety Feati steel channel bridg Install adequate sa	ons: Clear, 70 degrees F. White, Jeremy Rocha and E n repaired. 4. Channel and pavement has 1/2' cracks, p Transition is smooth. Asph nents have mild to steep slop ures: 12' W rails on timber p ne railing. 7. Work Recomn	2. NMSU Bridge Inspection team members: George Brian Soleman. 3. Work Done Since Last Inspection: Channel Protection: N/A. 5. Approach Roadway Britan

Bridge Number: 00000000006487 Page 6 of 8

Bridge Number: 00000000006549								
NMDOT District No. = District 5	(3) Cou	unty = 49 SANTA FE	Sufficiency Rating = 82					
(4)Town/City = Santa Fe	(91) Fr	requency = 24 months		Next Inspection = 03/27/2010				
(7) Facility US-84-285 N-S (11) Mile Post = 164.650 mi	Patrol No. US 84/285 CBC (45-46)			Deficiency Status Not Deficient				
(49) Structure Length = 42.3 ft	(19) D	etour Length = 0.0 mi		(112) NBIS Length = Long Enough				
(102) Direction of Traffic = 2 2-way	raffic	(28A) Lanes on $= 6$	(28	8B) Lanes Under = 0				
(41) Posting status = A Open, no res	striction	(34) Skew = 15.00 °	(35	5) Structure Flared 0 No flare				
(9) Location = JCT OF ST FRANCIS/ALAMEDA								
(6) Feature Intersected = SANTA FE RIVER								

#### **DESCRIPTION:**

Maintenance Responsibility: State, Patrol 45-46: Santa Fe

Location: U.S. 84 at Junction of St. Francis and Alameda St. on U.S. 84. at milepost 164.65.

Description: 4- 10' x 6' x 98' CBC Design I.

Team Leader

(113)Scour Critical=8 Stable Above Footing	(92A) FC Free	quency = NA	(92B) UW Frequency = NA		
(29) ADT = $51,053$	(109) Truck A	ADT=6 %	(30) Year of ADT = $2007$		
(16) Latitude = 35d 41' 18"	(17) Longitud	e = 105d 57' 15"	(27) Year Built = 1964		
(26) Functional Class = 14 Urban Other	Princ	(104) Highway System = 1 On the NHS			
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency			
(37) Historical Significance = 5 Not eligib	le for NRHP	(42A) Type of Service on = 1 Highway			
(51) Width Curb to Curb = 0.0 ft		(52) Width Out to Out = $0.0 \text{ ft}$			
(50A) Curb/Sdwlk Wdth L = $1.3 \text{ ft}$		(50B) Curb/Sidewalk Width R = 1.3 ft			
(32) Approach Roadway Width = 79.2	4 ft	(100) Defense Highway = 0 Not a STRAHNET hwy			
(w/ shoulders)	(101) Parallel Struc		cture = No    bridge exists		

Bridge Number: 00000000006549 Page 1 of 6

Reviewed By

Date

Date

(5A)Rte.On/Under= Route On Structure	(5B)Rte. Signing	g Prefix=2 U.S. Nun	nberec	(114) Future ADT=66,545		
(5C) Level of Service = 1 Mainline	(5E) Direction S	uffix = 0 N/A (NE)	BI)	(115) Year of Future ADT=2027		
(104) Highway System :1 On the NHS	(42B)Type Serv	ice under=5 Water	way	(92C) SI Frequency =NA		
(93A) FC Inspection Date = NA	(93B) UW Inspe	ction Date = NA		(93C) SI Date = NA		
Element Frequency = 24 months	Next UW Inspec	etion = NA		Next SI = NA		
Element Inspection Date = 03/27/2008	Next Elem. Insp	. Due = 03/27/2	010	Next FC Inspection NA		
(45) Number of Spans Main Unit = 4	•	(46) Number of A	pproacl	1 Spans = 0		
(43A) Main Span Material/Design = 2 Co	ncrete Continuou	(43B) Main Span	Materia	ul/Design = 19 Culvert		
(44A) Approach Span Material =		(44B) Approach S	Span Ma	nterial =		
(107) Deck Type = N N/A (NBI)		(108C) Deck Prot	ection =	N N/A (no deck (NBI))		
(108A) Wearing Surface = N N/A (no de	ck (NBI)	(108B) Membrane	e = N	N/A (no deck (NBI))		
(53)Minimum Vertical Clearance Over Bri	dge =328.1 ft	(49) Structure Length = 42.3 ft				
(54B) Minimum Vertical Underclearance =	= 0.0 ft	(48) Length Max	Span =	9.8 ft		
(54A) Minimum Vertical Underclearance l	Reference = NI	Feature not hwy or	RR			
(55A) Minimum Lateral Underclearance R	eference R = N	Feature not hwy o	or RR			
(55) Minimum Lateral Undrclearance R =	0.0 ft	(56) Minimum Lateral Undrclearance L = 0.0 ft				
Deck Area = (106) Yea	r Reconstructed =	-Unknown	(33) M	edian = 2 Closed Med w/o Barrio		
TRAFFIC Bridge Rail (36A) = 0 Substandard  Transition (36B) = 0 Substandard	Al	FEATURES oproach Rail (36C) oproach Rail Ends (		0 Substandard 0 Substandard		
CONDITION  Deck (58) = N N/A (NBI)  Super (59) = N N/A (NBI)  Sub (60) = N N/A (NBI)  Condition  Channel/Channel Protection (61) = 7 Minor Damage  Culvert (62) = 7 Minor Deterioration						
APPRAISAL Str. Evaluation (67) = 7 Deck Geometry (68) = N Not applicable (NBI) Waterway Adequacy (71) = 8 Equal Desirable Approach Alignment (72) 8 Equal Desirable Cri Scour Critical (113) = 8 Stable Above Footing Underclearance, Vertical and Horizontal (69) = N						

Bridge Number: 00000000006549 Page 2 of 6

#### LOAD RATING AND POSTING

Inventory Rating Method (65) = 2 AS Allowable S

2 AS Allowable S Operating Rating Method (63) = 2 AS Allowable Stress

Inventory Rating (66) = HS19.8

Operating Rating (64) = HS24.8

Design Load (31) = 5 MS 18 (HS 20)

Posting (70) = 5 At/Above Legal Loads

Posting status (41) = A Open, no restriction

#### PROPOSED IMPROVEMENTS

Bridge Cost (94) = NA Type of Work (75) = Unknown (P) Roadway Cost (95) = Unknown Length of Improvement (76) = 0.0 ft

Total Cost (96) = Unknown Future ADT (114) = 66,545Year of Cost Estimate (97) = Unknown Year of Future ADT (115) = 2027

#### **ELEMENT CONDITION STATE DATA**

Str Unit	Elm/Env		Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5
0	241/2	Concrete Culvert		(LF)	397	100 %	396	0 %	1	0 %	0	0 %	0	0 %	0
0	244/2	CULVERT PARAPET		(LF)	89	100 %	89	0 %	0	0 %	0	0 %	0	0 %	0
0	245/2	CULVERT WINGWALL			4	25 %	1	50 %	2	25 %	1	0 %	0	0 %	0
0	333/2	Othe	Bridge Railing	(LF)	154	0 %	C	100 %	154	0 %	0	0 %	0	0 %	0
0	336/2	RIP F	RAP AND GABIONS	(SF)	2,971	0 %	1	100 %	2,970	0 %	0	0 %	0	0 %	0
0	337/2	FLOW CONTROL		(LF)	52	100 %	52	0 %	0	0 %	0	0 %	0	0 %	0
Str Ur	Str Unit Elem/Env Description					Element Notes									
0	0 241/2 Reinforced Concrete Culvert				Top slab has longitudinal and transverse cracks less than										

Str Unit	⊨iem/Env	Description	Element Notes
0	241/2		Top slab has longitudinal and transverse cracks less than 1/32" with isolated areas of light efflorescence. Minor honeycombing and rubbed areas throughout. Minor dirt staining and isolated rust stains. Minor to moderate scaling at barrel ends with minor efflorescence. At inlet spall up to 6"x 8". Barrel walls have vertical cracks up to 1/16", diagonal cracks up to 1/32" with areas of light to moderate honeycombing. Barrel wall 1 has 1ea 24" CMP drop inlet and 1ea 36" CMP drop inlet. Barrel walls at inlet steel plates have moderate rusting and heavy rock and debris buildup. Bottom slab is unable to inspect due to rock and dirt buildup to 2'.
0	244/2		Parapet tops have transverse and map cracks up to 1/16". Other bridge rail is tied to top of parapet. Parapet face at inlet is painted and paint system has failed. Vertical cracks up to 1/32" with moderate water staining. Areas of paint flaking and scaling. Spalls up to 6"x 6". Outlet is partially painted. Vertical, horizontal, diagonal and map cracks up to 1/32" with moderate water staining and isolated areas of minor scaling.

Bridge Number: 00000000006549 Page 3 of 6

Str Unit	Elem/Env	Description	Element Notes
0	245/2	CULVERT WINGWALLS	Southeast wingwall is painted with minor dirt staining overall good condition. Northeast wall at joint with barrel wall, minor deterioration. Vertical and diagonal cracks up to 1/16", horizontal and map cracks less than 1/32". Paint system has failed. Southwest wall has isolated diagonal cracks up to 1/8" with minor delamination, water and mud stains. Moderate paint flaking, minor to moderate deterioration at joint with barrel wall. Northwest wall has horizontal, diagonal and map cracks up to 1/32". (Note) all walls have heavy vegetation and tree buildup.
0	333/2	Other Bridge Railing	Other bridge railing is round 3" painted steel pipe on 3" steel posts that are tied to parapet. Rail has minor traffic damage and minor to moderate paint flaking. Areas of minor rust.
0	336/2	WIRE ENCLOSED RIPRAP, RIPF	Wire enclosed riprap at outlet banks is mostly unobservable due to vegetation growth build up, appears to be functioning as intended.
0	337/2	FLOW CONTROL DEVICES	Flow control device at outlet. Flow control device is big rocks in concrete mortar. Flow control device is functioning as intended and in overall good condition. Scour was not noted at this inspecion due to live water flow.
PAST	NSPECT	ION	<u> </u>
Inspec	tion Date:	03/27/2008 Ty	pe: 1 Regular NBI
Inspec	tor:	WMART05 Po	ntis User Key: WMART05 - WAYNE MARTINEZ
Scope:	:		

NBI: Other: Element:

Underwater: Fracture Critical:

#### **INSPECTION NOTES**

Inspection comments: - 1. Weather Conditions: Sunny, cool and 44 degrees. 2. Inspectors Present: Wayne Martinez, Mike Slade. 3. Work done since last inspection: None noted. 4. General Comments. None. 5. Channel Description and Alignment: Channel is a flat, sandy, rocky, live water river with moderate to steep banks, moderate to heavy vegetation, perpendicular to structure. Barrels have silt build up to 3'. Channel is protected by riprap and flow control device at outlet. High water marks up to 2'. 6. Approach Roadway Condition: Pavement has longitudinal, diagonal and transverse cracks up to 3/4". isolated transverse cracks up to 1-1/2" with mild to moderate wheel rutting. Embankments urban curb and gutter system with mild vegetation. No bridge signing at structure. 7. Traffic Safety Features: Bridge railing is 3" steel round pipe on steel posts tied to parapet. Urban curb and gutter system. 8. Work Recommended: 1. Remove silt, rock and debris buildup from CBC inlet/ outlet. 2. Clean and paint metal bridge rail. 3. Seal cracks in roadway. 4. Repair spalls at top slab end at inlet and parapet at inlet. 5. Remove vegetation and tree growth at

inlet / outlet. 6. Install adequate traffic safety features.

Bridge Number: 00000000006549 Page 4 of 6

PAST INSPECTIO	N											
Inspection Date:	07/20/2005	Type: 1 Regular NBI										
Inspector:	PONTIS	Pontis User Key: PONTIS - Pontis Pontis										
Scope: NBI: Underwate INSPECTION NOT		☐ Element: ✓										
Inspection comments: - 1. Weather Conditions: Sunny, hot 85". 2. Inspectors Present: Mike P. Slade, Wayne Martinez. 3. Work done since last inspection: None noted. 4. General Comments. None. 5. Channel Description and Alignment: channel is a flat, sandy, rocky, channel with moderate to steep banks, moderate to heavy vegetation, perpendicular to structure. Flow control device has scour 1'. Barrels have silt build up to 2'. Channel is protected by riprap. High water marks up to 2'. 6. Approach Roadway Condition: Pavement has longitudinal and transverse cracks up to "" with mild to moderate wheel rutting, mild raveling and mild bleeding. Embankments are mild to moderate banks with moderate vegetation. No bridge signing at structure. 7. Traffic Safety Features: Bridge railing is 3' steel round pipe on steel posts tied to parapet. Urban curb and gutter. 8. Work Recommended: 1. Remove silt, rock and debris buildup from CBC inlet/ outlet. 2. Clean and paint metal bridge rail. 3. Seal cracks in roadway. 4. Repair spalls at top slab end at inlet. 5. Remove vegetation and tree growth at inlet / outlet. 6. Monitor scour at flow control device. 7. Install adequate traffic safety features. PAST INSPECTION												
Inspection Date:	08/15/2001	Type: 1 Regular NBI										
Inspector:	PONTIS	Pontis User Key: PONTIS - Pontis Pontis										
Scope: NBI: Underwate	Other:  T: Fracture Critica	☐ Element: ✓										
INSPECTION NOT	ES											
PONTIS inspection Present: Wayne M 4. Channel Descrip steep banks, mode 1'. Barrels have sil Approach Roadwa isolated transverse moderate banks w	Sufficiency Rating Calculation Accepted by pontis at 9/18/01 07:27:07 PONTIS inspection comments - 1. Weather Conditions: Sunny, clear and 80 degrees. 2. Inspectors Present: Wayne Martinez, Lester Salazar. 3. Work done since last inspection: New asphalt overlay.  4. Channel Description and Alignment: channel is a flat, sandy, rocky, channel with moderate to steep banks, moderate to heavy vegetation, perpendicular to structure. flow control device has scour 1'. Barrels have silt build up to 2'. Channel is protected by rip rap. No high water marks evident. 5. Approach Roadway Condition: Pavement is new, turn lanes are old pavement, old pavement has isolated transverse cracks up to 10 mm, in overall good condition. Embankments are mild to moderate banks with moderate vegetation. No bridge signing at structure. 6. Traffic Safety Features: Bridge railing is 3' steel round pipe on steel posts tied to parapet. 7. Work Recommended: 1. Install											

Bridge Number: 00000000006549 Page 5 of 6

Bridge Number: 00000000006550										
NMDOT District No. = District 5	(3) Cou	unty = 49 SANTA FE		Sufficiency Rating = 77.8						
(4)Town/City = Santa Fe	(91) Fr	equency = 48 months		Next Inspection = 10/21/2012						
(7) Facility US-84-285 N-S (11) Mile Post = 164.900 mi	rroyo d	Patrol No. e las Mascaras CBC (45	5-41	Deficiency Status Not Deficient						
(49) Structure Length = 77.1 ft	(19) De	etour Length = 1.2 mi		(112) NBIS Length = Long Enough						
(102) Direction of Traffic = 2 2-way	traffic	(28A) Lanes on $= 6$	(28	(B) Lanes Under = 0						
(41) Posting status = A Open, no res	striction	(34) Skew = 45.00 °	(35	S) Structure Flared 0 No flare						
(9) Location = 0.1 MI N OF W	(9) Location = 0.1 MI N OF W ALAMEDA ST									
(6) Feature Intersected = ARROY	YO LAS	MASCARAS								

#### **DESCRIPTION:**

Patrol 45-46 Santa Fe.

Location: .10 Miles north of the Jct. West Alemeda and St. Francis Dr.

Description: 5-10' x 6' x 135' CBC Des. I.

Team Leader

(113)Scour Critical=8 Stable Above Footing	(92A) FC Free	quency = NA	(92B) UW Frequency = NA		
(29)  ADT = 36,512	(109) Truck A	ADT=6 %	(30) Year of ADT = $2007$		
(16) Latitude = 35d 41' 23"	(17) Longitud	e = 105d 57' 15"	(27) Year Built = 1964		
(26) Functional Class = 14 Urban Other	Princ	(104) Highway System = 1 On the NHS			
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency			
(37) Historical Significance = 5 Not eligib	le for NRHP	(42A) Type of Service on = 1 Highway			
(51) Width Curb to Curb = 0.0 ft		(52) Width Out to Out = 0.0 ft			
(50A) Curb/Sdwlk Wdth L = $5.6$ ft		(50B) Curb/Sidewalk Width R = 5.6 ft			
(32) Approach Roadway Width = 82.0	) ft	(100) Defense Highway = 0 Not a STRAHNET hwy			
(w/ shoulders)		(101) Parallel Structure = No    bridge exists			

Bridge Number: 00000000006550 Page 1 of 5

Reviewed By

Date

Date

(5A)Rte.On/Under= Route On Structure	(5B)Rte. Signing	g Prefix=2 U.S. Nu	mbered (114) Future ADT=47,591					
(5C) Level of Service = 1 Mainline	(5E) Direction S	Suffix = $0 \text{ N/A (N)}$	BI) (115) Year of Future ADT=2027					
(104) Highway System :1 On the NHS	(42B)Type Serv	ice under=5 Water	rway (92C) SI Frequency =NA					
(93A) FC Inspection Date = NA	(93B) UW Inspe	ection Date = NA	(93C) SI Date = NA					
Element Frequency = 48 months	Next UW Inspec	etion = NA	Next SI = NA					
Element Inspection Date = 10/21/2008	Next Elem. Insp	. Due = 10/21/2	Next FC Inspection NA					
(45) Number of Spans Main Unit = 5		(46) Number of A	Approach Spans = 0					
(43A) Main Span Material/Design = 2 Co	oncrete Continuou	(43B) Main Span	Material/Design = 19 Culvert					
(44A) Approach Span Material =		(44B) Approach S	Span Material =					
(107) Deck Type = N N/A (NBI)		(108C) Deck Prot	tection = N N/A (no deck (NBI))					
(108A) Wearing Surface = N N/A (no de	eck (NBI)	(108B) Membran	e = N N/A (no deck (NBI))					
(53)Minimum Vertical Clearance Over Br	idge =328.1 ft	(49) Structure Length = 77.1 ft						
(54B) Minimum Vertical Underclearance	= 0.0 ft	(48) Length Max Span = 9.8 ft						
(54A) Minimum Vertical Underclearance	Reference = NI	Feature not hwy or	RR					
(55A) Minimum Lateral Underclearance F	Reference R = N	Feature not hwy	or RR					
(55) Minimum Lateral Undrclearance R =	0.0 ft	(56) Minimum L	ateral Undrclearance L = 0.0 ft					
Deck Area = . sq. ft (106) Yea	r Reconstructed =	=Unknown	(33) Median = 3 Closed Med w/Barriers					
TRAFFI Bridge Rail (36A) = 0 Substandard  Transition (36B) = 0 Substandard	•	oproach Rail (36C)	0 = 0 Substandard (36D) = 0 Substandard					
	CONDITIC	)N						
Deck (58) = N N/A (NBI)			etion (61) = 7 Minor Damage					
Super (59) = N N/A (NBI) Sub (60) = N N/A (NBI)	Culvert	(62) = 7  Minor	Deterioration					
Str. Evaluation (67) = 7  Deck Geometry (68) = N Not applicable (NBI)  Waterway Adequacy (71) = 8 Equal Desirable Approach Alignment (72) 8 Equal Desirable Crit								
Scour Critical (113) =8 Stable Ab Underclearance, Vertical and Ho	_	= N						
ondercicarance, verticar and mo	112011tai (0 <i>7)</i>	± 1						

Bridge Number: 00000000006550 Page 2 of 5

#### LOAD RATING AND POSTING

Inventory Rating Method (65) = 2 AS Allowable S

2 AS Allowable S Operating Rating Method (63) = 2 AS Allowable Stress

Inventory Rating (66) = HS19.8

Operating Rating (64) = HS24.8

Design Load (31) = 5 MS 18 (HS 20)

Posting (70) = 5 At/Above Legal Loads

Posting status (41) = A Open, no restriction

#### PROPOSED IMPROVEMENTS

Bridge Cost (94) = \$502,000 Type of Work (75) = 35 Rehabilitate-gen.

Roadway Cost (95) = \$50,000 Length of Improvement (76) = 76.1 ft

Total Cost (96) = \$ 754,000 Future ADT (114) = 47,591 Year of Cost Estimate (97) = 2030 Year of Future ADT (115) = 2027

#### **ELEMENT CONDITION STATE DATA**

		ONDITION STATE DA												
Str Unit E		Description				-				ty. St. 3				y. St. 5
0 2		rete Culvert	(LF)		94 %	656	6 %	39		0	0 %	0	0 %	0
		/ERT PARAPET	(LF)		91 %	141	9 %	13		0	0 %	0	0 %	0
		/ERT WINGWALL	(EA)		100 %	4	0 %	0		0	0 %	0	0 %	0
0 3	33/2 Other	r Bridge Railing	(LF)	164	100 %	164	0 %	0	0 %	0	0 %	0	0 %	0
Str Unit	Elem/Env	Description	n						Eleme	ent Notes	3			
0	241/2	Reinforced Concrete (	Culver	t	Top s	slab ha	as tra	nsvers	e crac	cks up t	to 1/32	2' most	tly at	
					mids:	oan wi	ith lia	ht to m	odera	ite efflo	resce	nce an	ıd liaht	to
										at barı				
										vith mir				or to
										uction j				
										and is				
										oderate				
										and is				
					up to	1/8".	At wa	ıll ends	at ou	tlet the	re are	spalls	up to	1'x
					3". At	isolat	ted b	arrels v	valls th	here is	mode	rate to	heav	<b>y</b>
					graffit	ti. At v	vall e	nds at	inlet th	here is	mode	rate to	heav	,
										s 1 and				
										stainin				
										and d				ab 15
					unob	3Ci vai	JIC UI	10 31	it rock	and d	CDIIS	Juliuup	<b>,</b> .	
0	244/2	CULVERT PARAPET			Inlet p	oarape	et is p	painted	and h	nas sev	ere pa	aint fla	king, p	aint
					svste	m has	faile	d. Para	apet h	as vert	ical cr	acks u	ip to 1	/32"
										ining. C				
										tical di				
										nas isol				ib io
										Parape				
								iti. Note	e Meta	al bridg	je rail	is attac	ched to	)
					parap	et top	S.							
0	245/2	CULVERT WINGWAL	1 9		Λ II	alle es	o noi	atod ca	d box	o hoo	n/ nois	t flakin	20 22	
	243/2	COLVERT WINGWAL	LO							e heav				
										at tops				
										½" dia				
										/all has				
					horizo	ontal c	crack	s up to	1/32".	. Wall	has m	ninor w	ater a	nd
					dirt st	aining	g. SW	wall h	as iso	lated v	ertica	l and d	liagona	al
										ntal cra				
										stainin				
	1			- 1		Jucit	J.C VV	ator an	ia ant	Ctun III I	э.			

Bridge Number: 00000000006550 Page 3 of 5

Str Unit Elem/Env	Description	Element Notes
	Other Bridge Railing	Painted 3" round pipe on steel posts tied to top of parapet
000/2	Janes Zinago Haiming	Paint system has failed. Rail has minor rusting throughout
		No damage noted.
PAST INSPECTI	ION	100000000000000000000000000000000000000
	_	
Inspection Date:	10/21/2008 T	ype: 1 Regular NBI
Inspector:	MSLAD05 P	ontis User Key: MSLAD05 - MIKE SLADE
Scope:		
NBI:	✓ Other:	Element:
Underwa	ater: Fracture Critical:	
INSPECTION NO	OTES	
P. Slade, Wayne Comments: Non moderate banks High water mark new condition. I signing: None. 7 Recommended:	e Martinez. 3. Work Done Since to 5. Channel and Channel Prote and heavy vegetation that is me as noted up to 1'. 6. Approach Ro Embankments are mild to moders'. Traffic Safety Features: 3" met	iny cool 54 degrees. 2. Inspectors Present: Mike Last Inspection: New A/C overlay. 4. General action: Flat, sandy, rocky arroyo channel with andering to structure. Channel protection: None. adway Condition: Asphalt pavement is new and in ate sloping banks with mild vegetation. Bridge al pipe that acts as CBC bridge rail. 8. Work C. 2. Clean and paint Metal Bridge Rail and graffiti. ingwalls and parapets.
PAST INSPECTI	ON	
Inspection Date:	09/20/2004 T	ype: 1 Regular NBI
Inspector:	MSLAD05 P	ontis User Key: 46
Scope:		
NBI:	✓ Other:	Element: ✓
Underwa	ater: Fracture Critical:	
INSPECTION NO	OTES	
Wayne Martinez Channel and Ch vegetation that is transient buildup Roadway Condi alligator up to «' Embankments a Traffic Safety Fe adequate traffic	2. 3. Work Done Since Last Inspensional Protection: Flat, sandy, rooms meandering to structure. Dirt are on CBC. Channel protection: Notion: Asphalt pavement has longiture mild to moderate sloping bank eatures: 3" metal pipe that acts as safety features. 2. Remove dirt, of	audy 75ø. 2. Inspectors Present: Mike P. Slade, ection: None noted. 4. General Comments: None 5. eky arroyo channel with moderate banks and heavy noted debris build up to 2" in CBC. Transient and ne. High water marks up to 1'. 6. Approach tudinal cracks up to 6', transverse up to ¬' and se with mild vegetation. Bridge signing: none. 7. E CBC bridge rail. 8. Work Recommended: 1. Install debris and transient buildup in barrels. 3. Paint and note. 5. Correct uplifting of sidewalk at southbound

Bridge Number: 00000000006550 Page 4 of 5

PAST INSPECTION	N										
Inspection Date:	10/26/2000	Type: 1 Regular NBI									
Inspector:	PONTIS	Pontis User Key: PONTIS - Pontis Pontis									
Scope: NBI: Underwate INSPECTION NOT		☐ Element: ✓									
Present: Phil Galle noted. 4. Channel moderate vegetatic walk had undermir longitudinal and tra are mild to modera Work Recommend barrels. 3. Seal cra Structure 0000000 Date 10/26/00 -	PONTIS inspection comments -1. Weather Condition: Sunny, clear 60 degrees. 2. Inspectors Present: Phil Gallegos, Lester Salazar, Wayne Martinez. 3. Work Done Since Last Inspection: None noted. 4. Channel and Channel Protection: Flat, sandy arroyo channel with mild sloping banks with moderate vegetation that is meandering to structure. Dirt and debris build up to 2'. Northbound side walk had undermining up to 1' x 15'. 5. Approach Roadway Condition: Asphalt pavement has longitudinal and transverse cracks up to 10mm with minor wheel rutting and bleeding. Embankments are mild to moderate sloping banks with mild vegetation. 6. Traffic Safety Features: 2' metal pipe. 7. Work Recommended: 1. Install adequate traffic safety features. 2. Remove dirt and debris from barrels. 3. Seal cracks on roadway.4 Repair undermining of sidewalks at northeast corner. Structure 000000000006550 - Date 10/26/00 - Previous comments >										
Inspection Date:	10/01/1996	Type: 1 Regular NBI									
Inspector:	PONTIS	Pontis User Key: SYS									
Scope: NBI: Underwate	Other: r: Fracture Critica	☐ Element: ✓									
INSPECTION NOT	ES										

INSPECTOR WORK CANDIDATES

Bridge Number: 00000000006550 Page 5 of 5

Bridge Number: 00000000007334										
NMDOT District No. = District 5	(3) Cou	unty = 49 SANTA FE		Sufficiency Rating = 80.3						
(4)Town/City = Santa Fe	(91) Fr	equency = 24 months		Next Inspection = 04/30/2010						
(7) Facility US 84/285 NBL (11) Mile Post = 162.660 mi	Arroyo	Patrol No. Chamisos Bridge (45-4	46)	Deficiency Status Not Deficient						
(49) Structure Length = 99.7 ft	(19) D	etour Length = 1.2 mi		(112) NBIS Length = Long Enough						
(102) Direction of Traffic = 1 1-way	traffic	(28A) Lanes on $=3$	(28	BB) Lanes Under = 0						
(41) Posting status = A Open, no res	striction	(34) Skew = 15.00 °	(35	5) Structure Flared 0 No flare						
(9) Location = 1.06 MI N OF JCT I-25										
(6) Feature Intersected = ARROY	YO CHA	AMISOS								

#### DESCRIPTION:

Maintenance Responsibility: Patrol 45-46, Santa Fe.

Team Leader

Location: 1.06 miles North of the Junction I-25 and US-84/285 on U.S. 84/285 at milepost 162.660.

Description: 3-continuous spans at 30', 38', and 30'. Concrete slab, concrete stub abutments, steel piles with concrete pier caps.

(92A) FC Frequency = NA		(92B) UW Frequency = NA		
(109) Truck A	ADT=6 %	(30) Year of ADT = $2007$		
(17) Longitud	e = 105d 56' 12"	(27) Year Built = 1973		
Princ	(104) Highway System = 1 On the NHS			
	(21) Custodian = State Highway Agency			
le for NRHP	(42A) Type of Service on = 1 Highway			
	(52) Width Out to Out = $45.9 \text{ ft}$			
	(50B) Curb/Sidewalk Width R = 0.0 ft			
3 ft	(100) Defense Highway = 0 Not a STRAHNET hwy			
	(101) Parallel Structure = Left of    bridge			
	(109) Truck A (17) Longitud Princ	(109) Truck ADT=6 %  (17) Longitude = 105d 56' 12"  Princ (104) Highway Sys  (21) Custodian = St  le for NRHP (42A) Type of Serv  (52) Width Out to 0  (50B) Curb/Sideway  (100) Defense High		

Bridge Number: 00000000007334 Page 1 of 8

Reviewed By

Date

Date

(5A)Rte.On/Under= Route On Structure	(5B)Rte. Signing	g Prefix=2 U.S. Numbere	(114) Future ADT=29,710					
(5C) Level of Service = 1 Mainline	(5E) Direction S	uffix = 0 N/A (NBI)	(115) Year of Future ADT=2027					
(104) Highway System : 1 On the NHS	(42B)Type Serv	ice under=5 Waterway	(92C) SI Frequency =NA					
(93A) FC Inspection Date = NA	(93B) UW Inspe	ction Date = NA	(93C) SI Date = NA					
Element Frequency = 24 months	Next UW Inspec	etion = NA	Next SI = NA					
Element Inspection Date = 04/30/2008	Next Elem. Insp	. Due = 04/30/2010	Next FC Inspection NA					
(45) Number of Spans Main Unit = 3		(46) Number of Approa	ch Spans = 0					
(43A) Main Span Material/Design = 2 Co	ncrete Continuou	(43B) Main Span Mater	rial/Design = 01 Slab					
(44A) Approach Span Material =		(44B) Approach Span N	Material =					
(107) Deck Type = 1 Concrete-Cast-in-	Place	(108C) Deck Protection	= None					
(108A) Wearing Surface = 5 Epoxy Over	rlay	(108B) Membrane =	0 None					
(53)Minimum Vertical Clearance Over Bri	dge =328.1 ft	(49) Structure Length =	99.7 ft					
(54B) Minimum Vertical Underclearance =	= 0.0 ft	(48) Length Max Span = 38.1 ft						
(54A) Minimum Vertical Underclearance I	Reference = N I	Feature not hwy or RR						
(55A) Minimum Lateral Underclearance R	eference R = N	Feature not hwy or RR						
(55) Minimum Lateral Undrclearance R =	0.0 ft	(56) Minimum Lateral	Undrclearance L = 0.0 ft					
Deck Area = 4,574.7 sq. ft (106) Year	r Reconstructed =	-Unknown (33) I	Median = 0 No median					
TRAFFIC  Bridge Rail (36A) = 1 Meets Standar  Transition (36B) = 1 Meets Standar	rds Ap	FEATURES  oproach Rail (36C) =  oproach Rail Ends (36D)	1 Meets Standards = 1 Meets Standards					
CONDITION  Deck (58) = 7 Good  Channel/Channel Protection (61) = 7 Minor Damage  Super (59) = 6 Satisfactory  Sub (60) = 7 Good  CUlvert (62) = N N/A (NBI)								
APPRAISAL Str. Evaluation (67) = 6 Deck Geometry (68) = 4 Tolerable Waterway Adequacy (71) = 8 Equal Desirable Approach Alignment (72) 8 Equal Desirable Critical (113) = 8 Stable Above Footing Underclearance, Vertical and Horizontal (69) = N								

Bridge Number: 00000000007334 Page 2 of 8

#### LOAD RATING AND POSTING

Inventory Rating Method (65) = 1 LF Load Factor Operating Rating Method (63) = 1 LF Load Factor

Inventory Rating (66) = HS19.8

Operating Rating (64) = HS35.7

Design Load (31) = 5 MS 18 (HS 20)

Posting (70) = 5 At/Above Legal Loads

Posting status (41) = A Open, no restriction

#### PROPOSED IMPROVEMENTS

Bridge Cost (94) = NA Type of Work (75) = Unknown (P)Roadway Cost (95) = Unknown Length of Improvement (76) = 0.0 ft Total Cost (96) = Unknown Future ADT (114) = 29,710

Year of Cost Estimate (97) = Unknown Year of Future ADT (115) = 2027

#### **ELEMENT CONDITION STATE DATA**

Str Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5
0	18/3	P Conc Deck/Thin Ovl	(SF)	4,575	0 %	C	100 %	4,575	0 %	0	0 %	0	0 %	0
0	202/2	Paint Stl Column	(EA)	28	0 %	C	100 %	28	0 %	0	0 %	0	0 %	0
0	215/2	R/Conc Abutment	(LF)	92	100 %	92	0 %	C	0 %	0	0 %	0	0 %	0
0	219/2	CONC WINGWALL	(LF)	30	89 %	26	11 %	3	0 %	0	0 %	0	0 %	0
0	234/2	R/Conc Cap	(LF)	92	100 %	92	0 %	C	0 %	0	0 %	0	0 %	0
0	329/2	GUARDRAIL (standard)	(LF)	650	0 %	1	100 %	649	0 %	0	0 %	0	0 %	0
0	330/2	Metal Rail Uncoated	(LF)	197	0 %	C	0 %	C	100 %	197	0 %	0	0 %	0

0 33	0/2 Metal	Rail Uncoated	(LF)	197	0 %	0 0%	0 100 %	197 0 %	0	0 %	0
Str Unit	Elem/Env						Element				
0	18/3	Concrete Deck - Prote	ected (		of deck hesigns of vasphalt of At deck ee Deck face isolated hand horiztree build isolated heck edgefflorescewith spall and trans graffiti At tree growcaps have with light	as moder vearing me verrun at dges there at the innorizontal contal crace up and is norizontal e at the oence and sup to 4" verse crace the northere isolated effloresce	ate oil stain lostly at the approach uper is moderated has epotentially approached by a discount of the state	th Polycarb ing throughous wheel lanes p to 3" and 6 ate cinder and yoverrun. For ½" at spandate corner fable. Outlet fable the side of deck (32" and area underside of abutments did agonal critical bid section los for section los wheel with the section los wheel languages.	out and . Deck " at de d grave ace h 2 and ace has ce has corack t has lo as of n f deck and ov racks t Near o	d show thas eparture vel build as a I diagor s heavy s an erside c caling v up to +' engitudi noderat has he ver pier up to 1/ cap 1 e	e. dup. nal y of with nal te eavy (32"
0	202/2	Painted Steel Column	or Pil		to silt buil flaking an	d up. Col nd minor r d vegetat	umns have usting. At in	only observa minor graffit llet columns Columns ar	i and n there i	ninor pa is mino	aint r

Bridge Number: 00000000007334 Page 3 of 8

Str Unit	Elem/Env	Description	Element Notes
0	215/2		Abutment 1 has minor to moderate rust water and oil staining. Abutment has minor graffiti and vertical and diagonal cracks up to 1/32" with light efflorescence and light leaching. There is minor erosion occurring at the southeast and southwest bank. Abutment 2 is same as 1 with an erosion occurring at the northwest corner and heavy tree and dirt buildup at the northeast corner.
0	219/2		Wingwall at Southeast corner at top corner has spall up to 2' x 2' with exposed rebar up to 1' with moderate water staining. Thrie beam rail is attached to wingwall. Top of wall has moderate abrasion. Northwest wall has 12" W rail is encased in concrete. No cracking noted. Northeast wall has isolated areas of minor scaling, map and vertical cracks up to 1/32". Southwest wall has isolated small spalls up to 4' x 2' due to traffic damage Thrie beam rail is attached.
0	234/2		Caps are painted. Caps have heavy graffiti and heavy paint flaking at ends. At cap 1 outlet spall up to 1"x 1". Caps have isolated vertical map and horizontal cracks up to 1/32". Caps have large areas that have been painted over due to large amounts of graffiti.
0	329/2		Guardrail at approaches only is 12" W rail on steel posts with rubber blocks that transitions to thrie beam on steel posts with steel blocks and is tied to Wingwalls with ET 2000 end units. Guardrail has areas of minor vegetation overgrowth. No traffic damage noted.
0	330/2	Metal Bridge Railing - Uncoated	Type A metal bridge rail on steel posts and is tied to deck. Railing has moderate rusting throughout with minor section loss. Steel post anchor plates at the underside of the deck have moderate rust and minor to moderate section loss. No traffic damage noted.

Bridge Number: 00000000007334 Page 4 of 8

PAST INSPECTION	N .						
Inspection Date:	04/30/2008	Type: 1 Regular NBI					
Inspector:	PONTIS	Pontis User Key: MSLAD05 - MIKE SLADE					
Scope: NBI: Underwater	✓ Other: r: ☐ Fracture Critical	☐ Element: ✓					
INSPECTION NOT	ES						
Work Done Since I a flat, sandy arroyd There is heavy trar is minor erosion od marks evident. 6. up to +" and an iso condition as paven moderate vegetatic Type A metal rail o steel blocks and ha growth at undersid deterioration at undersid	Last Inspection: None noted of with moderate sloping bank asient debris buildup under sucurring at abutment corner be Approach Roadway Conditionated area of moderate pavenent with minor dirt and cind on. No bridge signing at struin steel anchor posts transitionas 2ea ET 2000 end units. See northeast corner. 3. Install derside deck edge and faces t abutments. 7. Remove grains as 2 and faces to the summer of the summer o	Sunny, cool 57Ý 2. Inspector Present: Mike Slade. 3.  I. 4. Channel Description and Alignment: Channel is ks and moderate vegetation, meandering to structure. structure with tree stump and debris in channel. There banks. No channel protection and No high water on: Pavement has longitudinal and transverse cracks ement bleeding. Paved shoulders are in same ler buildup at edges. Embankments are mild with ucture. 7. Traffic Safety Features: Bridge railing is ions to thrie beam to 12" W rail on steel posts with B. Recommendations: 1. Clean deck. 2. Remove tree I delineators at approaches. 4. Repair cracks and s. 5. Clean and paint Metal bridge rail and columns. 6. Iffiti markings at caps. 8. Repair spall at SE wingwall.					
Inspection Date:	04/03/2006	Type: 1 Regular NBI					
Inspector:	PONTIS	Pontis User Key: PONTIS - Pontis Pontis					
Scope: NBI: Underwater	Other:  Fracture Critical	☐ Element: ✓					
INSPECTION NOT	ES						
Inspection Comments: 1. Weather Conditions: Sunny, warm, 59Ý. 2. Inspectors Present: Mike Slade, Wayne A Martinez. 3. Work Done Since Last Inspection: New overlay in fall 2005. 4. Channel Description and Alignment: Channel is a flat, sandy arroyo with moderate sloping banks and moderate vegetation, meandering to structure. There is heavy transient debris buildup under structure with tree stump and debris in channel. No channel protection and No high water marks evident. 6. Approach Roadway Condition: Roadway approaches and departures has new overlay and is in new condition. Paved shoulders are in same condition as pavement with minor dirt and cinder buildup at edges. Embankments are mild with moderate vegetation. No bridge signing at structure. 7. Traffic Safety Features: Bridge railing is Type A metal rail on steel anchor posts transitions to thrie beam to 12" W rail on steel posts with steel blocks and has 2ea ET 2000 end units. 8. Recommendations: 1. Clean deck. 2. Remove tree growth at underside northeast corner. 3. Install delineators at approaches. 4. Repair cracks and deterioration at underside deck edge and faces. 5. Clean and paint Metal bridge rail and columns. 6. Correct erosions at abutments. 7. Remove graffiti markings at caps.							

Bridge Number: 00000000007334 Page 5 of 8

PAST INSPECTION	N		
Inspection Date:	04/23/2004	Type: 1 Regular NBI	
Inspector:	WMART05	Pontis User Key: WMART05 - WAYNE MARTINEZ	
Scope: NBI: Underwater INSPECTION NOT		☐ Element: ✓	
3. Work Done Sincinstalled, deck has a flat, sandy arroyd structure. Rip rap i Roadway approach bleeding due to grare mild with mode railing is Type A m steel posts with rut vegetation and tree	ce Last Inspection: A/C over being sealed with Poly-Carl with moderate sloping banks not noted. No high water nees and departures have received loss. Pavement has mirrate vegetation. No bridge setal rail on steel anchor possibler blocks and ET 2000 enees build up at underside of details and deteriorations at deck in the property of	Inspectors Present: Wayne Martinez, Mike Slade. rlay removed, new approach guardrail and end units b. 4. Channel Description and Alignment: Channel is ks and moderate vegetation, perpendicular to marks evident. 6. Approach Roadway Condition: cent overlay. At departure pavement, area of heavy nor wheel rutting and minor raveling. Embankments signing at structure. 7. Traffic Safety Features: Bridge ts transitions to new thrie beam to new 12" W rail on id units. 8. Recommendations: Short term- remove eck edges, install delineators at approaches. Long underside ends and faces, clean and paint metal  Type: 1 Regular NBI  Pontis User Key: PONTIS - Pontis Pontis	
Scope:  NBI:  Underwater  INSPECTION NOT		☐ Element: ✓ I: ☐	
PONTIS inspection Present: Armando General Comment sloping banks and developement up s transverse cracks shoulders have lon moderate vegetatic standards and nee	Armendariz and Wayne Mars: None. 5. Channel Descrimoderate vegetation that is stream. 6. Approach Roadwup to 25 mm with moderate agitudinal and transverse craon. 7. Traffic Safety Feature.	Conditions: Sunny warm at 60?. 2. Inspectors rtinez. 3. Work Done Since Last Inspection: None. 4. iption: Flat, sandy arroyo channel with moderate perpendicular to structure. Rip rap present is from way Condition: Asphalt pavement has longitudinal and wheel rutting and pavement bleading. Paved acks up to 25 mm. Embankments are mild with es: 12' w-beam guardrail does not meet current notes for tranition information. 8. Recommendations:	

Bridge Number: 00000000007334 Page 6 of 8

PAST INSPECTIO	N	
Inspection Date:	05/30/2000	Type: 1 Regular NBI
Inspector:	PONTIS	Pontis User Key: PONTIS - Pontis Pontis
Scope: NBI: Underwate INSPECTION NOT		☐ Element: ✓
PONTIS inspection Lester Salazar. 3. Protection: Flat, sa perpendicular to st Condition: Asphalt rutting. Paved shor mild to moderate w to wingwall, 12' W	Work Done Since Last Inspandy arroyo channel with motructure. Channel protection pavement has longitudinal audiers have longitudinal and with heavy vegetation. 6. Trail on timber posts with twistall adequate traffic safety 1000007334	intis at 6/9/00 13:02:31 conditions: Clear 90 degrees. 2. Inspector present: conditions: None noted. 4. Channel and Channel oderate sloping banks and moderate vegetation that is is wire enclosed rip rap. 5. Approach Roadway and transverse cracks up to 25mm with minor wheel I transverse cracks up to 25mm. Embankments are affic Safety Features: Metal bridge rail, 12' W rail tied at down ends. 7. Work Recommended:1. Paint bridge features. 3. Repair delamination on underside of deck
Inspection Date:	05/01/1998	Type: 1 Regular NBI
Inspector:	PONTIS	Pontis User Key: SYS
Scope: NBI: Underwate		Element:
INSPECTION NOT	ES	

Bridge Number: 00000000007334 Page 7 of 8

PASTI	NSPECTION	J				
Inspecti	ion Date:	05/01/1996	6	Type: 1 Re	egular NBI	
Inspect	or:	PONTIS		Pontis User	Key: SYS	5
Scope:	NBI: Underwater	<b>~</b>	Other: Fracture Critical		Element:	<b>✓</b>
INSPEC	CTION NOTE	ES				

INSPECTOR WORK CANDIDATES

Bridge Number: 00000000007334 Page 8 of 8

Bridge Number: 00000000007335									
NMDOT District No. = District 5	(3) Cou	unty = 49 SANTA FE		Sufficiency Rating = 80.2					
(4)Town/City = Santa Fe	(91) Fr	equency = 24 months		Next Inspection = 04/30/2010					
(7) Facility US 84/285 SBL (11) Mile Post = 162.660 mi	Arroyo	Patrol No. Chamisos Bridge (45-4	<del>1</del> 6)	Deficiency Status Not Deficient					
(49) Structure Length = 102.0 ft	(19) D	etour Length = 1.2 mi		(112) NBIS Length = Long Enough					
(102) Direction of Traffic = 1 1-way	raffic	(28A) Lanes on $=3$	(28	(B) Lanes Under = 0					
(41) Posting status = A Open, no res	(41) Posting status = A Open, no restriction (34) Skew = 15.00 ° (35) Structure Flared 0 No flare								
(9) Location = 1.06 MI N OF JCT I-25									
(6) Feature Intersected = ARROYO CHAMISOS									

#### **DESCRIPTION:**

Maintenance Responsibility: Patrol: 45-46, Santa Fe.

Team Leader

Location: 1.06 miles North of the Jct. I-25 and U.S. 84/285 on U.S. 84/285 at milepost 162.660.

Description: 3- continuous span at 30', 38', and 30'. Concrete slab deck, concrete stub abutments, steel piles with concrete pier caps.

(113)Scour Critical=8 Stable Above Footing	(92A) FC Frequency = NA		(92B) UW Frequency = NA		
(29)  ADT = 23,810	(109) Truck A	ADT=6 %	(30) Year of ADT = $2007$		
(16) Latitude = 35d 39' 00"	(17) Longitud	e = 105d 57' 24"	(27) Year Built = 1973		
(26) Functional Class = 14 Urban Other	Princ	(104) Highway Sys	stem = 1 On the NHS		
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency			
(37) Historical Significance = 5 Not eligib	le for NRHP	(42A) Type of Service on = 1 Highway			
(51) Width Curb to Curb = 42.0 ft		(52) Width Out to Out = 45.9 ft			
(50A) Curb/Sdwlk Wdth L = 0.0 ft		(50B) Curb/Sidewalk Width R = 0.0 ft			
(32) Approach Roadway Width = 42.0	) ft	(100) Defense Highway = 0 Not a STRAHNET hwy			
(w/ shoulders)		(101) Parallel Structure = Left of    bridge			

Reviewed By

Date

Bridge Number: 00000000007335 Page 1 of 8

Date

	_					
(5A)Rte.On/Under= Route On Structure	(5B)Rte. Signing	g Prefix=2 U.S. Num	aberec (114) Future ADT=31,036			
(5C) Level of Service = 1 Mainline	(5E) Direction S	uffix = 0 N/A (NB	I) (115) Year of Future ADT=2027			
(104) Highway System :1 On the NHS	(42B)Type Serv	ice under=5 Waterv	way (92C) SI Frequency =NA			
(93A) FC Inspection Date = NA	(93B) UW Inspe	ction Date = NA	(93C) SI Date = NA			
Element Frequency = 24 months	Next UW Inspec	etion = NA	Next SI = NA			
Element Inspection Date = 04/30/2008	Next Elem. Insp	Due = $04/30/20$	Next FC Inspection NA			
(45) Number of Spans Main Unit = 3	•	(46) Number of Ap	pproach Spans = 0			
(43A) Main Span Material/Design = 2 Co	ncrete Continuou	(43B) Main Span I	Material/Design = 01 Slab			
(44A) Approach Span Material =		(44B) Approach S	pan Material =			
(107) Deck Type = 1 Concrete-Cast-in-	Place	(108C) Deck Prote	ection = None			
(108A) Wearing Surface = 5 Epoxy Over	rlay	(108B) Membrane = 0 None				
(53)Minimum Vertical Clearance Over Bri	dge =328.1 ft	(49) Structure Length = 102.0 ft				
(54B) Minimum Vertical Underclearance =	= 0.0 ft	(48) Length Max S	Span = 38.1 ft			
(54A) Minimum Vertical Underclearance l	Reference = N I	Feature not hwy or I	RR			
(55A) Minimum Lateral Underclearance R	(55A) Minimum Lateral Underclearance Reference R = N Feature not hwy or RR					
(55) Minimum Lateral Undrclearance R =	0.0 ft	(56) Minimum Lateral Undrclearance $L = 0.0 \text{ ft}$				
Deck Area = 4,682.3 sq. ft (106) Yea	r Reconstructed =	=Unknown (33) Median = 0 No median				
Bridge Rail (36A) = 1 Meets Standar  Transition (36B) = 1 Meets Standar	1	oproach Rail (36C)	= 1 Meets Standards 36D) = 1 Meets Standards			
CONDITION  Deck (58) = 6 Satisfactory  Super (59) = 6 Satisfactory  Sub (60) = 6 Satisfactory  Condition  Channel/Channel Protection (61) = 7 Minor Damage  Culvert (62) = N N/A (NBI)						
Str. Evaluation (67) = 6  Deck Geometry (68) = 4 Tolerable  Waterway Adequacy (71) = 8 Equal Desirable Approach Alignment (72) 7 Above Min Criteria  Scour Critical (113) = 8 Stable Above Footing  Underclearance, Vertical and Horizontal (69) = N						

Bridge Number: 00000000007335 Page 2 of 8

#### LOAD RATING AND POSTING

Inventory Rating Method (65) = 1 LF Load Factor Operating Rating Method (63) = 1 LF Load Factor

**Inventory Rating (66) = HS19.8** 

Operating Rating (64) = HS33.7

Design Load (31) = 5 MS 18 (HS 20)

Posting (70) = 5 At/Above Legal Loads

Posting status (41) = A Open, no restriction

#### PROPOSED IMPROVEMENTS

Bridge Cost (94) = NA Type of Work (75) = Unknown (P)Roadway Cost (95) = Unknown Length of Improvement (76) = 0.0 ft

Total Cost (96) = Unknown Future ADT (114) = 31,036 Year of Cost Estimate (97) = Unknown Year of Future ADT (115) = 2027

#### **ELEMENT CONDITION STATE DATA**

Str Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5
0	18/3	P Conc Deck/Thin Ovl	(SF)	4,682	0 %	C	100 %	4,682	0 %	C	0 %	0	0 %	0
0	202/2	Paint Stl Column	(EA)	28	0 %	C	100 %	28	0 %	C	0 %	0	0 %	0
0	215/2	R/Conc Abutment	(LF)	92	0 %	С	100 %	92	0 %	C	0 %	0	0 %	0
0	219/2	CONC WINGWALL	(LF)	30	0 %	C	100 %	30	0 %	C	0 %	0	0 %	0
0	234/2	R/Conc Cap	(LF)	92	0 %	С	100 %	92	0 %	C	0 %	0	0 %	0
0	329/2	GUARDRAIL (standard)	(LF)	650	100 %	650	0 %	0	0 %	C	0 %	0	0 %	0
0	330/2	Metal Rail Uncoated	(LF)	203	0 %	C	90 %	184	10 %	20	0 %	0	0 %	0

0	330/2	Metal	Rail Uncoated	(LF)	203	3 0%	0	90 %	184	10 %	20	0 %	0	0 %	0
Str Ur	nit Elem	/Env	Description	n						Eleme	nt Notes	3			
0	18/3		Concrete Deck - Prote	ected		wearin to 1'x 1 wearin overrui buildup overrui horizor same a isolate rubbec longitu stainin efflores	g sur 18" at g mo n at r o at d n anc ntal a as inl d sm d area dinal g with scendate se	face. It depays to depay to the control of the cont	Deck arture. It the vend of dges. Ited are agona cept at all up ougho as up to or to n dersid	has is Topsi wheel I deck Deck reas of I crack t south to 2"x ut. At to +" a nodera le of d	olated de of clanes. and m face a f minor sup to be classed and hear ate scaleck eduration	areas deck ha Topsid inor cir t the in abras o 1/16" corner i derside dy avy wa alling ar ge has	of seas are e has ader a let ha ion. Fouthere a der and a mino	al failure as of m areas and grave s epoxy ace has et face is an eck has are d dirt	e up inor of oil vel / s is
0	202/2	2	Painted Steel Column	or Pil			and	rust n	nostly	at the	bases	. Colur	nns h	ave rea	is of

Bridge Number: 00000000007335 Page 3 of 8

0, 11 ;	F. (F	5	FI (N)
0	<u>Elem/Env</u> 215/2	Reinforced Conc Abutment	Abutment 1 banks at the corners have moderate erosion at abutment ends. Abutment has moderate water and rust staining, with isolated areas of oil staining, isolated areas of burn damage, vertical and diagonal cracks up to 1/32" with isolated areas of light leaching. Abutment 2 has isolated vertical diagonal and horizontal cracks less than 1/32". At mid span abutment has heavy oil and rust staining, moderate water staining with areas of minor leaching. At Northeast corner there is heavy erosion noted up to 10' x 3'.
0	219/2	REINFORCED CONC WINGWALL/	Wingwalls are mostly unobservable due to severe vegetation buildup. Where observable Southwest wingwall has traffic damage scrapes up to 8" x 4". Northeast and Northwest rails have 12" W rail encased in wall.
0	234/2	Reinforced Conc Cap	Caps are painted. Caps have severe graffiti markings throughout. Where observable cap faces have isolated vertical and diagonal cracks up to 1/32" with minor honeycombing and isolated small spalls up to 2" x 2" with areas of minor scaling. Cap ends have minor water staining. At outlet cap 1 isolated horizontal crack less than 1/8" and isolated spall up to 4"x 4".
0	329/2	GUARDRAIL (STANDARD)	Guardrail at approach only is 12" W rail on steel posts with rubber blocks transitions to thrie beam on steel posts steel blocks and is tied to wingwalls. End units at approaches is 2ea ET 2000. No traffic damage noted. Overall good condition.
0	330/2	Metal Bridge Railing - Uncoated	Metal bridge railing is Type A rail on steel posts tied to top of deck. Railing has moderate rusting throughout with minor section loss. At passing lane there is an isolated area of moderate traffic damage with bent steel post and rail up to 10ft. Steel anchor plates at underside have heavy rust with minor section loss.

Bridge Number: 00000000007335 Page 4 of 8

PAST INSPECTIO	N			
Inspection Date:	04/30/2008	Type: 1 Regu	ar NBI	
Inspector:	PONTIS	Pontis User Ke	y: MSLAD0	5 - MIKE SLADE
Scope:  NBI:  Underwate		: Elé ure Critical:	ement:	
3. Work Done Sin is a flat, sandy, arr to structure. There have heavy erosio 5. Approach Roac up to +" and mild v are moderate with Bridge railing is Ty to thrie beam on st Clean and paint M	ce Last Inspection oyo channel with it is heavy chamisons at abutment codway Condition: As wheel rutting. Pave heavy vegetation. The Arail on steel let post with ET 2 et al bridge rail and wears. 5. Clean de Metal Bridge Rail.	onditions: Sunny, cool 55\ : None noted. 4. Channel moderate sloping banks ar , tree and debris buildup ir rners. Channel protection: sphalt pavement has isolated shoulders are same cor No bridge signing at structure posts. Approach guardrail 2000 end units. 7. Work I at steel columns. 3. Corrections and vegetation growth	Description and moderate was channel and None no high ed longitudina dition as paveture. 6. Traffis 12"W rail of Recommenda erosions at a	and Alignment: Channel regetation, perpendicular under structure. Banks n water marks evident. al and transverse cracks ement. Embankments fic Safety Features: n steel posts transitions tions: Clean deck. 2. lbutments. 4. Correct
Inspection Date:	04/03/2006	Type: 1 Regul	ar NBI	
Inspector:	PONTIS	Pontis User Ke	y: PONTIS	- Pontis Pontis
Scope: NBI: Underwate	Other	: Elé	ement:	
INSPECTION NOT	ES			
Slade, Wayne A M Vegetation at wing sandy, arroyo char structure. There is have heavy erosio 5. Approach Roac Paved shoulders a vegetation. No bric steel posts. Approach ET 2000 end units and steel columns	lartinez. 3. Work walls was remove need with moderate heavy chamiso, trons at abutment codway Condition: As are same condition de signing at struach guardrail is 12. 7. Work Recontacts.	onditions: Sunny, clear an Done Since Last Inspectic d. 4. Channel Description e sloping banks and mode ree and debris buildup in crners. Channel protection: sphalt pavement is new do as pavement. Embankmecture. 6. Traffic Safety Fe "W rail on steel posts tran mendations: Clean deck. ns at abutments. 4. Correctioned and under structure.	n: New A/C on and Alignmerate vegetation hannel and ur None no high me in fall 2009 ents are mode hatures: Bridgestitions to thrie 2. Clean and	verlay fall 2005. ent: Channel is a flat, n, perpendicular to nder structure. Banks n water marks evident. 5 and is in new condition. rate with heavy e railing is Type A rail on beam on steel post with paint Metal bridge rail

Bridge Number: 00000000007335 Page 5 of 8

PAST INSPECTIO	N	
Inspection Date:	04/23/2004	Type: 1 Regular NBI
Inspector:	PONTIS	Pontis User Key: PONTIS - Pontis Pontis
Scope:  NBI:  Underwate		☐ Element: ✓
( INSPECTION NOT		
3. Work Done Sin overlay, new guard Description and Al and moderate vegrerosions at abutme Pavement shows snew, isolated transcorner. Embankme Safety Features: Besteel posts and ne Short term-repair guardrail and undet or ail and rail post PAST INSPECTION	ce Last Inspection: A/C over drail and end units installed ignment: Channel is a flat, etation, perpendicular to structure. Signs of minor wheel rutting, sverse cracks up to 1/4' and ents are moderate with heaven dridge railing is Type A rail of we thrie beam on steel post verosions at abutment corner er deck. Long term- clean ar en, remove old guardrail cable	
Inspection Date:	05/10/2002	Type: 1 Regular NBI
Inspector:	PONTIS	Pontis User Key: PONTIS - Pontis Pontis
Scope:  NBI:  Underwate  INSPECTION NOT		☐ Element: ✓
PONTIS inspection Present: Armando General Comment sloping banks and developement up s transverse cracks shoulders have lor moderate vegetative standards and need	Armendariz and Wayne Mass: None. 5. Channel Description that is stream. 6. Approach Roading to 25 mm with moderate ngitudinal and transverse craon. 7. Traffic Safety Featureds updating. See guardrail	Intis at 5/10/02 11:41:01 Conditions: Sunny warm at 60?. 2. Inspectors urtinez. 3. Work Done Since Last Inspection: None. 4. ription: Flat, sandy arroyo channel with moderate perpendicular to structure. Rip rap present is from way Condition: Asphalt pavement has longitudinal and wheel rutting and pavement bleading. Paved acks up to 25 mm. Embankments are mild with res: 12' w-beam guardrail does not meet current notes for transition information. 8.

Bridge Number: 00000000007335 Page 6 of 8

PAST INSPECTIO	N	
Inspection Date:	05/30/2000	Type: 1 Regular NBI
Inspector:	PONTIS	Pontis User Key: PONTIS - Pontis Pontis
Scope: NBI: Underwate	Other: r: Fracture Critica	☐ Element: ✓
INSPECTION NOT	ES	
PONTIS inspection Lester Salazar. 3. Protection: Flat, sa structure. 5. Approcracks up to 15mn cracks up to 15mn Features: Type 'A'	Work Done Since Last Inspandy arroyo channel with mooach Roadway Condition: An with minor wheel rutting. Fin. Embankments are mild to rail on steel posts tied to wicommended: 1. Install adeques.	ontis at 6/9/00 11:17:28 Conditions: Clear 90 degrees. 2. Inspector Present: Dection; None noted. 4. Channel and Channel Dederate sloping banks that is perpendicular to Sphalt pavement has longitudinal and transverse Paved shoulders have longitudinal and transverse Demoderate with heavy vegetation. 6. Traffic Safety Dingwall, 12' W rail on timber posts with twist down Understanding the property of the property
Inspection Date:	05/01/1998	Type: 1 Regular NBI
Inspector:	PONTIS	Pontis User Key: SYS
Scope:  NBI:  Underwate		Element:
INSPECTION NOT	ES	

Bridge Number: 00000000007335 Page 7 of 8

8 8									
Bridge Number: 00000000007336									
NMDOT District No. = District 5	(3) Cou	ınty = 49 SANTA FE		Sufficiency Rating = 96					
(4)Town/City = Santa Fe	(91) Frequency = 24 months			Next Inspection = 11/03/2009					
(7) Facility JS 84/285 ST. FRAN (11) Mile Post = 163.740 mi		Patrol No. St. Francis Overpass CB	BC (	Deficiency Status Not Deficient					
(49) Structure Length = 119.1 ft	(19) D	etour Length = 0.0 mi		(112) NBIS Length = Long Enough					
(102) Direction of Traffic = 2 2-way	traffic $(28A)$ Lanes on $= 6$ $(28A)$			28B) Lanes Under = 4					
(41) Posting status = A Open, no res	striction (34) Skew = $0.00^{\circ}$ (35)			5) Structure Flared 1 Yes, flared					
(9) Location = NM 466 & US 84/285 IC									
(6) Feature Intersected = NM 466 ST. MICHAEL'S									
DESCRIPTION:  Maintenance Responsibility: State Patrol 45-46, Santa Fe									

Maintenance Responsibility: State, Patrol 45-46, Santa Fe.

Location: Junction of US 84/285 (St. Francis Dr.) and NM 466 (St. Michaels Dr.) on US 84/285 at mile marker 163.74.

Description: 1 span at 120', CIP concrete slab deck arch with full height concrete abutments.

(113)Scour Critical=N Not Over Waterway	(92A) FC Frequency = NA		(92B) UW Frequency = NA		
(29) ADT = 36,647	(109) Truck ADT= %		(30) Year of ADT = $2006$		
(16) Latitude = 35d 40' 54"	(17) Longitud	de = 105d 56' 06" (27) Year Built = 1974			
(26) Functional Class = 14 Urban Other	Princ	(104) Highway System = 1 On the NHS			
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency			
(37) Historical Significance = 5 Not eligib	le for NRHP	(42A) Type of Service on = 1 Highway			
(51) Width Curb to Curb = 92.2 ft		(52) Width Out to Out = 94.2 ft			
(50A) Curb/Sdwlk Wdth L = $0.0$ ft		(50B) Curb/Sidewalk Width R = 0.0 ft			
(32) Approach Roadway Width = 78	1 ft	(100) Defense Highway = 0 Not a STRAHNET hwy			
(w/ shoulders)	(101) Parallel S		ructure = No    bridge exists		

Team Leader Date Reviewed By

Bridge Number: 00000000007336

Str. Evaluation (67) = 6  APPRAISAL  Deck Geometry (68) = 9 Above Desirable Crit  Waterway Adequacy (71) = N Not applicable Approach Alignment (72) 8 Equal Desirable Crit						
CONDITION  Deck (58) = 6 Satisfactory  Super (59) = 6 Satisfactory  Sub (60) = 7 Good  Condition  Channel/Channel Protection (61) = N N/A (NBI)  Culvert (62) = N N/A (NBI)						
	r Reconstructed =		Median = 2 Closed Med w/o Barrie			
(55) Minimum Lateral Undrclearance R =	6.2 ft	(56) Minimum Lateral Undrclearance L = 327.8 ft				
(55A) Minimum Lateral Underclearance R	eference R = H	I Hwy beneath struct				
(54A) Minimum Vertical Underclearance I		Hwy beneath struct				
(54B) Minimum Vertical Underclearance =		(48) Length Max Span = 119.1 ft				
(53)Minimum Vertical Clearance Over Bri		(108B) Membrane = (49) Structure Length				
(107) Deck Type = 1 Concrete-Cast-in- (108A) Wearing Surface = 6 Bituminous			on = 1 Epoxy Coated Reinforci  0 None			
(44A) Approach Span Material =	Dlago	(44B) Approach Span				
(43A) Main Span Material/Design = 1 Co.	ncrete		erial/Design = 07 Frame			
(45) Number of Spans Main Unit = 1		(46) Number of Appro	-			
Element Inspection Date = 11/03/2007	Next Elem. Insp	Due = 11/03/2009	Next FC Inspection NA			
Element Frequency = 24 months	Next UW Inspec	etion = NA	Next SI = NA			
(93A) FC Inspection Date = NA	(93B) UW Inspe	ction Date = NA	(93C) SI Date = NA			
(104) Highway System 1 On the NHS	(42B)Type Serv	ice under=1 Highway	(92C) SI Frequency =NA			
(5C) Level of Service = 1 Mainline	(5E) Direction S	uffix = 0 N/A (NBI)	(115) Year of Future ADT-2026			
(5A)Rte.On/Under= Route On Structure	(5B)Rte. Signing					

**Underclearance, Vertical and Horizontal (69) = 4** 

Bridge Number: 00000000007336 Page 2 of 7

#### LOAD RATING AND POSTING

Inventory Rating Method (65) = 1 LF Load Factor Operating Rating Method (63) = 1 LF Load Factor

Inventory Rating (66) = HS19.8 Opera

Operating Rating (64) = HS36.7

Design Load (31) = 5 MS 18 (HS 20)

Posting (70) = 5 At/Above Legal Loads

Posting status (41) = A Open, no restriction

#### PROPOSED IMPROVEMENTS

Bridge Cost (94) = NA Type of Work (75) = Unknown (P) Roadway Cost (95) = Unknown Length of Improvement (76) = 0.0 ft

Total Cost (96) = Unknown Future ADT (114) = 48,594 Year of Cost Estimate (97) = Unknown Year of Future ADT (115) = 2026

#### **ELEMENT CONDITION STATE DATA**

Str Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5
0	39/2	Unp Conc Slab/AC Ovl	(SF)	11,216	0 %	0	100 %	11,216	0 %	C	0 %	0	0 %	0
0	215/2	R/Conc Abutment	(LF)	190	100 %	190	0 %	0	0 %	C	0 %	0	0 %	0
0	219/2	CONC WINGWALL	(LF)	197	0 %	0	100 %	197	0 %	C	0 %	0	0 %	0
0	330/2	Metal Rail Uncoated	(LF)	988	0 %	0	100 %	988	0 %	C	0 %	0	0 %	0
0	336/2	RIP RAP AND GABIONS	(SF)	15 597	100 %	15 597	0 %	0	0 %	0	0 %	0	0 %	0

				` '											
	000.2		P AND GABIONS	(SF)	15,597	100 %	15,597	0 %	0	0 %	0	0 %	0	0 %	0
Str U	Otr Unit Elem/Env Description  O 39/2 Concrete Slab - Unprotected w/ AC				Head 1 mm noted spall crack 1/32' tham	side of dwall h m. Pav d. Con s up to ks up to ". Deck	as tracements of the control of the	ansvers nt is in o mediar 3' with r longitud es have derside	e and le overall over a modera dinal and horizon of deck	ole du ongit good acts a ate se ad dia ontal c is p	ue to a cudina l cond as landection agona and value aintection	l crack ition , e devi- loss, t l crack ertical l with	s less to the crack transve cracks minor w	than cks lated rse less vater	
						staining at ends and isolated areas of minor to me paint flaking and scaling. At construction joint at remoderate water staining, minor to moderate paint minor to moderate efflorescence and minor rust so Deck under has isolated transverse and diagonal to unknown with moderate efflorescence, leaching and rust staining with active water seepage. Deck have light water staining and minor flaking of cemcoating system.							it mid s int flaki t stainir nal crac hing, w eck edg	pan, ng, ng. ks up vater es	
0	215/2	R	Reinforced Conc Abut	ment		isola mode mode mids stain wall,	ted vererate perate verate ver	rtical paint vater ntire l d mir nte w	painted. crack u flaking a staining neighth nor pain ater stai orescen	p to 1/8 and efflog. Abuting up to 1 t flaking ining, m	3" ein oreso ment 1/16" g. At node	ntire he cence 2 has with r isolate rate p	eighth , mino s vertic moder ed are	of wall or to cal crac ate wat as at to	k at er p of

Bridge Number: 00000000007336 Page 3 of 7

	Elem/Env		Element Notes					
0	219/2	REINFORCED CONC WINGWALL	Wingwalls are painted. Walls have horizontal, vertical and diagonal cracks up to 1/16". Northeast walls at vertical construction joint has isolated spall up to 3' x 1' with exposed rebar up to 1' with exposed rebar up to 1' with minor to moderate section loss Paint system at all walls has mostly falied with minor to heavy paint flaking. Note: deck drains through walls, under minor abrasion is noted.					
0	330/2	Metal Bridge Railing - Uncoated	Bridge railing is Type 'A' metal rail on steel anchor posts on US 84/285 (St. Francis Dr.). Railing has moderate rusting throughout. Railing is tapered at the ends, inadeqaute by standards. Railiing has isolated areas of moderate chamiso growth. In overall good condition, no traffic damage noted. A request to the GO Bridge Design Section will be made to investigate the possibility of placing CBR in lieu of the Type 'A' metal rail.					
0	336/2	WIRE ENCLOSED RIPRAP, RIPRA	Riprap is loose rock. Riprap is covered with dirt and debris and moderate vegetation. Riprap is functioning as intended, in overall fair condition.					
PAST	INSPECT	ION						
Inspec	tion Date:	11/03/2007 Typ	e: 1 Regular NBI					
Inspec	tor:	WMART05 Pon	tis User Key: WMART05 - WAYNE MARTINEZ					
Scope	NBI: Underwa	Other: Fracture Critical:	Element: ✓					
INSPE	CTION N	OTES						
			es. 2. Inspectors Present: Wayne A. Martinez. 4. General Comments: None. 5. Channel					

Weatner Conditions: Sunny, warm and 67 degrees.
 Inspectors Present: Wayne A. Martinez.
 Work Done Since Last Inspection: None Noted.
 General Comments: None.
 Channel Description and Alignment: N/A, Roadway under.
 Approach Roadway Condition: Pavement on structure is in overall good condition, no cracks noted Pavement under structure has longitudinal and transverse cracks that have been crack sealed, minorr raveling. Paved shoulders over and under, good condition. Embankments over and under are urban curb and gutter.
 Traffic Safety Features: US 84/285 (St. Francis Dr.) Bridge railing is Type 'A' on steel anchor posts with tapered ends. NM 466 (St. Michael's Dr.) has Urban curb and gutter. Vertical posting under.

Recommendations: Install adequate ttraffic safety features over, replace joint at center span, clean and paint MBR, wingwalls and deck faces, monitor vertical cracks at abutments, remove vegetation at MBR.

Bridge Number: 00000000007336 Page 4 of 7

PAST INSPECTION	١		
Inspection Date:	11/04/2005	Type: 1 Regular N	NBI
Inspector:	AARME05	Pontis User Key:	AARME05 - ARMANDO ARMANDARIZ
Scope:  NBI:  Underwater  INSPECTION NOT		Eleme	ent: 🗸
Armando M. Armei 4. General Commicondition: Paveme and pavement blee been crack sealed lanes. Embankme 84/285 (St. Francis NM 466 (St. Micha	ndariz P.E. and Wayne A. Ments: None. 5. Channel Deen on structure has longitudeding. Pavement under stru. Paved shoulders at both lo. The both locations are urles Dr.) bridge railing is metal lee's Dr.) has barrier curb and adequate traffic safety feature.	Martinez. 3. Work Discription and Alignn inal and transverse incure has longitudin ocations have the saban curb and gutter rail type 'A' on steel digutter. 8. Recom	t 55ø. 2. Inspectors Present: Ione Since Last Inspection: None. Inent: N/A. 6. Approach Roadway cracks up to «' with wheel rutting all and transverse cracks that have ame conditions as the traveled I. 7. Traffic Safety Features: US anchor posts with tapered ends. Immediate - None. St. Francis Dr.), remove vertical
PAST INSPECTION	N		
Inspection Date:	11/01/2001	Type: 1 Regular I	√BI
Inspector:	PONTIS	Pontis User Key:	PONTIS - Pontis Pontis
Scope:  NBI:  Underwater		Eleme	ent: 🗸
INSPECTION NOT	ES		
Inspectors Present noted. 4. Channel isolated transverse wheel rutting and p same as pavement heavy vegetation. I Bridge railing is Ty 1. Install adequate	t: Wayne Martinez, Lester Sa Description and Alignment: I e cracks at structure ends up pavement bleeding. Paved s t. Shoulders are in overall go Bridge signing consists of de pe A metal rail on steel anch traffic safety features. 2. Se crtical height less than 16'-1'	alazar. 3. Work don- N/A. 5. Approach Ro- to to 7 mm. Longiitud shoulders have isola ood condition. Emba- elineators at approa- hor posts with tapero- eal cracks and corre-	udy, cool and 65 degrees. 2. e since last inspection: None coadway Condition: pavement has inal cracks up to 5 mm, minor ted transverse cracks up to 7 mm ankments are steep banks with ches. 6. Traffic Safety Features: ed ends. 7. Work Recommended: ct pavement shoving on roadway pproaches under structure. 4.

Bridge Number: 00000000007336 Page 5 of 7

Bridge Number: 0000000000	007425	Inspection Date (90): 2/23/2008							
NMDOT District No. = District 5	(3) Cou	unty = 49 SANTA FE		Sufficiency Rating = 67					
(4)Town/City = Santa Fe	(91) Fr	equency = 48 months		Next Inspection = 02/23/2012					
(7) Facility US-84 (11) Mile Post = 163.024 mi	Unnam	Patrol No. ed Waterway CBC (45-	46)	Deficiency Status Not Deficient					
(49) Structure Length = 34.1 ft	(19) De	etour Length = 5.0 mi		(112) NBIS Length = Long Enough					
(102) Direction of Traffic = 2 2-way	traffic	(28A) Lanes on $= 6$	(28	8B) Lanes Under = 0					
(41) Posting status = A Open, no res	triction	(34) Skew = $0.00^{\circ}$	(35	5) Structure Flared 0 No flare					
(9) Location = 0.66 MI N OF JCT I-25									
(6) Feature Intersected = UNNAMED WATERWAY									

### **DESCRIPTION:**

Maintenance Responsibility: State, Patrol 45-46, Santa Fe.

Location: 0.66 miles North of the Jct. I-25 and US-84/285 .10 miles North of the Jct. Sawmill Road.

Description: 4-8' x 6' x 226 CBC Des. I.

Team Leader

(113)Scour Critical=8 Stable Above Footing	(92A) FC Free	quency = NA	(92B) UW Frequency = NA			
(29) ADT = 45,336	(109) Truck A	ADT=8 %	(30) Year of ADT = $2007$			
(16) Latitude = 35d 40' 54"	(17) Longitud	de = 105d 56' 06" (27) Year Built = 1973				
(26) Functional Class = 14 Urban Other	Princ	(104) Highway System = 1 On the NHS				
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency				
(37) Historical Significance = 5 Not eligib	le for NRHP	(42A) Type of Service on = 1 Highway				
(51) Width Curb to Curb = 0.0 ft		(52) Width Out to Out = 0.0 ft				
(50A) Curb/Sdwlk Wdth L = $0.0$ ft		(50B) Curb/Sidewalk Width R = 0.0 ft				
(32) Approach Roadway Width = 82.0	) ft	(100) Defense Highway = 0 Not a STRAHNET hwy				
(w/ shoulders)		(101) Parallel Struc	cture = No    bridge exists			

Bridge Number: 00000000007425 Page 1 of 6

Reviewed By

Date

Date

(5A)Rte.On/Under= Route On Structure	(5B)Rte. Signing	g Prefix=2 U.S. Nu	mbered (114) Future ADT=59,093					
(5C) Level of Service = 1 Mainline	(5E) Direction S	Suffix = $0 \text{ N/A (N)}$	BI) (115) Year of Future ADT=2027					
(104) Highway System :1 On the NHS	(42B)Type Serv	ice under=5 Water	rway (92C) SI Frequency =NA					
(93A) FC Inspection Date = NA	(93B) UW Inspe	ection Date = NA	(93C) SI Date = NA					
Element Frequency = 48 months	Next UW Inspec	etion = NA	Next SI = NA					
Element Inspection Date = 02/23/2008	Next Elem. Insp	. Due = $02/23/2$	Next FC Inspection NA					
(45) Number of Spans Main Unit = 4		(46) Number of A	Approach Spans = 0					
(43A) Main Span Material/Design = 2 Co	oncrete Continuou	(43B) Main Span	Material/Design = 19 Culvert					
(44A) Approach Span Material =		(44B) Approach	Span Material =					
(107) Deck Type = N N/A (NBI)		(108C) Deck Pro	tection = N N/A (no deck (NBI))					
(108A) Wearing Surface = N N/A (no d	leck (NBI)	(108B) Membrane = N N/A (no deck (NBI))						
(53)Minimum Vertical Clearance Over B	ridge =328.1 ft	(49) Structure Le	ngth = 34.1 ft					
(54B) Minimum Vertical Underclearance	= 0.0 ft	(48) Length Max	Span = 7.9 ft					
(54A) Minimum Vertical Underclearance	Reference = NI	Feature not hwy or	RR					
(55A) Minimum Lateral Underclearance	Reference R = N	Feature not hwy	or RR					
(55) Minimum Lateral Undrclearance R =	= 0.0 ft	(56) Minimum Lateral Undrclearance L = 0.0 ft						
Deck Area = (106) Ye	ar Reconstructed =	=Unknown	(33) Median = 1 Open median					
TRAFFI Bridge Rail (36A) = 0 Substandard  Transition (36B) = 0 Substandard	•	oproach Rail (36C)	0 = 0 Substandard (36D) = 0 Substandard					
	CONDITIO	)N						
Deck (58) = N N/A (NBI)			etion (61) = 7 Minor Damage					
Super (59) = $N N/A (NBI)$ Culvert (62) = 7 Minor Deterioration Sub (60) = $N N/A (NBI)$								
Str. Evaluation (67) = 7 Waterway Adequacy (71) = 8 Ec Scour Critical (113) =8 Stable Al	qual Desirable	Deck Geometr	y (68) = N Not applicable (NBI) anment (72) 8 Equal Desirable Cr					

Bridge Number: 00000000007425 Page 2 of 6

### LOAD RATING AND POSTING

Inventory Rating Method (65) = 2 AS Allowable S

2 AS Allowable S Operating Rating Method (63) = 2 AS Allowable Stress

Inventory Rating (66) = HS19.8

Operating Rating (64) = HS35.7

Design Load (31) = 5 MS 18 (HS 20)

Posting (70) = 5 At/Above Legal Loads

Units | Total Qty | % in 1 | Qty. St. 1 | % in 2 | Qty. St. 2 | % in 3 | Qty. St. 3 | % in 4 | Qty. St. 4 | % in 5 | Qty. St. 5

Posting status (41) = A Open, no restriction

## PROPOSED IMPROVEMENTS

Bridge Cost (94) = \$376,000 Type of Work (75) = 35 Rehabilitate-gen.

Roadway Cost (95) = \$37,000 Length of Improvement (76) = 34.1 ft

Total Cost (96) = \$ 564,000 Future ADT (114) = 59,093 Year of Cost Estimate (97) = 2030 Year of Future ADT (115) = 2027

#### **ELEMENT CONDITION STATE DATA**

Description

Str Unit Elm/Env

0 241/2	Concrete Culvert	(LF)	817	96 %	784	4 %	33	0 %	0	0 %	0	0 %	0
0 244/2	CULVERT PARAPET	(LF)	72	100 %	72	0 %	0	0 %	C	0 %	0	0 %	0
0 245/2	CULVERT WINGWALL	(EA)	4	100 %	4	0 %	0	0 %	C	0 %	0	0 %	0
0 336/2	RIP RAP AND GABIONS	(SF)	2,164	100 %	2,153	1 %	11	0 %	C	0 %	0	0 %	0
Str Unit Elem/	Env Description	n						Eler	nent Note	es			
0 241/2	Reinforced Concrete (	with drop mids	light ef inlet w span, s	fflore /ith li labs	ansverse scence ght wate have tr	and er st ans	rust stated rust rust stated rust rust stated rust rust rust rust rust rust rust rust	ains. arour racks	Barrel nd pipe sup to	1 has Near 1/16" \	24" with		
				light to moderate efflorescence and active water seepage Barrel walls have vertical and diagonal cracks up to 1/16 isolated horizontal cracks up to 1/8"with light efflorescence Bottom slab is unable to inspect due to dirt and debris bu up to 18" in barrel 4 and other barrels up to 1'. Transient i residing in barrel 4.									
0 244/2	CULVERT PARAPET			Parapet faces have vertical and horizontal cracks up to 1/32". Tops of parapets have transverse cracks up to 1/32". At outlet, parapet has isolated vertical cracks up to 1/16" with heavy grafitti markings.									
0 245/2	CULVERT WINGWAL	LS	Wingwalls have diagonal cracks up to 1/16" and vertical cracks at construction joint with barrel walls up to 1/8' with light efflorescence. Walls have mild to heavy vegetation build up and graffiti markings.									3' with	
0 336/2	WIRE ENCLOSED RI	PRAF	Wire enclosed rip-rap at outlet at Northwest bank is mostly covered with heavy dirt and vegetation build up. Ri rap is in overall good conditiion.										

Bridge Number: 00000000007425 Page 3 of 6

PAST INSPECTIO	N	
Inspection Date:	02/23/2008	Type: 1 Regular NBI
Inspector:	WMART05	Pontis User Key: WMART05 - WAYNE MARTINEZ
Scope: NBI: Underwate	Other: Fracture Critical	☐ Element: ✓
INSPECTION NOT	ES	
Work Done Since arroyo channel wit structure. Scour up barrels have silt buby wire enclosed Roadway Conditio alligator cracking ulongitudinal cracks sloping banks with Short term- install	Lasr Inspection: None noted the moderate to steep sloping p to 1' at retaining wall at infulid up to 1'. Channel has he rip-rap at banks and rip rap on: Asphalt pavement has low to 1/2". Paved shoulders as up to 1/4". At shoulders transheave vegetation. 6. Trafficadequare traffic safety features) from top of parapet and	nspectors Present: Wayne Martinez, Mike Slade. 3. d. 4. Channel and Channel Protection: Flat, sandy, g banks with heavy vegetation, perpendicular to let. Barrel 4 has silt and debris build up to 2', other eavy vegetation build up at inlet. Channel is protected apron. High water marks up to 1'. 5. Approach ingitudinal, transverse and diagonal cracks up to 3/4", have isolated transverse cracks up to 3/4"and isolated ansverse cracks are sealed. Embankments are steep ic Safety Features: None. 7. Work Recommended: ures, remove dirt and debris from barrels, remove dirt might will be sealed. The same sealed of wingwalls, repair roadway surface, cracks seal or
Inspection Date:	04/08/2004	Type: 1 Regular NBI
Inspector:	WMART05	Pontis User Key: WMART05 - WAYNE MARTINEZ
Scope: NBI: Underwate		☐ Element: ✓
INSPECTION NOT	ES	
Work Done Since arroyo channel wit structure. Scour up barrels have silt buby wire enclosed in Roadway Conditio alligator cracking ulongitudinal cracks sloping banks with Short term- install	Lasr Inspection: None noted the moderate to steep sloping to 1' at retaining wall at infuild up to 1'. Channel has he rip-rap at banks and rip rap with Asphalt pavement has low up to 1/2'. Paved shoulders the up to 1/4'. At shoulders train heavy vegetation. 6. Trafficadequare traffic safety feature.	nspector Present: Wayne Martinez, Mike Slade. 3. d. 4. Channel and Channel Protection: Flat, sandy, g banks with heavy vegetation that is perpendicular to let. Barrel 4 has silt and debris build up to 2', other eavy vegetation build up at inlet. Channel is protected apron. High water marks up to 1'. 5. Approach ongitudinal, transverse and diagonal cracks up to 3/4', have isolated transverse cracks up to 3/4' and isolated insverse cracks are sealed. Embankments are steep ic Safety Features: None. 7. Work Recommended: ures, remove dirt and debris from barrels, remove d wingwalls, repair roadway surface, cracks seal or

Bridge Number: 00000000007425 Page 4 of 6

PAST INSPECTION	N	
Inspection Date:	04/07/2004	Type: 1 Regular NBI
Inspector:	MSLAD05	Pontis User Key: 46
Scope:  NBI:  Underwater  INSPECTION NOT		☐ Element: ✓ cal:
Wayne A. Martinez 5. Channel and Ch heavy vegetation at Channel is protect water mark up to 1 and transverse cra pothole on south b isolated transverse vegetation. Bridge Install adequate tra	z. 3. Work Done Since Lanannel Protection: Flat san that is perpendicular to struand tree buildup at inlet. So ed by vertical concrete retained: 6. Approach Roadway (acks up to 6' with minor whound lane up to 1'x 6'. Pay the cracks that are sealed. Esigning none. 7. Traffic Saffic safety features. 2. Report of parapet and wingwall lay.	ear, 60 degrees. 2. Inspector Present: Mike P. Slade, st Inspection: None noted. 4.General comments: None. Indy, rocky arroyo channel with mild sloping banks and ucture. Silt and debris buildup in all barrels up to 1', cour at retaining wall at northeast corner of inlet. In aining wall at inlet north bank, wire enclosed riprap. High Condition: Asphalt pavement has longitudinal, diagonal level rutting and moderate pavement raveling. Isolated wed shoulders have transverse cracks up to 6' with simbankments are steep sloping banks with heavy lafety Features: None. 8. Work Recommended: 1. move dirt and debris from barrels. 3. Remove vegetation s. 4. Clean channel. 5. Repair road way surface, crack
Inspection Date:	04/26/2000	Type: 1 Regular NBI
Inspector:	PONTIS	Pontis User Key: PONTIS - Pontis Pontis
Scope:  NBI:  Underwater  INSPECTION NOT		☐ Element: ✓ cal:
Lester Salazar. 3. Protection: Flat sar that is perpendiculibarrels. Channel p Roadway Condition Paved shoulders h heavy vegetation. Itraffic safety featur	Work Done Since Lasr Insindy arroyo channel with mar to structure. Scour up to rotection is wire enclosed in: Asphalt pavement has I have longitudinal cracks up 6. Traffic Safety Features res. 2. Remove dirt and det and wingwalls. 4. Clean on 100007425 -	Condition: Clear, 60 degrees. 2. Inspector Present: spection: None noted. 4. Channel and Channel noderate to steep sloping banks with heavy vegetation or 1' at outlet with dirt and debris build up to 18' in rip-rap and high water mark up to 1'. 5. Approach longitudinal cracks up to 25mm with minor wheel rutting. To to 25mm. Embankments are mild sloping banks with None. 7. Work Recommended: 1. Install adequare sbris from barrels. 3. Remove vegetation (chamisos) channel.

Bridge Number: 00000000007425 Page 5 of 6

Bridge Number: 000000000	007503	<b>Inspection Date (90):</b> 4/23/2007								
NMDOT District No. = District 5	(3) Cou	unty = 49 SANTA FE		Sufficiency Rating = 67.2						
(4)Town/City = Santa Fe	(91) Fr	equency = 24 months		Next Inspection = 05/06/2009						
(7) Facility I-25 NBL (11) Mile Post = 282.620 mi	JS 84/23	Patrol No. 85 Overpass Bridge (45	-46	Deficiency Status Structurally Deficient						
(49) Structure Length = 285.1 ft	(19) De	etour Length = 1.2 mi		(112) NBIS Length = Long Enough						
(102) Direction of Traffic = 1 1-way	raffic	(28A) Lanes on $= 2$	(28	B) Lanes Under = 4						
(41) Posting status = A Open, no res	striction	(34) Skew = 24.00 °	(35	5) Structure Flared 1 Yes, flared						
(9) Location = JUNCTION I-25/ST FRANCIS										
(6) Feature Intersected = US-84-	(6) Feature Intersected = US-84-285									
\(\frac{1}{2}\)				·						

### **DESCRIPTION:**

Maintenance Responsibility: NMDOT Patrol No. 4546, Santa Fe County: Santa Fe. Location: Intersection of I-25 and St. Francis Drive in Santa Fe. Structure Description: 4 Simpel spans at 47', 93', 93' & 47'. 5 AASHTO girders in spans 1 & 4, 7

AASHTO girders in spans 2 & 3, CIP concrete deck with asphalt overlay, concrete stub abutments and concrete pier caps on concrete columns.

(113)Scour Critical=N Not Over Waterway	(92A) FC Free	quency = NA	(92B) UW Frequency = NA			
(29) ADT = 12,678	(109) Truck A	ADT=10 %	(30) Year of ADT = $2006$			
(16) Latitude = 35d 38' 30"	(17) Longitud	e = 105d 57' 24"	(27) Year Built = 1974			
(26) Functional Class = 11 Urban Inters	tate	(104) Highway System = 1 On the NHS				
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency				
(37) Historical Significance = 5 Not eligib	le for NRHP	(42A) Type of Service on = 1 Highway				
(51) Width Curb to Curb = 50.2 ft		(52) Width Out to Out = 52.2 ft				
(50A) Curb/Sdwlk Wdth L = 0.0 ft		(50B) Curb/Sidewalk Width R = 0.0 ft				
(32) Approach Roadway Width = 50.0	9 ft	(100) Defense Highway = 1 Interstate STRAHNET				
(w/ shoulders)		(101) Parallel Structure = Right of    bridge				

Team Leader Date Reviewed By

Bridge Number: 00000000007503

(5A)Rte.On/Under= Route On Structure	(5B)Rte. Signing	g Prefix=1 Interstate Hw	y (114) Future ADT=19,892					
(5C) Level of Service = 1 Mainline	(5E) Direction S	uffix = 1 North	(115) Year of Future ADT=2026					
(104) Highway System : 1 On the NHS	(42B)Type Serv	ice under=1 Highway	(92C) SI Frequency =NA					
(93A) FC Inspection Date = NA	(93B) UW Inspe	ction Date = NA	(93C) SI Date = NA					
Element Frequency = 24 months	Next UW Inspec	etion = NA	Next SI = NA					
Element Inspection Date = 04/23/2007	Next Elem. Insp	. Due = 05/06/2009	Next FC Inspection NA					
45) Number of Spans Main Unit = 4	•	(46) Number of Appro	each Spans = 0					
(43A) Main Span Material/Design = 5 Pre	stressed Concret	(43B) Main Span Mat	erial/Design = 02 Stringer/Girder					
(44A) Approach Span Material =		(44B) Approach Span	Material =					
(107) Deck Type = 1 Concrete-Cast-in-	Place	(108C) Deck Protection	n = 8 Unknown					
(108A) Wearing Surface = 6 Bituminous		(108B) Membrane = 8 Unknown						
(53)Minimum Vertical Clearance Over Bri	dge =328.1 ft	(49) Structure Length = 285.1 ft						
(54B) Minimum Vertical Underclearance =	= 16.4 ft	(48) Length Max Spar	1 = 92.8 ft					
(54A) Minimum Vertical Underclearance I	Reference = HI	Hwy beneath struct						
(55A) Minimum Lateral Underclearance R	eference R = H	I Hwy beneath struct						
(55) Minimum Lateral Undrclearance R =	17.7 ft	(56) Minimum Lateral Undrclearance L = 29.2 ft						
Deck Area = 14,875.7 sq. ft (106) Year	r Reconstructed =	=Unknown (33) Median = 1 Open median						
Bridge Rail (36A) = TRAFFIC 1 Meets Standar Transition (36B) = 0 Substandard	rds A <sub>I</sub>	FEATURES  oproach Rail (36C) =  oproach Rail Ends (36D	1 Meets Standards 0) = 0 Substandard					
CONDITION  Deck (58) = 5 Fair  Channel/Channel Protection (61) = N N/A (NBI)  Super (59) = 4 Poor  Culvert (62) = N N/A (NBI)  Sub (60) = 4 Poor								
Str. Evaluation (67) = 4  Waterway Adequacy (71) = N Not Scour Critical (113) =N Not Over Underclearance, Vertical and Ho	t applicable Waterway	Deck Geometry (6 Approach Alignm	8) =9 Above Desirable Crit ent (72) 8 Equal Desirable Cr					

Bridge Number: 00000000007503 Page 2 of 9

#### LOAD RATING AND POSTING

Inventory Rating Method (65) = 1 LF Load Factor Operating Rating Method (63) = 1 LF Load Factor

Inventory Rating (66) = HS19.8 Operating Rating (64) = HS32.8

Design Load (31) = 5 MS 18 (HS 20) Posting (70) = 5 At/Above Legal Loads

Posting status (41) = A Open, no restriction

### PROPOSED IMPROVEMENTS

Bridge Cost (94) = \$100,000 Type of Work (75) = 35 Rehabilitate-gen.

Roadway Cost (95) = \$50,000 Length of Improvement (76) = 200.0 ft

Total Cost (96) = \$ 300,000 Future ADT (114) = 19,892 Year of Cost Estimate (97) = 2030 Year of Future ADT (115) = 2026

#### **ELEMENT CONDITION STATE DATA**

Str Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5
0	13/2	Unp Conc Deck/AC Ovl	(SF)	14,876	0 %	0	0 %	0	100 %	14,876	0 %	0	0 %	0
0	108/2	Diaphragm attch jnts	(EA)	64	100 %	64	0 %	0	0 %	0	0 %	0	0 %	0
0	109/2	P/S Conc Open Girder	(LF)	1,785	96 %	1,708	1 %	16	3 %	60	0 %	0	0 %	0
0	205/2	R/Conc Column	(EA)	12	100 %	12	0 %	0	0 %	0	0 %	0	0 %	0
0	215/2	R/Conc Abutment	(LF)	112	0 %	0	91 %	102	9 %	10	0 %	0	0 %	0
0	219/2	CONC WINGWALL	(LF)	49	0 %	0	100 %	49	0 %	0	0 %	0	0 %	0
0	234/2	R/Conc Cap	(LF)	167	61 %	102	24 %	39	15 %	26	0 %	0	0 %	0
0	301/2	Pourable Joint Seal	(LF)	276	0 %	1	98 %	270	2 %	5	0 %	0	0 %	0
0	311/2	Moveable Bearing	(EA)	24	0 %	0	100 %	24	0 %	0	0 %	0	0 %	0
0	313/2	Fixed Bearing	(EA)	24	0 %	0	100 %	24	0 %	0	0 %	0	0 %	0
0	329/2	GUARDRAIL (standard)	(LF)	751	98 %	735	1 %	10	1 %	6	0 %	0	0 %	0
0	330/2	Metal Rail Uncoated	(LF)	614	95 %	584	5 %	30	0 %	0	0 %	0	0 %	0
0	338/2	CONC SLOPE PAVING	(SF)	6,781	100 %	6,781	0 %	0	0 %	0	0 %	0	0 %	0

Str Unit	Elem/Env		Des	cript	ion						Eler	ner	nt N	lotes	S		
		_					 										

Concrete Deck - Unprotected w/ AC Top of deck is unobservable due to A/C overlay. A/C 13/2 overlay is in good condition. At isolated areas topside at joint ends spalls up to 1'x 1' with section loss. Where observable at deck edge longitudinal and transverse cracks up to 1/16' with moderate scaling and moderate dirt, cinder buildup. Deck faces continue to show signs of deterioration as noted in previous report. Faces have vertical, diagonal and map cracks up to 1/8" and isolated horizontal crack up to +" at span 3. At span 3 near joint there is heavy deterioration and a spall up to 3'x 9" with exposed rebar up to 2' with severe section loss. Faces have areas of delamination mostly near joints. At span 4 face has an isolated vertical crack up to ½" and a spall up to 4"x 8" with delamination. At span 2 at north side of structure there is a minor spall with minor deterioration and delamination. Underside of deck edges have longitudinal, transverse and diagonal cracks up to 1/16" with moderate to heavy efflorescence, light leaching, moderate rust stains and moderate scaling. Underside of deck has isolated transverse cracks up to 1/16', isolated concrete patch at span 2. Span 2 between girders 4 and 5 wood form left in place due to repaired spall. Span 3 has isolated patched area up to 5'x 2'.

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	L		
	Elem/En		Element Notes
0	108/2	Diaphragm Attachment Joints for St	Diaphragms under joints have moderate water and rust stains. Isolated diaphragms have vertical cracks less than 1/16" and map cracks noted in previous inspection are not noted at this inspection. Isolated diaphragms appear to have been rubbed.
0	109/2	P/S Conc Open Girder/Beam	Girder ends continue to deteriorate due to past failed joints mostly over piers. Girders have minor to moderate section loss with exposed rebar up to 4' and prestressing strands with minor section loss. Girders have vertical, horizontal, transverse and longitudinal cracks up to +" with spalls up to 4'x 1' and delamination at girder ends. Heavy scaling, water and rust stains. Need to rehab girder ends ASAP.
0	205/2	Reinforced Conc Column or Pile Ex	Square concrete columns with painted object markers at approaches. Columns have minor water and mud staining and map cracks up to 1/32" At column 4 pier 3 isolated vertical crack up to 1/16" near top. Isolated columns have minor graffiti. Columns are in overall good condition.
0	215/2	Reinforced Conc Abutment	Abutment 1 has minor to moderate water and rust stains with an isolated area of heavy rust stains. Isolated vertical cracks up to 1/32" with minor efflorescence. Abutment seat at northwest corner has map cracks less than 1/32" with minor efflorescence. At abutment seat at southwest corner isolated horizontal crack up to +" with moderate debris buildup at seat. Seat has minor to moderate water and rust staining. Abutment 2 has heavy water and rust staining. Horizontal, vertical diagonal and map cracks less than 1/16" with moderate to heavy efflorescence, light leaching and isolated areas of delamination. Seat has isolated horizontal crack up to +". Vertical and map cracks up to 1/32" with minor delamination at abutment seat corners. Seat has minor debris buildup.
0	219/2	REINFORCED CONC WINGWALL	Southwest wingwall has vertical and horizontal cracks up to 1/16" and map cracks up to 1/32" with minor scaling, efflorescence and moderate chamiso growth at top. Northwest wingwall is unobservable due to heavy to severe chamiso buildup. Southeast wingwall has vertical and map cracks up to 1/16" with light efflorescence with areas of water and rust staining and an isolated area of delamination. Northeast wingwall has moderate water and rust staining with areas of extensive map cracks up to 1/32" with light efflorescence and minor scaling.

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isolated small spalls up to 4"x 4" with heavy water and rustains. Cap face has vertical, diagonal and map cracks up to 1116". Underside of cap has longitudinal and transvers cracks up to +" with moderate scaling and efflorescence. Cap end has vertical and diagonal cracks up to 1176" horizontal and map cracks up to 1732" with light efflorescence and leaching. At northeast corner isolated spall up to 8"x 3": with exposed rebar up to 8" with minor section loss. Pier cap #2 has moderate water staining. There is an isolated horizontal crack up to 14" with areas of moderate scaling with exposed rebar up to 4". Isolated vertical cracks up to 1176" and diagonal and map cracks less than 1732". Underside of cap at ends has isolated transverse crack up to 118" with moderate scaling and efflorescence. At cap end at south side there is minor to moderate deterioration with spalls up to 2"x 4" with expose rebar up to 2"x and heavy section loss. Cap has map crack up to 1732" horizontal crack up to 18" and diagonal crack up to 1716". At cap end at north side isolated spall up to 6"6" with section loss no rebar and map cracks less than 1716" with moderate water and rust stains. Cap has horizontal crack up to 176" with moderate water and rust stains. Cap has horizontal crack up to 176" isolated diagonal cracks up to 176" with moderate water and rust stains. Cap has horizontal crack up to 14" isolated diagonal cracks up to 176" with receive moderate water and rust stains. Cap has horizontal crack up to 14" isolated diagonal cracks up to 176" with receive moderate water and rust stains. Cap has horizontal crack up to 14" isolated area of moderate water and up to 1732". Isolated area of moderate water and diagonal cracks up to 176" and vertical, horizontal and diagonal cracks up to 176" and vertical, horizontal and diagonal crack up to 14". Delamination at cap ends is moderate to heavy need to rehab caps.  Pourable Joint Seal Pourable Joints 1,2 and 4 are mostly filled with cinder and gravel buildup. Joint 3 has an isolated area of				
Pourable Joint Seal  Pourable joints 1,2 and 4 are mostly filled with cinder and gravel buildup. Joint 3 has an isolated area of failure up to 5' and heavy cinder and gravel buildup.  Moveable Bearing (roller, sliding, etc Steel moveable bearings have minor to moderate paint flaking with heavy rust at isolated plates with minor sectic loss mostly at bearings over piers.  Fixed Bearing  Steel fixed bearings have minor dirt, debris buildup, mino paint flaking with heavy rust and minor section loss.  GUARDRAIL (STANDARD)  12" W rail on timber posts with timber blocks tied to Meta Bridge rail. 2Ea Texas twist end units at approaches. At departure rail is continuous to next structure. Rail has isolated areas of minor to moderate traffic damage. Post are severely dry and weathered with minor splits and checks.  Metal Bridge Railing - Uncoated  Type A Metal bridge rail on steel posts tied to top of deck has an isolated areas of rust staining and an isolated steel post with broken welds. Traffic damage is due to impact and is slightly bent. At isolated areas mostly at joints rail has				Pier cap #1 has an isolated horizontal crack up to +" with isolated small spalls up to 4"x 4" with heavy water and rust stains. Cap face has vertical, diagonal and map cracks up to 1/16". Underside of cap has longitudinal and transverse cracks up to +" with moderate scaling and efflorescence. Cap end has vertical and diagonal cracks up to 1/16" horizontal and map cracks up to 1/32" with light efflorescence and leaching. At northeast corner isolated spall up to 8"x 3": with exposed rebar up to 8" with minor section loss. Pier cap #2 has moderate water staining. There is an isolated horizontal crack up to +" with areas of moderate scaling with exposed rebar up to 4". Isolated vertical cracks up to 1/16" and diagonal and map cracks less than 1/32". Underside of cap at ends has isolated transverse crack up to 1/8" with moderate scaling and efflorescence. At cap end at south side there is minor to moderate deterioration with spalls up to 2'x 4" with exposed rebar up to 2' and heavy section loss. Cap has map cracks up to 1/32" horizontal crack up to 1/8" and diagonal cracks up to 1/16". At cap end at north side isolated spall up to 6"x 6" with section loss no rebar and map cracks less than 1/16" with moderate water stains. Cap #3 Faces have moderate water and rust stains. Cap has horizontal cracks up to +" isolated diagonal cracks up to 1/16" and vertical, horizontal and diagonal cracks up to 1/32". Isolated areas of moderate abrasion with exposed aggregate. Underside of cap at north end has minor to moderate rust and water staining and longitudinal crack up to +". Delamination at
flaking with heavy rust at isolated plates with minor section loss mostly at bearings over piers.  Steel fixed bearings have minor dirt, debris buildup, minor paint flaking with heavy rust and minor section loss.  GUARDRAIL (STANDARD)  12" W rail on timber posts with timber blocks tied to Meta Bridge rail. 2Ea Texas twist end units at approaches. At departure rail is continuous to next structure. Rail has isolated areas of minor to moderate traffic damage. Post are severely dry and weathered with minor splits and checks.  Metal Bridge Railing - Uncoated  Type A Metal bridge rail on steel posts tied to top of deck has an isolated area of minor traffic damage. Rail has isolated areas of rust staining and an isolated steel post with broken welds. Traffic damage is due to impact and is slightly bent. At isolated areas mostly at joints rail has	0	301/2	Pourable Joint Seal	Pourable joints 1,2 and 4 are mostly filled with cinder and gravel buildup. Joint 3 has an isolated area of failure up to 5' and heavy cinder and gravel buildup.
paint flaking with heavy rust and minor section loss.  O 329/2 GUARDRAIL (STANDARD)  12" W rail on timber posts with timber blocks tied to Meta Bridge rail. 2Ea Texas twist end units at approaches. At departure rail is continuous to next structure. Rail has isolated areas of minor to moderate traffic damage. Post are severely dry and weathered with minor splits and checks.  O 330/2 Metal Bridge Railing - Uncoated  Type A Metal bridge rail on steel posts tied to top of deck has an isolated area of minor traffic damage. Rail has isolated areas of rust staining and an isolated steel post with broken welds. Traffic damage is due to impact and is slightly bent. At isolated areas mostly at joints rail has	0	311/2	Moveable Bearing (roller, sliding, et	flaking with heavy rust at isolated plates with minor section
Bridge rail. 2Ea Texas twist end units at approaches. At departure rail is continuous to next structure. Rail has isolated areas of minor to moderate traffic damage. Post are severely dry and weathered with minor splits and checks.  O 330/2 Metal Bridge Railing - Uncoated Type A Metal bridge rail on steel posts tied to top of deck has an isolated area of minor traffic damage. Rail has isolated areas of rust staining and an isolated steel post with broken welds. Traffic damage is due to impact and is slightly bent. At isolated areas mostly at joints rail has	0	313/2	Fixed Bearing	Steel fixed bearings have minor dirt, debris buildup, minor paint flaking with heavy rust and minor section loss.
has an isolated area of minor traffic damage. Rail has isolated areas of rust staining and an isolated steel post with broken welds. Traffic damage is due to impact and is slightly bent. At isolated areas mostly at joints rail has	0	329/2	GUARDRAIL (STANDARD)	departure rail is continuous to next structure. Rail has isolated areas of minor to moderate traffic damage. Posts are severely dry and weathered with minor splits and
	0	330/2	Metal Bridge Railing - Uncoated	isolated areas of rust staining and an isolated steel post with broken welds. Traffic damage is due to impact and is slightly bent. At isolated areas mostly at joints rail has

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Str Unit Elem/Env	Description	Element Notes				
<sup>0</sup> 338/2 C	ONCRETE SLOPE PAVING	Concrete slope paving has isolated transverse and diagonal cracks up to 1/16". At slope paving ends there is minor to moderate water and rust stains. At top of slope paving there is heavy transient and bird dropping buildup. At top corners of slope paving there is minor to moderate silt buildup.				
PAST INSPECTIO	N					
Inspection Date:	04/23/2007	Type: 1 Regular NBI				
Inspector:	PONTIS	Pontis User Key: PONTIS - Pontis Pontis				
Scope: NBI: Underwate	Other: er: Fracture Critical	☐ Element: ✓				
INSPECTION NO	TES					
Slade, Wayne A. Comments: None Asphalt over has condition. Under isolated transvers buildup. Embank lane under is 16' Safety Features: bridge railing. Un faces deck edges at seat and top of	Martinez. 3. Work Done Since. 5. Channel and Channel Pro- isolated longitudinal, transversasphalt appears to have new of sec cracks up to +" and indente ments are mild with mild vege. 3' at northbound lane is 16' 8'. Over - 12" W rail on timber ponder: None. 8. Work Recomes caps abutments and Wingwaff slope paving. 4. Repair traffic all adequate traffic safety featu	Cloudy, warm 56Ý 2. Inspectors present: Mike P.  be Last Inspection: None Noted 4. General offection: N/A. 6. Approach Roadway Condition: se and diagonal cracks up to +" and is in overall fair overlay and is in good condition. Shoulders over have ad rumble strips. Shoulder has minor cinder and gravel etation. Bridge Signing: Vertical posting at southbound belineators at approaches bottom and top. 7. Traffic osts with Type A anchors is bolted to Type A (old style) mended: 1. Rehab deterioration at girder ends, deck alls. 2. Replace isolated failed joints. 3. Clean debris damage to guardrail. 5. Clean and paint steel mes under and over structure.				
Inspection Date:	02/09/2005	Type: 1 Regular NBI				
Inspector:	MSLAD05	Pontis User Key: 46				
Scope: NBI: Underwate	Other: er: Fracture Critical:	☐ Element: ✓ : ☐				
INSPECTION NO	TES					
Slade, Wayne A. Comments: None Asphalt over has asphalt has trans raveling and isola over are mostly condented rumble sembankments ard 16' 3' at northbou Features: Over railing. Under: Name spalls and delamitransient dirt and	Martinez. 3. Work Done Since. 5. Channel and Channel Profositional Indiverse, longitudinal, transverse and diverse, longitudinal and diagonated potholes up to 1'x 4'. At novered with cinder, gravel builtstrips. Transverse cracks up to e mild with mild vegetation. Brind lane is 16' 8'. Delineators at 12" W rail on timber posts with lone. 8. Work Recommende ination. 3. Install adequate traidebris off abutment seats. 5.	Sunny, cold 20ø. 2. Inspectors present: Mike P. se Last Inspection: None Noted 4. General tection: N/A. 6. Approach Roadway Condition: liagonal cracks up to ¬'. Overall fair condition. Under nal cracks up to ¬' with minor wheel rutting, pavement orthbound lane alligator cracking up to ¬'. Shoulders Idup. No cracks noted. Shoulders under have o ¬' with minor to moderate cinder, dirt buildup. ridge Signing: Vertical posting at southbound lane is at approaches bottom and top. 7. Traffic Safety n Type A anchors is bolted to Type A (old style) bridge set: 1. Replace all joints. 2. Repair caps, girder ends ffic safety features under and over structure. 4. Clean Repair heavy scaling and deterioration at deck edge s. 7. Repair roadway surface under.				

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PAST INSPECTION					
Inspection Date:	05/06/2003	Type: 1 Regular NBI			
Inspector:	AJOHN07	Pontis User Key: AJOHN07 - ANSON JOHNSON			
Scope:  NBI:  Underwater  INSPECTION NOT		☐ Element: ✓			
P. Baca, Kris Cade A patch has been p Channel and Chan in good condition. Embankments hav Safety Features: O bridge railing. Und delamination and of features under and	ena, Derek Reynolds and Te placed in span 2. Roadway inel Protection: N/A. 5. App Transition is smooth. Shoul e mild slopes with moderate over - 12' W rail on timber poter - None. 7. Work Recom- cracks on girder ends, pier cat l over structure. 4. Clean de arch rails. 6. Clean and paint	2. NMSU Bridge Inspection team members: George eresa Burcham. 3. Work Done Since Last Inspection: over has been overlayed on the driving lanes. 4. proach Roadway Condition: New asphalt pavement is elders have cracks up to 1/2', some have sealed. The every service of the servi			
Inspection Date:	N 03/13/2001	Type: 1 Regular NBI			
Inspector:	AJOHN01	Pontis User Key: AJOHN07 - ANSON JOHNSON			
Scope: NBI: Underwater		☐ Element: ✓			
INSPECTION NOTES					
1. Weather Conditions: Windy, 35 degrees F. 2. NMSU Bridge Inspection team members: George P. Baca, Chris Branch, Ben Tensay and Angela Armijo. 3. Work Done Since Last Inspection: Joints have been replaced. 4. Channel and Channel Protection: N/A. 5. Approach Roadway Condition: Asphalt pavement has 1/2' cracks. Transition is smooth. Shoulders have 1/2' cracks. Embankments have mild slopes with moderate vegetation. Bridge signing: Delineators. 6. Traffic Safety Features: 12' W rail on timber posts with Type A anchors. 12' W rail is bolted to Type A (old style) bridge railing. 7. Work Recommended: 1. Repair/replace joints. 2. Repair spalls, delamination and cracks on girder ends, pier caps and abutments. 3. Install adequate traffic safety features under and over structure. 4. Clean debris off abutment seats. 5. Repair erosion at NW abutment. 6. Repair traffic damage to SE and SW approach rails. 7. Clean and paint bearings.					

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Bridge Number: 00000000007504						
NMDOT District No. = District 5	(3) Cou	unty = 49 SANTA FE		Sufficiency Rating = 68.5		
(4)Town/City = Santa Fe	(91) Fr	equency = 24 months Next Inspection = 05/14/2009				
(7) Facility I-25 SBL (11) Mile Post = 282.620 mi	JS 84/2	Patrol No. 85 Overpass Bridge (45	5 <b>-</b> 46	Deficiency Status Structurally Deficient		
(49) Structure Length = 285.1 ft	(19) De	etour Length = 1.2 mi	(112) NBIS Length = Long Enough			
(102) Direction of Traffic = 1 1-way	rtraffic	(28A) Lanes on $= 2$	(28	28B) Lanes Under = 4		
(41) Posting status = A Open, no restriction (34) Skew = 25.00 ° (35) Structure Flared 1 Yes, flared						
(9) Location = JUNCTION I-25/ST FRANCIS						
(6) Feature Intersected = US-84-285						

#### DESCRIPTION:

Team Leader

Maintenance Responsibility: State, Patrol No. 45-46, Santa Fe

Location: Intersection of I-25 SBL and St. Francis Drive AT SBL in Santa Fe.

Structure Description: 4 Simple spans at 47', 93', 93, & 47'. 5 AASHTO girders in spans 1 & 4 and 7 AASHTO girders in spans 2 & 3, CIP concrete deck with asphalt overlay, concrete stub abutments and concrete pier caps on concrete columns.

(113)Scour Critical=N Not Over Waterway	(92A) FC Free	quency = NA	(92B) UW Frequency = NA	
(29)  ADT = 10,839	(109) Truck A	DT=23 %	(30) Year of ADT = $2006$	
(16) Latitude = 35d 38' 30"	(17) Longitud	e = 105d 57' 24"	(27) Year Built = 1974	
(26) Functional Class = 11 Urban Inters	tate	(104) Highway System = 1 On the NHS		
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency		
(37) Historical Significance = 5 Not eligib	le for NRHP	(42A) Type of Service on = 1 Highway		
(51) Width Curb to Curb = 43.0 ft		(52) Width Out to Out = 48.9 ft		
(50A) Curb/Sdwlk Wdth L = 0.0 ft		(50B) Curb/Sidewalk Width R = 0.0 ft		
(32) Approach Roadway Width = 42.0	) ft	(100) Defense Highway = 1 Interstate STRAHNET		
(w/ shoulders)		(101) Parallel Structure = Left of    bridge		

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Reviewed By

Date

Date

(5A)Rte.On/Under= Route On Structure	(5B)Rte. Signing	g Prefix=1 Interstate H	wy (114) Future ADT=17,007	
(5C) Level of Service = 1 Mainline	(5E) Direction S	Suffix = 3 South	(115) Year of Future ADT=2026	
(104) Highway System :1 On the NHS	(42B)Type Serv	ice under=1 Highway	(92C) SI Frequency =NA	
(93A) FC Inspection Date = NA	(93B) UW Inspe	ection Date = NA	(93C) SI Date = NA	
Element Frequency = 24 months	Next UW Inspec	etion = NA	Next SI = NA	
Element Inspection Date = 05/14/2007	Next Elem. Insp	. Due = $05/14/200$	9 Next FC Inspection NA	
45) Number of Spans Main Unit = 4		(46) Number of App	roach Spans = 0	
(43A) Main Span Material/Design = 5 Pre	stressed Concret	(43B) Main Span Ma	aterial/Design = 02 Stringer/Girder	
(44A) Approach Span Material =		(44B) Approach Spa	n Material =	
(107) Deck Type = 1 Concrete-Cast-in-	Place	(108C) Deck Protect	tion = 8 Unknown	
(108A) Wearing Surface = 6 Bituminous		(108B) Membrane =	8 Unknown	
(53)Minimum Vertical Clearance Over Brid	dge =328.1 ft	(49) Structure Lengt	h = 285.1 ft	
(54B) Minimum Vertical Underclearance =	= 16.2 ft	(48) Length Max Span = 92.8 ft		
(54A) Minimum Vertical Underclearance F	Reference = H I	Hwy beneath struct		
(55A) Minimum Lateral Underclearance R	eference R = H	I Hwy beneath struct		
(55) Minimum Lateral Undrclearance R =	30.2 ft	(56) Minimum Late	ral Undrclearance L = 16.4 ft	
Deck Area = 13,939.3 sq. ft (106) Year	Reconstructed =	=Unknown (3.	3) Median = 1 Open median	
TRAFFIC Bridge Rail (36A) = 1 Meets Standar  Transition (36B) = 0 Substandard	ds A <sub>I</sub>	FEATURES  oproach Rail (36C) =  oproach Rail Ends (36	1 Meets Standards  5D) = 1 Meets Standards	
CONDITION  Deck (58) = 5 Fair  Channel/Channel Protection (61) = N N/A (NBI)  Super (59) = 4 Poor  Culvert (62) = N N/A (NBI)  Sub (60) = 4 Poor				
APPRAISAL Str. Evaluation (67) = 4  Waterway Adequacy (71) = N Not applicable Scour Critical (113) =N Not Over Waterway Underclearance, Vertical and Horizontal (69) = 7				

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### LOAD RATING AND POSTING

Inventory Rating Method (65) = 1 LF Load Factor Operating Rating Method (63) = 1 LF Load Factor

**Inventory Rating (66) = HS19.8** 

Operating Rating (64) = HS32.8

Design Load (31) = 5 MS 18 (HS 20)

Posting (70) = 5 At/Above Legal Loads

Posting status (41) = A Open, no restriction

## PROPOSED IMPROVEMENTS

Bridge Cost (94) = \$100,000 Type of Work (75) = 35 Rehabilitate-gen.

Roadway Cost (95) = \$50,000 Length of Improvement (76) = 200.0 ft

Total Cost (96) = \$ 300,000 Future ADT (114) = 17,007 Year of Cost Estimate (97) = 2030 Year of Future ADT (115) = 2026

#### **ELEMENT CONDITION STATE DATA**

Str Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5
0	13/2	Unp Conc Deck/AC Ovl	(SF)	13,939	0 %	C	0 %	0	100 %	13,939	0 %	0	0 %	0
0	108/2	Diaphragm attch jnts	(EA)	1	100 %	1	0 %	0	0 %	0	0 %	0	0 %	0
0	109/2	P/S Conc Open Girder	(LF)	1,801	97 %	1,752	0 %	0	3 %	49	0 %	0	0 %	0
0	205/2	R/Conc Column	(EA)	12	100 %	12	0 %	0	0 %	0	0 %	0	0 %	0
0	215/2	R/Conc Abutment	(LF)	115	0 %	C	66 %	75	34 %	39	0 %	0	0 %	0
0	219/2	CONC WINGWALL	(LF)	52	0 %	C	94 %	49	6 %	3	0 %	0	0 %	0
0	234/2	R/Conc Cap	(LF)	171	0 %	C	80 %	138	20 %	33	0 %	0	0 %	0
0	301/2	Pourable Joint Seal	(LF)	171	0 %	C	0 %	0	100 %	171	0 %	0	0 %	0
0	311/2	Moveable Bearing	(EA)	24	0 %	C	100 %	24	0 %	0	0 %	0	0 %	0
0	313/2	Fixed Bearing	(EA)	24	0 %	С	88 %	21	13 %	3	0 %	0	0 %	0
0	329/2	GUARDRAIL (standard)	(LF)	676	100 %	676	0 %	0	0 %	0	0 %	0	0 %	0
0	330/2	Metal Rail Uncoated	(LF)	617	100 %	617	0 %	0	0 %	0	0 %	0	0 %	0
0	338/2	CONC SLOPE PAVING	(SF)	6,146	100 %	6,146	0 %	0	0 %	0	0 %	0	0 %	0

Str Unit	Elem/Env	Description	Element Notes
0	13/2	Concrete Deck - Unprotected w/ AC	Top of deck has an asphalt overlay and is unobservable. Underside of deck continues to shows signs of deterioration, mostly under joints. Deck has isolated transverse and longitudinal cracks up to 1/32" with heavy deterioration near joints. Patches up to 5' x 3' with heavy deterioration at patches. Underside deck edges have vertical, diagonal, horizontal and map cracks up to 1/8". Spalls near joints have moderate to heavy deterioration, heavy scaling with moderate efflorescence, moderate leaching, water and rust stains throughout mostly at south end.
0	108/2	Diaphragm Attachment Joints for St	Concrete diaphragms have vertical and longitudinal cracks up to 1/16' with minor deterioration under joints. Will get quantities at next inspection.
0	109/2	P/S Conc Open Girder/Beam	Girder ends at abutments show minor deterioration. Concrete girder ends over pier caps have moderate to heavy deterioration. Girder ends have minor honeycombing, vertical and horizontal cracks up to 1/8'. Spalls up to 1'x 6' with exposed rebar up to 18'. Heavy leaching and moderate water and rust stains.

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Str Unit	Elem/En		Element Notes
0	205/2	Reinforced Conc Column or Pile Ex	Square concrete columns have painted object markers at approaches. Isolated map and vertical cracks up to 1/32'. Overall good condition.
0	215/2	Reinforced Conc Abutment	Abutments have vertical, horizontal, map, transverse and longitudinal cracks up to 1/4", delamination throughout. Heavy water and rust stains, heavy efflorescence, heavy scaling and moderate debris buildup.
0	219/2	REINFORCED CONC WINGWALL/	Wingwalls have vertical, horizontal and map cracks up to 1/16" with light efflorescence heavy water and rust stains and delamination throughout. Isolated areas of minor scaling.
0	234/2	Reinforced Conc Cap	Pier caps continue to deteriorate. Cap ends have extensive map cracks up to 1/8" heavy water and rust stains and areas of delamination throughout. Horizontal and longitudinal cracks up to 1/32'. Isolated horizontal crack at cap 3 up to 6'. Spall up to 2'x 6' with exposed rebar up to 1' Heavy scaling throughout, heavy leaching, efflorescence and rust stains. Pier 2 has been patched, patches have failed. Minor debris and dirt buildup at tops of caps.
0	301/2	Pourable Joint Seal	Pourable joints have large areas of loss of adhesion and deformed seals up to 12'. Joints leak due to loss of adhesion. Joints are mostly covered either with asphalt and or dirt, cinder build up. Joints recess in asphalt overlay. Joints do leak.
0	311/2	Moveable Bearing (roller, sliding, etc	Steel moveable bearings have heavy rust with minor section loss and minor to moderate debris buildup. Isolated bearings are slightly tilted and could be frozen.
0	313/2	Fixed Bearing	Steel fixed bearings have heavy rust with minor section loss and light to moderate debris buildup.
0	329/2	GUARDRAIL (STANDARD)	Continuous 12" W rail on timber posts with timber blocks transitions to metal bridge rail with 2ea ET 2000 end units at approaches. At departures at inside lane only 1ea shovelhead end. Traffic damage throughout, posts are dry and weathered with moderate splits and checks.
0	330/2	Metal Bridge Railing - Uncoated	Metal bridge rail is type A uncoated. Metal rail is on steel anchor posts transitions to 12' W rail on timber posts. No traffic damage noted. Anchor plates at underside have minor rusting with minor section loss.
0	338/2	CONCRETE SLOPE PAVING	Concrete slope paving has transverse and diagonal cracks up to 1/16' with moderate water stains at ends. Minor dirt and debris buildup at slope paving tops.
	•	•	

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PAST INSPECTION						
Inspection Date:	05/14/2007	Type: 1 Regular I	NBI			
Inspector:	WMART05	Pontis User Key:	WMART05 - WAYNE MARTINEZ			
Scope: NBI: Underwate	Other: Fracture Critica	Eleme	ent: 🗸			
INSPECTION NOT	ES					
Slade, Wayne A. M. None 5. Channel a overall good condi moderate wheel ru minor gravel, cinda moderate gravel, civegetation. Bridge on timber posts. 1 Recommended: 1. delamination at gir	Martinez. 3. Work Done Since and Channel Protection: N/A tition. Asphalt under has transutting, moderate raveling and er buildup. Indented strips. Sciender buildup. Embankmer es signing: Delineators. 7. T 12" W rail is bolted to Type A Install adequate traffic saferder ends, caps, abutments, Remove debris from abutments.	re Last Inspection: No. 6. Approach Road sverse, longitudinal disolated potholes under have moderate the traffic Safety Feature (old style) bridge ratty features. 2. Repayingwalls and deck	res: Over - Continuous 12" W rail railing. Under - None. 8. Work			
Inspection Date:	02/09/2005	Type: 1 Regular I	NBI			
Inspector:	MSLAD05	Pontis User Key:	46			
Scope: NBI: Underwate	_	Eleme	ent: 🗸			
Inspection comments: 1. Weather Conditions: Sunny, cool 43ø. 2. Inspectors Present: Mike P. Slade, Wayne A. Martinez. 3. Work Done Since Last Inspection: None noted. 4. General Comments: None 5. Channel and Channel Protection: N/A. 6. Approach Roadway Condition: Asphalt over is in overall good condition. Asphalt under has transverse, longitudinal and diagonal cracks up to «' with moderate wheel rutting, moderate raveling and isolated potholes up to 1'x 4'. Shoulders over have minor gravel, cinder buildup. Indented strips. Shoulders under have transverse cracks up to 1/4" with moderate gravel, cinder buildup. Embankments have moderate to steep slopes with heavy vegetation. Bridge signing: Delineators. 7. Traffic Safety Features: Over - Continuous 12" W rail on timber posts. 12" W rail is bolted to Type A (old style) bridge railing. Under - None. 8. Work Recommended: 1. Install adequate traffic safety features. 2. Repair spalls, deterioration and delamination at girder ends, caps, abutments, wingwalls and deck faces. 3. Clean and paint and reset bearings. 4. Remove debris from abutment seats. 5. Replace joints. 6. Repair roadway surface under.						

Bridge Number: 00000000007504 Page 5 of 8

PAST INSPECTION						
Inspection Date:	05/06/2003	Type: 1 Regular I	NBI			
Inspector:	AJOHN07	Pontis User Key:	AJOHN07 - ANSON JOHNSON			
Scope:  NBI:  Underwater  INSPECTION NOTI		Eleme	int: 🗸			
1. Weather Conditi P. Baca, Derek Re 4. Channel and Ch good conditin. Tra Embankments hav 6. Traffic Safety Fe A (old style) bridge Install adequate tra cracks, delaminatic bearings. 6. Remo	ons: Cloudy, 50 degrees F. ynolds, Kris Cadena and Te annel Protection: N/A. 5. Ansition is smooth. Shoulder e moderate to steep slopes eatures: Over - Continuous 1 railing. Under - None. 7. affic safety features under ston and spalls on abutments, ove debris form abutment se	resa Burcham. 3. Approach Roadway s have cracks up to with heavy vegetati 2' W rail on timber Work Recommende ructure. 3. Seal cra girder ends and pie	on. Bridge signing: Delineators. posts. 12' W rail is bolted to Type ed: 1. Repair expansion joints. 2. cks in asphalt overlay. 4. Repair			
Inspection Date:	03/12/2001	Type: 1 Regular I				
Inspector:	AJOHN01	Pontis User Key:	AJOHN07 - ANSON JOHNSON			
Scope:  NBI:  Underwater  INSPECTION NOTI		Eleme	ent: 🗸			
P. Baca, Ben Tens have been replaced Approach Roadwar asphalt patch. Tra have 1/2' cracks wi heavy vegetation. timber posts. 12' V Repair/replace exp	ay, Chris Branch and Angeld and pier cap 2 has been rey Condition: Asphalt pavemensition has moderate impactifith heavy debris buildup. En Bridge signing: Delineators. V rail is bolted to Type A (old pansion joints. 2. Install ade	a Armijo. 3. Work epaired. 4. Channe ent has 1/2' cracks a t loading due uneve mbankments have n 6. Traffic Safety F d style) bridge railine equate traffic safety	spection team members: George Done Since Last Inspection: Joints el and Channel Protection: N/A. 5. and approximately 100' x 12' in patched approach. Shoulders noderate to steep slopes with reatures: Continuous 12' W rail on g. 7. Work Recommended: 1. features under structure. 3. reverlay. 5. Repair cracks and			

Bridge Number: 00000000007504 Page 6 of 8

PAST INSPECTIO	N	
Inspection Date:	02/17/1999	Type: 1 Regular NBI
Inspector:	PGALL02	Pontis User Key: PGALL05 - PHILLIP GALLEGOS
Scope: NBI: Underwate		☐ Element: ✓
PGALL02 inspections Structure 0000000 Date 2/17/99 - Previous comment	00007504 -	
PAST INSPECTION	N	
Inspection Date:	02/01/1999	Type: 1 Regular NBI
Inspector:	PONTIS	Pontis User Key: SYS
Scope: NBI: Underwate		☐ Element: ✓

Bridge Number: 00000000007504 Page 7 of 8

Bridge Number: 00000000007505							
NMDOT District No. = District 5	(3) County = 49 SANTA FE			Sufficiency Rating = 80.5			
(4)Town/City = Santa Fe	(91) Frequency = 24 months			Next Inspection = 08/04/2010			
(7) Facility AMP TO NBL US-{ (11) Mile Post = 0.341 mi	Patrol No. JS 84/285 Overpass Bridge (45-46)			Deficiency Status Functionally Obsolete			
(49) Structure Length = 275.9 ft	(19) De	etour Length = 0.6 mi		(112) NBIS Length = Long Enough			
(102) Direction of Traffic = 1 1-way traffic		(28A) Lanes on = 2 (28)		(8B) Lanes Under = 4			
(41) Posting status = A Open, no restriction (34) Skew = 24.00 ° (35) Structure Flared 0 No flare							
(9) Location = I-25 RAMP TO ST FRANCIS							
(6) Feature Intersected = US-84							

#### DESCRIPTION:

Maintenance Responsibility: NMSHTD Patrol No. 45-46, Santa Fe County: Santa Fe

Location: I-25 NB Exit-282 off ramp onto St. Francis Drive (US-84).

Structure Description: 4 Simple spans at 40', 93', 97' and 47'. Spans 1 & 4 have 3 girders, spans 2 & 3 have 4 girders. Concrete deck, concrete stub abutments and hammerhead piers.

(113)Scour Critical=N Not Over Waterway	(92A) FC Free	quency = NA	(92B) UW Frequency = NA	
(29) ADT = 7,999	(109) Truck A	ADT=9 %	(30) Year of ADT = $2007$	
(16) Latitude = 35d 37' 56"	(17) Longitud	e = 105d 57' 23"	(27) Year Built = 1974	
(26) Functional Class = 11 Urban Inters	tate	(104) Highway Sys	stem = 1 On the NHS	
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency		
(37) Historical Significance = 5 Not eligib	le for NRHP	(42A) Type of Service on = 1 Highway		
(51) Width Curb to Curb = 24.0 ft		(52) Width Out to Out = 26.9 ft		
(50A) Curb/Sdwlk Wdth L = $0.0$ ft		(50B) Curb/Sidewalk Width R = 0.0 ft		
(32) Approach Roadway Width = 24.0 ft		(100) Defense Highway = 0 Not a STRAHNET hwy		
(w/ shoulders)		(101) Parallel Structure = No    bridge exists		
		<u> </u>	_	

Date

Bridge Number: 00000000007505

Team Leader

Date

Reviewed By

(5A)Rte.On/Under= Route On Structure	(5B)Rte. Signing	g Prefix=1 Interstate	e Hwy	(114) Future ADT=12,602
(5C) Level of Service = 7 Ramp	(5E) Direction S	uffix = 1 North		(115) Year of Future ADT=2027
(104) Highway System : 1 On the NHS	(42B)Type Serv	ice under=1 Highv	way	(92C) SI Frequency =NA
(93A) FC Inspection Date = NA	(93B) UW Inspe	ction Date = NA		(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspec	etion = NA		Next SI = NA
Element Inspection Date = 08/04/2008	Next Elem. Insp	. Due = $08/04/2$	2010	Next FC Inspection NA
(45) Number of Spans Main Unit = 4		(46) Number of A	Approac	ch Spans = 0
(43A) Main Span Material/Design = 5 Pre	stressed Concret	(43B) Main Span	Materi	al/Design = 02 Stringer/Girder
(44A) Approach Span Material =		(44B) Approach	Span M	aterial =
(107) Deck Type = 1 Concrete-Cast-in-	Place	(108C) Deck Pro	tection	= 8 Unknown
(108A) Wearing Surface = 6 Bituminous		(108B) Membran	e = 8	3 Unknown
(53)Minimum Vertical Clearance Over Bri	dge =328.1 ft	(49) Structure Length = 275.9 ft		
(54B) Minimum Vertical Underclearance =	= 16.2 ft	(48) Length Max Span = 97.1 ft		
(54A) Minimum Vertical Underclearance I	Reference = H I	Hwy beneath struct	t	
(55A) Minimum Lateral Underclearance R	eference R = H	I Hwy beneath stru	ıct	
(55) Minimum Lateral Undrclearance R =	29.5 ft	(56) Minimum Lateral Undrclearance L = 29.2 ft		
Deck Area = 7,427.1 sq. ft (106) Year	r Reconstructed =	=Unknown (33) Median = 0 No median		
TRAFFIC  Bridge Rail (36A) = 1 Meets Standar  Transition (36B) = 1 Meets Standar	rds Ap	FEATURES oproach Rail (36C) oproach Rail Ends		Meets Standards     O Substandard
CONDITION  Deck (58) = 6 Satisfactory  Super (59) = 6 Satisfactory  Sub (60) = 6 Satisfactory  Condition  Channel/Channel Protection (61) = N N/A (NBI)  Culvert (62) = N N/A (NBI)				
Str. Evaluation (67) = 6 Waterway Adequacy (71) = N Not Scour Critical (113) =N Not Over Underclearance, Vertical and Ho	ot applicable Waterway	Deck Geometr Approach Alig	• ` ′	=2 Intolerable - Replace at (72) 7 Above Min Criteria

Bridge Number: 00000000007505 Page 2 of 9

### LOAD RATING AND POSTING

Inventory Rating Method (65) = 1 LF Load Factor Operating Rating Method (63) = 1 LF Load Factor

**Inventory Rating (66) = HS19.8** 

Operating Rating (64) = HS32.8

Design Load (31) = 5 MS 18 (HS 20)

Posting (70) = 5 At/Above Legal Loads

Posting status (41) = A Open, no restriction

### PROPOSED IMPROVEMENTS

Bridge Cost (94) = NA Type of Work (75) = Unknown (P)Roadway Cost (95) = Unknown Length of Improvement (76) = 0.0 ft

Total Cost (96) = Unknown Future ADT (114) = 12,602Year of Cost Estimate (97) = Unknown Year of Future ADT (115) = 2027

#### **ELEMENT CONDITION STATE DATA**

Str Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5
0	14/2	P Conc Deck/AC Ovly	(SF)	7,427	0 %	0	100 %	7,427	0 %	0	0 %	0	0 %	0
0	108/2	Diaphragm attch jnts	(EA)	1	100 %	1	0 %	0	0 %	0	0 %	0	0 %	0
0	109/2	P/S Conc Open Girder	(LF)	1,014	99 %	1,002	1 %	10	0 %	2	0 %	0	0 %	0
0	205/2	R/Conc Column	(EA)	3	100 %	3	0 %	0	0 %	0	0 %	0	0 %	0
0	215/2	R/Conc Abutment	(LF)	52	87 %	46	6 %	3	6 %	3	0 %	0	0 %	0
0	219/2	CONC WINGWALL	(LF)	56	0 %	0	100 %	56	0 %	0	0 %	0	0 %	0
0	234/2	R/Conc Cap	(LF)	85	99 %	85	1 %	0	0 %	0	0 %	0	0 %	0
0	300/3	Strip Seal Exp Joint	(LF)	169	100 %	169	0 %	0	0 %	0	0 %	0	0 %	0
0	310/2	Elastomeric Bearing	(EA)	28	0 %	0	100 %	28	0 %	0	0 %	0	0 %	0
0	329/2	GUARDRAIL (standard)	(LF)	144	100 %	144	0 %	0	0 %	0	0 %	0	0 %	0
0	330/2	Metal Rail Uncoated	(LF)	551	100 %	551	0 %	0	0 %	0	0 %	0	0 %	0
0	338/2	CONC SLOPE PAVING	(SF)	3,272	100 %	3,272	0 %	0	0 %	0	0 %	0	0 %	0

0 338/2	CONC SLOPE PAVING (SF) 3,	272 100 %  3,272  0 %  0  0 %  0  0 %  0
Str Unit Elem	Env Description	Element Notes
0 14/2	Concrete Deck - Protected w/ AC	Top of deck is covered with A/C overlay up to 6" and is unobservable. Asphalt has transverse longitudinal and diagonal cracks up to 1/2" and potholes at joints up to 1'x 1'. Topside of deck at the north side has been partially rehabbed. At deck edges there is heavy cinder and gravel buildup. Deck face at the south side has horizontal and diagonal cracks up to 1/16" vertical cracks up to 1/32" and areas of moderate water and dirt staining. North side of deck face has areas that have been rehabbed and has minor construction water staining. Underside of deck edge is partially rehabbed near ends. Where underside of deck edge was not rehabbed there is areas of heavy scaling with isolated areas of exposed aggregate with light efflorescence. Underside of deck has isolated transverse and diagonal cracks less than 1/32" with minor construction scrapes.
0 108/2	Diaphragm Attachment Joints for	SteConcrete diaphragms have minor construction water staining, minor honeycombing. Diaphragms under isolated joints have heavy water and rust staining due to past failed joints.

Bridge Number: 00000000007505 Page 3 of 9

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	Elem/Env		Element Notes
0 1	109/2	P/S Conc Open Girder/Beam	Isolated girder ends over piers have been rehabbed summer 2008. Where rehabbed girders have moderate construction water staining and are in overall good condition. At span 1 girder 1 near abutment there is vertical diagonal and horizontal cracks up to 1/32". At span 1 girder 3 end near abutment there is minor deterioration with small spalls up to 3"x 3" with exposed rebar up to 3". At girder 3 near abutment 2 there is an isolated horizontal crack up to 1/16" and a isolated diagonal crack up to 1/32". At span 2 girder 4 there is an isolated longitudinal crack up to 1/8" near midspan.
0	205/2	Reinforced Conc Column or Pile Ext	Pier column #1 has vertical horizontal and diagonal cracks up to 1/32" with isolated small spalls up to 1"x 1" and isolated exposed steel bars with minor rust under. Column 2 has isolated rust staining from exposed steel stands and isolated small spalls up to 2"x 2". Column has isolated map cracks less than 1/32" and vertical diagonal and horizontal cracks up to 1/32". Column 3 has isolated exposed steel strands with rusting under and vertical horizontal and diagonal cracks less than 1/32". Note all columns have minor to moderate water and dirt staining. Columns have painted object markers at all approaches.
0 2	215/2	Reinforced Conc Abutment	Abutment seats have been rehabbed in the summer 2008. Pedestal under girder 2 has a vertical crack less than 1/8". Abutment seat between girders 1 and 2 has an isolated area of moderate scaling. Backwall continues to show sings of deterioration due to past failed joints with heavy water dirt and rust staining. Backwall has vertical horizontal and diagonal cracks up to 1/16" with minor to moderate efflorescence and isolated area of minor scaling. Both abutment backwalls at tops at roadway surface have moderate to heavy deterioration with spalls up to1'x 3' with asphalt patched spalls causing a poor transition see photos.
0 2	219/2	REINFORCED CONC WINGWALL/	NE wingwall has an isolated horizontal crack less than 1/8" and areas of extensive map cracks up to 1/32" with moderate water and dirt staining. Wall has isolated exposed steel strands with moderate rust. SE wall has map cracks up to 1/16" and an isolated spall up to 4"x 4" with exposed rebar up to 1" with minor section loss. NW wall has horizontal vertical and diagonal cracks up to 1/32" extensive map cracks up to 1/32" with minor delamination. Wall has moderate water and dirt staining and isolated exposed steel strands with moderate rust under. SW wall has horizontal vertical and diagonal cracks up to 1/32" and minor water and dirt stains.

Bridge Number: 00000000007505 Page 4 of 9

		T	
Str Uni	t Elem/Env		Element Notes
0	234/2	Reinforced Conc Cap	Caps have been rehabbed summer 2008. Undersides of caps have moderate water and dirt staining from past failed joints. Cap 1 at the south end has isolated longitudinal and diagonal cracks up to 1/32". Cap 2 has an isolated area of minor scaling at the south side under. Cap 3 under has moderate to heavy water and dirt stains light efflorescence and an isolated area of minor scaling. Caps are in overall good condition.
0	300/3	Strip Seal Expansion Joint	Strip seal joints are mostly unobservable due to A/C overlay where observable steel plates have moderate rusting and minor section loss. Evazote joints do not sag however they do leak at isolated areas evident by recent water stains. Steel plates at underside have minor to moderate rusting.
0	310/2	Elastomeric Bearing	Elastomeric bearings have minor to moderate rusting of the steel plates and minor shoving of pads continues as noted in previous report. Bearings have minor dirt and debris buildup.
0	329/2	GUARDRAIL (STANDARD)	Guardrail over only is 12" W rail on timber posts with timber blocks that trans to thrie beam on timber posts with timber blocks transitions to Type A metal bridge rail with 1ea ET 2000 and 1ea Type C end units at approaches only. At departures 12' W rail on timber posts with type A end unit. No traffic damage noted.
0	330/2	Metal Bridge Railing - Uncoated	Metal bridge rail is type A on steel posts, transitions to thrie beam at approaches. Rail has isolated areas of minor rust and is in overall good condition. No traffic damage noted.
0	338/2	CONCRETE SLOPE PAVING	Concrete slope paving at abutment 2 has transverse and diagonal cracks up to 1/16" with areas of moderate scaling and minor rust staining. Paving has vegetation buildup at southeast bottom with minor gravel and debris buildup at tops. Erosion noted in previous report not evident at this inspection. At abutment 1 slope paving has transverse cracks up to 1/16" and isolated diagonal up to 1/32". Slope paving has an isolated areas of minor rust staining and moderate vegetation and dirt buildup.

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PAST INSPECTIO	N.		
Inspection Date:	08/04/2008	Type: 1 Regular	NBI
Inspector:	MSLAD05	Pontis User Key:	MSLAD05 - MIKE SLADE
Scope:  NBI:  Underwate  INSPECTION NOT		Elemo	nent: 🗸
Slade, Wayne A. Mand deck faces har Protection: N/A. transverse diagona under has isolated Shoulders under h slopes and mild ve Traffic Safety Feat end units that trans 8. Work Recomme backwalls at topsic	Martinez. 3. Work Done Sinve been rehabbed. 4. Gene 6. Approach Roadway Con all and alligator cracks up to all longitudinal transverse and ave isolated transverse cracket in Bridge signing is stures: Over - 12" W rail on the sitions to Thrie beam that is ended: 1. Install Adequated and paint bear in cracks at isolated girder e	nce Last Inspection: eral Comments: Noi dition: Pavement ovor and is in poor code diagonal cracks up to ½". Emba vertical posting und imber posts timber to stied to Type A (old Traffic Safety Featurings. 4. Repair roads)	rees. 2. Inspectors Present: Mike P. :: Caps girder ends abutment seats one 5. Channel and Channel ver has longitudinal cracks up to 2" ondition. No shoulders over. Asphalt p to ½" and minor traffic scrapes. ankments have moderate to steep der at NB lane only of 16ft 8". 7. blocks with Type C and ET 2000 I style) bridge railing. Under - None. Ires over and under. 2. Repair
Inspection Date:	08/16/2006	Type: 1 Regular	NBI
Inspector:	PONTIS	Pontis User Key:	PONTIS - Pontis Pontis
Scope: NBI: Underwate	Other:	Elemo	nent: 🗸
INSPECTION NOT	ES		
Slade, Wayne A. M. roadway. New Eva Protection: N/A. transverse; diagon Under pavement is Embankments hav 7. Traffic Safety F to Thrie rail that is 1.Install Adequate and 5. 3. Repair deck face at north	Martinez. 3. Work Done Sazote joints installed. 4. Ger 6. Approach Roadway Cor ital and alligator cracks up to so new and in new condition. We moderate slopes and mile reatures: Over - 12" W rail of tied to Type A (old style) brow Traffic Safety Features over teterioration at caps, abutm	ince Last Inspection neral Comments: Nondition: Over Asphal to +" with mild wheel . Under shoulders ard vegetation. Bridge railing. Under and under. 2. Replents, girder ends, wifface over. 5. Clean	place failed compression joints 1,4 ving walls, underside deck edge and n debris from abutment seats. 6.

Bridge Number: 00000000007505 Page 6 of 9

PAST INSPECTION	V				
Inspection Date:	07/12/200	4	Type: 1 Re	egular NBI	
Inspector:	MSLAD05	i	Pontis User	Key: 46	
Scope: NBI: Underwater	<b>/</b>	Other: Fracture Critical	 I:	Element:	<b>✓</b>
INSPECTION NOT	ES				
Inspectors Present evident. 4. Gene Roadway Condition mild wheel rutting. Longitudinal, trans cracks up to «', pat rutting. Shoulder N «'. SBL has potholic vegetation. No brit Type C end units to Work Recommend	00007505  s > Inspect t: Mike P. S ral Comme n: Over Asp Over shoul verse and o tched potho BL has pot es up to 4" doge signing rans to Thri ed: 1.Repl der ends. 4 on roadwa	tion comments: 1. Islade, Wayne A. Monts: None 5. Chablat pavement halders none. Under diagonal cracks uples up to 2"x 2" athole up to 6"x 6" x 3" with minor with ace joints 2. Instat. Repair deteriora	Martinez. 3. Annel and Cr as longitudin r pavement s p to ¬'. NBL and areas of with modera neel rutting. tety Features to Type A (ol all adequate ation at cap #	Work Done annel Prote al and trans SBL has pot has longitud moderate rate te raveling a mbankmer : Over - 12" d style) brid traffic safety	Varm, sunny 80ø. 2 e Since Last Inspection: None ection: N/A. 6. Approach everse cracks up to «' with thole up to 5"x 2". dinal, transverse and diagonal eveling and minor wheel end transverse cracks up to hits have moderate slopes and " W rail on timber posts with ge railing. Under - None. 8. of features. 3. Repair or deterioration at abutments.
Inspection Date:	07/12/200	4	Type: 1 Re	egular NBI	
Inspector:	MSLAD05	ı	Pontis User	Key: 46	
Scope: NBI: Underwater INSPECTION NOT		Other: Fracture Critical		Element:	<b>₹</b>
Slade, Wayne A. M. Comments: None & Over Asphalt pave shoulders none. Ut diagonal cracks up potholes up to 2'x & pothole up to 6'x 6' 4'x 3' with minor wisigning. 7. Traffito Thrie rail that is 1.Replace joints 2.	Martinez. 3 5. Channel ment has k nder paven to ¬'. NBL 2' and area ' with mode heel rutting c Safety Fe tied to Type Install ade ion at cap a	B. Work Done Sin I and Channel Propagitudinal and tra- nent SBL has pott has longitudinal, s of moderate raverate raveling and Embankments Instaures: Over - 12 e A (old style) bric quate traffic safet #3. 5. Repair dete	nce Last Inspotection: N/A ansverse cra hole up to 5' transverse a veling and m transverse c nave modera " W rail on ti dge railing. I ty features.	ection: Non- 6. Appro- cks up to «' 2'. Longitu and diagonal inor wheel ri cracks up to te slopes ar mber posts Jnder - Non 3. Repair de	nspectors Present: Mike P. e evident. 4. General bach Roadway Condition: with mild wheel rutting. Over dinal, transverse and I cracks up to «', patched utting. Shoulder NBL has «'. SBL has potholes up to nd vegetation. No bridge with Type C end units trans e. 8. Work Recommended: sterioration at girder ends. 6. Repair potholes on

Bridge Number: 00000000007505 Page 7 of 9

PAST INSPECTION	N	
Inspection Date:	08/20/2002	Type: 1 Regular NBI
Inspector:	AJOHN07	Pontis User Key: AJOHN07 - ANSON JOHNSON
Scope: NBI: Underwate INSPECTION NOT		☐ Element: ✓
George P. Baca, A Inspection: None e Condition: Asphalt No shoulders. Em Safety Features: C Type A (old style)	Adan G. Archuleta, Jared Lujevident. 4. Channel and Cipavement has cracks up to bankments have moderate sover - 12' W rail on timber pobridge railing. Under - None equate traffic safety under s	2. NMSU Bridge Inspection team members: ian and Claudia Diaz. 3. Work Done Since Last hannel Protection: N/A. 5. Approach Roadway 1/8' and minor wheel rutting. Transition is smooth. slopes and vegetation. No bridge signing. 6. Traffic bests with Type C anchors to Thrie rail that is tied to e. 7. Work Recommended: 1. Repair spalls at girder structure. 3. Clean and repair joints. 4. WBL should be
PAST INSPECTION	N	
Inspection Date:	09/12/2000	Type: 1 Regular NBI
Inspector:	AJOHN01	Pontis User Key: AJOHN07 - ANSON JOHNSON
Scope: NBI: Underwate		☐ Element: ✓
INSPECTION NOT	ES	
Baca, Matt Cattane None noted. 4.Ch pavement has crac have minor debris. 6.Traffic Safety Fe tied to Type A (old	eo, Michael Baca and Micha annel and Channel Protectic cks up to 1/8' and minor whe Embankments have model atures: W rail on timber post style) bridge rail. 7.Work Rifety under structure. 3.Clea	.NMSU Bridge Inspection team members: George P. alel Candelaria. 3.Work Done Since Last Inspection: an: N/A. 5.Approach Roadway Condition: Asphalt beel rutting. Transition is smooth. Asphalt shoulders rate slopes and vegetation. No bridge signing. ts with Type C ends to 2'-9' Thrie rail on timber posts becommended: 1.Repair spalls at girder ends. 2.Install an and repair joints. 4.EBL should be posted less than

Bridge Number: 00000000007505 Page 8 of 9

Bridge Number: 00000000000	7506	In	spe	ction Date (90): 7/6/2007	
NMDOT District No. = District 5	(3) County = 49	SANTA FE		Sufficiency Rating = 68.2	
(4)Town/City = Santa Fe (	(91) Frequency =	= 24 months		Next Inspection = 07/06/2009	
(7) Facility I-25 NBL (11) Mile Post = 282.810 mi	Patrol 1 S 84/285 Overpa		-46	Deficiency Status Structurally Deficient	
(49) Structure Length = 175.9 ft	(19) Detour Leng	gth = 1.2  mi		(112) NBIS Length = Long Enough	
(102) Direction of Traffic = 1 1-way to	raffic (28A) La	nes on = 2	(28	B) Lanes Under = 2	
(41) Posting status = A Open, no restr	riction (34) Skev	w = 16.00°	(35)	) Structure Flared 0 No flare	
(9) Location = I-25 ST FRANCIS	(9) Location = I-25 ST FRANCIS I/C, S.F.				
(6) Feature Intersected = US-84-28	35 UNDER RAM	<b>ПР</b> С			
Structure Description: 3 Simple span AASHTO girders in span 2, CIP cond	is at 43', 83' & 45	5'. 4 AASHTC n asphalt ove	rlay.	concrete stub abutments	
(113)Scour Critical=N Not Over Waterw				(92B) UW Frequency = NA	
(29) ADT = 12,791	(109) Truck A			(30) Year of ADT = $2006$	
(16) Latitude = 35d 38' 06"	(17) Longitud	le = 105d 57'	18"	(27) Year Built = 1974	
(26) Functional Class = 11 Urban Int	terstate	(104) Highway System = 1 On the NHS			
(22) Owner = State Highway Agency	(21) Custodian = State Highway Agency				
(37) Historical Significance = 5 Not elig	(42A) Type of Service on = 1 Highway				
(51) Width Curb to Curb = 42.0 ft	(52) Width Out to Out = $44.9 \text{ ft}$				
(50A) Curb/Sdwlk Wdth L = $0.0$ ft		(50B) Curb/Sidewalk Width R = 0.0 ft			
(32) Approach Roadway Width = (w/ shoulders)	42.0 ft	(100) Defense Highway = 1 Interstate STRAHNET  (101) Parallel Structure = Right of    bridge			

Team Leader Date Reviewed By

Bridge Number: 00000000007506

(5A)Rte.On/Under= Route On Structure	(5B)Rte. Signing	g Prefix=1 Interstate	e Hwy (114) Future ADT=20,069	
(5C) Level of Service = 1 Mainline	(5E) Direction S	Suffix = 1 North	(115) Year of Future ADT=2020	
(104) Highway System : 1 On the NHS	(42B)Type Serv	ice under=1 Highv	vay (92C) SI Frequency =NA	
(93A) FC Inspection Date = NA	(93B) UW Inspe	ection Date = NA	(93C) SI Date = NA	
Element Frequency = 24 months	Next UW Inspec	etion = NA	Next SI = NA	
Element Inspection Date = 07/06/2007	Next Elem. Insp	. Due = 07/06/2	009 Next FC Inspection NA	
45) Number of Spans Main Unit = 3	•	(46) Number of A	approach Spans = 0	
(43A) Main Span Material/Design = 5 Pre	estressed Concret	(43B) Main Span	Material/Design = 02 Stringer/Girder	
(44A) Approach Span Material =		(44B) Approach S	Span Material =	
(107) Deck Type = 1 Concrete-Cast-in-	Place	(108C) Deck Prot	ection = 1 Epoxy Coated Reinforci	
(108A) Wearing Surface = 6 Bituminous		(108B) Membran	e = 8 Unknown	
(53)Minimum Vertical Clearance Over Bri	dge =328.1 ft	(49) Structure Length = 175.9 ft		
(54B) Minimum Vertical Underclearance =	= 16.2 ft	(48) Length Max Span = 83.0 ft		
(54A) Minimum Vertical Underclearance	Reference = H I	Hwy beneath struct		
(55A) Minimum Lateral Underclearance R	eference R = F	I Hwy beneath stru	ct	
(55) Minimum Lateral Undrclearance R =	28.5 ft	(56) Minimum Lateral Undrclearance L = 327.8 ft		
Deck Area = 7,900.7 sq. ft (106) Yea	r Reconstructed =	=Unknown (33) Median = 1 Open median		
Bridge Rail (36A) = 1 Meets Standar  Transition (36B) = 1 Meets Standar	rds A <sub>l</sub>	FEATURES oproach Rail (36C) oproach Rail Ends	= 1 Meets Standards (36D) = 1 Meets Standards	
<b>Deck (58)</b> = 6 Satisfactory <b>Super (59)</b> = 4 Poor <b>Sub (60)</b> = 5 Fair			etion (61) = N N/A (NBI) NBI)	
	APPRAISA ot applicable Waterway	AL Deck Geometr Approach Alig	y (68) =8 Desirable Criteria	

Bridge Number: 00000000007506 Page 2 of 8

### LOAD RATING AND POSTING

Inventory Rating Method (65) = 1 LF Load Factor Operating Rating Method (63) = 1 LF Load Factor

**Inventory Rating (66) = HS19.8** 

Operating Rating (64) = HS32.8

Design Load (31) = 5 MS 18 (HS 20)

Posting (70) = 5 At/Above Legal Loads

Posting status (41) = A Open, no restriction

## PROPOSED IMPROVEMENTS

Bridge Cost (94) = \$100,000 Type of Work (75) = 35 Rehabilitate-gen.

Roadway Cost (95) = \$50,000 Length of Improvement (76) = 200.0 ft

Total Cost (96) = \$ 300,000 Future ADT (114) = 20,069 Year of Cost Estimate (97) = 2030 Year of Future ADT (115) = 2026

#### **ELEMENT CONDITION STATE DATA**

Str Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5
0	13/2	Unp Conc Deck/AC Ovl	(SF)	7,901	0 %	0	100 %	7,901	0 %	0	0 %	0	0 %	0
0	108/2	Diaphragm attch jnts	(EA)	2	50 %	1	50 %	1	0 %	0	0 %	0	0 %	0
0	109/2	P/S Conc Open Girder	(LF)	768	94 %	721	0 %	0	6 %	47	0 %	0	0 %	0
0	205/2	R/Conc Column	(EA)	6	83 %	5	17 %	1	0 %	0	0 %	0	0 %	0
0	215/2	R/Conc Abutment	(LF)	89	0 %	0	100 %	89	0 %	0	0 %	0	0 %	0
0	219/2	CONC WINGWALL	(LF)	49	0 %	0	100 %	49	0 %	0	0 %	0	0 %	0
0	234/2	R/Conc Cap	(LF)	89	30 %	26	37 %	33	33 %	30	0 %	0	0 %	0
0	301/2	Pourable Joint Seal	(LF)	167	82 %	138	0 %	0	18 %	30	0 %	0	0 %	0
0	311/2	Moveable Bearing	(EA)	9	0 %	0	0 %	0	100 %	9	0 %	0	0 %	0
0	313/2	Fixed Bearing	(EA)	13	0 %	0	62 %	8	38 %	5	0 %	0	0 %	0
0	329/2	GUARDRAIL (standard)	(LF)	751	99 %	745	1 %	7	0 %	0	0 %	0	0 %	0
0	330/2	Metal Rail Uncoated	(LF)	351	100 %	351	0 %	0	0 %	0	0 %	0	0 %	0
0	338/2	CONC SLOPE PAVING	(SF)	7,384	100 %	7,384	0 %	0	0 %	0	0 %	0	0 %	0

Str Unit	Elem/Env	Description	Element Notes
0	13/2		Top of deck is covered with asphalt overlay and is unobservable. New asphalt surface at roadway lanes only. Deck faces show signs of moderate deterioration with areas of delamination, horizontal cracks up to 1/2", vertical, map and diagonal cracks up to 1/16" with moderate water and rust stains and areas of light efflorescence. At North side of deck isolated spall up to 1' x 1' with exposed rebar up to 1' with minor section loss. Underside of deck edges have minor deterioration with transverse cracks up to 1/16", minor to moderate efflorescence, moderate scaling and moderate water and rust stains. Longitudinal cracks up to 1/16". Underside of deck has patched areas with isolated areas of minor honeycombing.
0	108/2		Concrete diaphragms have transverse cracks at bottom up to 1/32". Diaphragms under joints have moderate to heavy deterioration with spalls and exposed rebar, moderate to heavy section loss. Deterioration is due to past failed joints.

Bridge Number: 00000000007506 Page 3 of 8

Str Unit	Elem/En		Element Notes
0	109/2	P/S Conc Open Girder/Beam	Girder ends have moderate to heavy deterioration, girder 4 span1 has spalls up to 1' x 2' with exposed rebar up to 1' with moderate section loss. Girder 5, span 2 has heavy deterioration with exposed rebar. Girder end has spall over bearing area with heavy section loss. Several girders have minor loss at bearing area up to 2" and light leaching. Fascia girders near abutments at top flanges have horizontal and diagonal cracks up to 1/16" Girder 5 at span 2 has minor traffic scrapes at bottom flange.
0	205/2	Reinforced Conc Column or Pile Ext	Square columns have horizontal, vertical and map cracks up to 1/16" with an isolated spall at column 2, pier 1 has spall up to 3" x 3" due to traffic. Columns have moderate water staining. Object markers at approaches.
0	215/2	Reinforced Conc Abutment	Abutment 1 backwall has extensive map cracks up to 1/32", with moderate to heavy efflorescence, rust, light leaching and moderate water stains. Seat has horizontal cracks up to 1/16", isolated vertical, map and diagonal up to 1/32". At Southwest corner, minor transient debris buildup. Abutment 2 has vertical cracks up to 1/16" with area of moderate scaling and efflorescence, moderate water and mud staining. Abutment seat has moderate debris, dirt buildup. Isolated vertical cracks up to 1/32" with light efflorescence. Heavy dirt and debris build up at corners of abutment.
0	219/2	REINFORCED CONC WINGWALL	Wingwalls are mostly unobservable due to heavy
	21072		vegetation buildup, where observable heavy water and rust stains, vertical, horizontal and map cracks up to 1/8" with light efflorescence.
0	234/2	Reinforced Conc Cap	Pier cap ends continue to deteriorate. Cap ends have horizontal cracks up to 1/8", light efflorescence and delamination up to 3'x 2'. Cap faces have horizontal cracks up to 1/4" and map cracks up to 1/32"v. Heavy water, rust and dirt staining. Cap 2 face has isolated horizontal and diagonal cracks up to 1/2". Underside of caps have nibor scaling with minor efflorecence and leaching. Caps have heavy asphalt buildup at tops due to past failed joints.
0	301/2	Pourable Joint Seal	Evazote joints are mostly filled with cinder and debris buildup. Joints do not appear to leak. Overall good condition.
0	311/2	Moveable Bearing (roller, sliding, etc	Steel moveable bearings have heavy rust with minor to moderate section loss. Isolated bearings are tilted and appear to be frozen and not functioning as intended. Deterioration is due to past failed joints. Bearings have moderate asphalt and debris buildup.
0	313/2	Fixed Bearing	Steel fixed bearings have minor debris buildup. Bearing 1 at abutment 2 is unobservable due to dirt, debris buildup. Girder 4 has heavy rusting other bearings have minor rusting.
	-	1	I .

Bridge Number: 00000000007506 Page 4 of 8

Str Unit	Elem/Env	Description	Element Notes
0	329/2	GUARDRAIL (STANDARD)	Guardrail is continuous 12" W rail on timber posts, timber blocks and is tied to metal bridge rail. Rail has areas of moderate to heavy traffic damage. Timbers are heavily dry and weathered with minor to moderate splits and checks. Isolated blocks are missing and loose.
0	330/2	Metal Bridge Railing - Uncoated	Metal bridge rail is Type A metal rail on steel anchor posts tied to deck and transitions to 12" continuous W rail. Steel anchor plates at underside have moderate rust with minor section loss. Metal bridge rail has minor traffic damage at north end. Overall good condition, no traffic damage is noted.
0	338/2	CONCRETE SLOPE PAVING	Concrete slope paving at abutment 1 top has moderate debris buildup and transverse cracks up to 1/8". Paving has transverse cracks up to 1/8", diagonal up to 1/16" and isolated diagonal up to 1/4". Heavy vegetation buildup at slope paving edges. Abutment 2 has vertical cracks up to 1/32" and isolated transverse up to 1/8" with small spalls. Top of slope paving has moderate transient, debris buildup.
PAST	INSPECT	ION	

Inspection Date: 07/06/2007 Type: 1 Regul	ar Ni	В
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Inspector: WMART05 Pontis User Key: WMART05 - WAYNE MARTINEZ

Scope:

NBI: ✓ Other: ☐ Element: ✓

Underwater: Fracture Critical:

#### **INSPECTION NOTES**

Inspection Comments: 1. Weather Conditions: Sunny, hot and 79 degrees 2. Inspectors present: Mike P. Slade, Wayne A. Martinez. 3. Work Done Since Last Inspection: New pavement at roadway lanes over. 4. General comments: None. 5. Channel and Channel Protection: N/A roadway under. 6. Approach Roadway Condition: Asphalt approach pavement over is new condition. Transition is smooth. Asphalt shoulders are in good condition. Under has isolated longitudinal and transverse cracks up to 1/4". Embankments are moderate with heavy vegetation. Bridge signing consists of delineators at approaches and vertical posting under. 7. Traffic Safety Features: Over - Continuous 12" W rail on timber posts is tied to Type A (old style) bridge railing. Under - None. 8. Work Recommended: 1. Install adequate traffic safety features under structure. 2. Clean debris from abutment seats and pier caps. 3. Repair deterioration at pier caps and girders ends, diaphragms and deck edges. 4. Clean and reset bearings. 5. Clean deck and joints. 6. Clean and paint metal bridge rail. 7. Remove vegetation growth at wingwalls and slope paving ends. 8. Post vertical posting at recommended posting by D5BS.

Bridge Number: 00000000007506 Page 5 of 8

PAST INSPECTION	N	
Inspection Date:	06/13/2005	Type: 1 Regular NBI
Inspector:	MSLAD05	Pontis User Key: 46
Scope: NBI: Underwater INSPECTION NOT		☐ Element: ✓
Slade, Wayne A. M. comments: None 5 Condition: Asphalt shoulders are in gc Embankments hav Safety Features: Crailing. Under - No structure. 2. Clear and girders ends d joints. 6. Clean and	Martinez. 3. Work Done Since Channel and Channel Professor approach pavement over is pood condition. Under has iso the moderate slopes with heavier - Continuous 12" W rail one. 8. Work Recommender debris from abutment seats iaphragms and deck edges. It is paint metal bridge rail. 7. Reservertical posting signs.	Sunny, windy 75ø 2. Inspectors present: Mike P. e Last Inspection: New pavement. 4. General tection: N/A roadway under. 6. Approach Roadway in good condition. Transition is smooth. Asphalt lated longitudinal and transverse cracks up to ¬¹. vy vegetation. Bridge signing: Delineators. 7. Traffic on timber posts is tied to Type A (old style) bridge ed: 1. Install adequate traffic safety features under is and pier caps. 3. Repair deterioration at pier caps. 4. Clean and reset bearings. 5. Clean deck and demove vegetation growth from wingwalls and slope
Inspector:	AJOHN07	Pontis User Key: AJOHN07 - ANSON JOHNSON
Scope:  NBI:  Underwater  INSPECTION NOT		☐ Element: ✓
P. Baca, Teresa Bi has been overlaye Protection: N/A. Transition is smool slopes with heavy Continuous 12' W Work Recommend from abutment sea	urcham and Taffy A. Miller. d and cracks sealed. Spall a 5. Approach Roadway Cond th. Asphalt shoulders are in vegetation. Bridge signing: rail on timber posts is tied to led: 1. Install adequate traffi	at joint has been repaired. 4. Channel and Channel ition: Asphalt approach pavement is in good condition. good condition. Embankments have moderate Delineators. 6. Traffic Safety Features: Over - Type A (old style) bridge railing. Under - None. 7. c safety features under structure. 2. Clean debris spalls and delamination on girder ends, diaphragms

Bridge Number: 00000000007506 Page 6 of 8

PAST INSPECTION	N	
Inspection Date:	07/31/2001	Type: 1 Regular NBI
Inspector:	AJOHN01	Pontis User Key: AJOHN07 - ANSON JOHNSON
Scope: NBI: Underwate	Other:  Fracture Critica	☐ Element: ✓
INSPECTION NOT	ES	
P. Baca, Amanda Pourable joints ins N/A. 5. Approach Shoulders have 1/ signing: Delineator tied to Type A (old features under stru abutment seats an	White, Jeremy Rocha and B stalled. SW corner of bridge n Roadway Condition: Aspha 2' cracks. Embankments ha rs. 6. Traffic Safety Featur style) bridge railing. 7. Wo ucture. 2. Seal cracks on to	2. NMSU Bridge Inspection team members: George Brian Soleman. 3. Work Done Since Last Inspection: railing repaired. 4. Channel and Channel Protection: alt pavement has 1/2' cracks. Transition is smooth. ave moderate slopes with heavy vegetation. Bridge res: Continuous 12' W rail on timber posts. 12' W rail is ork Recommended: 1. Install adequate traffic safety p of deck and approach roadway. 3. Clean debris from s and delamination on girder ends, diaphragms and rea loss at girder 2, pier 2.
PAST INSPECTION	N	
Inspection Date:	08/01/1999	Type: 1 Regular NBI
Inspector:	PONTIS	Pontis User Key: SYS
Scope: NBI: Underwate	Other:  r: Fracture Critica	☐ Element: ✓
INSPECTION NOT	ES	

Bridge Number: 00000000007506 Page 7 of 8

Bridge Number: 00000000007507						
(3) County = 49 SANTA FE		Sufficiency Rating = 69.5				
(91) Frequency = 24 months			Next Inspection = 07/19/2009			
Patrol No. JS 84/285 Overpass Bridge (45-46			Deficiency Status Structurally Deficient			
(19) Detour Length = 1.2 mi			(112) NBIS Length = Long Enough			
traffic	(28A) Lanes on $= 2$	(28	B) Lanes Under = 2			
(41) Posting status = A Open, no restriction (34) Skew = 6.00 ° (35) Structure Flared 0 No flare						
(9) Location = I-25 OFF RAMP TO ST FRANC						
(6) Feature Intersected = US-84-285 UNDER RAMP C						
	(3) Cou (91) From the state of	(3) County = 49 SANTA FE  (91) Frequency = 24 months  Patrol No.  JS 84/285 Overpass Bridge (45)  (19) Detour Length = 1.2 mit traffic (28A) Lanes on = 2  triction (34) Skew = 6.00 °  TO ST FRANC	(3) County = 49 SANTA FE  (91) Frequency = 24 months  Patrol No.  JS 84/285 Overpass Bridge (45-46  (19) Detour Length = 1.2 mi  traffic (28A) Lanes on = 2 (28  triction (34) Skew = 6.00 ° (35)  TO ST FRANC			

#### **DESCRIPTION:**

Maintenance Responsibility: NMDOT Patrol No. 4546, Santa Fe County: Santa Fe Location: 5.1 Miles north of junction I-25 and NM-14.

Structure Desciption: 3 Simple spans at 45', 80' & 45'. 4 AASHTO girders in spans 1 & 3, 5 AASHTO girders in span 2, CIP concrete deck with an asphalt overlay, concrete stub abutments and concrete pier caps on concrete columns.

(113)Scour Critical=N Not Over Waterway	(92A) FC Frequency = NA		(92B) UW Frequency = NA	
(29) ADT = 10,839	(109) Truck A	DT=23 %	(30) Year of ADT = $2006$	
(16) Latitude = 35d 38' 30"	(17) Longitud	de = 105d 57' 18" (27) Year Built = 1974		
(26) Functional Class = 11 Urban Inters	tate	(104) Highway System = 1 On the NHS		
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency		
(37) Historical Significance = 5 Not eligib	le for NRHP	(42A) Type of Service on = 1 Highway		
(51) Width Curb to Curb = 42.0 ft		(52) Width Out to Out = 44.9 ft		
(50A) Curb/Sdwlk Wdth L = $0.0$ ft		(50B) Curb/Sidewalk Width R = 0.0 ft		
(32) Approach Roadway Width = 41.0	) ft	(100) Defense Highway = 1 Interstate STRAHNET		
(w/ shoulders)		(101) Parallel Structure = Left of    bridge		

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Reviewed By

Date

Bridge Number: 00000000007507

Date

Team Leader

(5A)Rte.On/Under= Route On Structure	(5B)Rte. Signing	g Prefix=1 Interstate	Hwy (114) Future ADT=17,007		
(5C) Level of Service = 1 Mainline	(5E) Direction S	uffix = 3 South	(115) Year of Future ADT=2020		
(104) Highway System : 1 On the NHS	(42B)Type Serv	ice under=1 Highv	vay (92C) SI Frequency =NA		
(93A) FC Inspection Date = NA	(93B) UW Inspe	ction Date = NA	(93C) SI Date = NA		
Element Frequency = 24 months	Next UW Inspec	etion = NA	Next SI = NA		
Element Inspection Date = 07/19/2007	Next Elem. Insp	Due = $07/19/2$	009 Next FC Inspection NA		
45) Number of Spans Main Unit = 3		(46) Number of A	pproach Spans = 0		
(43A) Main Span Material/Design = 5 Pre	stressed Concret	(43B) Main Span	Material/Design = 02 Stringer/Girder		
(44A) Approach Span Material =		(44B) Approach S	Span Material =		
(107) Deck Type = 1 Concrete-Cast-in-	Place	(108C) Deck Prot	ection = 8 Unknown		
(108A) Wearing Surface = 6 Bituminous		(108B) Membran	e = 8 Unknown		
(53)Minimum Vertical Clearance Over Bri	dge =328.1 ft	(49) Structure Length = 173.9 ft			
(54B) Minimum Vertical Underclearance = 17.9 ft (48) Length Max Span = 80.1 ft					
(54A) Minimum Vertical Underclearance F	Reference = H I	Hwy beneath struct			
(55A) Minimum Lateral Underclearance R	eference R = H	I Hwy beneath stru	ct		
(55) Minimum Lateral Undrclearance R =	28.9 ft	(56) Minimum La	ateral Undrelearance L = 29.9 ft		
Deck Area = 7,825.4 sq. ft (106) Year	r Reconstructed =	=Unknown (33) Median = 1 Open median			
Bridge Rail (36A) = 1 Meets Standar  Transition (36B) = 1 Meets Standar	rds Ap	FEATURES  oproach Rail (36C)  oproach Rail Ends	= 1 Meets Standards (36D) = 1 Meets Standards		
Deck (58) = 6 Satisfactory Super (59) = 4 Poor Sub (60) = 4 Poor			tion (61) = N N/A (NBI) NBI)		
Str. Evaluation (67) = 4  Waterway Adequacy (71) = N Not Scour Critical (113) =N Not Over Underclearance, Vertical and Hot	t applicable Waterway	Deck Geometry Approach Alig	y (68) =8 Desirable Criteria nment (72) 8 Equal Desirable C		

Bridge Number: 00000000007507 Page 2 of 8

### LOAD RATING AND POSTING

Inventory Rating Method (65) = 1 LF Load Factor Operating Rating Method (63) = 1 LF Load Factor

**Inventory Rating (66) = HS19.8** 

Operating Rating (64) = HS32.8

Design Load (31) = 5 MS 18 (HS 20)

Posting (70) = 5 At/Above Legal Loads

Posting status (41) = A Open, no restriction

### PROPOSED IMPROVEMENTS

Bridge Cost (94) = \$394,000 Type of Work (75) = 35 Rehabilitate-gen.

Roadway Cost (95) = \$40,000 Length of Improvement (76) = 174.9 ft

Total Cost (96) = \$ 591,000 Future ADT (114) = 17,007 Year of Cost Estimate (97) = 2030 Year of Future ADT (115) = 2026

#### **ELEMENT CONDITION STATE DATA**

Str Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5
0	13/2	Unp Conc Deck/AC Ovl	(SF)	7,825	0 %	0	100 %	7,825	0 %	0	0 %	0	0 %	0
0	109/2	P/S Conc Open Girder	(LF)	758	97 %	732	0 %	0	4 %	26	0 %	0	0 %	0
0	205/2	R/Conc Column	(EA)	6	83 %	5	17 %	1	0 %	0	0 %	0	0 %	0
0	215/2	R/Conc Abutment	(LF)	85	0 %	0	89 %	75	12 %	10	0 %	0	0 %	0
0	219/2	CONC WINGWALL	(LF)	43	0 %	0	100 %	43	0 %	0	0 %	0	0 %	0
0	234/2	R/Conc Cap	(LF)	85	0 %	0	46 %	39	46 %	39	8 %	7	0 %	0
0	301/2	Pourable Joint Seal	(LF)	89	100 %	89	0 %	0	0 %	0	0 %	0	0 %	0
0	311/2	Moveable Bearing	(EA)	9	0 %	0	0 %	0	100 %	9	0 %	0	0 %	0
0	313/2	Fixed Bearing	(EA)	17	24 %	4	0 %	0	76 %	13	0 %	0	0 %	0
0	329/2	GUARDRAIL (standard)	(LF)	551	100 %	551	0 %	0	0 %	0	0 %	0	0 %	0
0	330/2	Metal Rail Uncoated	(LF)	348	100 %	348	0 %	0	0 %	0	0 %	0	0 %	0
0	338/2	CONC SLOPE PAVING	(SF)	6,910	98 %	6,738	3 %	172	0 %	0	0 %	0	0 %	0
0	359/2	Soffit Smart Flag	(EA)	1	0 %	0	100 %	1	0 %	0	0 %	0	0 %	0

Str Unit	Elem/Env	Description	Element Notes
0	13/2		Top of deck has an asphalt overlay and is unobservable. A/C overlay at the roadway lanes has no cracks. At deck shoulders there are sealed cracks throughout and moderate dirt and cinder buildup. Deck faces have moderate water and rust stains with horizontal cracks up to 1/16" and isolated horizontal cracks up to +". At the inlet face has isolated small spalls and moderate rust stains. Underside of deck has transverse and longitudinal cracks up to 1/32". Deck edges have longitudinal, transverse and map cracks up to 1/16" cracks, moderate rust stains, heavy scaling and light leaching.
0	109/2		At the girder ends under the joints there is minor to moderate abrasion scaling and light efflorescence. Girder ends under joints continue to deteriorate with spalls up to 2'x 6" and exposed rebar up to 1'. Girder ends have horizontal vertical and map cracks up to +" with delamination. At girder ends at abutments at top flanges there are vertical and horizontal cracks up to 1/32".

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Str Unit	tElem/En	Description	Element Notes
0	205/2	Reinforced Conc Column or Pile Ext	Square concrete columns. Pier 1 and pier 2 has a painted object marker. Isolated columns have been painted to cover graffiti markings. Columns have map cracks less than 1/32" isolated vertical cracks up to 1/32". Column 2 pier 1 has an isolated spall up to 3"x 3". Columns have minor water and dirt staining.
0	215/2	Reinforced Conc Abutment	Abutments have horizontal, longitudinal, transverse, vertical and map cracks up to 1/8" with minor to moderate efflorescence, minor rust and light leaching. Abutments have areas minor to moderate water staining mostly at ends. Deterioration at abutments is due to past failed joints.
0	219/2	REINFORCED CONC WINGWALL/	Wingwalls have horizontal, longitudinal, transverse, vertical and map cracks up to 1/16" and spalls up to 1' x 1' with heavy water stains and light leaching.
0	234/2	Reinforced Conc Cap	Pier caps continue to deteriorate and have horizontal, longitudinal, transverse, vertical and map cracks up to 1/4", spalls up to 1' x 4" with 14" of exposed rebar, delamination up to 53' x 3', heavy water and rust stains, scaling, heavy debris on pier 2 and moderate leaching.
0	301/2	Pourable Joint Seal	Strip seal expansion joints are mostly filled with cinder and gravel buildup. At joint 1 there is heavy rusting at the steel plate. All joints appear to be Functioning as intended no sagging or loss of adhesion.
0	311/2	Moveable Bearing (roller, sliding, etc	Steel moveable bearings over piers and outside bearings over abutments have paint system failure with heavy rust with minor section loss. Isolated bearings are tilted and appear to be frozen mostly at outer bearings.
0	313/2	Fixed Bearing	Steel fixed bearings over piers have heavy rust with minor section loss mostly at outer bearings.
0	329/2	GUARDRAIL (STANDARD)	12" W rail on timber posts timber blocks with 2ea ET 2000 end units at approaches. Timbers are severely dry and weathered with splits and checks. Rail has isolated areas of heavy vegetation growth. No traffic damage noted.
0	330/2		Type A metal rail on steel posts tied to top of deck transitions to 12" W rail. Rail has isolated areas of minor traffic damage and areas of minor rust.
0	338/2	CONCRETE SLOPE PAVING	Concrete slope paving has transverse and diagonal cracks up to 1/8". At construction joint there is minor vegetation growing. At bottom of slope paving there is minor to moderate debris buildup. At isolated areas slope paving has been painted probable to cover graffiti.
0	359/2	Soffit of Concrete Deck or Slab	Underside of deck has transverse cracks up to 1/16" with light leaching.
	•	•	·

Bridge Number: 00000000007507 Page 4 of 8

PAST INSPECTION	N	
Inspection Date:	07/19/2007	Type: 1 Regular NBI
Inspector:	PONTIS	Pontis User Key: PONTIS - Pontis Pontis
Scope: NBI: Underwate INSPECTION NOT		☐ Element: ✓
and Wayne A Mariover. Joints have to Condition: Asphalt ½". Shoulders over under has an area and longitudinal cr Embankments hav Delineators over a timber posts timbe Recommended: 12. Install adequate	tinez 3. Work Done Since Loeen replaced. 4. Channel approach over pavement I or have isolated transverse of extensive alligator crackiacks up to +". Shoulders up the moderate to steep slope and vertical posting under 1 or blocks with 2ea ET 2000. Repair delamination, crace traffic safety features under its safety features under	s: Sunny, hot 80Ý. 2. Inspectors Present: Mike P Slade Last Inspection: New Roadway surface at driving lanes and Channel Protection: N/A. 5. Approach Roadway has longitudinal, transverse and diagonal cracks up to cracks up to +" and indented rumble strips. Asphalt king up to 6'x 1'. Pavement has transverse, diagonal nder have isolated transverse cracks up to +". s with heavy vegetation. Bridge signing consists of: 6' 2". 6. Traffic Safety Features: Over - 12" W rail on end units at approaches. Under - None. 7. Work cks and spalls on girder ends, pier caps and abutments. er structure. 3. Clean paint and reset bearings. 4. eats.
Inspection Date:	09/12/2005	Type: 1 Regular NBI
Inspector:	AARME05	Pontis User Key: AARME05 - ARMANDO ARMANDARIZ
Scope:  NBI:  Underwate  INSPECTION NOT		☐ Element: ✓
PONTIS import err	ror. Original rpt. in D5 BR f	files.

Bridge Number: 00000000007507 Page 5 of 8

PAST INSPECTION	٧	
Inspection Date:	07/29/2003	Type: 1 Regular NBI
Inspector:	AJOHN07	Pontis User Key: AJOHN07 - ANSON JOHNSON
Scope: NBI: Underwate INSPECTION NOT		☐ Element: ✓
P. Baca, Taffy A. Mas been overlaye Protection: N/A. Transition has mode condition. Emband Delineators. 6. T north approach an None. 7. Work R caps and abutmen	Miller and Teresa Burcham. d. Traffic safety features oven 5. Approach Roadway Cond derate impact loading due to kments have moderate to ste raffic Safety Features: Over d continuous at south end is ecommended: 1. Repair de ts. 2. Repair tears in pourab acture. 4. Clean and paint be	2. NMSU Bridge Inspection team members: George 3. Work Done Since Last Inspection: Roadway over er have been upgraded. 4. Channel and Channel ition: Asphalt approach pavement is in good condition. uneven approach. Asphalt shoulders are in good eep slopes with heavy vegetation. Bridge signing: - 12" W rail on timber posts with Type A anchors on tied to Type A (old style) bridge railing. Under - lamination, cracks and spalls on girder ends, pier ole seal joints. 3. Install adequate traffic safety earings. 5. Clean debris from pier cap 2 and abutment
Inspection Date:	07/30/2001	Type: 1 Regular NBI
Inspector:	AJOHN01	Pontis User Key: AJOHN07 - ANSON JOHNSON
Scope:  NBI:  Underwate		☐ Element: ✓
P. Baca, Jeremy P Inspection: None e Condition: Asphalt impact loading due moderate to steep Features: 12' W ra end. 12' W rail is t in pourable seal jo	ions: Clear, 85 degrees F.  Rocha, Amanda White and evident. 4. Channel and Ch pavement has 1/4' cracks are to uneven approach. Shou slopes with heavy vegetatio il on timber posts with Type ied to Type A (old style) brid ints. 2. Install adequate safeks and spalls on girder ends	2. NMSU Bridge Inspection team members - George d Brian Soleman. 3. Work Done Since Last nannel Protection: N/A. 5. Approach Roadway and minor wheel rutting. Transition has moderate alders are in good condition. Embankments have n. Bridge signing: Delineators. 6. Traffic Safety A anchors on north approach and continuous at south a ge railing. 7. Work Recommended: 1. Repair tears bety features over and under structure. 3. Repair tears and abutments. 4. Clean and paint

Bridge Number: 00000000007507 Page 6 of 8

PAST INSPECTION	N	
Inspection Date:	06/21/2000	Type: 1 Regular NBI
Inspector:	AJOHN01	Pontis User Key: AJOHN07 - ANSON JOHNSON
Scope: NBI: Underwate	Other: r: Fracture Critica	☐ Element: ✓
INSPECTION NOT	ES	
spans 1 and 3, and span 2, CIP concret 06/21/2000 - Christopher Barto, Jose Orozco. Approach roadway clearance on the bridge - 42'-1' meebridge - 17'-11'. Minimum right late Traffic safety featubridge rail.	d 5 in ete deck, concrete stub abut NMSU bridge inspection te and Neather conditions - Clear, width: I-25 SBL, 41'-4' med asured from bridge rail to bri ral clearance - 29'-2'. Ires: Bridge railings - Type il - 12' W rail on timber post	asured from guardrail to guardrail. Total horizontal idge rail. Minimum vertical clearance under the  Minimum left lateral clearance - 28'-8'.  A (old style). Transitions - 12' W rail tied to
Inspection Date:	04/01/1999	Type: 1 Regular NBI
Inspector:	PONTIS	Pontis User Key: SYS
Scope: NBI: Underwate	Other: r: Fracture Critica	☐ Element: ✓
INSPECTION NOT	ES	

Bridge Number: 00000000007507 Page 7 of 8

Bridge Number: 00000000007508							
NMDOT District No. = District 5	(3) Cou	unty = 49 SANTA FE	Sufficiency Rating = 87.4				
(4)Town/City = Santa Fe	(91) Fr	equency = 24 months		Next Inspection = 08/12/2010			
(7) Facility RODEO ROAD (11) Mile Post = 4.100 mi	odeo Ro	Patrol No. oad Bridge (City of Sant	a F	Deficiency Status Not Deficient			
(49) Structure Length = 259.2 ft	(19) De	etour Length = 6.2 mi		(112) NBIS Length = Long Enough			
(102) Direction of Traffic = 2 2-way	traffic	(28A) Lanes on $= 2$	(28	(B) Lanes Under = 4			
(41) Posting status = A Open, no restriction (34) Skew = 0.00 ° (35) Structure Flared 0 No flared							
(9) Location = 0.1 MI N OF JCT I-25/US84							
(6) Feature Intersected = US-84 NBL/SBL							

#### DESCRIPTION:

City of Santa Fe:

Team Leader

Location: .10 miles North of Jct. St. Francis and I-25. Junction of Rodeo Rd. and St. Francis Rd. at milepost 4.1 on Rodeo Rd:

Description: 4- simple span at 60', 93', 93' and 40'. 4 AASHTO concrete girders in span 2 and 3. CIP concrete deck, concrete stub abutments, pier caps and columns. Asphalt overlay.

(113)Scour Critical=N Not Over Waterway	(92A) FC Frequency = NA		(92B) UW Frequency = NA		
(29) ADT = 13,445	(109) Truck A	ADT=8 %	(30) Year of ADT = $2007$		
(16) Latitude = 35d 30' 48"	(17) Longitud	e = 105d 50' 42"	(27) Year Built = 1974		
(26) Functional Class = 14 Urban Other	Princ	(104) Highway Sys	stem = 1 On the NHS		
(22) Owner = City/Municipal Hwy Ager	ne	(21) Custodian = City/Municipal Hwy Agenc			
(37) Historical Significance = 5 Not eligib	le for NRHP	(42A) Type of Service on = 1 Highway			
(51) Width Curb to Curb = 32.2 ft		(52) Width Out to Out = $34.4$ ft			
(50A) Curb/Sdwlk Wdth L = 0.0 ft		(50B) Curb/Sidewalk Width R = 0.0 ft			
(32) Approach Roadway Width = 32.2	2 ft	(100) Defense Highway = 0 Not a STRAHNET hwy			
(w/ shoulders)		(101) Parallel Structure = No    bridge exists			
		·			

Reviewed By

Date

Bridge Number: 00000000007508 Page 1 of 8

Date

Str. Evaluation (67) = 6 Waterway Adequacy (71) = N No		Deck Geometry (	<i>'</i>		
CONDITION  Deck (58) = 6 Satisfactory  Super (59) = 6 Satisfactory  Sub (60) = 6 Satisfactory  Condition  Channel/Channel Protection (61) = N N/A (NBI)  Culvert (62) = N N/A (NBI)					
TRAFFIC Bridge Rail (36A) = 1 Meets Standard  Transition (36B) = 0 Substandard	rds Ap	FEATURES  oproach Rail (36C) =  oproach Rail Ends (36	0 Substandard D) = 0 Substandard		
	r Reconstructed =		3) Median = 0 No median		
(55) Minimum Lateral Undrclearance R =	9.5 ft	(56) Minimum Later	ral Undrelearance $L = 25.6 \text{ ft}$		
(55A) Minimum Lateral Underclearance R	eference R = H	I Hwy beneath struct			
(54A) Minimum Vertical Underclearance F	Reference = H I	Hwy beneath struct			
(54B) Minimum Vertical Underclearance =		(48) Length Max Spa			
(53)Minimum Vertical Clearance Over Bri		(49) Structure Length = 259.2 ft			
(108A) Wearing Surface = 6 Bituminous		(108B) Membrane =			
(44A) Approach Span Material = (107) Deck Type = 1 Concrete-Cast-in-	Place	(44B) Approach Spa (108C) Deck Protect			
(43A) Main Span Material/Design = 5 Pre	estressed Concret				
45) Number of Spans Main Unit = 4	-t1 Ct	(46) Number of App	•		
Element Inspection Date = 08/12/2008	Next Elem. Insp		-r		
Element Frequency = 24 months	Next UW Inspec		Next SI = NA		
(93A) FC Inspection Date = NA	(93B) UW Inspe	ction Date = NA	(93C) SI Date = NA		
(104) Highway System:1 On the NHS	(42B)Type Serv	ice under=1 Highway	(92C) SI Frequency =NA		
(5C) Level of Service = 1 Mainline	(5E) Direction S	uffix = 0 N/A (NBI)	(115) Year of Future ADT=2027		

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**Underclearance, Vertical and Horizontal (69) = 4** 

### LOAD RATING AND POSTING

Inventory Rating Method (65) = 1 LF Load Factor Operating Rating Method (63) = 1 LF Load Factor

Inventory Rating (66) = HS19.8 Operating Rating (64) = HS32.8

Posting (70) = 5 At/Above Legal Loads

Posting status (41) = A Open, no restriction

Design Load (31) = 5 MS 18 (HS 20)

### PROPOSED IMPROVEMENTS

Bridge Cost (94) = \$490,000 Type of Work (75) = 35 Rehabilitate-gen.

Roadway Cost (95) = \$49,000 Length of Improvement (76) = 286.1 ft

Total Cost (96) = \$ 735,000 Future ADT (114) = 17,525 Year of Cost Estimate (97) = 2020 Year of Future ADT (115) = 2027

#### **ELEMENT CONDITION STATE DATA**

Description

Str Unit Elem/Env

Str Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5
0	13/2	Unp Conc Deck/AC Ovl	(SF)	8,934	0 %	0	100 %	8,934	0 %	0	0 %	0	0 %	0
0	109/2	P/S Conc Open Girder	(LF)	1,329	98 %	1,302	0 %	0	2 %	26	0 %	0	0 %	0
0	205/2	R/Conc Column	(EA)	9	100 %	9	0 %	0	0 %	0	0 %	0	0 %	0
0	215/2	R/Conc Abutment	(LF)	59	98 %	58	2 %	1	0 %	0	0 %	0	0 %	0
0	219/2	CONC WINGWALL	(LF)	39	90 %	35	10 %	4	0 %	0	0 %	0	0 %	0
0	234/2	R/Conc Cap	(LF)	102	100 %	102	0 %	0	0 %	0	0 %	0	0 %	0
0	300/3	Strip Seal Exp Joint	(LF)	174	100 %	174	0 %	0	0 %	0	0 %	0	0 %	0
0	311/2	Moveable Bearing	(EA)	10	0 %	0	60 %	6	40 %	4	0 %	0	0 %	0
0	313/2	Fixed Bearing	(EA)	26	0 %	0	15 %	4	85 %	22	0 %	0	0 %	0
0	329/2	GUARDRAIL (standard)	(LF)	499	0 %	0	0 %	0	0 %	0	0 %	0	100 %	499
0	330/2	Metal Rail Uncoated	(LF)	584	100 %	584	0 %	0	0 %	0	0 %	0	0 %	0
0	338/2	CONC SLOPE PAVING	(SF)	5,296	99 %	5,266	1 %	30	0 %	0	0 %	0	0 %	0

0	13/2	Concrete Deck - Unprotected w/ AC	Topside of deck is covered with A/C overlay. Asphalt has isolated transverse longitudinal and diagonal cracks up to 1/4" and has areas of minor pavement bleeding. Deck faces appear to have been rehabbed at isolated areas. Faces have areas of minor water and rust staining. Underside of deck edge has areas that have been rehabbed at both sides of structure. At isolated areas at underside of deck edge there is minor to moderate scaling with exposed aggregate. Underside of deck has isolated transverse cracks up to 1/32" with light efflorescence.
0	109/2	P/S Conc Open Girder/Beam	Girders were rehabbed in the summer 2008. At girder 1 span 1 at abutment 1 end that was rehabbed and has a rough finish. At top flange there are horizontal and diagonal cracks up to 1/32" and at web there is a vertical crack less than 1/32". Fascia girder 5 at span 1 abutment 1 at web and top flange there are vertical and diagonal cracks up to 1/32" and minor scaling at top flange at end. Note at fascia girder 5 at spans 1 and 2 there is a utility line attached. Spall noted in previous report at fascia girder 5 span 1 over driving lane up to 1'x 1' due to traffic damage is still noted at this inspection. Girder 1 at span 4 has an isolated diagonal and longitudinal crack up to 1/32" at the top flange near abutment 2. Note girders are in much better condition at this inspection due to repairs.

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Str Unit	t Elem/Env	Description	Element Notes
0	205/2		Concrete columns have been rehabbed in the summer 2008. Columns appear to be in good condition. At pier 3 column 2 there is an isolated small spall up to 1"x 1".
0	215/2	Reinforced Conc Abutment	Abutments were partially rehabbed in the summer of 2008. Abutment 1 seat was rehabbed and has minor construction water staining good condition. Backwall corners have been rehabbed or rubbed and have a rough finish. Abutment 1 backwall has vertical horizontal and map cracks up to 1/32" with areas of moderate water and dirt staining light efflorescence and isolated areas of minor scaling due to past failed joints. Abutment 2 seat has been partially rehabbed. At middle of abutment seat there are vertical and longitudinal cracks up to 1/32". Abutment backwall has vertical and diagonal cracks up to 1/32" with water and rust staining due to past failed joints. Note abutments are much better condition due to rehab.
0	219/2	REINFORCED CONC WINGWALL/	Wingwalls were rehabbed in the summer 2008. NW wall has been rubbed and has minor water staining good condition. NE wall has been rehabbed and is in good condition. NE wall has been partially rubbed and has an area of heavy water and rust staining. SE wall was partially rubbed at the top rest of wall has minor to moderate water and dirt staining.
0	234/2	Reinforced Conc Cap	Caps were rehabbed in the summer 2008. Caps have minor construction water staining and are in overall good condition.
0	300/3	Strip Seal Expansion Joint	Compression joint seals were replaced with Evazote strip seal joints in summer of 2008. Joints 1, 2, 4 and 5 are new and in good condition. At joint 3 steel plate joint was not removed: rubber seal was replaced with an Evazote joint. Joint is up to 2" below surface. Due to the fact that the plate was not removed corrosion between plate and concrete is immanent.
0	311/2	Moveable Bearing (roller, sliding, etc	Moveable bearings at abutment 1 have moderate rust and minor section loss, mild to moderate debris buildup. Bearings over abutment 2 have minor rust and are in overall good condition.
0	313/2	Fixed Bearing	Fixed bearings at pier #1 have moderate to heavy rust with minor section loss due to failed joints. Outer bearings over pier #2 have minor to moderate paint flaking and rust. Inner bearings have minor paint flaking and minor rust.
		1	I

Bridge Number: 00000000007508 Page 4 of 8

Str Unit	Elem/Env	Description	Element Notes
0	329/2	GUARDRAIL (STANDARD)	Guardrail (over) is 12" W rail on timber posts, timber blocks tied to metal bridge rail with 4ea Type A end units. Timbers are severely dry and weathered with heavy splits and checks. Guardrail at east end has moderate to heavy traffic damage up to 80' with broken posts and blocks. Rail is inadequate. Guardrail (under) Northbound at outside lane only is 12" W rail on timber posts and timber blocks with type A end units. Guardrail has heavy vegetation buildup throughout. No traffic damage noted. Guardrail is low to standards.
0	330/2	Metal Bridge Railing - Uncoated	Metal Bridge railing is uncoated Type A metal rail on steel anchor posts tied to 12' W rail. Bridge rail has minor paint flaking and minor rusting. No traffic damage noted. At rail ends moderate vegetation overgrowth.
0	338/2	CONCRETE SLOPE PAVING	Slope paving at abutment 1 has diagonal and transverse cracks up to 1/16" and minor dirt and gravel buildup at top overall good condition. Abutment 2 has isolated transverse cracks up to 1/4" vertical diagonal and transverse cracks up to 1/16". Paving has minor vegetation buildup at construction joints.

#### PAST INSPECTION

Inspection Date:	08/12/2008	Type: 1	Regular NBI
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Inspector: MSLAD05 Pontis User Key: MSLAD05 - MIKE SLADE

Scope:

NBI: ✓ Other: Element: ✓

Underwater: Fracture Critical:

#### INSPECTION NOTES

Inspection comments: 1. Weather Conditions: Sunny, Hot 85 degrees. 2. Inspector Present: Mike P. Slade. 3. Work done since last inspection: Caps, Girder ends, Columns, Abutments, Wingwalls, Deck face and Underside of deck edge have been rehabbed. New Evazote joints were installed. 4. General Comments: Due to rehab structure is in overall better condition. 5. Channel Description and Alignment: N/A. 6. Approach Roadway Condition: Pavement over has longitudinal transverse and diagonal cracks up to +" with minor wheel rutting and minor pavement bleeding. Pavement under has isolated longitudinal and transverse cracks up to +" with isolated minor traffic scrapes and minor wheel rutting. No shoulders over. Shoulders under have isolated longitudinal and transverse cracks up to +". Embankments are moderate to steep banks with moderate vegetation. Bridge signing over consists of delineators at approaches. Under is vertical posting of 20' 0" NB and 16' 2" SB. 7. Traffic Safety Features: Bridge railing is Type A old style. 12" W rail is bolted to bridge rail with continuous 12 "W rail on timber posts with Type A twist down end units. 8. Work Recommended: 1. Install

Adequate Traffic Safety Features over and under. 2. Monitor cracks at Girders 1 and 5 at span 1. 3. Repair spall at girder 5 span 1. 4. Clean and paint Metal Bridge Rail and Bearings. 5. Remove steel plate at joint 3.

Bridge Number: 00000000007508 Page 5 of 8

PAST INSPECTION						
Inspection Date:	07/17/2006	Type: 1 Regular NBI				
Inspector:	PONTIS	Pontis User Key: PONTIS - Pontis Pontis				
Scope: NBI: Underwate	✓ Other: r: ☐ Fracture Critica	☐ Element: ✓				
INSPECTION NOT	ES					
Wayne Martinez 3 General Comment Condition: Pavem longitudinal cracks pavement raveling steep banks with n approaches and v W rail is bolted to b units. 8. Work Rec abutments, Wingw Remove tree and dirt and debris, tra	Work done since last inspense: None 5. Channel Descriptent (under) is new and in new up to +". Paved shoulders of a Shoulders under are new a noderate vegetation. Bridge ertical limit signs. 7. Traffic Spridge rail with continuous 12 commended: 1. Replace missialls and girder ends. 3. Instavegetation from Wingwalls gensient trash from concrete sins. 7. Remove barbed wire form.	Sunny, Hot 92Ý 2. Inspectors Present: Mike P. Slade, ection: New A/C overlay under structure on 84/285. 4. tition and Alignment: N/A. 6. Approach Roadway ew good condition. Over has isolated transverse, over have transverse cracks up to 1" with moderate and in new condition. Embankments are moderate to signing consists of delineators at East side Safety Features: Bridge railing is Type A old style. 12" 2 " W rail on timber posts with Type A twist down end sing joint. 2. Repair deterioration at caps, columns, all adequate traffic safety features over and under. 4. Juardrail, metal bridge rail and slope paving. 5. Clean lope paving, abutment seats and caps. 6. Remove fence at center column. 8. Clean and paint bearings.				
PAST INSPECTION	N					
Inspection Date:	07/12/2004	Type: 1 Regular NBI				
Inspector:	MSLAD05	Pontis User Key: 46				
Scope: NBI: Underwate		☐ Element: ✓				
Inspection comments: 1. Weather Conditions: Sunny, Hot 85ø 2. Inspectors Present: Mike P. Slade, Wayne Martinez 3. Work done since last inspection: Over has new a/c overlay 4. General Comments: None 5. Channel Description and Alignment: N/A. 6. Approach Roadway Condition: Pavement (over) is new and in overall good condition. Under has transverse, longitudinal, diagonal and alligator cracks up to 6', with patched potholes up to 2'x 4'. Potholes up to 6'x 6', minor wheel rutting and pavement bleeding. Paved shoulders over have transverse cracks up to 1' with moderate pavement raveling. Shoulders under have potholes up to 6'x 2' and minor pavement bleeding at southbound lane only. Transverse, longitudinal and diagonal cracks up to ¬'. Minor gravel buildup at edges. Embankments are moderate to steep banks with moderate vegetation. Bridge signing consists of delineators at East side approaches. 7. Traffic Safety Features: Bridge railing is Type A old style. 12" W rail is bolted to bridge rail with continuous 12 " W rail on timber posts with Type A twist down end units. 8. Work Recommended: 1. Replace missing joint. 2.Repair deterioration at caps, columns, abutments, wingwalls and girder ends. 3. Install adequate traffic safety features over and under. 4. Remove vegetation from wingwalls and slope paving. 5. Clean dirt and debris, transient trash from concrete slope paving, abutment seats and caps. 6. Remove vehicle vertical signs. 7. Remove barbed wire fence at center column. 8.Repair roadway surface under. 9. Replace structure.						

Bridge Number: 00000000007508 Page 6 of 8

PAST INSPECTION							
Inspection Date:	11/01/2001	Type: 1 Regular NBI					
Inspector:	PONTIS	Pontis User Key: PONTIS - Pontis Pontis					
Scope: NBI: Underwater INSPECTION NOT		☐ Element: ✓					
PONTIS inspection Inspectors Present noted. 4. Channel transverse, longitudeleding. Isolated jederioration as no to 2'. Embankment delineators at East	t: Wayne Martinez, Lester S Description and Alignment: dinal and diagonal cracks u potholes up to 6' x 6'. Eastb ted in previous report. Pave is are moderate to steep ba side approaches. 6. Traffic oridge rail with continuous 1	ontis at 11/13/01 11:07:15 conditions: Partly cloudy, cool and 60 degrees. 2. Calazar. 3. Work done since last inspection: None N/A. 5. Approach Roadway Condition: Pavement has p to 10 mm with moderate wheel rutting and pavement cound approach has asphalt patch. Unable to view ed shoulders are covered with dirt and debris build up nks with moderate vegetation. Bridge consists of C Safety Features: Bridge railing is Type A old style. 12' 2 ' W rail on timber posts with Type A twist down end					
PAST INSPECTION							
Inspection Date:	11/01/1999	Type: 1 Regular NBI					
Inspector:	PONTIS	Pontis User Key: SYS					
Scope: NBI: Underwater	Other:	☐ Element: ✓					
INSPECTION NOT	INSPECTION NOTES						

Bridge Number: 00000000007508 Page 7 of 8

Bridge Number: 00000000008952						
NMDOT District No. = District 5	(3) Cou	unty = 49 SANTA FE Sufficiency Rating = 91				
(4)Town/City = Santa Fe	(91) Fr	equency = 24 months		Next Inspection = 03/26/2010		
(7) Facility US 84/285 (11) Mile Post = 1,664.958 mi	3 84/28	Patrol No. 5 NM 599 IC Bridge (4	5-5	Deficiency Status Not Deficient		
(49) Structure Length = 113.2 ft	(19) De	etour Length = 3.7 mi		(112) NBIS Length = Long Enough		
(102) Direction of Traffic = 2 2-way	traffic	(28A) Lanes on $=4$	(28	(B) Lanes Under = 2		
(41) Posting status = A Open, no restriction (34) Skew = 0.00 ° (35) Structure Flared 0 No flare						
(9) Location = Jct US 84/285 and NM 599						
(6) Feature Intersected = NM 599						

#### DESCRIPTION:

Team Leader

Maintenance Responsibility: NMDOT, Patrol 45-57, Cuyamungue:

Location: Intersection of U.S. 84/285 and N.M. 599 at milepost 166.5 on U.S. 84/285.

Description: 1 simple span at 112.747' on concrete abutments, 2 ea. approach slabs, CIP concrete deck w/ epoxy coated rebar, type 63 modified prestressed concrete girders, concrete slope paving, Hilfiker retaining walls and CBR w/ mounted pedestrian fence.

(113)Scour Critical=N Not Over Waterway	(92A) FC Frequency = NA		(92B) UW Frequency = NA	
(29) ADT = $31,740$	(109) Truck A	ADT=7 %	(30) Year of ADT = $2007$	
(16) Latitude = 35d 42' 39"	(17) Longitud	e = 105d 56' 22"	(27) Year Built = 2001	
(26) Functional Class = 14 Urban Other	Princ	(104) Highway Sys	stem = 1 On the NHS	
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency		
(37) Historical Significance = 5 Not eligib	le for NRHP	(42A) Type of Service on = 1 Highway		
(51) Width Curb to Curb = 109.9 ft		(52) Width Out to Out = 125.0 ft		
(50A) Curb/Sdwlk Wdth L = 0.0 ft		(50B) Curb/Sidewalk Width R = 0.0 ft		
(32) Approach Roadway Width = 109	.9 ft	(100) Defense Highway = 0 Not a STRAHNET hwy		
(w/ shoulders)	.,	(101) Parallel Structure = No    bridge exists		
<u> </u>				

Bridge Number: 00000000008952 Page 1 of 6

Reviewed By

Date

Date

(5A)Rte.On/Under= Route On Structure	(5B)Rte. Signing	g Prefix=2 U.S. Nun	aberec (114) Future ADT=41,371			
(5C) Level of Service = 1 Mainline	(5E) Direction S	uffix = $0 \text{ N/A}$ (NE	(115) Year of Future ADT=2027			
(104) Highway System :1 On the NHS	(42B)Type Serv	ice under=1 Highw	ray (92C) SI Frequency =NA			
(93A) FC Inspection Date = NA	(93B) UW Inspe	ction Date = NA	(93C) SI Date = NA			
Element Frequency = 24 months	Next UW Inspec	etion = NA	Next SI = NA			
Element Inspection Date = 03/26/2008	Next Elem. Insp	Due = $03/26/2$	Next FC Inspection NA			
(45) Number of Spans Main Unit = 1		(46) Number of A	pproach Spans = 0			
(43A) Main Span Material/Design = 5 Pre	estressed Concret	(43B) Main Span	Material/Design = 02 Stringer/Girder			
(44A) Approach Span Material =		(44B) Approach S	pan Material =			
(107) Deck Type = 1 Concrete-Cast-in-	Place	(108C) Deck Prote	ection = 1 Epoxy Coated Reinforci			
(108A) Wearing Surface = 1 Monolithic	Concrete	(108B) Membrane	= 0 None			
(53)Minimum Vertical Clearance Over Bri	dge =328.1 ft	(49) Structure Length = 113.2 ft				
(54B) Minimum Vertical Underclearance =	= 16.4 ft	(48) Length Max Span = 113.2 ft				
(54A) Minimum Vertical Underclearance I	Reference = H I	Hwy beneath struct				
(55A) Minimum Lateral Underclearance R	eference R = H	Hwy beneath stru	et			
(55) Minimum Lateral Undrclearance R =	16.7 ft	(56) Minimum La	teral Undrclearance $L = 18.4 \text{ ft}$			
Deck Area = 14,143.8 sq. ft (106) Yea	r Reconstructed =	=Unknown (33) Median = 1 Open median				
TRAFFIC SAFETY FEATURES  Bridge Rail (36A) = 1 Meets Standards Approach Rail (36C) = 1 Meets Standards  Transition (36B) = 1 Meets Standards Approach Rail Ends (36D) = 1 Meets Standards						
CONDITION  Deck (58) = 7 Good  Channel/Channel Protection (61) = N N/A (NBI)  Super (59) = 7 Good  Culvert (62) = N N/A (NBI)  Sub (60) = 7 Good						
Str. Evaluation (67) = 7  Str. Evaluation (67) = 7  Waterway Adequacy (71) = N Not applicable Scour Critical (113) =N Not Over Waterway  Underclearance, Vertical and Horizontal (69) = 6						

Bridge Number: 00000000008952 Page 2 of 6

#### **New Mexico Department Of Transportation Bridge Inspection Report Bridge Management Section**

#### LOAD RATING AND POSTING

Inventory Rating Method (65) =

2 AS Allowable S Operating Rating Method (63) = 2 AS Allowable Stress

Inventory Rating (66) = HS19.8

Operating Rating (64) = HS32.8

Design Load (31) = 5 MS 18 (HS 20)

Posting (70) = 5 At/Above Legal Loads

Posting status (41) = A Open, no restriction

### PROPOSED IMPROVEMENTS

Bridge Cost (94) = Unknown Type of Work (75) = Unknown (P)

Roadway Cost (95) = Unknown Length of Improvment (76) = Future ADT (114) = 41,371Total Cost (96) =Unknown Year of Cost Estimate (97) = Unknown Year of Future ADT (115) = 2027

#### **ELEMENT CONDITION STATE DATA**

Str Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5
UNIT 0	26/2	Conc Deck/Coatd Bars	(SF)	14,144	100 %	14,144	0 %	0	0 %	0	0 %	0	0 %	0
UNIT 0	108/3	Diaphragm attch jnts	(EA)	22	100 %	22	0 %	0	0 %	0	0 %	0	0 %	0
UNIT 0	109/2	P/S Conc Open Girder	(LF)	1,106	100 %	1,105	0 %	1	0 %	0	0 %	0	0 %	0
UNIT 0	215/2	R/Conc Abutment	(LF)	223	94 %	210	6 %	13	0 %	0	0 %	0	0 %	0
UNIT 0	301/2	Pourable Joint Seal	(LF)	246	100 %	246	0 %	0	0 %	0	0 %	0	0 %	0
UNIT 0	304/2	Open Expansion Joint	(LF)	246	100 %	246	0 %	0	0 %	0	0 %	0	0 %	0
UNIT 0	310/2	Elastomeric Bearing	(EA)	20	100 %	20	0 %	0	0 %	0	0 %	0	0 %	0
UNIT 0	321/2	R/Conc Approach Slab	(EA)	2	100 %	2	0 %	0	0 %	0	0 %	0	0 %	0
UNIT 0	330/2	Metal Rail Uncoated	(LF)	587	100 %	587	0 %	0	0 %	0	0 %	0	0 %	0
UNIT 0	331/2	Conc Bridge Railing	(LF)	338	100 %	338	0 %	0	0 %	0	0 %	0	0 %	0
UNIT 0	333/3	Other Bridge Railing	(LF)	371	97 %	359	0 %	0	3 %	12	0 %	0	0 %	0
UNIT 0	338/2	CONC SLOPE PAVING	(SF)	12,486	100 %	12,486	0 %	0	0 %	0	0 %	0	0 %	0
UNIT 0	340/2	RETAINING WALLS	(LF)	269	94 %	253	6 %	16	0 %	0	0 %	0	0 %	0

Str Uni	t Elem/Env	Description	Element Notes
UNIT 0	26/2		Concrete deck at topside has longitudinal transverse and diagonal cracks up to 1/16" and isolated diagonal cracks less than 1/8" with minor abrasion and wearing at the wheel lanes and small concrete pop outs. Deck faces are painted and have vertical cracks up to 1/32" with light efflorescence and minor water staining. Underside of deck edge is painted and has isolated transverse cracks up to 1/32" with light efflorescence.
UNIT 0	108/3		Concrete diaphragms are painted, minor honeycombing noted.
UNIT 0	109/2		Concrete girders are painted. Girders 11 and 12 have minor traffic damage scrapes. Girder 12 has isolated spall up to 8"x 6" at bottom flange over NB lane due to traffic damage. Girders are in overall good condition.

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01 11 11	-, ,-		FI (N)
UNIT 0	<u>Elem/Env</u> 215/2	Reinforced Conc Abutment	Concrete abutment backwalls at top side have longitudinal cracks up to 1/16". Abutments are painted and have isolated vertical cracks up to 1/32" with light efflorescence. At abutment 2 there is an isolated spall at thee northwest corner up to 9"x 8" could be due to overloading. Abutment seat has an isolated diagonal crack up to 1/16" with minor scaling under girder 1. At abutment 1 at the southeast corner isolated horizontal crack up to 1/32" with efflorescence.
UNIT 0	301/2	Pourable Joint Seal	Joints have minor cinder and dirt build up. Joints have isolated failed areas up to 3". Joints appear to be in overall good condition.
UNIT 0	304/2	Open Expansion Joint	Expansion joints are filled with dirt and cinder build up. There is minor rusting at the steel plate. Joints do not appear to leak evident at underside.
UNIT 0	310/2	Elastomeric Bearing	Elasotmeric bearings are mostly enclosed, where observable in overall good condition. Bearing pads show no shoving. Steel plates are painted and and in good condition. Bearings are functioning as intended.
UNIT 0	321/2	Reinforced Conc Approach Slab w/	Approach slab 1 has longitudinal and diagonal cracks up to 1/16" and an isolated longitudinal crack less than 1/8" with minor wearing at the wheel lanes. Slab 2 has diagonal and longitudinal cracks up to 1/16" isolated longitudinal crack up to 1/8" and minor abrasion and wearing at the wheel lanes. No settlement noted and there is a good transition.
UNIT 0	330/2	Metal Bridge Railing - Uncoated	Six foot chain link fence at structure ends at banks is in overall good condition. No damage noted. Fencing is functioining as intended.
UNIT 0	331/2	Reinforced Conc Bridge Railing	CBR over has six foot pedestrian fence mounted to back of CBR. CBR is painted, CBR has traffic rubs and scrapes throughout with moderate paint flaking. CBR tops have transverse and longitudinal cracks up to 1/32". CBR face has vertical, map, horizontal and diagonal cracks up to 1/16", with light water stains. CBR at median is continuous with paint system failure throughout. CBR under is painted with mounted Glare Shields. CBR acts as lane divider. CBR at SB lane, paint coating system has failed.
UNIT 0	333/3	Other Bridge Railing	Other bride rail is a six foot epoxy coated pedestrian fence mounted to back of CBR over structure. Pedestrian fence has areas of loose or unattached wire throughout. At northbound lane there is an isolated area of traffic damage to fencing and steel cross members. Coating system is beginning to fade.
UNIT 0	338/2	CONCRETE SLOPE PAVING	Concrete slope paving paint system has failed. Paving has horizontal, diagonal and vertical cracks up to 1/8". Isolated expansion joints are pushed/pulled/failed or have minor vegetation growth where joints have failed. At Southwest corner at end of paving erosion is still occurring as noted in previous report.

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	Elem/Env	Descript	tion			Element Notes	_
UNIT 0		CONCRETE RETAIL		corner isola panels up t southeast of to 1" and is there is a s Northeast I minor wate	ated to 2" corne s slig epar nas a er and	ng walls at abutment 1 at the southwest d panels are misaligned with separation of and an isolated small spall up to 6"x 6" her top separation from abutment backway ghtly leaning. At the northwest corner top aration crack up to 1" from abutment wall a separation crack up to 2". Walls have and dirt staining. Wall caps are painted arater staining.	. At all up o l.
	INSPECT tion Date:		Type	e: 1 Regular l	NRI		
Inspect		PONTIS	• •	•		SLAD05 - MIKE SLADE	
Scope:							
сооро.	NBI:	<b>✓</b> Other	r:	Eleme	ent:	<b>✓</b>	
	Underwa	ater: Fract	ure Critical:				
INSPE	CTION N	OTES					
and W 4. Cha Roadv and a ravelir Should bridge CBR u under loose. spall a paving compr	ayne A Mannel Des vay over (poor transing overall ders under signing aunder with ET 2. Clean of girder 1.	lartinez. 3. Work dor cription and Alignme (US 84/285) At struc sition. Pavement und good condition. Pave rr are in good condition that structure. 6. Traffic mounted glare shiel 1000 end units. 7. Wo deck and joints. 3. R 2. 5. Monitor separat west corner. 7. Corrent 1.	ne since last ins nt: N/A, Roadwature ends at souler is new at the ed shoulders ovon. Embankmer Safety Feature: ds and React 30 ork Recommend depair roadway stion cracks at ea	pection: New ay under. 5. Auth side severe roadway lane er have isolate hits are mild to s: CBR over w 50 end units, ed: 1. Fasten surface over a auth retaining w	overla Appro e rave es only ed lon mode vith mode t south valls. (	nspectors Present: Mike Slade rlay at the roadway lanes only. roach Roadway Condition: veling due to poor construction rily with isolated areas of minor rongitudinal cracks up to 1/2". relerate with mild vegetation. No mounted pedestrian fence and W rail to thrie beam over and restrian fence properly where rithbound departure. 4. Repair restricted. 6. Correct erosion at slope resouthwest corner. 8. Replace	
Inspect	tion Date:	03/27/2006	Туре	e: 1 Regular l	NBI		
Inspect	tor:	PONTIS	Pont	tis User Key:	PON	NTIS - Pontis Pontis	
Scope:	NBI: Underwa		r:	Eleme	ent:	<b>✓</b>	
INSPE	CTION N	OTES					
3. Wor Roady and tr has m minor an deb mild ve pedes thrie b debris failed	rk done si vay under ransverse oderate ra raveling a oris build egetation. trian fence eam over build up rompress	ncle last inspection: 5. Approach Roac cracks up to 1/2" wit aveling, minor pavem and gravel build up. Fup. Pavements are in No bridge signing are and CBR under with and under with ET 2 from deck and at join	None noted. 4. dway Condition: the isolated pothonent bleeding and Paved shoulders in overall fair context of the mounted glarge 2000 end units. Its, repair pothologism at slope p	Channel Desc Roadway ove ble up to 2' x 2 Ind gravel build s over have lor modition. Emba raffic Safety Fe e shields and low 7. Work Recordes and cracks	riptior r ( US ' at de up. Ingitud inkme eature React mmen at ros	yne Martinez and Mike Slade. on and Alignment: N/A, JS 84/285) has longitudinal departure. Pavement under Paved shoulders under have dinal cracks up to 1/2" with dirt tents are mild to moderate with res: CBR over with monuted ct 350 end units , 12" W rail to ended: clean dirt, cinder and oadway surface over, repair er, monitor separation of	

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PAST INSPECTION					
Inspection Date: 03/09/2004		Type: 1 Regular NBI			
Inspector:	WMART05	Pontis User Key: WMART05 - WAYNE MARTINEZ			
Scope: NBI: Underwate	Other: r: Fracture Critica	☐ Element: ✓			
INSPECTION NOT	ES				
Martinez and Mike with HMWM in sun Roadway Condition with isolated pothor pavement bleeding build up. Paved sh Pavements are in bridge signing at strong CBR under with munder with ET 200 up from deck and a compression joints	Slade. 3. Work done sincle mmer 2003. 4. Channel Des n: Roadway over (US 84/28) ble up to 2' x 2' at departure. g and gravel build up. Paver oulders over have longitudir overall fair condition. Embart tructure. 6. Traffic Safety Fe ounted glare shields and Re 0 end units. 7. Work Recom at joints, repair potholes and s. Long Term-monitor separatical Clearance sheet.	2. Inspectors Present: Armando Armendariz, Wayne e last inspection: Deck and slabs have being sealed scription and Alignment: Roadway under. 5. Approach (35) has longitudinal and transverse cracks up to 1/2' Pavement under has moderate raveling, minor d shoulders under have minor raveling and gravel nal cracks up to 1/2' with dirt an debris build up. nkments are mild to moderate with mild vegetation. No eatures: CBR over with monuted pedestrian fence and eact 350 end units, 12' W rail to thrie beam over and mended: Sort term- clean dirt, cinder and debris build it cracks at roadway surface over, repair failed ation of Hifiker wall sectionals, paint CBR and slope			
Inspection Date:	03/27/2002	Type: 1 Regular NBI			
Inspector:	pontis	Pontis User Key: PONTIS - Pontis Pontis			
Scope: NBI: Underwate	_	☐ Element: ✓ I: ☐			
Sufficiency Rating Calculation Accepted by pontis at 6/12/02 13:51:39 Sufficiency Rating Calculation Accepted by pontis at 5/3/02 13:19:19  1. Weather Conditions: sunny, cool and 50 degrees. 2. Inspectors Present: Armando Armendariz, Wayne Martinez. 3. List of Attachments: Photos, vertical clearance sheet and deck elevations. 4. Channel Description and Alignment: None. Note roadway under. 5. Approach Roadway Condition: Roadway over ( US 84/285) is new pavement. Pavement has isolated longitudinal cracks up to 5 mm. Paved shoulders have minor traffic damage indention in pavement up to 10 mm x 10 m. In overall good condition. Embankments are mild to moderate with mild vegetation. No bridge signing at structure. Roadway under (NM 599) is new and in overall good condition. No visible cracking noted, minor dirt and debr					

INSPECTOR WORK CANDIDATES

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