

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

Bridge Number: 00000000006487 **Inspection Date (90): 7/19/2007**

NMDOT District No. = District 5		(3) County = 49 SANTA FE	Sufficiency Rating = 62.2
(4)Town/City = Santa Fe		(91) Frequency = 24 months	Next Inspection = 07/19/2009
(7) Facility S-84/SB OFF RAM (11) Mile Post = 1.500 mi	Patrol No. US 84/285 Bridge (45-57)		Deficiency Status Functionally Obsolete
(49) Structure Length = 118.1 ft	(19) Detour Length = 1.2 mi	(112) NBIS Length = Long Enough	
(102) Direction of Traffic = 1 1-way traffic	(28A) Lanes on = 2	(28B) Lanes Under = 2	
(41) Posting status = A Open, no restriction	(34) Skew = 66.00 °	(35) Structure Flared 0 No flare	
(9) Location = 1.93 MI N JCT ST FRAN-CER			
(6) Feature Intersected = US-84/285, NBL			
DESCRIPTION: Maintenance Responsibility: NMDOT Patrol No. 4557, Cuyamungue County: Santa Fe. Location: 1.93 Miles north of junction St. Francis and Cerrillos Road in Santa Fe. Structure Description: 1 Simple span at 116'. 4 Welded steel girders, CIP concrete deck and full height concrete abutments.			
(113)Scour Critical=N Not Over Waterway	(92A) FC Frequency = NA	(92B) UW Frequency = NA	
(29) ADT = 5,130	(109) Truck ADT=7 %	(30) Year of ADT = 2006	
(16) Latitude = 35d 42' 00"	(17) Longitude = 105d 57' 00"	(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 = 3 Possibly eligible for		(42A) Type of Service on = 1 Highway	
(51) Width Curb to Curb = 20.3 ft		(52) Width Out to Out = 24.0 ft	
(50A) Curb/Sdwlk Width L = 0.0 ft		(50B) Curb/Sidewalk Width R = 0.0 ft	
(32) Approach Roadway Width = 20.0 ft (w/ shoulders)		(100) Defense Highway = 0 Not a STRAHNET hwy	
		(101) Parallel Structure = No bridge exists	

Team Leader	Date	Reviewed By	Date
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(5A) Rte. On/Under = Route On Structure	(5B) Rte. Signing Prefix = 5 City Street	(114) Future ADT = 6,802
(5C) Level of Service = 7 Ramp	(5E) Direction Suffix = 3 South	(115) Year of Future ADT = 2026
(104) Highway System = 1 On the NHS	(42B) Type Service under = 1 Highway	(92C) SI Frequency = NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = NA	Next SI = NA
Element Inspection Date = 07/19/2007	Next Elem. Insp. Due = 07/19/2009	Next FC Inspection = NA
(45) Number of Spans Main Unit = 1		(46) Number of Approach Spans = 0
(43A) Main Span Material/Design = 3 Steel		(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 Protection = 8 Unknown
(108A) Wearing Surface = 1 Monolithic Concrete		(108B) Membrane = 0 None
(53) Minimum Vertical Clearance Over Bridge = 328.1 ft		(49) Structure Length = 118.1 ft
(54B) Minimum Vertical Underclearance = 15.9 ft		(48) Length Max Span = 116.1 ft
(54A) Minimum Vertical Underclearance Reference = H Hwy beneath struct		
(55A) Minimum Lateral Underclearance Reference R = H Hwy beneath struct		
(55) Minimum Lateral Underclearance R = 7.5 ft		(56) Minimum Lateral Underclearance L = 4.9 ft
Deck Area = 2,830.9 sq. ft	(106) Year Reconstructed = Unknown	(33) Median = 0 No median
TRAFFIC SAFETY FEATURES		
Bridge Rail (36A) = 0 Substandard		Approach Rail (36C) = 0 Substandard
Transition (36B) = 0 Substandard		Approach Rail Ends (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		

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LOAD RATING AND POSTING

Inventory Rating Method (65) = 2 AS Allowable Stress Operating Rating Method (63) = 2 AS Allowable Stress
Inventory Rating (66) = HS19.8 **Operating Rating (64) = HS30.7**
 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) = \$ 210,000 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) = 2030 Year of Future ADT (115) = 2026

ELEMENT CONDITION STATE DATA

Str Unit	Elem/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 atch 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

Str Unit	Elem/Env	Description	Element Notes
0	12/2	Concrete Deck - Bare	Top of deck has areas of moderate abrasion. Patched areas up to 2'x 40' mostly at deck edge. Oil and asphalt buildup at isolated areas. Minor cinder and dirt buildup at deck edges. Topside of deck has minor wearing. Isolated transverse and map cracks up to 1/32". Deck is in overall good condition. Deck curb is 20"x 12" with minor to moderate abrasion and scaling. Curb has vertical and transverse cracks up to 1/32" with areas of minor traffic scrapes and patched areas up to 1'x 3'. At northwest corner at patched area there is a longitudinal crack up to 1/2" and a diagonal crack up to 3/4". At curb end spalls up to 8"x 4" with minor section loss. Deck face has isolated vertical cracks up to 1/16" with moderate water staining. Underside of deck has isolated patched areas throughout up to 12'x 4'. Patches have rough construction finish with areas of efflorescence. Underside of deck edge at north end has moderate scaling with transverse cracks up to 1/16" and areas of moderate efflorescence. Under side of deck edge at south end has transverse cracks up to 1/16" with heavy water and rust staining at steel anchor posts.
0	107/2	Painted Steel Open Girder/Beam	Girders are painted. Paint system has mostly failed and girders have areas of minor to moderate rusting throughout mostly at bottom flanges. Girders have minor smoke damage. Girder ends over bearings have heavy rust due to past failed joints. No traffic damage evident.

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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.

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PAST INSPECTION

Inspection Date: 07/19/2007 Type: 1 Regular NBI
 Inspector: PONTIS Pontis User Key: PONTIS - Pontis Pontis

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

Inspection Comments: 1. Weather Conditions: Sunny, warm 74°Y. 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 Regular NBI
 Inspector: MSLAD05 Pontis User Key: 46

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

Inspection Comments: 1. Weather Conditions: Sunny, warm 72°. 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 than 15' 9'.

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Bridge Management Section Bridge Inspection Report

PAST INSPECTION

Inspection Date: 07/16/2003

Type: 1 Regular NBI

Inspector: AJOHN07

Pontis User Key: AJOHN07 - ANSON JOHNSON

Scope:

NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

1. Weather Conditions: Cloudy, 80 degrees F. 2. NMSU Bridge Inspection team members: George P. Baca, Taffy A. Miller and Teresa Burcham. 3. Work Done Since Last Inspection: Substructure has been painted. Some patches on abutments and wingwalls have been placed. Approach roadway has been patched. 4. Channel and Channel Protection: N/A. 5. Approach Roadway Condition: Asphalt approach roadway is in good condition with minor bleeding. Transition is smooth. No shoulders. Embankments have mild to steep slopes with heavy vegetation. No bridge signing. 6. Traffic Safety Features: Over - 12' W rails on timber posts with Type C anchors is not 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 abutments. 7. Work Recommended: 1. Repair delamination and spalls on abutments. 2. Install adequate traffic safety features. 3. Clean and paint girders and bearings. 4. Repair pourable seals. 5. Post vertical height clearance form NBL less than 15'-11'.

PAST INSPECTION

Inspection Date: 07/30/2001

Type: 1 Regular NBI

Inspector: AJOHN01

Pontis User Key: AJOHN07 - ANSON JOHNSON

Scope:

NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

1. Weather Conditions: Clear, 70 degrees F. 2. NMSU Bridge Inspection team members: George P. Baca, Armanda White, Jeremy Rocha and Brian Soleman. 3. Work Done Since Last Inspection: Guardrail has been repaired. 4. Channel and Channel Protection: N/A. 5. Approach Roadway Condition: Asphalt pavement has 1/2' cracks, potholes up to 1' x 6', asphalt patches up to 2' x 1' and moderate raveling. Transition is smooth. Asphalt shoulders have 1' cracks and moderate debris buildup. Embankments have mild to steep slopes with moderate vegetation. No bridge signing. 6. Traffic Safety Features: 12' W rails on timber posts with Type C anchors. 12' W railing is not tied to steel channel bridge railing. 7. Work Recommended: 1. Repair delamination on abutments. 2. Install adequate safety features. 3. Clean and paint girders and bearings. 4. Clean joints. 5. Post vertical height clearance for NBL less than 15'-11'.

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

Bridge Number: 00000000006549 **Inspection Date (90): 3/27/2008**

NMDOT District No. = District 5		(3) County = 49 SANTA FE	Sufficiency Rating = 82
(4)Town/City = Santa Fe		(91) Frequency = 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) Detour Length = 0.0 mi	(112) NBIS Length = Long Enough	
(102) Direction of Traffic = 2 2-way traffic	(28A) Lanes on = 6	(28B) Lanes Under = 0	
(41) Posting status = A Open, no restriction	(34) Skew = 15.00 °	(35) 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.			
(113)Scour Critical=8 Stable Above Footing	(92A) FC Frequency = NA	(92B) UW Frequency = NA	
(29) ADT = 51,053	(109) Truck ADT=6 %	(30) Year of ADT = 2007	
(16) Latitude = 35d 41' 18"	(17) Longitude = 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 eligible 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 Width L = 1.3 ft		(50B) Curb/Sidewalk Width R = 1.3 ft	
(32) Approach Roadway Width = 79.4 ft (w/ shoulders)		(100) Defense Highway = 0 Not a STRAHNET hwy	
		(101) Parallel Structure = No bridge exists	

Team Leader	Date	Reviewed By	Date
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New Mexico Department Of Transportation
Bridge Management Section **Bridge Inspection Report**

(5A) Rte. On/Under = Route On Structure	(5B) Rte. Signing Prefix = 2 U.S. Numbered	(114) Future ADT = 66,545
(5C) Level of Service = 1 Mainline	(5E) Direction Suffix = 0 N/A (NBI)	(115) Year of Future ADT = 2027
(104) Highway System = 1 On the NHS	(42B) Type Service under = 5 Waterway	(92C) SI Frequency = NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = NA	Next SI = NA
Element Inspection Date = 03/27/2008	Next Elem. Insp. Due = 03/27/2010	Next FC Inspection = NA
(45) Number of Spans Main Unit = 4	(46) Number of Approach Spans = 0	
(43A) Main Span Material/Design = 2 Concrete Continuous	(43B) Main Span Material/Design = 19 Culvert	
(44A) Approach Span Material =	(44B) Approach Span Material =	
(107) Deck Type = N N/A (NBI)	(108C) Deck Protection = N N/A (no deck (NBI))	
(108A) Wearing Surface = N N/A (no deck (NBI))	(108B) Membrane = N N/A (no deck (NBI))	
(53) Minimum Vertical Clearance Over Bridge = 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 Reference = N Feature not hwy or RR		
(55A) Minimum Lateral Underclearance Reference R = N Feature not hwy or RR		
(55) Minimum Lateral Underclearance R = 0.0 ft	(56) Minimum Lateral Underclearance L = 0.0 ft	
Deck Area =	(106) Year Reconstructed = Unknown	(33) Median = 2 Closed Med w/o Barrie
TRAFFIC SAFETY FEATURES		
Bridge Rail (36A) = 0 Substandard	Approach Rail (36C) = 0 Substandard	
Transition (36B) = 0 Substandard	Approach Rail Ends (36D) = 0 Substandard	
CONDITION		
Deck (58) = N N/A (NBI)	Channel/Channel Protection (61) = 7 Minor Damage	
Super (59) = N N/A (NBI)	Culvert (62) = 7 Minor Deterioration	
Sub (60) = N N/A (NBI)		
APPRAISAL		
Str. Evaluation (67) = 7	Deck Geometry (68) = N Not applicable (NBI)	
Waterway Adequacy (71) = 8 Equal Desirable	Approach Alignment (72) = 8 Equal Desirable Critical	
Scour Critical (113) = 8 Stable Above Footing		
Underclearance, Vertical and Horizontal (69) = N		

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LOAD RATING AND POSTING

Inventory Rating Method (65) = 2 AS Allowable Stress 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) = 66,545
 Year of Cost Estimate (97) = Unknown Year of Future ADT (115) = 2027

ELEMENT CONDITION STATE DATA

Str Unit	Elem/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	(EA)	4	25 %	1	50 %	2	25 %	1	0 %	0	0 %	0
0	333/2	Other Bridge Railing	(LF)	154	0 %	0	100 %	154	0 %	0	0 %	0	0 %	0
0	336/2	RIP 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 Unit	Elem/Env	Description	Element Notes
0	241/2	Reinforced Concrete Culvert	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	CULVERT PARAPET	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.

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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, RIPRA	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 inspeccion due to live water flow.

PAST INSPECTION

Inspection Date: 03/27/2008

Type: 1 Regular NBI

Inspector: WMART05

Pontis 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.

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Bridge Management Section Bridge Inspection Report

PAST INSPECTION

Inspection Date: 07/20/2005 Type: 1 Regular NBI
 Inspector: PONTIS Pontis User Key: PONTIS - Pontis Pontis

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

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: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

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 adequate traffic safety feature

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

Bridge Number: 00000000006550 **Inspection Date (90): 10/21/2008**

NMDOT District No. = District 5		(3) County = 49 SANTA FE	Sufficiency Rating = 77.8
(4)Town/City = Santa Fe		(91) Frequency = 48 months	Next Inspection = 10/21/2012
(7) Facility US-84-285 N-S (11) Mile Post = 164.900 mi	Patrol No. Arroyo de las Mascaras CBC (45-46)		Deficiency Status Not Deficient
(49) Structure Length = 77.1 ft	(19) Detour Length = 1.2 mi	(112) NBIS Length = Long Enough	
(102) Direction of Traffic = 2 2-way traffic	(28A) Lanes on = 6	(28B) Lanes Under = 0	
(41) Posting status = A Open, no restriction	(34) Skew = 45.00 °	(35) Structure Flared 0 No flare	
(9) Location = 0.1 MI N OF W ALAMEDA ST			
(6) Feature Intersected = ARROYO LAS MASCARAS			
DESCRIPTION: Patrol 45-46 Santa Fe. Location: .10 Miles north of the Jct. West Alameda and St. Francis Dr. Description: 5-10' x 6' x 135' CBC Des. I.			
(113)Scour Critical=8 Stable Above Footing	(92A) FC Frequency = NA	(92B) UW Frequency = NA	
(29) ADT = 36,512	(109) Truck ADT=6 %	(30) Year of ADT = 2007	
(16) Latitude = 35d 41' 23"	(17) Longitude = 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 eligible 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 Width L = 5.6 ft		(50B) Curb/Sidewalk Width R = 5.6 ft	
(32) Approach Roadway Width = 82.0 ft (w/ shoulders)		(100) Defense Highway = 0 Not a STRAHNET hwy	
		(101) Parallel Structure = No bridge exists	

Team Leader **Date**

Reviewed By **Date**

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

(5A) Rte. On/Under = Route On Structure	(5B) Rte. Signing Prefix = 2 U.S. Numbered	(114) Future ADT = 47,591
(5C) Level of Service = 1 Mainline	(5E) Direction Suffix = 0 N/A (NBI)	(115) Year of Future ADT = 2027
(104) Highway System = 1 On the NHS	(42B) Type Service under = 5 Waterway	(92C) SI Frequency = NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 48 months	Next UW Inspection = NA	Next SI = NA
Element Inspection Date = 10/21/2008	Next Elem. Insp. Due = 10/21/2012	Next FC Inspection = NA
(45) Number of Spans Main Unit = 5	(46) Number of Approach Spans = 0	
(43A) Main Span Material/Design = 2 Concrete Continuous	(43B) Main Span Material/Design = 19 Culvert	
(44A) Approach Span Material =	(44B) Approach Span Material =	
(107) Deck Type = N N/A (NBI)	(108C) Deck Protection = N N/A (no deck (NBI))	
(108A) Wearing Surface = N N/A (no deck (NBI))	(108B) Membrane = N N/A (no deck (NBI))	
(53) Minimum Vertical Clearance Over Bridge = 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 = N Feature not hwy or RR		
(55A) Minimum Lateral Underclearance Reference R = N Feature not hwy or RR		
(55) Minimum Lateral Underclearance R = 0.0 ft	(56) Minimum Lateral Underclearance L = 0.0 ft	
Deck Area = . sq. ft	(106) Year Reconstructed = Unknown	(33) Median = 3 Closed Med w/Barriers

TRAFFIC SAFETY FEATURES

Bridge Rail (36A) = 0 Substandard Approach Rail (36C) = 0 Substandard
Transition (36B) = 0 Substandard Approach Rail Ends (36D) = 0 Substandard

CONDITION

Deck (58) = N N/A (NBI) **Channel/Channel Protection (61)** = 7 Minor Damage
Super (59) = N N/A (NBI) **Culvert (62)** = 7 Minor Deterioration
Sub (60) = N N/A (NBI)

APPRAISAL

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 Above Footing
Underclearance, Vertical and Horizontal (69) = N

New Mexico Department Of Transportation

Bridge Management Section

Bridge Inspection Report

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) = 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
 Roadway Cost (95) = \$ 50,000
 Total Cost (96) = \$ 754,000
 Year of Cost Estimate (97) = 2030

Type of Work (75) = 35 Rehabilitate-gen.
 Length of Improvment (76) = 76.1 ft
 Future ADT (114) = 47,591
 Year of Future ADT (115) = 2027

ELEMENT CONDITION STATE DATA

Str Unit	Elem/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)	696	94 %	656	6 %	39	0 %	0	0 %	0	0 %	0
0	244/2	CULVERT PARAPET	(LF)	154	91 %	141	9 %	13	0 %	0	0 %	0	0 %	0
0	245/2	CULVERT WINGWALL	(EA)	4	100 %	4	0 %	0	0 %	0	0 %	0	0 %	0
0	333/2	Other Bridge Railing	(LF)	164	100 %	164	0 %	0	0 %	0	0 %	0	0 %	0

Str Unit	Elem/Env	Description	Element Notes
0	241/2	Reinforced Concrete Culvert	Top slab has transverse cracks up to 1/32' mostly at midspan with light to moderate efflorescence and light to moderate leaching. Top slab at barrel 1 has moderate efflorescence and leaching with minor scaling and minor to moderate abrasion at construction joints. Concrete median at center acts as lane divider and is in good condition. Barrel walls have minor to moderate honeycombing with vertical cracks less than 1/8" and isolated diagonal cracks up to 1/8". At wall ends at outlet there are spalls up to 1'x 3". At isolated barrels walls there is moderate to heavy graffiti. At wall ends at inlet there is moderate to heavy debris buildup. At barrel walls 1 and 5 there are 24" CMP drop inlets with heavy water staining under. Bottom slab is unobservable due to silt rock and debris buildup.
0	244/2	CULVERT PARAPET	Inlet parapet is painted and has severe paint flaking, paint system has failed. Parapet has vertical cracks up to 1/32" with minor water and dirt staining. Outlet parapet at the SW corner near wingwall has vertical diagonal and horizontal cracks up to 1/32". Parapet has isolated small spalls up to 2"x 2" over barrels 1 and 2. Parapet has minor [paint flaking and graffiti. Note Metal bridge rail is attached to parapet tops.
0	245/2	CULVERT WINGWALLS	All walls are painted and have heavy paint flaking and moderate vegetation buildup at tops. Northeast wall has isolated vertical cracks up to 1/2" diagonals up to 1/8" and horizontals up to 1/32". SE wall has vertical diagonal and horizontal cracks up to 1/32". Wall has minor water and dirt staining. SW wall has isolated vertical and diagonal cracks up to 1/4" and horizontal cracks up to 1/32". Wall has moderate water and dirt staining.

New Mexico Department Of Transportation

Bridge Management Section Bridge Inspection Report

Str Unit	Elem/Env	Description	Element Notes
0	333/2	Other Bridge Railing	Painted 3" round pipe on steel posts tied to top of parapet. Paint system has failed. Rail has minor rusting throughout. No damage noted.

PAST INSPECTION

Inspection Date: 10/21/2008 Type: 1 Regular NBI
 Inspector: MSLAD05 Pontis User Key: MSLAD05 - MIKE SLADE

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

Inspection comments: 1. Weather Condition: Sunny cool 54 degrees. 2. Inspectors Present: Mike P. Slade, Wayne Martinez. 3. Work Done Since Last Inspection: New A/C overlay. 4. General Comments: None 5. Channel and Channel Protection: Flat, sandy, rocky arroyo channel with moderate banks and heavy vegetation that is meandering to structure. Channel protection: None. High water marks noted up to 1'. 6. Approach Roadway Condition: Asphalt pavement is new and in new condition. Embankments are mild to moderate sloping banks with mild vegetation. Bridge signing: None. 7. Traffic Safety Features: 3" metal pipe that acts as CBC bridge rail. 8. Work Recommended: 1. Remove debris and silt in CBC. 2. Clean and paint Metal Bridge Rail and graffiti. 3. Repair cracks scaling and spalls at top slab Wingwalls and parapets.

PAST INSPECTION

Inspection Date: 09/20/2004 Type: 1 Regular NBI
 Inspector: MSLAD05 Pontis User Key: 46

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

Inspection comments: 1. Weather Condition: Cloudy 75°. 2. Inspectors Present: Mike P. Slade, Wayne Martinez. 3. Work Done Since Last Inspection: None noted. 4. General Comments: None 5. Channel and Channel Protection: Flat, sandy, rocky arroyo channel with moderate banks and heavy vegetation that is meandering to structure. Dirt and debris build up to 2" in CBC. Transient and transient buildup in CBC. Channel protection: None. High water marks up to 1'. 6. Approach Roadway Condition: Asphalt pavement has longitudinal cracks up to 6', transverse up to 1' and alligator up to 1'. Embankments are mild to moderate sloping banks with mild vegetation. Bridge signing: none. 7. Traffic Safety Features: 3" metal pipe that acts as CBC bridge rail. 8. Work Recommended: 1. Install adequate traffic safety features. 2. Remove dirt, debris and transient buildup in barrels. 3. Paint and remove graffiti markings. 4. Repair roadway surface. 5. Correct uplifting of sidewalk at southbound lane.

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

PAST INSPECTION

Inspection Date: 10/26/2000 Type: 1 Regular NBI
Inspector: PONTIS Pontis User Key: PONTIS - Pontis Pontis

Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

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 >](#)

PAST INSPECTION

Inspection Date: 10/01/1996 Type: 1 Regular NBI
Inspector: PONTIS Pontis User Key: SYS

Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

INSPECTOR WORK CANDIDATES

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

Bridge Number: 00000000007334 **Inspection Date (90): 4/30/2008**

NMDOT District No. = District 5		(3) County = 49 SANTA FE	Sufficiency Rating = 80.3
(4)Town/City = Santa Fe		(91) Frequency = 24 months	Next Inspection = 04/30/2010
(7) Facility US 84/285 NBL (11) Mile Post = 162.660 mi	Patrol No. Arroyo Chamisos Bridge (45-46)		Deficiency Status Not Deficient
(49) Structure Length = 99.7 ft	(19) Detour Length = 1.2 mi	(112) NBIS Length = Long Enough	
(102) Direction of Traffic = 1 1-way traffic	(28A) Lanes on = 3	(28B) Lanes Under = 0	
(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. 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.			
(113)Scour Critical=8 Stable Above Footing	(92A) FC Frequency = NA	(92B) UW Frequency = NA	
(29) ADT = 22,794	(109) Truck ADT=6 %	(30) Year of ADT = 2007	
(16) Latitude = 35d 40' 48"	(17) Longitude = 105d 56' 12"	(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 eligible for NRHP		(42A) Type of Service on = 1 Highway	
(51) Width Curb to Curb = 41.3 ft		(52) Width Out to Out = 45.9 ft	
(50A) Curb/Sdwlk Width L = 0.0 ft		(50B) Curb/Sidewalk Width R = 0.0 ft	
(32) Approach Roadway Width = 41.3 ft (w/ shoulders)		(100) Defense Highway = 0 Not a STRAHNET hwy	
		(101) Parallel Structure = Left of bridge	

Team Leader **Date**

Reviewed By **Date**

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

(5A)Rte.On/Under= Route On Structure	(5B)Rte. Signing Prefix=2 U.S. Numbered	(114) Future ADT=29,710
(5C) Level of Service =1 Mainline	(5E) Direction Suffix = 0 N/A (NBI)	(115) Year of Future ADT=2027
(104) Highway System =1 On the NHS	(42B)Type Service under=5 Waterway	(92C) SI Frequency =NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = 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 Approach Spans = 0
(43A) Main Span Material/Design = 2 Concrete Continuou		(43B) Main Span Material/Design = 01 Slab
(44A) Approach Span Material =		(44B) Approach Span Material =
(107) Deck Type = 1 Concrete-Cast-in-Place		(108C) Deck Protection = None
(108A) Wearing Surface = 5 Epoxy Overlay		(108B) Membrane = 0 None
(53)Minimum Vertical Clearance Over Bridge =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 Reference = N Feature not hwy or RR		
(55A) Minimum Lateral Underclearance Reference R = N Feature not hwy or RR		
(55) Minimum Lateral Underclearance R = 0.0 ft		(56) Minimum Lateral Underclearance L =0.0 ft
Deck Area = 4,574.7 sq. ft	(106) Year Reconstructed =Unknown	(33) Median =0 No 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) = 7 Minor Damage
Super (59) = 6 Satisfactory		Culvert (62) = N N/A (NBI)
Sub (60) = 7 Good		
APPRAISAL		
Str. Evaluation (67) = 6		Deck Geometry (68) =4 Tolerable
Waterway Adequacy (71) = 8 Equal Desirable		
Approach Alignment (72) 8 Equal Desirable Crit		
Scour Critical (113) =8 Stable Above Footing		
Underclearance, Vertical and Horizontal (69) = N		

New Mexico Department Of Transportation	Bridge Inspection Report
Bridge Management Section	

Str Unit	Elem/Env	Description	Element Notes
0	215/2	Reinforced Conc Abutment	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	REINFORCED CONC WINGWALL	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	Reinforced Conc Cap	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 (STANDARD)	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.

New Mexico Department Of Transportation

Bridge Management Section Bridge Inspection Report

PAST INSPECTION

Inspection Date: 04/30/2008 Type: 1 Regular NBI
Inspector: PONTIS Pontis User Key: MSLAD05 - MIKE SLADE

Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

Inspection Comments: 1. Weather Conditions: Sunny, cool 57° 2. Inspector Present: Mike Slade. 3. Work Done Since Last Inspection: None noted. 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. There is minor erosion occurring at abutment corner banks. No channel protection and No high water marks evident. 6. Approach Roadway Condition: Pavement has longitudinal and transverse cracks up to + and an isolated area of moderate pavement bleeding. 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 three 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. 8. Repair spall at SE wingwall.

PAST INSPECTION

Inspection Date: 04/03/2006 Type: 1 Regular NBI
Inspector: PONTIS Pontis User Key: PONTIS - Pontis Pontis

Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

Inspection Comments: 1. Weather Conditions: Sunny, warm, 59°. 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 three 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.

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

PAST INSPECTION

Inspection Date: 04/23/2004 Type: 1 Regular NBI
Inspector: WMART05 Pontis User Key: WMART05 - WAYNE MARTINEZ

Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

1. Weather Conditions: Sunny, warm, 50ø. 2. Inspectors Present: Wayne Martinez, Mike Slade.
3. Work Done Since Last Inspection: A/C overlay removed, new approach guardrail and end units installed, deck has being sealed with Poly-Carb. 4. Channel Description and Alignment: Channel is a flat, sandy arroyo with moderate sloping banks and moderate vegetation, perpendicular to structure. Rip rap is not noted. No high water marks evident. 6. Approach Roadway Condition: Roadway approaches and departures have recent overlay. At departure pavement, area of heavy bleeding due to gravel loss. Pavement has minor wheel rutting and minor raveling. 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 new thrie beam to new 12" W rail on steel posts with rubber blocks and ET 2000 end units. 8. Recommendations: Short term- remove vegetation and tree build up at underside of deck edges, install delineators at approaches. Long

term- repair cracks and deteriorations at deck underside ends and faces, clean and paint metal bridge rail.

PAST INSPECTION

Inspection Date: 05/10/2002 Type: 1 Regular NBI
Inspector: PONTIS Pontis User Key: PONTIS - Pontis Pontis

Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

Sufficiency Rating Calculation Accepted by pontis at 5/10/02 11:22:12
PONTIS inspection comments - 1. Weather Conditions: Sunny warm at 60?. 2. Inspectors Present: Armando Armendariz and Wayne Martinez. 3. Work Done Since Last Inspection: None. 4. General Comments: None. 5. Channel Description: Flat, sandy arroyo channel with moderate sloping banks and moderate vegetation that is perpendicular to structure. Rip rap present is from development up stream. 6. Approach Roadway Condition: Asphalt pavement has longitudinal and transverse cracks up to 25 mm with moderate wheel rutting and pavement bleeding. Paved shoulders have longitudinal and transverse cracks up to 25 mm. Embankments are mild with moderate vegetation. 7. Traffic Safety Features: 12' w-beam guardrail does not meet current standards and needs updating. See guardrail notes for transition information. 8. Recommendations: 1. Remove vegetation from behind guardrail. 2. Install addequate tr

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

PAST INSPECTION

Inspection Date: 05/30/2000 Type: 1 Regular NBI
Inspector: PONTIS Pontis User Key: PONTIS - Pontis Pontis

Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

Sufficiency Rating Calculation Accepted by pontis at 6/9/00 13:02:31
PONTIS inspection comments - 1. Weather Conditions: Clear 90 degrees. 2. Inspector present: Lester Salazar. 3. Work Done Since Last Inspection: None noted. 4. Channel and Channel Protection: Flat, sandy arroyo channel with moderate sloping banks and moderate vegetation that is perpendicular to structure. Channel protection is wire enclosed rip rap. 5. Approach Roadway Condition: Asphalt pavement has longitudinal and transverse cracks up to 25mm with minor wheel rutting. Paved shoulders have longitudinal and transverse cracks up to 25mm. Embankments are mild to moderate with heavy vegetation. 6. Traffic Safety Features: Metal bridge rail, 12' W rail tied to wingwall, 12' W rail on timber posts with twist down ends. 7. Work Recommended: 1. Paint bridge rail and piles. 2. Install adequate traffic safety features. 3. Repair delamination on underside of deck edges.

Structure 000000000007334

PAST INSPECTION

Inspection Date: 05/01/1998 Type: 1 Regular NBI
Inspector: PONTIS Pontis User Key: SYS

Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

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

PAST INSPECTION

Inspection Date: 05/01/1996

Type: 1 Regular NBI

Inspector: PONTIS

Pontis User Key: SYS

Scope:

NBI:

Other:

Element:

Underwater:

Fracture Critical:

INSPECTION NOTES

INSPECTOR WORK CANDIDATES

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

Bridge Number: 00000000007335 **Inspection Date (90): 4/30/2008**

NMDOT District No. = District 5		(3) County = 49 SANTA FE	Sufficiency Rating = 80.2
(4)Town/City = Santa Fe		(91) Frequency = 24 months	Next Inspection = 04/30/2010
(7) Facility US 84/285 SBL (11) Mile Post = 162.660 mi	Patrol No. Arroyo Chamisos Bridge (45-46)		Deficiency Status Not Deficient
(49) Structure Length = 102.0 ft	(19) Detour Length = 1.2 mi	(112) NBIS Length = Long Enough	
(102) Direction of Traffic = 1 1-way traffic	(28A) Lanes on = 3	(28B) Lanes Under = 0	
(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. 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 ADT=6 %	(30) Year of ADT = 2007	
(16) Latitude = 35d 39' 00"	(17) Longitude = 105d 57' 24"	(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 eligible 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 Width L = 0.0 ft		(50B) Curb/Sidewalk Width R = 0.0 ft	
(32) Approach Roadway Width = 42.0 ft (w/ shoulders)		(100) Defense Highway = 0 Not a STRAHNET hwy	
		(101) Parallel Structure = Left of bridge	

Team Leader **Date**

Reviewed By **Date**

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

(5A) Rte. On/Under = Route On Structure	(5B) Rte. Signing Prefix = 2 U.S. Numbered	(114) Future ADT = 31,036
(5C) Level of Service = 1 Mainline	(5E) Direction Suffix = 0 N/A (NBI)	(115) Year of Future ADT = 2027
(104) Highway System = 1 On the NHS	(42B) Type Service under = 5 Waterway	(92C) SI Frequency = NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = 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 Approach Spans = 0	
(43A) Main Span Material/Design = 2 Concrete Continuous	(43B) Main Span Material/Design = 01 Slab	
(44A) Approach Span Material =	(44B) Approach Span Material =	
(107) Deck Type = 1 Concrete-Cast-in-Place	(108C) Deck Protection = None	
(108A) Wearing Surface = 5 Epoxy Overlay	(108B) Membrane = 0 None	
(53) Minimum Vertical Clearance Over Bridge = 328.1 ft	(49) Structure Length = 102.0 ft	
(54B) Minimum Vertical Underclearance = 0.0 ft	(48) Length Max Span = 38.1 ft	
(54A) Minimum Vertical Underclearance Reference = N Feature not hwy or RR		
(55A) Minimum Lateral Underclearance Reference R = N Feature not hwy or RR		
(55) Minimum Lateral Underclearance R = 0.0 ft	(56) Minimum Lateral Underclearance L = 0.0 ft	
Deck Area = 4,682.3 sq. ft	(106) Year Reconstructed = Unknown	(33) Median = 0 No 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) = 6 Satisfactory **Channel/Channel Protection (61)** = 7 Minor Damage
Super (59) = 6 Satisfactory **Culvert (62)** = N N/A (NBI)
Sub (60) = 6 Satisfactory

APPRAISAL

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

New Mexico Department Of Transportation	Bridge Inspection Report
Bridge Management Section	

Str Unit	Elem/Env	Description	Element Notes
0	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.

<h2 style="margin: 0;">New Mexico Department Of Transportation</h2> <h3 style="margin: 0;">Bridge Management Section Bridge Inspection Report</h3>

PAST INSPECTION

Inspection Date: 04/30/2008 Type: 1 Regular NBI
 Inspector: PONTIS Pontis User Key: MSLAD05 - MIKE SLADE

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

Inspection Comments: 1. Weather Conditions: Sunny, cool 55° 2. Inspector Present: Mike Slade.
 3. Work Done Since Last Inspection: None noted. 4. Channel Description and Alignment: Channel is a flat, sandy, arroyo channel with moderate sloping banks and moderate vegetation, perpendicular to structure. There is heavy chamiso, tree and debris buildup in channel and under structure. Banks have heavy erosions at abutment corners. Channel protection: None no high water marks evident.
 5. Approach Roadway Condition: Asphalt pavement has isolated longitudinal and transverse cracks up to + and mild wheel rutting. Paved shoulders are same condition as pavement. Embankments are moderate with heavy vegetation. No bridge signing at structure. 6. Traffic Safety Features: Bridge railing is Type A rail on steel posts. Approach guardrail is 12"W rail on steel posts transitions to thrie beam on steel post with ET 2000 end units. 7. Work Recommendations: Clean deck. 2. Clean and paint Metal bridge rail and steel columns. 3. Correct erosions at abutments. 4. Correct areas of failed Polycarb. 5. Clean debris and vegetation growth in channel and under structure. 6. Repair damage to Metal Bridge Rail.

PAST INSPECTION

Inspection Date: 04/03/2006 Type: 1 Regular NBI
 Inspector: PONTIS Pontis User Key: PONTIS - Pontis Pontis

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

Inspection Comments: 1. Weather Conditions: Sunny, clear and 59°. 2. Inspectors Present: Mike Slade, Wayne A Martinez. 3. Work Done Since Last Inspection: New A/C overlay fall 2005. Vegetation at wingwalls was removed. 4. Channel Description and Alignment: Channel is a flat, sandy, arroyo channel with moderate sloping banks and moderate vegetation, perpendicular to structure. There is heavy chamiso, tree and debris buildup in channel and under structure. Banks have heavy erosions at abutment corners. Channel protection: None no high water marks evident.
 5. Approach Roadway Condition: Asphalt pavement is new done in fall 2005 and is in new condition. Paved shoulders are same condition as pavement. Embankments are moderate with heavy vegetation. No bridge signing at structure. 6. Traffic Safety Features: Bridge railing is Type A rail on steel posts. Approach guardrail is 12"W rail on steel posts transitions to thrie beam on steel post with ET 2000 end units. 7. Work Recommendations: Clean deck. 2. Clean and paint Metal bridge rail and steel columns. 3. Correct erosions at abutments. 4. Correct areas of failed Polycarb. 5. Clean debris and vegetation growth in channel and under structure.

New Mexico Department Of Transportation

Bridge Management Section Bridge Inspection Report

PAST INSPECTION

Inspection Date: 04/23/2004 Type: 1 Regular NBI
 Inspector: PONTIS Pontis User Key: PONTIS - Pontis Pontis

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

1. Weather Conditions: Sunny, clear and 60ø. 2. Inspectors Present: Wayne Martinez, Mike Slade. 3. Work Done Since Last Inspection: A/C overlay was removed, approach roadway has new overlay, new guardrail and end units installed and deck was sealed with Poly-Carb. 4. Channel Description and Alignment: Channel is a flat, sandy, arroyo channel with moderate sloping banks and moderate vegetation, perpendicular to structure. Banks have heavy vegetation build up and erosions at abutment corners. 5. Approach Roadway Condition: Asphalt pavement is new. Pavement shows signs of minor wheel rutting, raveling and heavy bleeding. Paved shoulder are new, isolated transverse cracks up to 1/4' and a isolated pothole up to 3' x 3' noted at Southwest corner. Embankments are moderate with heavy vegetation. No bridge signing at structure. 6. Traffic Safety Features: Bridge railing is Type A rail on steel posts. Approach guardrail is new 12' W rail on steel posts and new thrie beam on steel post with ET 2000 end units. 7. Work Recommendations:

Short term- repair erosions at abutment corners, remove vegetation build up from behind wingwalls, guardrail and under deck. Long term- clean and paint metal bridge railing and repair traffic damage to rail and rail post, remove old guardrail cable sitting at median.

PAST INSPECTION

Inspection Date: 05/10/2002 Type: 1 Regular NBI
 Inspector: PONTIS Pontis User Key: PONTIS - Pontis Pontis

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

Sufficiency Rating Calculation Accepted by pontis at 5/10/02 11:41:01
 PONTIS inspection comments - 1. Weather Conditions: Sunny warm at 60?. 2. Inspectors Present: Armando Armendariz and Wayne Martinez. 3. Work Done Since Last Inspection: None. 4. General Comments: None. 5. Channel Description: Flat, sandy arroyo channel with moderate sloping banks and moderate vegetation that is perpendicular to structure. Rip rap present is from developement up stream. 6. Approach Roadway Condition: Asphalt pavement has longitudinal and transverse cracks up to 25 mm with moderate wheel rutting and pavement bleeding. Paved shoulders have longitudinal and transverse cracks up to 25 mm. Embankments are mild with moderate vegetation. 7. Traffic Safety Features: 12' w-beam guardrail does not meet current standards and needs updating. See guardrail notes for transition information. 8. Recommendations: 1. Remove vegetation from behind guardrail. 2. Install adequate t

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

PAST INSPECTION

Inspection Date: 05/30/2000 Type: 1 Regular NBI
Inspector: PONTIS Pontis User Key: PONTIS - Pontis Pontis

Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

Sufficiency Rating Calculation Accepted by pontis at 6/9/00 11:17:28
PONTIS inspection comments - 1. Weather Conditions: Clear 90 degrees. 2. Inspector Present: Lester Salazar. 3. Work Done Since Last Inspection; None noted. 4. Channel and Channel Protection: Flat, sandy arroyo channel with moderate sloping banks that is perpendicular to structure. 5. Approach Roadway Condition: Asphalt pavement has longitudinal and transverse cracks up to 15mm with minor wheel rutting. Paved shoulders have longitudinal and transverse cracks up to 15mm. Embankments are mild to moderate with heavy vegetation. 6. Traffic Safety Features: Type 'A' rail on steel posts tied to wingwall, 12' W rail on timber posts with twist down ends. 7. Work Recommended: 1. Install adequate traffic safety features. 2. Repair delamination at bottom of deck edges.
Structure 000000000007335 -

Date 5/30/00 -
[Previous comments >](#)

PAST INSPECTION

Inspection Date: 05/01/1998 Type: 1 Regular NBI
Inspector: PONTIS Pontis User Key: SYS

Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

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

Bridge Number: 00000000007336 **Inspection Date (90): 11/3/2007**

NMDOT District No. = District 5		(3) County = 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. FRAI (11) Mile Post = 163.740 mi	Patrol No. Michael's St. Francis Overpass CBC (Deficiency Status Not Deficient
(49) Structure Length = 119.1 ft	(19) Detour Length = 0.0 mi	(112) NBIS Length = Long Enough	
(102) Direction of Traffic = 2 2-way traffic	(28A) Lanes on = 6	(28B) Lanes Under = 4	
(41) Posting status = A Open, no restriction	(34) Skew = 0.00 °	(35) 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.			
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) Longitude = 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 eligible 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 Width L = 0.0 ft		(50B) Curb/Sidewalk Width R = 0.0 ft	
(32) Approach Roadway Width = 78.1 ft (w/ shoulders)		(100) Defense Highway = 0 Not a STRAHNET hwy	
		(101) Parallel Structure = No bridge exists	

Team Leader	Date	Reviewed By	Date
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New Mexico Department Of Transportation
Bridge Management Section **Bridge Inspection Report**

(5A) Rte. On/Under = Route On Structure	(5B) Rte. Signing Prefix = 2 U.S. Numbered	(114) Future ADT = 48,594
(5C) Level of Service = 1 Mainline	(5E) Direction Suffix = 0 N/A (NBI)	(115) Year of Future ADT = 2026
(104) Highway System = 1 On the NHS	(42B) Type Service under = 1 Highway	(92C) SI Frequency = NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = NA	Next SI = NA
Element Inspection Date = 11/03/2007	Next Elem. Insp. Due = 11/03/2009	Next FC Inspection = NA
(45) Number of Spans Main Unit = 1		(46) Number of Approach Spans = 0
(43A) Main Span Material/Design = 1 Concrete		(43B) Main Span Material/Design = 07 Frame
(44A) Approach Span Material =		(44B) Approach Span Material =
(107) Deck Type = 1 Concrete-Cast-in-Place		(108C) Deck Protection = 1 Epoxy Coated Reinforcing
(108A) Wearing Surface = 6 Bituminous		(108B) Membrane = 0 None
(53) Minimum Vertical Clearance Over Bridge = 328.1 ft		(49) Structure Length = 119.1 ft
(54B) Minimum Vertical Underclearance = 16.1 ft		(48) Length Max Span = 119.1 ft
(54A) Minimum Vertical Underclearance Reference = H Hwy beneath structure		
(55A) Minimum Lateral Underclearance Reference R = H Hwy beneath structure		
(55) Minimum Lateral Underclearance R = 6.2 ft		(56) Minimum Lateral Underclearance L = 327.8 ft
Deck Area = 11,216 sq. ft	(106) Year Reconstructed = Unknown	(33) Median = 2 Closed Median w/o Barrier

TRAFFIC SAFETY FEATURES

Bridge Rail (36A) = 1 Meets Standards Approach Rail (36C) = 0 Substandard
Transition (36B) = 0 Substandard Approach Rail Ends (36D) = 0 Substandard

CONDITION

Deck (58) = 6 Satisfactory **Channel/Channel Protection (61)** = N N/A (NBI)
Super (59) = 6 Satisfactory **Culvert (62)** = N N/A (NBI)
Sub (60) = 7 Good

APPRAISAL

Str. Evaluation (67) = 6 **Deck Geometry (68)** = 9 Above Desirable Criteria
Waterway Adequacy (71) = N Not applicable **Approach Alignment (72)** = 8 Equal Desirable Criteria
Scour Critical (113) = N Not Over Waterway
Underclearance, Vertical and Horizontal (69) = 4

New Mexico Department Of Transportation Bridge Management Section Bridge Inspection Report

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) = 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 Improvment (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	Elem/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 %	0	0 %	0	0 %	0
0	215/2	R/Conc Abutment	(LF)	190	100 %	190	0 %	0	0 %	0	0 %	0	0 %	0
0	219/2	CONC WINGWALL	(LF)	197	0 %	0	100 %	197	0 %	0	0 %	0	0 %	0
0	330/2	Metal Rail Uncoated	(LF)	988	0 %	0	100 %	988	0 %	0	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

Str Unit	Elem/Env	Description	Element Notes
0	39/2	Concrete Slab - Unprotected w/ AC	Topside of deck is unobservable due to asphalt overlay. Headwall has transverse and longitudinal cracks less than 1 mm. Pavement is in overall good condition , no cracks noted. Concrete median over acts as lane divider, isolated spalls up to 2' x 3' with moderate section loss, transverse cracks up to 1", longitudinal and diagonal cracks up to 1/32". Deck edges have horizontal and vertical cracks less than 1/16". Underside of deck is painted with minor water staining at ends and isolated areas of minor to moderate paint flaking and scaling. At construction joint at mid span, moderate water staining, minor to moderate paint flaking, minor to moderate efflorescence and minor rust staining. Deck under has isolated transverse and diagonal cracks up to unknown with moderate efflorescence, leaching, water and rust staining with active water seepage. Deck edges have light water staining and minor flaking of cementitious coating system.
0	215/2	Reinforced Conc Abutment	Abutments are painted. Abutment 1 at midspan has isolated vertical crack up to 1/8" eintire heighth of wall with moderate paint flaking and efflorescence, minor to moderate water staining. Abutment 2 has vertical crack at midspan entire heighth up to 1/16" with moderate water staining and minor paint flaking. At isolated areas at top of wall, modrate water staining, moderate paint flaking, mnor to moderate efflorescence and leaching.

New Mexico Department Of Transportation

Bridge Management Section Bridge Inspection Report

Str Unit	Elem/Env	Description	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 failed 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, inadequate by standards. Railing 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 INSPECTION

Inspection Date: 11/03/2007

Type: 1 Regular NBI

Inspector: WMART05

Pontis User Key: WMART05 - WAYNE MARTINEZ

Scope:

NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

1. Weather Conditions: Sunny, warm and 67 degrees. 2. Inspectors Present: Wayne A. Martinez.
 3. Work Done Since Last Inspection: None Noted. 4. General Comments: None. 5. Channel Description and Alignment: N/A, Roadway under. 6. 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, minor raveling. Paved shoulders over and under, good condition. Embankments over and under are urban curb and gutter. 7. 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. 8. Recommendations: Install adequate traffic 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.

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

PAST INSPECTION

Inspection Date: 11/04/2005 Type: 1 Regular NBI
Inspector: AARME05 Pontis User Key: AARME05 - ARMANDO ARMANDARIZ

Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

AARME05 inspection comments - 1. Weather Conditions: Cool at 55ø. 2. Inspectors Present: Armando M. Armendariz P.E. and Wayne A. Martinez. 3. Work Done Since Last Inspection: None. 4. General Comments: None. 5. Channel Description and Alignment: N/A. 6. Approach Roadway Condition: Pavement on structure has longitudinal and transverse cracks up to «' with wheel rutting and pavement bleeding. Pavement under structure has longitudinal and transverse cracks that have been crack sealed. Paved shoulders at both locations have the same conditions as the traveled lanes. Embankments for both locations are urban curb and gutter. 7. Traffic Safety Features: US 84/285 (St. Francis Dr.) bridge railing is metal rail type 'A' on steel anchor posts with tapered ends. NM 466 (St. Michael's Dr.) has barrier curb and gutter. 8. Recommendations: Immediate - None. Long-term - Install adequate traffic safety features on US 84/285 (St. Francis Dr.), remove vertical height signage on structure.

PAST INSPECTION

Inspection Date: 11/01/2001 Type: 1 Regular NBI
Inspector: PONTIS Pontis User Key: PONTIS - Pontis Pontis

Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

PONTIS inspection comments - 1. Weather Conditions: Partly cloudy, cool and 65 degrees. 2. Inspectors Present: Wayne Martinez, Lester Salazar. 3. Work done since last inspection: None noted. 4. Channel Description and Alignment: N/A. 5. Approach Roadway Condition: pavement has isolated transverse cracks at structure ends up to 7 mm. Longitudinal cracks up to 5 mm, minor wheel rutting and pavement bleeding. Paved shoulders have isolated transverse cracks up to 7 mm same as pavement. Shoulders are in overall good condition. Embankments are steep banks with heavy vegetation. Bridge signing consists of delineators at approaches. 6. Traffic Safety Features: Bridge railing is Type A metal rail on steel anchor posts with tapered ends. 7. Work Recommended: 1. Install adequate traffic safety features. 2. Seal cracks and correct pavement shoving on roadway surface. 3. Post vertical height less than 16'-1' at East and West approaches under structure. 4. Repair spalls at wingw

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

Bridge Number: 00000000007425 **Inspection Date (90): 2/23/2008**

NMDOT District No. = District 5		(3) County = 49 SANTA FE	Sufficiency Rating = 67
(4)Town/City = Santa Fe		(91) Frequency = 48 months	Next Inspection = 02/23/2012
(7) Facility US-84	Patrol No.		Deficiency Status
(11) Mile Post = 163.024 mi	Unnamed Waterway CBC (45-46)		Not Deficient
(49) Structure Length = 34.1 ft	(19) Detour Length = 5.0 mi	(112) NBIS Length = Long Enough	
(102) Direction of Traffic = 2 2-way traffic	(28A) Lanes on = 6	(28B) Lanes Under = 0	
(41) Posting status = A Open, no restriction	(34) Skew = 0.00 °	(35) 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.			
(113)Scour Critical=8 Stable Above Footing	(92A) FC Frequency = NA	(92B) UW Frequency = NA	
(29) ADT = 45,336	(109) Truck ADT=8 %	(30) Year of ADT = 2007	
(16) Latitude = 35d 40' 54"	(17) Longitude = 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 eligible 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 Width L = 0.0 ft		(50B) Curb/Sidewalk Width R = 0.0 ft	
(32) Approach Roadway Width = 82.0 ft (w/ shoulders)		(100) Defense Highway = 0 Not a STRAHNET hwy	
		(101) Parallel Structure = No bridge exists	

Team Leader
Date
Reviewed By
Date

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

(5A)Rte.On/Under= Route On Structure	(5B)Rte. Signing Prefix=2 U.S. Numbered	(114) Future ADT=59,093
(5C) Level of Service =1 Mainline	(5E) Direction Suffix = 0 N/A (NBI)	(115) Year of Future ADT=2027
(104) Highway System =1 On the NHS	(42B)Type Service under=5 Waterway	(92C) SI Frequency =NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 48 months	Next UW Inspection = NA	Next SI = NA
Element Inspection Date = 02/23/2008	Next Elem. Insp. Due = 02/23/2012	Next FC Inspection NA
(45) Number of Spans Main Unit = 4	(46) Number of Approach Spans = 0	
(43A) Main Span Material/Design = 2 Concrete Continuo	(43B) Main Span Material/Design = 19 Culvert	
(44A) Approach Span Material =	(44B) Approach Span Material =	
(107) Deck Type = N N/A (NBI)	(108C) Deck Protection = N N/A (no deck (NBI))	
(108A) Wearing Surface = N N/A (no deck (NBI))	(108B) Membrane = N N/A (no deck (NBI))	
(53)Minimum Vertical Clearance Over Bridge =328.1 ft	(49) Structure Length = 34.1 ft	
(54B) Minimum Vertical Underclearance = 0.0 ft	(48) Length Max Span = 7.9 ft	
(54A) Minimum Vertical Underclearance Reference = N Feature not hwy or RR		
(55A) Minimum Lateral Underclearance Reference R = N Feature not hwy or RR		
(55) Minimum Lateral Underclearance R = 0.0 ft	(56) Minimum Lateral Underclearance L =0.0 ft	
Deck Area =	(106) Year Reconstructed =Unknown	(33) Median =1 Open median
TRAFFIC SAFETY FEATURES		
Bridge Rail (36A) = 0 Substandard	Approach Rail (36C) = 0 Substandard	
Transition (36B) = 0 Substandard	Approach Rail Ends (36D) = 0 Substandard	
CONDITION		
Deck (58) = N N/A (NBI)	Channel/Channel Protection (61) = 7 Minor Damage	
Super (59) = N N/A (NBI)	Culvert (62) = 7 Minor Deterioration	
Sub (60) = N N/A (NBI)		
APPRAISAL		
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 Above Footing		
Underclearance, Vertical and Horizontal (69) = N		

New Mexico Department Of Transportation

Bridge Management Section Bridge Inspection Report

LOAD RATING AND POSTING

Inventory Rating Method (65) = 2 AS Allowable Stress 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
 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 Improvment (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

Str Unit	Elem/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)	817	96 %	784	4 %	33	0 %	0	0 %	0	0 %	0
0	244/2	CULVERT PARAPET	(LF)	72	100 %	72	0 %	0	0 %	0	0 %	0	0 %	0
0	245/2	CULVERT WINGWALL	(EA)	4	100 %	4	0 %	0	0 %	0	0 %	0	0 %	0
0	336/2	RIP RAP AND GABIONS	(SF)	2,164	100 %	2,153	1 %	11	0 %	0	0 %	0	0 %	0

Str Unit	Elem/Env	Description	Element Notes
0	241/2	Reinforced Concrete Culvert	Top slab has transverse and longitudinal cracks up to 1/32" with light efflorescence and rust stains. Barrel 1 has 24" drop inlet with light water staining around pipe. Near midspan, slabs have transverse cracks up to 1/16" 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 build up to 18" in barrel 4 and other barrels up to 1'. Transient is 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 graffiti markings.
0	245/2	CULVERT WINGWALLS	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.
0	336/2	WIRE ENCLOSED RIPRAP, RIPRA	Wire enclosed rip-rap at outlet at Northwest bank is mostly covered with heavy dirt and vegetation build up. Rip rap is in overall good condition.

<h2 style="margin: 0;">New Mexico Department Of Transportation</h2> <h3 style="margin: 0;">Bridge Management Section</h3>	<h2 style="margin: 0;">Bridge Inspection Report</h2>
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PAST INSPECTION

Inspection Date: 02/23/2008 Type: 1 Regular NBI
 Inspector: WMART05 Pontis User Key: WMART05 - WAYNE MARTINEZ

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

1. Weather Condition: Clear, 60 degrees. 2. Inspectors Present: Wayne Martinez, Mike Slade. 3. Work Done Since Lasr Inspection: None noted. 4. Channel and Channel Protection: Flat, sandy, arroyo channel with moderate to steep sloping banks with heavy vegetation, perpendicular to structure. Scour up to 1' at retaining wall at inlet. Barrel 4 has silt and debris build up to 2', other barrels have silt build up to 1'. Channel has heavy vegetation build up at inlet. Channel is protected by wire enclosed rip-rap at banks and rip rap apron. High water marks up to 1'. 5. Approach Roadway Condition: Asphalt pavement has longitudinal, transverse and diagonal cracks up to 3/4", alligator cracking up to 1/2". Paved shoulders have isolated transverse cracks up to 3/4" and isolated longitudinal cracks up to 1/4". At shoulders transverse cracks are sealed. Embankments are steep sloping banks with heavy vegetation. 6. Traffic Safety Features: None. 7. Work Recommended: Short term- install adequate traffic safety features, remove dirt and debris from barrels, remove vegetation (chamisos) from top of parapet and wingwalls, repair roadway surface, cracks seal or patch.

PAST INSPECTION

Inspection Date: 04/08/2004 Type: 1 Regular NBI
 Inspector: WMART05 Pontis User Key: WMART05 - WAYNE MARTINEZ

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

1. Weather Condition: Clear, 60 degrees. 2. Inspector Present: Wayne Martinez, Mike Slade. 3. Work Done Since Lasr Inspection: None noted. 4. Channel and Channel Protection: Flat, sandy, arroyo channel with moderate to steep sloping banks with heavy vegetation that is perpendicular to structure. Scour up to 1' at retaining wall at inlet. Barrel 4 has silt and debris build up to 2', other barrels have silt build up to 1'. Channel has heavy vegetation build up at inlet. Channel is protected by wire enclosed rip-rap at banks and rip rap apron. High water marks up to 1'. 5. Approach Roadway Condition: Asphalt pavement has longitudinal, transverse and diagonal cracks up to 3/4', alligator cracking up to 1/2". Paved shoulders have isolated transverse cracks up to 3/4' and isolated longitudinal cracks up to 1/4". At shoulders transverse cracks are sealed. Embankments are steep sloping banks with heavy vegetation. 6. Traffic Safety Features: None. 7. Work Recommended: Short term- install adequate traffic safety features, remove dirt and debris from barrels, remove vegetation (chamisos) from top of parapet and wingwalls, repair roadway surface, cracks seal or patch.

New Mexico Department Of Transportation

Bridge Management Section Bridge Inspection Report

PAST INSPECTION

Inspection Date: 04/07/2004 Type: 1 Regular NBI
 Inspector: MSLAD05 Pontis User Key: 46

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

Inspection Notes: 1. Weather Condition: Clear, 60 degrees. 2. Inspector Present: Mike P. Slade, Wayne A. Martinez. 3. Work Done Since Last Inspection: None noted. 4. General comments: None. 5. Channel and Channel Protection: Flat sandy, rocky arroyo channel with mild sloping banks and heavy vegetation that is perpendicular to structure. Silt and debris buildup in all barrels up to 1', heavy vegetation and tree buildup at inlet. Scour at retaining wall at northeast corner of inlet. Channel is protected by vertical concrete retaining wall at inlet north bank, wire enclosed riprap. High water mark up to 1'. 6. Approach Roadway Condition: Asphalt pavement has longitudinal, diagonal and transverse cracks up to 6' with minor wheel rutting and moderate pavement raveling. Isolated pothole on south bound lane up to 1'x 6'. Paved shoulders have transverse cracks up to 6' with isolated transverse cracks that are sealed. Embankments are steep sloping banks with heavy vegetation. Bridge signing none. 7. Traffic Safety Features: None. 8. Work Recommended: 1.

Install adequate traffic safety features. 2. Remove dirt and debris from barrels. 3. Remove vegetation (chamisos) from top of parapet and wingwalls. 4. Clean channel. 5. Repair road way surface, crack seal or patch overlay.

PAST INSPECTION

Inspection Date: 04/26/2000 Type: 1 Regular NBI
 Inspector: PONTIS Pontis User Key: PONTIS - Pontis Pontis

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

PONTIS inspection comments - 1. Weather Condition: Clear, 60 degrees. 2. Inspector Present: Lester Salazar. 3. Work Done Since Last Inspection: None noted. 4. Channel and Channel Protection: Flat sandy arroyo channel with moderate to steep sloping banks with heavy vegetation that is perpendicular to structure. Scour up to 1' at outlet with dirt and debris build up to 18' in barrels. Channel protection is wire enclosed rip-rap and high water mark up to 1'. 5. Approach Roadway Condition: Asphalt pavement has longitudinal cracks up to 25mm with minor wheel rutting. Paved shoulders have longitudinal cracks up to 25mm. Embankments are mild sloping banks with heavy vegetation. 6. Traffic Safety Features: None. 7. Work Recommended: 1. Install adequate traffic safety features. 2. Remove dirt and debris from barrels. 3. Remove vegetation (chamisos) from top of parapet and wingwalls. 4. Clean channel.

Structure 000000000007425 -
 Date 4/26/00 -
[Previous comments >](#)

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

Bridge Number: 00000000007503 **Inspection Date (90): 4/23/2007**

NMDOT District No. = District 5		(3) County = 49 SANTA FE	Sufficiency Rating = 67.2
(4)Town/City = Santa Fe		(91) Frequency = 24 months	Next Inspection = 05/06/2009
(7) Facility I-25 NBL (11) Mile Post = 282.620 mi	Patrol No. JS 84/285 Overpass Bridge (45-46		Deficiency Status Structurally Deficient
(49) Structure Length = 285.1 ft	(19) Detour Length = 1.2 mi	(112) NBIS Length = Long Enough	
(102) Direction of Traffic = 1 1-way traffic	(28A) Lanes on = 2	(28B) Lanes Under = 4	
(41) Posting status = A Open, no restriction	(34) Skew = 24.00 °	(35) Structure Flared 1 Yes, flared	
(9) Location = JUNCTION I-25/ST FRANCIS			
(6) Feature Intersected = US-84-285			
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 Frequency = NA	(92B) UW Frequency = NA	
(29) ADT = 12,678	(109) Truck ADT=10 %	(30) Year of ADT = 2006	
(16) Latitude = 35d 38' 30"	(17) Longitude = 105d 57' 24"	(27) Year Built = 1974	
(26) Functional Class = 11 Urban Interstate		(104) Highway System = 1 On the NHS	
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency	
(37) Historical Significance = 5 Not eligible 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 = 50.9 ft (w/ shoulders)		(100) Defense Highway = 1 Interstate STRAHNET	
		(101) Parallel Structure = Right of bridge	

Team Leader	Date	Reviewed By	Date
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New Mexico Department Of Transportation
Bridge Management Section **Bridge Inspection Report**

(5A) Rte. On/Under = Route On Structure	(5B) Rte. Signing Prefix = 1 Interstate Hwy	(114) Future ADT = 19,892
(5C) Level of Service = 1 Mainline	(5E) Direction Suffix = 1 North	(115) Year of Future ADT = 2026
(104) Highway System = 1 On the NHS	(42B) Type Service under = 1 Highway	(92C) SI Frequency = NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = 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 Approach Spans = 0
(43A) Main Span Material/Design = 5 Prestressed Concrete		(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 Protection = 8 Unknown
(108A) Wearing Surface = 6 Bituminous		(108B) Membrane = 8 Unknown
(53) Minimum Vertical Clearance Over Bridge = 328.1 ft		(49) Structure Length = 285.1 ft
(54B) Minimum Vertical Underclearance = 16.4 ft		(48) Length Max Span = 92.8 ft
(54A) Minimum Vertical Underclearance Reference = H Hwy beneath struct		
(55A) Minimum Lateral Underclearance Reference R = H Hwy beneath struct		
(55) Minimum Lateral Underclearance R = 17.7 ft		(56) Minimum Lateral Underclearance L = 29.2 ft
Deck Area = 14,875.7 sq. ft	(106) Year Reconstructed = Unknown	(33) Median = 1 Open median

TRAFFIC SAFETY FEATURES

Bridge Rail (36A) = 1 Meets Standards Approach Rail (36C) = 1 Meets Standards
Transition (36B) = 0 Substandard Approach Rail Ends (36D) = 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

APPRAISAL

Str. Evaluation (67) = 4 **Deck Geometry (68)** = 9 Above Desirable Crit
Waterway Adequacy (71) = N Not applicable **Approach Alignment (72)** = 8 Equal Desirable Crit
Scour Critical (113) = N Not Over Waterway
Underclearance, Vertical and Horizontal (69) = 6

New Mexico Department Of Transportation Bridge Management Section Bridge Inspection Report

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 Improvment (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	Elem/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 atch 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	Description	Element Notes
0	13/2	Concrete Deck - Unprotected w/ AC	Top of deck is unobservable due to A/C overlay. A/C 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 1/2" 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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Str Unit	Elem/Env	Description	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 Ext	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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Str Unit	Elem/Env	Description	Element Notes
0	234/2	Reinforced Conc Cap	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 cap ends is moderate to heavy need to rehab caps.
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.
0	311/2	Moveable Bearing (roller, sliding, etc)	Steel moveable bearings have minor to moderate paint flaking with heavy rust at isolated plates with minor section loss mostly at bearings over piers.
0	313/2	Fixed Bearing	Steel fixed bearings have minor dirt, debris buildup, minor paint flaking with heavy rust and minor section loss.
0	329/2	GUARDRAIL (STANDARD)	12" W rail on timber posts with timber blocks tied to Metal 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. Posts are severely dry and weathered with minor splits and checks.
0	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 minor to moderate rusting at bottom rail.

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Bridge Management Section Bridge Inspection Report

Str Unit	Elem/Env	Description	Element Notes
0	338/2	CONCRETE 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 INSPECTION

Inspection Date: 04/23/2007 Type: 1 Regular NBI
 Inspector: PONTIS Pontis User Key: PONTIS - Pontis Pontis

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

Inspection comments: 1. Weather Conditions: Cloudy, warm 56° 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 has isolated longitudinal, transverse and diagonal cracks up to "+" and is in overall fair condition. Under asphalt appears to have new overlay and is in good condition. Shoulders over have isolated transverse cracks up to "+" and indented rumble strips. Shoulder has minor cinder and gravel buildup. Embankments are mild with mild vegetation. Bridge Signing: Vertical posting at southbound lane under is 16' 3' at northbound lane is 16' 8'. Delineators at approaches bottom and top. 7. Traffic Safety Features: Over - 12" W rail on timber posts with Type A anchors is bolted to Type A (old style) bridge railing. Under: None. 8. Work Recommended: 1. Rehab deterioration at girder ends, deck faces deck edges caps abutments and Wingwalls. 2. Replace isolated failed joints. 3. Clean debris at seat and top of slope paving. 4. Repair traffic damage to guardrail. 5. Clean and paint steel bearings. 6. Install adequate traffic safety features under and over structure.

PAST INSPECTION

Inspection Date: 02/09/2005 Type: 1 Regular NBI
 Inspector: MSLAD05 Pontis User Key: 46

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

Inspection comments: 1. Weather Conditions: Sunny, cold 20°. 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 has longitudinal, transverse and diagonal cracks up to "-". Overall fair condition. Under asphalt has transverse, longitudinal and diagonal cracks up to "-" with minor wheel rutting, pavement raveling and isolated potholes up to 1'x 4'. At northbound lane alligator cracking up to "-". Shoulders over are mostly covered with cinder, gravel buildup. No cracks noted. Shoulders under have indented rumble strips. Transverse cracks up to "-" with minor to moderate cinder, dirt buildup. Embankments are mild with mild vegetation. Bridge Signing: Vertical posting at southbound lane is 16' 3' at northbound lane is 16' 8'. Delineators at approaches bottom and top. 7. Traffic Safety Features: Over - 12" W rail on timber posts with Type A anchors is bolted to Type A (old style) bridge railing. Under: None. 8. Work Recommended: 1. Replace all joints. 2. Repair caps, girder ends spalls and delamination. 3. Install adequate traffic safety features under and over structure. 4. Clean transient dirt and debris off abutment seats. 5. Repair heavy scaling and deterioration at deck edge and underside. 6. Clean and paint steel bearings. 7. Repair roadway surface under.

New Mexico Department Of Transportation	Bridge Inspection Report
Bridge Management Section	

PAST INSPECTION

Inspection Date: 05/06/2003 Type: 1 Regular NBI
 Inspector: AJOHN07 Pontis User Key: AJOHN07 - ANSON JOHNSON

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

1. Weather Conditions: Cloudy, 60 degrees F. 2. NMSU Bridge Inspection team members: George P. Baca, Kris Cadena, Derek Reynolds and Teresa Burcham. 3. Work Done Since Last Inspection: A patch has been placed in span 2. Roadway over has been overlayed on the driving lanes. 4. Channel and Channel Protection: N/A. 5. Approach Roadway Condition: New asphalt pavement is in good condition. Transition is smooth. Shoulders have cracks up to 1/2', some have sealed. Embankments have mild slopes with moderate vegetation. Bridge signing: Delineators. 6. Traffic Safety Features: Over - 12' W rail on timber posts with Type A anchors is bolted to Type A (old style) bridge railing. Under - None. 7. Work Recommended: 1. Repair 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 traffic damage to SE and SW approach rails. 6. Clean and paint bearings.

PAST INSPECTION

Inspection Date: 03/13/2001 Type: 1 Regular NBI
 Inspector: AJOHN01 Pontis User Key: AJOHN07 - ANSON JOHNSON

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

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.

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

Bridge Number: 00000000007504 **Inspection Date (90): 5/14/2007**

NMDOT District No. = District 5		(3) County = 49 SANTA FE	Sufficiency Rating = 68.5
(4)Town/City = Santa Fe		(91) Frequency = 24 months	Next Inspection = 05/14/2009
(7) Facility I-25 SBL (11) Mile Post = 282.620 mi	Patrol No. JS 84/285 Overpass Bridge (45-46)		Deficiency Status Structurally Deficient
(49) Structure Length = 285.1 ft	(19) Detour Length = 1.2 mi	(112) NBIS Length = Long Enough	
(102) Direction of Traffic = 1 1-way traffic	(28A) Lanes on = 2	(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			
<p>DESCRIPTION: Maintenance Responsibility: State, Patrol No. 45-46, Santa Fe</p> <p>Location: Intersection of I-25 SBL and St. Francis Drive AT SBL in Santa Fe.</p> <p>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.</p>			
(113)Scour Critical=N Not Over Waterway		(92A) FC Frequency = NA	(92B) UW Frequency = NA
(29) ADT = 10,839		(109) Truck ADT=23 %	(30) Year of ADT = 2006
(16) Latitude = 35d 38' 30"		(17) Longitude = 105d 57' 24"	(27) Year Built = 1974
(26) Functional Class = 11 Urban Interstate		(104) Highway System = 1 On the NHS	
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency	
(37) Historical Significance = 5 Not eligible 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/Sdwk Width L = 0.0 ft		(50B) Curb/Sidewalk Width R = 0.0 ft	
(32) Approach Roadway Width = 42.0 ft (w/ shoulders)		(100) Defense Highway = 1 Interstate STRAHNET	
		(101) Parallel Structure = Left of bridge	

Team Leader **Date**

Reviewed By **Date**

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(5A) Rte. On/Under = Route On Structure	(5B) Rte. Signing Prefix = 1 Interstate Hwy	(114) Future ADT = 17,007
(5C) Level of Service = 1 Mainline	(5E) Direction Suffix = 3 South	(115) Year of Future ADT = 2026
(104) Highway System = 1 On the NHS	(42B) Type Service under = 1 Highway	(92C) SI Frequency = NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = NA	Next SI = NA
Element Inspection Date = 05/14/2007	Next Elem. Insp. Due = 05/14/2009	Next FC Inspection = NA
(45) Number of Spans Main Unit = 4		(46) Number of Approach Spans = 0
(43A) Main Span Material/Design = 5 Prestressed Concrete		(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 Protection = 8 Unknown
(108A) Wearing Surface = 6 Bituminous		(108B) Membrane = 8 Unknown
(53) Minimum Vertical Clearance Over Bridge = 328.1 ft		(49) Structure Length = 285.1 ft
(54B) Minimum Vertical Underclearance = 16.2 ft		(48) Length Max Span = 92.8 ft
(54A) Minimum Vertical Underclearance Reference = H Hwy beneath struct		
(55A) Minimum Lateral Underclearance Reference R = H Hwy beneath struct		
(55) Minimum Lateral Underclearance R = 30.2 ft		(56) Minimum Lateral Underclearance L = 16.4 ft
Deck Area = 13,939.3 sq. ft	(106) Year Reconstructed = Unknown	(33) Median = 1 Open median

TRAFFIC SAFETY FEATURES

Bridge Rail (36A) = 1 Meets Standards Approach Rail (36C) = 1 Meets Standards
Transition (36B) = 0 Substandard Approach Rail Ends (36D) = 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 **Deck Geometry (68)** = 9 Above Desirable Crit
Waterway Adequacy (71) = N Not applicable **Approach Alignment (72)** = 8 Equal Desirable Crit
Scour Critical (113) = N Not Over Waterway
Underclearance, Vertical and Horizontal (69) = 7

New Mexico Department Of Transportation Bridge Management Section Bridge Inspection Report

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 Improvment (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	Elem/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 %	0	0 %	0	100 %	13,939	0 %	0	0 %	0
0	108/2	Diaphragm atch 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 %	0	66 %	75	34 %	39	0 %	0	0 %	0
0	219/2	CONC WINGWALL	(LF)	52	0 %	0	94 %	49	6 %	3	0 %	0	0 %	0
0	234/2	R/Conc Cap	(LF)	171	0 %	0	80 %	138	20 %	33	0 %	0	0 %	0
0	301/2	Pourable Joint Seal	(LF)	171	0 %	0	0 %	0	100 %	171	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	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/Env	Description	Element Notes
0	205/2	Reinforced Conc Column or Pile Ext	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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Bridge Management Section Bridge Inspection Report

PAST INSPECTION

Inspection Date: 05/14/2007 Type: 1 Regular NBI
 Inspector: WMART05 Pontis User Key: WMART05 - WAYNE MARTINEZ

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

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.

PAST INSPECTION

Inspection Date: 02/09/2005 Type: 1 Regular NBI
 Inspector: MSLAD05 Pontis User Key: 46

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

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.

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Bridge Management Section Bridge Inspection Report

PAST INSPECTION

Inspection Date: 05/06/2003 Type: 1 Regular NBI
 Inspector: AJOHN07 Pontis User Key: AJOHN07 - ANSON JOHNSON

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

1. Weather Conditions: Cloudy, 50 degrees F. 2. NMSU Bridge Inspection team members: George P. Baca, Derek Reynolds, Kris Cadena and Teresa Burcham. 3. Work Done Since Last Inspection: 4. Channel and Channel Protection: N/A. 5. Approach Roadway Condition: Asphalt pavement is in good condition. Transition is smooth. Shoulders have cracks up to 1/2' that have been sealed. Embankments have moderate to steep slopes with heavy vegetation. Bridge signing: Delineators. 6. 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. 7. Work Recommended: 1. Repair expansion joints. 2. Install adequate traffic safety features under structure. 3. Seal cracks in asphalt overlay. 4. Repair cracks, delamination and spalls on abutments, girder ends and pier caps. 5. Clean and paint bearings. 6. Remove debris from abutment seats and bearings.

PAST INSPECTION

Inspection Date: 03/12/2001 Type: 1 Regular NBI
 Inspector: AJOHN01 Pontis User Key: AJOHN07 - ANSON JOHNSON

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

1. Weather Conditions: Windy, 35 degrees F. 2. NMSU Bridge Inspection team members: George P. Baca, Ben Tensay, Chris Branch and Angela Armijo. 3. Work Done Since Last Inspection: Joints have been replaced and pier cap 2 has been repaired. 4. Channel and Channel Protection: N/A. 5. Approach Roadway Condition: Asphalt pavement has 1/2' cracks and approximately 100' x 12' asphalt patch. Transition has moderate impact loading due uneven patched approach. Shoulders have 1/2' cracks with heavy debris buildup. Embankments have moderate to steep slopes with heavy vegetation. Bridge signing: Delineators. 6. Traffic Safety Features: Continuous 12' W rail on timber posts. 12' W rail is bolted to Type A (old style) bridge railing. 7. Work Recommended: 1. Repair/replace expansion joints. 2. Install adequate traffic safety features under structure. 3. Repair cracks and spalls on girder ends. 4. Seal cracks in asphalt overlay. 5. Repair cracks and delaminati

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PAST INSPECTION

Inspection Date: 02/17/1999

Type: 1 Regular NBI

Inspector: PGALL02

Pontis User Key: PGALL05 - PHILLIP GALLEGOS

Scope:

NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

PGALL02 inspection comments -
Structure 00000000007504 -
Date 2/17/99 -
Previous comments > (none)

PAST INSPECTION

Inspection Date: 02/01/1999

Type: 1 Regular NBI

Inspector: PONTIS

Pontis User Key: SYS

Scope:

NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

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

Bridge Number: 00000000007505 **Inspection Date (90): 8/4/2008**

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-84	Patrol No. JS 84/285 Overpass Bridge (45-46)		Deficiency Status Functionally Obsolete
(11) Mile Post = 0.341 mi			
(49) Structure Length = 275.9 ft	(19) Detour Length = 0.6 mi	(112) NBIS Length = Long Enough	
(102) Direction of Traffic = 1 1-way traffic	(28A) Lanes on = 2	(28B) 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			
<p>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.</p>			
(113)Scour Critical=N Not Over Waterway		(92A) FC Frequency = NA	(92B) UW Frequency = NA
(29) ADT = 7,999		(109) Truck ADT=9 %	(30) Year of ADT = 2007
(16) Latitude = 35d 37' 56"		(17) Longitude = 105d 57' 23"	(27) Year Built = 1974
(26) Functional Class = 11 Urban Interstate		(104) Highway System = 1 On the NHS	
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency	
(37) Historical Significance = 5 Not eligible 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 Width L = 0.0 ft		(50B) Curb/Sidewalk Width R = 0.0 ft	
(32) Approach Roadway Width = 24.0 ft (w/ shoulders)		(100) Defense Highway = 0 Not a STRAHNET hwy	
		(101) Parallel Structure = No bridge exists	

Team Leader	Date	Reviewed By	Date
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New Mexico Department Of Transportation	Bridge Inspection Report
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(5A) Rte. On/Under = Route On Structure	(5B) Rte. Signing Prefix = 1 Interstate Hwy	(114) Future ADT = 12,602
(5C) Level of Service = 7 Ramp	(5E) Direction Suffix = 1 North	(115) Year of Future ADT = 2027
(104) Highway System = 1 On the NHS	(42B) Type Service under = 1 Highway	(92C) SI Frequency = NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = NA	Next SI = NA
Element Inspection Date = 08/04/2008	Next Elem. Insp. Due = 08/04/2010	Next FC Inspection = NA
(45) Number of Spans Main Unit = 4		(46) Number of Approach Spans = 0
(43A) Main Span Material/Design = 5 Prestressed Concrete		(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 Protection = 8 Unknown
(108A) Wearing Surface = 6 Bituminous		(108B) Membrane = 8 Unknown
(53) Minimum Vertical Clearance Over Bridge = 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 Reference = H Hwy beneath struct		
(55A) Minimum Lateral Underclearance Reference R = H Hwy beneath struct		
(55) Minimum Lateral Underclearance R = 29.5 ft		(56) Minimum Lateral Underclearance L = 29.2 ft
Deck Area = 7,427.1 sq. ft	(106) Year Reconstructed = Unknown	(33) Median = 0 No 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) = 0 Substandard

CONDITION

Deck (58) = 6 Satisfactory	Channel/Channel Protection (61) = N N/A (NBI)
Super (59) = 6 Satisfactory	Culvert (62) = N N/A (NBI)
Sub (60) = 6 Satisfactory	

APPRAISAL

Str. Evaluation (67) = 6	Deck Geometry (68) = 2 Intolerable - Replace
Waterway Adequacy (71) = N Not applicable	Approach Alignment (72) = 7 Above Min Criteria
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) = NA Type of Work (75) = Unknown (P)
 Roadway Cost (95) = Unknown Length of Improvment (76) = 0.0 ft
 Total Cost (96) = Unknown Future ADT (114) = 12,602
 Year of Cost Estimate (97) = Unknown Year of Future ADT (115) = 2027

ELEMENT CONDITION STATE DATA

Str Unit	Elem/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 atch 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

Str Unit	Elem/Env	Description	Element Notes
0	14/2	Concrete Deck - Protected w/ AC O	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 St	Concrete diaphragms have minor construction water staining, minor honeycombing. Diaphragms under isolated joints have heavy water and rust staining due to past failed joints.

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Str Unit	Elem/Env	Description	Element Notes
0	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	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 to 1'x 3' with asphalt patched spalls causing a poor transition see photos.
0	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.

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Str Unit	Elem/Env	Description	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.

New Mexico Department Of Transportation

Bridge Management Section Bridge Inspection Report

PAST INSPECTION

Inspection Date: 08/04/2008 Type: 1 Regular NBI
Inspector: MSLAD05 Pontis User Key: MSLAD05 - MIKE SLADE

Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

Inspection comments: 1. Weather Conditions: Sunny, hot 81degrees. 2. Inspectors Present: Mike P. Slade, Wayne A. Martinez. 3. Work Done Since Last Inspection: Caps girder ends abutment seats and deck faces have been rehabbed. 4. General Comments: None 5. Channel and Channel Protection: N/A. 6. Approach Roadway Condition: Pavement over has longitudinal cracks up to 2" transverse diagonal and alligator cracks up to 1" and is in poor condition. No shoulders over. Asphalt under has isolated longitudinal transverse and diagonal cracks up to 1/2" and minor traffic scrapes. Shoulders under have isolated transverse cracks up to 1/2". Embankments have moderate to steep slopes and mild vegetation. Bridge signing is vertical posting under at NB lane only of 16ft 8". 7. Traffic Safety Features: Over - 12" W rail on timber posts timber blocks with Type C and ET 2000 end units that transitions to Thrie beam that is tied to Type A (old style) bridge railing. Under - None. 8. Work Recommended: 1.Install Adequate Traffic Safety Features over and under. 2. Repair backwalls at topside. 3. Clean and paint bearings. 4. Repair roadway surface over cracks and potholes. 5. Monitor cracks at isolated girder ends.

PAST INSPECTION

Inspection Date: 08/16/2006 Type: 1 Regular NBI
Inspector: PONTIS Pontis User Key: PONTIS - Pontis Pontis

Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

Inspection comments: 1. Weather Conditions: Sunny, warm 73Y. 2 Inspectors Present: Mike P. Slade, Wayne A. Martinez. 3. Work Done Since Last Inspection: New overlay at underside roadway. New Evazote joints installed. 4. General Comments: None 5. Channel and Channel Protection: N/A. 6. Approach Roadway Condition: Over Asphalt pavement has longitudinal, transverse; diagonal and alligator cracks up to + with mild wheel rutting. Over shoulders none. Under pavement is new and in new condition. Under shoulders are new and in new condition. Embankments have moderate slopes and mild vegetation. Bridge signing is vertical posting under. 7. Traffic Safety Features: Over - 12" W rail on timber posts with Type C and Et 2000 end units trans to Thrie rail that is tied to Type A (old style) bridge railing. Under - None. 8. Work Recommended: 1.Install Adequate Traffic Safety Features over and under. 2. Replace failed compression joints 1,4 and 5. 3. Repair deterioration at caps, abutments, girder ends, wing walls, underside deck edge and deck face at north side. 4. Repair roadway surface over. 5. Clean debris from abutment seats. 6. Clean and paint bearings. 7. Correct undermining of slope paving at abutment 2.

New Mexico Department Of Transportation

Bridge Management Section Bridge Inspection Report

PAST INSPECTION

Inspection Date: 07/12/2004 Type: 1 Regular NBI
 Inspector: MSLAD05 Pontis User Key: 46

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

MSLAD05 inspection comments -
 Structure 00000000007505 -
 Date 2004-07-12 -
 Previous comments > Inspection comments: 1. Weather Conditions: Warm, sunny 80ø. 2. Inspectors Present: Mike P. Slade, Wayne A. Martinez. 3. Work Done Since Last Inspection: None evident. 4. General Comments: None 5. Channel and Channel Protection: N/A. 6. Approach Roadway Condition: Over Asphalt pavement has longitudinal and transverse cracks up to «' with mild wheel rutting. Over shoulders none. Under pavement SBL has pothole up to 5"x 2". Longitudinal, transverse and diagonal cracks up to ~'. NBL has longitudinal, transverse and diagonal cracks up to «', patched potholes up to 2"x 2" and areas of moderate raveling and minor wheel rutting. Shoulder NBL has pothole up to 6"x 6" with moderate raveling and transverse cracks up to «'. SBL has potholes up to 4"x 3" with minor wheel rutting. Embankments have moderate slopes and vegetation. No bridge signing. 7. Traffic Safety Features: Over - 12" W rail on timber posts with Type C end units trans to Thrie rail that is tied to Type A (old style) bridge railing. Under - None. 8. Work Recommended: 1. Replace joints 2. Install adequate traffic safety features. 3. Repair deterioration at girder ends. 4. Repair deterioration at cap #3. 5. Repair deterioration at abutments. 6. Repair potholes on roadway surface over and under.

PAST INSPECTION

Inspection Date: 07/12/2004 Type: 1 Regular NBI
 Inspector: MSLAD05 Pontis User Key: 46

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

Inspection comments: 1. Weather Conditions: Warm, sunny 80ø. 2. Inspectors Present: Mike P. Slade, Wayne A. Martinez. 3. Work Done Since Last Inspection: None evident. 4. General Comments: None 5. Channel and Channel Protection: N/A. 6. Approach Roadway Condition: Over Asphalt pavement has longitudinal and transverse cracks up to «' with mild wheel rutting. Over shoulders none. Under pavement SBL has pothole up to 5'x 2'. Longitudinal, transverse and diagonal cracks up to ~'. NBL has longitudinal, transverse and diagonal cracks up to «', patched potholes up to 2'x 2' and areas of moderate raveling and minor wheel rutting. Shoulder NBL has pothole up to 6'x 6' with moderate raveling and transverse cracks up to «'. SBL has potholes up to 4'x 3' with minor wheel rutting. Embankments have moderate slopes and vegetation. No bridge signing. 7. Traffic Safety Features: Over - 12" W rail on timber posts with Type C end units trans to Thrie rail that is tied to Type A (old style) bridge railing. Under - None. 8. Work Recommended: 1. Replace joints 2. Install adequate traffic safety features. 3. Repair deterioration at girder ends. 4. Repair deterioration at cap #3. 5. Repair deterioration at abutments. 6. Repair potholes on roadway surface over and under.

New Mexico Department Of Transportation	Bridge Inspection Report
Bridge Management Section	

PAST INSPECTION

Inspection Date: 08/20/2002 Type: 1 Regular NBI
 Inspector: AJOHN07 Pontis User Key: AJOHN07 - ANSON JOHNSON

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

1. Weather Conditions: Cloudy, 87 degrees F. 2. NMSU Bridge Inspection team members: George P. Baca, Adan G. Archuleta, Jared Lujan and Claudia Diaz. 3. Work Done Since Last Inspection: None evident. 4. Channel and Channel Protection: N/A. 5. Approach Roadway Condition: Asphalt pavement has cracks up to 1/8' and minor wheel rutting. Transition is smooth. No shoulders. Embankments have moderate slopes and vegetation. No bridge signing. 6. Traffic Safety Features: Over - 12' W rail on timber posts with Type C anchors to Thrie rail that is tied to Type A (old style) bridge railing. Under - None. 7. Work Recommended: 1. Repair spalls at girder ends. 2. Install adequate traffic safety under structure. 3. Clean and repair joints. 4. WBL should be posted less than 16'-7'.

PAST INSPECTION

Inspection Date: 09/12/2000 Type: 1 Regular NBI
 Inspector: AJOHN01 Pontis User Key: AJOHN07 - ANSON JOHNSON

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

1.Weather Conditions: Clear, 80 degrees F. 2.NMSU Bridge Inspection team members: George P. Baca, Matt Cattaneo, Michael Baca and Michael Candelaria. 3.Work Done Since Last Inspection: None noted. 4.Channel and Channel Protection: N/A. 5.Approach Roadway Condition: Asphalt pavement has cracks up to 1/8' and minor wheel rutting. Transition is smooth. Asphalt shoulders have minor debris. Embankments have moderate slopes and vegetation. No bridge signing. 6.Traffic Safety Features: W rail on timber posts with Type C ends to 2'-9' Thrie rail on timber posts tied to Type A (old style) bridge rail. 7.Work Recommended: 1.Repair spalls at girder ends. 2.Install adequate traffic safety under structure. 3.Clean and repair joints. 4.EBL should be posted less than 16'-2' and WBL less than 16'-7'.

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

Bridge Number: 00000000007506 **Inspection 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 No. JS 84/285 Overpass Bridge (45-46)		Deficiency Status Structurally Deficient
(49) Structure Length = 175.9 ft	(19) Detour Length = 1.2 mi	(112) NBIS Length = Long Enough	
(102) Direction of Traffic = 1 1-way traffic	(28A) Lanes on = 2	(28B) Lanes Under = 2	
(41) Posting status = A Open, no restriction	(34) Skew = 16.00 °	(35) Structure Flared 0 No flare	
(9) Location = I-25 ST FRANCIS I/C, S.F.			
(6) Feature Intersected = US-84-285 UNDER RAMP C			
DESCRIPTION: Maintenance Responsibility: State, Patrol No. 45-46, Santa Fe. Location: 5.1 Miles North of Junction I-25 and NM-14. Structure Description: 3 Simple spans at 43', 83' & 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 = 12,791	(109) Truck ADT=23 %	(30) Year of ADT = 2006	
(16) Latitude = 35d 38' 06"	(17) Longitude = 105d 57' 18"	(27) Year Built = 1974	
(26) Functional Class = 11 Urban Interstate		(104) Highway System = 1 On the NHS	
(22) Owner = State Highway Agency		(21) Custodian = State Highway Agency	
(37) Historical Significance = 5 Not eligible 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 Width L = 0.0 ft		(50B) Curb/Sidewalk Width R = 0.0 ft	
(32) Approach Roadway Width = 42.0 ft (w/ shoulders)		(100) Defense Highway = 1 Interstate STRAHNET	
		(101) Parallel Structure = Right of bridge	

Team Leader Date
Reviewed By Date

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

(5A) Rte. On/Under = Route On Structure	(5B) Rte. Signing Prefix = 1 Interstate Hwy	(114) Future ADT = 20,069
(5C) Level of Service = 1 Mainline	(5E) Direction Suffix = 1 North	(115) Year of Future ADT = 2026
(104) Highway System = 1 On the NHS	(42B) Type Service under = 1 Highway	(92C) SI Frequency = NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = NA	Next SI = NA
Element Inspection Date = 07/06/2007	Next Elem. Insp. Due = 07/06/2009	Next FC Inspection = NA
(45) Number of Spans Main Unit = 3		(46) Number of Approach Spans = 0
(43A) Main Span Material/Design = 5 Prestressed Concrete		(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 Protection = 1 Epoxy Coated Reinforcing
(108A) Wearing Surface = 6 Bituminous		(108B) Membrane = 8 Unknown
(53) Minimum Vertical Clearance Over Bridge = 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 Hwy beneath structure		
(55A) Minimum Lateral Underclearance Reference R = H Hwy beneath structure		
(55) Minimum Lateral Underclearance R = 28.5 ft		(56) Minimum Lateral Underclearance L = 327.8 ft
Deck Area = 7,900.7 sq. ft	(106) Year 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) = 6 Satisfactory		Channel/Channel Protection (61) = N N/A (NBI)
Super (59) = 4 Poor		Culvert (62) = N N/A (NBI)
Sub (60) = 5 Fair		
APPRAISAL		
Str. Evaluation (67) = 4		Deck Geometry (68) = 8 Desirable Criteria
Waterway Adequacy (71) = N Not applicable		Approach Alignment (72) = 8 Equal Desirable Criteria
Scour Critical (113) = N Not Over Waterway		
Underclearance, Vertical and Horizontal (69) = 5		

New Mexico Department Of Transportation

Bridge Management Section Bridge Inspection Report

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 Improvment (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	Elem/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 atch 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	Concrete Deck - Unprotected w/ AC	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	Diaphragm Attachment Joints for St	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.

New Mexico Department Of Transportation Bridge Management Section	Bridge Inspection Report
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Str Unit	Elem/Env	Description	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 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 nitor scaling with minor efflorescence 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.

New Mexico Department Of Transportation

Bridge Management Section Bridge Inspection Report

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 INSPECTION

Inspection Date: 07/06/2007 Type: 1 Regular NBI
 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.

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

PAST INSPECTION

Inspection Date: 06/13/2005 Type: 1 Regular NBI
Inspector: MSLAD05 Pontis User Key: 46

Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

Inspection Comments: 1. Weather Conditions: Sunny, windy 75ø 2. Inspectors present: Mike P. Slade, Wayne A. Martinez. 3. Work Done Since Last Inspection: New pavement. 4. General comments: None 5. Channel and Channel Protection: N/A roadway under. 6. Approach Roadway Condition: Asphalt approach pavement over is in good condition. Transition is smooth. Asphalt shoulders are in good condition. Under has isolated longitudinal and transverse cracks up to ~'. Embankments have moderate slopes with heavy vegetation. Bridge signing: Delineators. 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 from wingwalls and slope paving. 8. Remove vertical posting signs.

PAST INSPECTION

Inspection Date: 07/29/2003 Type: 1 Regular NBI
Inspector: AJOHN07 Pontis User Key: AJOHN07 - ANSON JOHNSON

Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

1. Weather Conditions: Cloudy, 80 degrees F. 2. NMSU Bridge Inspection team members: George P. Baca, Teresa Burcham and Taffy A. Miller. 3. Work Done Since Last Inspection: Roadway over has been overlaid and cracks sealed. Spall at joint has been repaired. 4. Channel and Channel Protection: N/A. 5. Approach Roadway Condition: Asphalt approach pavement is in good condition. Transition is smooth. Asphalt shoulders are in good condition. Embankments have moderate slopes with heavy vegetation. Bridge signing: Delineators. 6. Traffic Safety Features: Over - Continuous 12" W rail on timber posts is tied to Type A (old style) bridge railing. Under - None. 7. Work Recommended: 1. Install adequate traffic safety features under structure. 2. Clean debris from abutment seats and pier caps. 3. Repair spalls and delamination on girder ends, diaphragms and pier caps at piers 1 & 2. 4. Monitor bearing area loss at pier 2.

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

PAST INSPECTION

Inspection Date: 07/31/2001

Type: 1 Regular NBI

Inspector: AJOHN01

Pontis User Key: AJOHN07 - ANSON JOHNSON

Scope:

NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

1. Weather Conditions: Sunny, 80 degrees F. 2. NMSU Bridge Inspection team members: George P. Baca, Amanda White, Jeremy Rocha and Brian Soleman. 3. Work Done Since Last Inspection: Pourable joints installed. SW corner of bridge railing repaired. 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 moderate slopes with heavy vegetation. Bridge signing: Delineators. 6. Traffic Safety Features: Continuous 12' W rail on timber posts. 12' W rail is tied to Type A (old style) bridge railing. 7. Work Recommended: 1. Install adequate traffic safety features under structure. 2. Seal cracks on top of deck and approach roadway. 3. Clean debris from abutment seats and pier caps. 4. Repair spalls and delamination on girder ends, diaphragms and pier caps at piers 1 & 2. 5. Monitor bearing area loss at girder 2, pier 2.

PAST INSPECTION

Inspection Date: 08/01/1999

Type: 1 Regular NBI

Inspector: PONTIS

Pontis User Key: SYS

Scope:

NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

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

Bridge Number: 00000000007507 **Inspection Date (90): 7/19/2007**

NMDOT District No. = District 5	(3) County = 49 SANTA FE	Sufficiency Rating = 69.5
(4)Town/City = Santa Fe	(91) Frequency = 24 months	Next Inspection = 07/19/2009
(7) Facility I-25 SBL (11) Mile Post = 282.810 mi	Patrol No. JS 84/285 Overpass Bridge (45-46	Deficiency Status Structurally Deficient
(49) Structure Length = 173.9 ft	(19) Detour Length = 1.2 mi	(112) NBIS Length = Long Enough
(102) Direction of Traffic = 1 1-way traffic	(28A) Lanes on = 2	(28B) 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		

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 Description: 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 ADT=23 %	(30) Year of ADT = 2006
(16) Latitude = 35d 38' 30"	(17) Longitude = 105d 57' 18"	(27) Year Built = 1974
(26) Functional Class = 11 Urban Interstate	(104) Highway System = 1 On the NHS	
(22) Owner = State Highway Agency	(21) Custodian = State Highway Agency	
(37) Historical Significance = 5 Not eligible 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 (w/ shoulders)	(100) Defense Highway = 1 Interstate STRAHNET	
	(101) Parallel Structure = Left of bridge	

Team Leader	Date	Reviewed By	Date
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New Mexico Department Of Transportation
Bridge Management Section **Bridge Inspection Report**

(5A) Rte. On/Under = Route On Structure	(5B) Rte. Signing Prefix = 1 Interstate Hwy	(114) Future ADT = 17,007
(5C) Level of Service = 1 Mainline	(5E) Direction Suffix = 3 South	(115) Year of Future ADT = 2026
(104) Highway System = 1 On the NHS	(42B) Type Service under = 1 Highway	(92C) SI Frequency = NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = NA	Next SI = NA
Element Inspection Date = 07/19/2007	Next Elem. Insp. Due = 07/19/2009	Next FC Inspection = NA
(45) Number of Spans Main Unit = 3		(46) Number of Approach Spans = 0
(43A) Main Span Material/Design = 5 Prestressed Concrete		(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 Protection = 8 Unknown
(108A) Wearing Surface = 6 Bituminous		(108B) Membrane = 8 Unknown
(53) Minimum Vertical Clearance Over Bridge = 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 Reference = H Hwy beneath struct		
(55A) Minimum Lateral Underclearance Reference R = H Hwy beneath struct		
(55) Minimum Lateral Underclearance R = 28.9 ft		(56) Minimum Lateral Underclearance L = 29.9 ft
Deck Area = 7,825.4 sq. ft	(106) Year 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) = 6 Satisfactory **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 **Deck Geometry (68)** = 8 Desirable Criteria
Waterway Adequacy (71) = N Not applicable **Approach Alignment (72)** = 8 Equal Desirable Criteria
Scour Critical (113) = N Not Over Waterway
Underclearance, Vertical and Horizontal (69) = 9

New Mexico Department Of Transportation

Bridge Management Section Bridge Inspection Report

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 Improvment (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	Elem/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	Concrete Deck - Unprotected w/ AC	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	P/S Conc Open Girder/Beam	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	Elem/Env	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	Metal Bridge Railing - Uncoated	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.

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

PAST INSPECTION

Inspection Date: 07/19/2007 Type: 1 Regular NBI
Inspector: PONTIS Pontis User Key: PONTIS - Pontis Pontis

Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

Inspection Comments: 1. Weather Conditions: Sunny, hot 80Y. 2. Inspectors Present: Mike P Slade and Wayne A Martinez 3. Work Done Since Last Inspection: New Roadway surface at driving lanes over. Joints have been replaced. 4. Channel and Channel Protection: N/A. 5. Approach Roadway Condition: Asphalt approach over pavement has longitudinal, transverse and diagonal cracks up to 1/2". Shoulders over have isolated transverse cracks up to + and indented rumble strips. Asphalt under has an area of extensive alligator cracking up to 6'x 1'. Pavement has transverse, diagonal and longitudinal cracks up to +. Shoulders under have isolated transverse cracks up to +. Embankments have moderate to steep slopes with heavy vegetation. Bridge signing consists of: Delineators over and vertical posting under 16' 2". 6. Traffic Safety Features: Over - 12" W rail on timber posts timber blocks with 2ea ET 2000 end units at approaches. Under - None. 7. Work Recommended: 1. Repair delamination, cracks and spalls on girder ends, pier caps and abutments.

2. Install adequate traffic safety features under structure. 3. Clean paint and reset bearings. 4. Clean debris from pier cap 2 and abutment seats.

PAST INSPECTION

Inspection Date: 09/12/2005 Type: 1 Regular NBI
Inspector: AARME05 Pontis User Key: AARME05 - ARMANDO ARMANDARIZ

Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

PONTIS import error. Original rpt. in D5 BR files.

New Mexico Department Of Transportation

Bridge Management Section Bridge Inspection Report

PAST INSPECTION

Inspection Date: 07/29/2003 Type: 1 Regular NBI
 Inspector: AJOHN07 Pontis User Key: AJOHN07 - ANSON JOHNSON

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

1. Weather Conditions: Cloudy, 73 degrees F. 2. NMSU Bridge Inspection team members: George P. Baca, Taffy A. Miller and Teresa Burcham. 3. Work Done Since Last Inspection: Roadway over has been overlaid. Traffic safety features over have been upgraded. 4. Channel and Channel Protection: N/A. 5. Approach Roadway Condition: Asphalt approach pavement is in good condition. Transition has moderate impact loading due to uneven approach. Asphalt shoulders are in good condition. Embankments have moderate to steep slopes with heavy vegetation. Bridge signing: Delineators. 6. Traffic Safety Features: Over - 12" W rail on timber posts with Type A anchors on north approach and continuous at south end is tied to Type A (old style) bridge railing. Under - None. 7. Work Recommended: 1. Repair delamination, cracks and spalls on girder ends, pier caps and abutments. 2. Repair tears in pourable seal joints. 3. Install adequate traffic safety features under structure. 4. Clean and paint bearings. 5. Clean debris from pier cap 2 and abutment seats.

PAST INSPECTION

Inspection Date: 07/30/2001 Type: 1 Regular NBI
 Inspector: AJOHN01 Pontis User Key: AJOHN07 - ANSON JOHNSON

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

1. Weather Conditions: Clear, 85 degrees F. 2. NMSU Bridge Inspection team members - George P. Baca, Jeremy P. Rocha, Amanda White and Brian Soleman. 3. Work Done Since Last Inspection: None evident. 4. Channel and Channel Protection: N/A. 5. Approach Roadway Condition: Asphalt pavement has 1/4' cracks and minor wheel rutting. Transition has moderate impact loading due to uneven approach. Shoulders are in good condition. Embankments have moderate to steep slopes with heavy vegetation. Bridge signing: Delineators. 6. Traffic Safety Features: 12' W rail on timber posts with Type A anchors on north approach and continuous at south end. 12' W rail is tied to Type A (old style) bridge railing. 7. Work Recommended: 1. Repair tears in pourable seal joints. 2. Install adequate safety features over and under structure. 3. Repair delamination, cracks and spalls on girder ends, pier caps and abutments. 4. Clean and paint bearings. 5. Clean debris

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

PAST INSPECTION

Inspection Date: 06/21/2000

Type: 1 Regular NBI

Inspector: AJOHN01

Pontis User Key: AJOHN07 - ANSON JOHNSON

Scope:

NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

Structure 00000000007507 - 3 Simple spans at 45'-0', 79'-7', and 45'-0'. 4 AASHTO girders in spans 1 and 3, and 5 in span 2, CIP concrete deck, concrete stub abutments, and concrete pier caps on concrete columns. Date 06/21/2000 - NMSU bridge inspection team members - George P. Baca, Richard S. Flores, Christopher Barto, and Jose Orozco. Weather conditions - Clear, 85 degrees F. Patrol No. - 4546. Approach roadway width: I-25 SBL, 41'-4' measured from guardrail to guardrail. Total horizontal clearance on the bridge - 42'-1' measured from bridge rail to bridge rail. Minimum vertical clearance under the bridge - 17'-11'. Minimum right lateral clearance - 29'-2'. Minimum left lateral clearance - 28'-8'. Traffic safety features: Bridge railings - Type A (old style). Transitions - 12' W rail tied to bridge rail. Approach guardrail - 12' W rail on timber posts. Approach rail ends - Type A anchors

PAST INSPECTION

Inspection Date: 04/01/1999

Type: 1 Regular NBI

Inspector: PONTIS

Pontis User Key: SYS

Scope:

NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

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

Bridge Number: 00000000007508 **Inspection Date (90): 8/12/2008**

NMDOT District No. = District 5		(3) County = 49 SANTA FE	Sufficiency Rating = 87.4
(4)Town/City = Santa Fe		(91) Frequency = 24 months	Next Inspection = 08/12/2010
(7) Facility RODEO ROAD (11) Mile Post = 4.100 mi	Patrol No. deco Road Bridge (City of Santa F		Deficiency Status Not Deficient
(49) Structure Length = 259.2 ft	(19) Detour Length = 6.2 mi	(112) NBIS Length = Long Enough	
(102) Direction of Traffic = 2 2-way traffic	(28A) Lanes on = 2	(28B) Lanes Under = 4	
(41) Posting status = A Open, no restriction	(34) Skew = 0.00 °	(35) Structure Flared 0 No flare	
(9) Location = 0.1 MI N OF JCT I-25/US84			
(6) Feature Intersected = US-84 NBL/SBL			
DESCRIPTION: City of Santa Fe: 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 ADT=8 %	(30) Year of ADT = 2007
(16) Latitude = 35d 30' 48"		(17) Longitude = 105d 50' 42"	(27) Year Built = 1974
(26) Functional Class = 14 Urban Other Princ		(104) Highway System = 1 On the NHS	
(22) Owner = City/Municipal Hwy Agenc		(21) Custodian = City/Municipal Hwy Agenc	
(37) Historical Significance = 5 Not eligible 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 ft (w/ shoulders)		(100) Defense Highway = 0 Not a STRAHNET hwy	
		(101) Parallel Structure = No bridge exists	

Team Leader	Date	Reviewed By	Date
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New Mexico Department Of Transportation
Bridge Management Section **Bridge Inspection Report**

(5A) Rte. On/Under = Route On Structure	(5B) Rte. Signing Prefix = 5 City Street	(114) Future ADT = 17,525
(5C) Level of Service = 1 Mainline	(5E) Direction Suffix = 0 N/A (NBI)	(115) Year of Future ADT = 2027
(104) Highway System = 1 On the NHS	(42B) Type Service under = 1 Highway	(92C) SI Frequency = NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = NA	Next SI = NA
Element Inspection Date = 08/12/2008	Next Elem. Insp. Due = 08/12/2010	Next FC Inspection = NA
(45) Number of Spans Main Unit = 4		(46) Number of Approach Spans = 0
(43A) Main Span Material/Design = 5 Prestressed Concrete		(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 Protection = 8 Unknown
(108A) Wearing Surface = 6 Bituminous		(108B) Membrane = 8 Unknown
(53) Minimum Vertical Clearance Over Bridge = 328.1 ft		(49) Structure Length = 259.2 ft
(54B) Minimum Vertical Underclearance = 16.2 ft		(48) Length Max Span = 90.9 ft
(54A) Minimum Vertical Underclearance Reference = H Hwy beneath struct		
(55A) Minimum Lateral Underclearance Reference R = H Hwy beneath struct		
(55) Minimum Lateral Underclearance R = 9.5 ft		(56) Minimum Lateral Underclearance L = 25.6 ft
Deck Area = 8,934. sq. ft	(106) Year Reconstructed = Unknown	(33) Median = 0 No median

TRAFFIC SAFETY FEATURES

Bridge Rail (36A) = 1 Meets Standards Approach Rail (36C) = 0 Substandard
Transition (36B) = 0 Substandard Approach Rail Ends (36D) = 0 Substandard

CONDITION

Deck (58) = 6 Satisfactory **Channel/Channel Protection (61)** = N N/A (NBI)
Super (59) = 6 Satisfactory **Culvert (62)** = N N/A (NBI)
Sub (60) = 6 Satisfactory

APPRAISAL

Str. Evaluation (67) = 6 **Deck Geometry (68)** = 4 Tolerable
Waterway Adequacy (71) = N Not applicable **Approach Alignment (72)** = 7 Above Min Criteria
Scour Critical (113) = N Not Over Waterway
Underclearance, Vertical and Horizontal (69) = 4

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

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) = \$ 490,000 Type of Work (75) = 35 Rehabilitate-gen.
 Roadway Cost (95) = \$ 49,000 Length of Improvment (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

Str Unit	Elem/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

Str Unit	Elem/Env	Description	Element Notes
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.

New Mexico Department Of Transportation	Bridge Inspection Report
Bridge Management Section	

Str Unit	Elem/Env	Description	Element Notes
0	205/2	Reinforced Conc Column or Pile Ext	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.

New Mexico Department Of Transportation

Bridge Management Section Bridge Inspection Report

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
 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.

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

PAST INSPECTION

Inspection Date: 11/01/2001 Type: 1 Regular NBI
Inspector: PONTIS Pontis User Key: PONTIS - Pontis Pontis

Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

Sufficiency Rating Calculation Accepted by pontis at 11/13/01 11:07:15
PONTIS inspection comments - 1. Weather Conditions: Partly cloudy, cool and 60 degrees. 2. Inspectors Present: Wayne Martinez, Lester Salazar. 3. Work done since last inspection: None noted. 4. Channel Description and Alignment: N/A. 5. Approach Roadway Condition: Pavement has transverse, longitudinal and diagonal cracks up to 10 mm with moderate wheel rutting and pavement bleeding. Isolated potholes up to 6' x 6'. Eastbound approach has asphalt patch. Unable to view deterioration as noted in previous report. Paved shoulders are covered with dirt and debris build up to 2'. Embankments are moderate to steep banks with moderate vegetation. Bridge consists of delineators at East side approaches. 6. 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. 7. Work Recommended: 1. Inst

PAST INSPECTION

Inspection Date: 11/01/1999 Type: 1 Regular NBI
Inspector: PONTIS Pontis User Key: SYS

Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

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

Bridge Number: 00000000008952 **Inspection Date (90): 3/26/2008**

NMDOT District No. = District 5		(3) County = 49 SANTA FE	Sufficiency Rating = 91.1
(4)Town/City = Santa Fe		(91) Frequency = 24 months	Next Inspection = 03/26/2010
(7) Facility US 84/285 (11) Mile Post = 1,664.958 mi	Patrol No. § 84/285 NM 599 IC Bridge (45-5		Deficiency Status Not Deficient
(49) Structure Length = 113.2 ft	(19) Detour Length = 3.7 mi	(112) NBIS Length = Long Enough	
(102) Direction of Traffic = 2 2-way traffic	(28A) Lanes on = 4	(28B) 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: 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 ADT=7 %	(30) Year of ADT = 2007
(16) Latitude = 35d 42' 39"		(17) Longitude = 105d 56' 22"	(27) Year Built = 2001
(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 eligible 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 (w/ shoulders)		(100) Defense Highway = 0 Not a STRAHNET hwy	
		(101) Parallel Structure = No bridge exists	

Team Leader	Date	Reviewed By	Date
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New Mexico Department Of Transportation
Bridge Management Section **Bridge Inspection Report**

(5A) Rte. On/Under = Route On Structure	(5B) Rte. Signing Prefix = 2 U.S. Numbered	(114) Future ADT = 41,371
(5C) Level of Service = 1 Mainline	(5E) Direction Suffix = 0 N/A (NBI)	(115) Year of Future ADT = 2027
(104) Highway System = 1 On the NHS	(42B) Type Service under = 1 Highway	(92C) SI Frequency = NA
(93A) FC Inspection Date = NA	(93B) UW Inspection Date = NA	(93C) SI Date = NA
Element Frequency = 24 months	Next UW Inspection = NA	Next SI = NA
Element Inspection Date = 03/26/2008	Next Elem. Insp. Due = 03/26/2010	Next FC Inspection = NA
(45) Number of Spans Main Unit = 1		(46) Number of Approach Spans = 0
(43A) Main Span Material/Design = 5 Prestressed Concrete		(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 Protection = 1 Epoxy Coated Reinforcing
(108A) Wearing Surface = 1 Monolithic Concrete		(108B) Membrane = 0 None
(53) Minimum Vertical Clearance Over Bridge = 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 Reference = H Hwy beneath structure		
(55A) Minimum Lateral Underclearance Reference R = H Hwy beneath structure		
(55) Minimum Lateral Underclearance R = 16.7 ft		(56) Minimum Lateral Underclearance L = 18.4 ft
Deck Area = 14,143.8 sq. ft	(106) Year 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

APPRAISAL

Str. Evaluation (67) = 7 **Deck Geometry (68)** = 9 Above Desirable Crit
Waterway Adequacy (71) = N Not applicable **Approach Alignment (72)** = 8 Equal Desirable Crit
Scour Critical (113) = N Not Over Waterway
Underclearance, Vertical and Horizontal (69) = 6

New Mexico Department Of Transportation	Bridge Inspection Report
Bridge Management Section	

Str Unit	Elem/Env	Description	Element Notes
UNIT 0	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 the 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	Elastomeric bearings are mostly enclosed, where observable in overall good condition. Bearing pads show no shoving. Steel plates are painted 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 functioning 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, 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 bridge 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.

New Mexico Department Of Transportation

Bridge Management Section Bridge Inspection Report

Str Unit	Elem/Env	Description	Element Notes
UNIT 0	340/2	CONCRETE RETAINING WALLS	Hilfiker retaining walls at abutment 1 at the southwest corner isolated panels are misaligned with separation of panels up to 2" and an isolated small spall up to 6"x 6". At southeast corner top separation from abutment backwall up to 1" and is slightly leaning. At the northwest corner top there is a separation crack up to 1" from abutment wall. Northeast has a separation crack up to 2". Walls have minor water and dirt staining. Wall caps are painted and have minor water staining.

PAST INSPECTION

Inspection Date: 03/26/2008 Type: 1 Regular NBI
 Inspector: PONTIS Pontis User Key: MSLAD05 - MIKE SLADE

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

Inspection Comments: 1. Weather Conditions: Sunny, warm 63Y. 2. Inspectors Present: Mike Slade and Wayne A Martinez. 3. Work done since last inspection: New overlay at the roadway lanes only. 4. Channel Description and Alignment: N/A, Roadway under. 5. Approach Roadway Condition: Roadway over (US 84/285) At structure ends at south side severe raveling due to poor construction and a poor transition. Pavement under is new at the roadway lanes only with isolated areas of minor raveling overall good condition. Paved shoulders over have isolated longitudinal cracks up to 1/2". Shoulders under are in good condition. Embankments are mild to moderate with mild vegetation. No bridge signing at structure. 6. Traffic Safety Features: CBR over with mounted pedestrian fence and CBR under with mounted glare shields and React 350 end units , 12" W rail to thrie beam over and under with ET 2000 end units. 7. Work Recommended: 1. Fasten pedestrian fence properly where loose. 2. Clean deck and joints. 3. Repair roadway surface over at southbound departure. 4. Repair spall at girder 12. 5. Monitor separation cracks at earth retaining walls. 6. Correct erosion at slope paving at Southwest corner. 7. Correct misalignment of panels at the southwest corner. 8. Replace compression joint 1.

PAST INSPECTION

Inspection Date: 03/27/2006 Type: 1 Regular NBI
 Inspector: PONTIS Pontis User Key: PONTIS - Pontis Pontis

Scope:
 NBI: Other: Element:
 Underwater: Fracture Critical:

INSPECTION NOTES

1. Weather Conditions: Sunny, warm, 50Y. 2. Inspectors Present: Wayne Martinez and Mike Slade. 3. Work done since last inspection: None noted. 4. Channel Description and Alignment: N/A, Roadway under. 5. Approach Roadway Condition: Roadway over (US 84/285) has longitudinal and transverse cracks up to 1/2" with isolated pothole up to 2' x 2' at departure. Pavement under has moderate raveling, minor pavement bleeding and gravel build up. Paved shoulders under have minor raveling and gravel build up. Paved shoulders over have longitudinal cracks up to 1/2" with dirt and debris build up. Pavements are in overall fair condition. Embankments are mild to moderate with mild vegetation. No bridge signing at structure. 6. Traffic Safety Features: CBR over with mounted pedestrian fence and CBR under with mounted glare shields and React 350 end units , 12" W rail to thrie beam over and under with ET 2000 end units. 7. Work Recommended: clean dirt, cinder and debris build up from deck and at joints, repair potholes and cracks at roadway surface over, repair failed compression joint 1, correct erosion at slope paving @ SW corner, monitor separation of Hilfiker wall panels , paint CBR and slope paving.

