

BRIDGE REHABILITATION ASSESSMENT

DAWSON CANYON ROAD OVER TEMESCAL WASH

Prepared for:



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1. SUMMARY

This report summarizes the findings and conclusions of a bridge rehabilitation assessment of the existing bridge located on Dawson Canyon Road over the Temescal Wash as shown in Figure 1. This assessment is intended to provide a preliminary scour evaluation of the bridge substructure.

The overall condition of the bridge superstructure is fair however, the creek channel depth has changed significantly since the construction of the bridge resulting in exposed portions of the substructure on the downstream side of the bridge. There is not an immediate stability concern for the structure. The preliminary hydraulic scour analysis of the bridge shows a likely general scour below the existing channel elevation of up to an additional 4.8 feet. This level of general scour will also not present any stability concern for the bridge. The local pier scour that may occur during a major storm event may expose some length of the piles themselves, countermeasures to mitigate this exposure are included for consideration.



Figure 1: Project Area Map

2. DESCRIPTION OF STRUCTURE

At the time of the site visit, the creek was completely dry, both on the upstream (south) side of the bridge and on the downstream (north) side of the bridge. The existing bridge was built in 1988 and is a continuous five-span cast-in-place reinforced concrete slab bridge. The substructure is skewed at 25-degrees from the bridge centerline to match the stream flow. The piers consist of reinforced concrete pier walls supported on a pile cap with a single row of concrete piles underneath. There is a 7-foot deep tremie concrete section under all pile caps surrounding the concrete piles. The abutments consist of reinforced concrete open-ended diaphragm beams supported on concrete piles. The elevation view and the plan view of the bridge are shown in Photo 1 and Figure 2 respectively.

DAWSON CANYON ROAD OVER TEMESCAL WASH

The soil at the site consists of sandy gravel with small to large cobbles at the upstream side of the bridge and gravelly sand with small to large cobbles on the downstream side of the bridge. In front of the abutments, there are grouted rock slopes that act as riprap protection.



Photo 1: Elevation View of Bridge (Looking North)

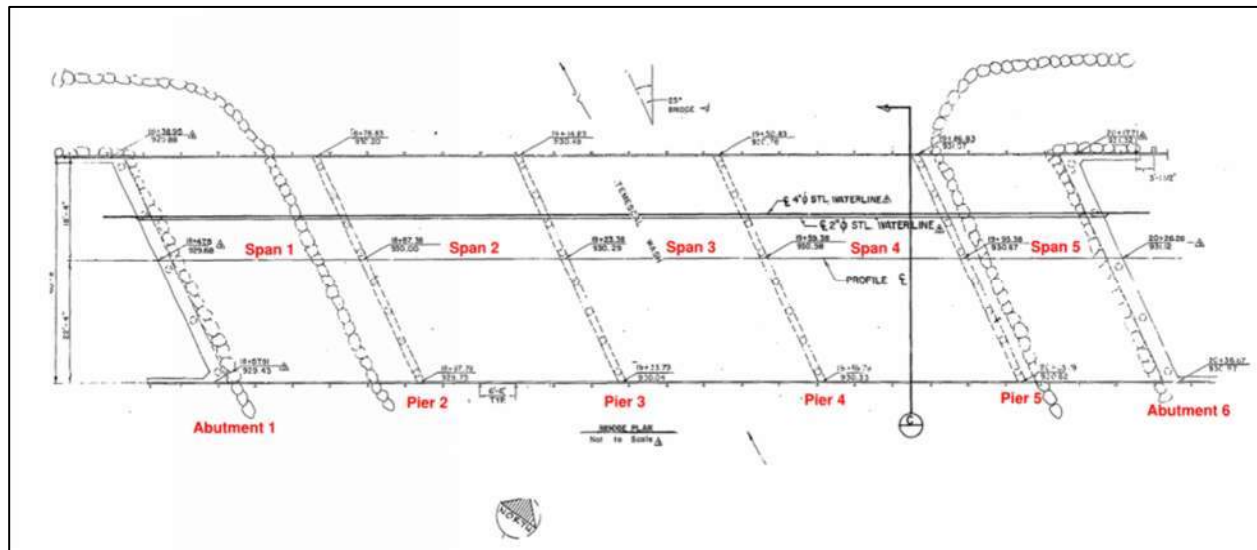


Figure 2: Plan View of Bridge

3. MEMBER SUMMARY

Per the as-builts shown in the appendix, the pier wall is 1'-4" long and 44'-10 3/8" wide. The depth of the pier wall varies at each pier. Under each pier wall, there is a pile cap that is 1'-9" deep, 2'-6" long and 45'-10 3/8" wide. The tremie concrete that is below the pile cap surrounding the piles, is 7'-0" deep

and has the same length and width as the pile cap. The tremie concrete has reinforcing making it continuous with the pile cap. At the piers, there is a total of 8 precast prestressed piles in a single row at a spacing of 5'-11 3/4" on center. The abutments are 2'-6" long and 44'-10 1/4" wide. Below the abutments, there is a total of five precast prestressed piles in a single row at a spacing of 10'-2 5/8" on center. The piles are approximately 29' deep, extending 22' +/- below the bottom of the tremie concrete.

The assumed design or allowable compressive strength of the pier and abutment concrete is 1,350 psi. The allowable strength of reinforcement is 30,000 psi. For the piles, the assumed concrete compressive strength is 5,000 psi.

The substructure is in overall fair condition. The primary area is the change in ground level and exposure of the pile caps and tremie concrete at depths far below the original construction line. The pier wall is in good condition with very minor hairline cracking due to temperature at the middle of all the pier walls. No concrete spalling was observed. The pile cap and tremie concrete are in fair condition. No concrete cracking was observed. On one of the piers, a debonded patch was observed on the tremie concrete that was formed by the original formwork. The patch did not show signs of spalled concrete or exposed rebar, so this spall does not affect the performance of the bridge. The abutment diaphragms are in good condition. No concrete cracking or spalling was observed. The condition of the piles was not observed because they are not visible.

The nature of this structure makes it very stable and resistant to changes from scour. The entire structure is one large, multi-pier frame with continuous wall piers. The piles are driven to a dense soil layer and likely do not rely on side skin friction to provide the gravity support of the bridge. Therefore, some losses of soil around the piles will not compromise the load carrying capacity of the piles. Additionally, the reinforced tremie course effectively locks in the tops of the piles eliminating the risk of the pile top to pier wall connection becoming a hinge point if it is exposed.

The primary stability risk to the bridge would occur if scour extended to a depth sufficient to remove the lateral support of the piles and lead to their buckling. While a detailed evaluation of the buckling length of the piles was not completed for this study, by observation, an exposed pile height of up 4 to 6 feet would still be stable.

4. SCOUR EVALUATION

By observation, the main channel passes through the locations of Piers 3 and 4. The pile caps including the tremie concrete are exposed at Piers 3 through 5 along the entire width of the pier walls.

At Pier 3, which has the deepest spot of scour, approximately 7'-10" of exposed height of the pile cap/tremie is visible at the far downstream edge. The average exposure of the tremie concrete along the full length of Pier 3 is approximately 2' on the east side and 0' on the west side. The bottom of the tremie is not visible. There is approximately 1'-0" of unexposed tremie concrete.

On the downstream edge of Pier 4, approximately 7'-1" of exposed height of the pile cap/tremie is visible. The average exposure of the tremie concrete along the full length of Pier 4 is approximately 2'-6" on the west side and less than 1' on the east side.

Across the whole length of Pier 5, approximately 3'-6" of exposed height of the pile cap/tremie is visible on the west side.

Due to the obstructions caused by the piers in the waterway, local scour is observed at Piers 3 and 4 at the downstream end. The average height difference of soil across the upstream and downstream end of Piers 3 and 4 is about 4'-0". Since Piers 3 through 5 have approximately 3'-6" of exposed height of the pile cap/tremie on the upstream side, contraction scour has occurred all across the stream flow area.

The total scour that has occurred at the piers is approximately 9 feet from 2002 to 2021 based on the ground location measured in 2002 and the ground location observed in 2021. For more details, see the channel cross section shown the bridge inspection report. The bridge inspection report from 2002 is attached as an appendix.

The recently completed scour analysis concludes that the likely maximum additional general scour that will occur at the bridge is on the order of 5'. General scour of this magnitude would expose nearly all of the tremie concrete on the main channel sides of Piers 3 and 4. However, given the nature of the structure, even with this level of exposed foundation, the bridge will be stable.

Pier scour that may occur during a flood may expose several feet of the piles themselves. As noted above some minimal pile exposure will not be a stability issue, however a detailed pile buckling analysis was not completed as part of this study. Additionally, exposed piles are generally avoided and can cause alarm even when a structural concern is not present.

At the upstream side of the bridge, debris buildup has occurred. A majority of the debris buildup is located at Pier 4.

5. RECOMMENDATION

Based on the scour evaluation above and review of past inspection reports the observed scour causes minimal foundation exposure. The bottom of the tremie concrete is not exposed and the piles are not visible. There is not a stability concern with the bridge under the current scour conditions or under the expected general scour that was determined through the recent analysis.

The existing riprap that has been placed is likely sufficient to minimize local scour pockets at the piers to depths less than the 6 feet or so necessary to initiate a pile buckling concern.

Detailed local scour analysis may show that the calculated scour causes moderate foundation exposure such that the piles are exposed. Therefore, the following scour countermeasures are recommended for consideration:

- Rock riprap at Piers
- Remove debris at Piers

6. PHOTOGRAPHS



Photo 2: Abutment 1 photo taken on upstream side of bridge looking west



Photo 3: Pier 2 photo taken on upstream side of bridge looking north



Photo 4: Abutment 1 photo taken on downstream side of bridge looking west



Photo 5: Pier 2 photo taken on downstream side of bridge looking south



Photo 6: Pier 3 photo taken on downstream side of bridge looking south



Photo 7: Pier 3 photo taken on downstream side of bridge looking south



Photo 8: Pier 3 photo taken on upstream side of bridge looking west



Photo 9: Pier 4 photo taken on upstream side of bridge looking north



Photo 10: Pier 4 photo taken on upstream side of bridge looking west



Photo 11: Pier 4 photo taken on downstream side of bridge looking west



Exposed height of
pile cap and tremie

Photo 12: Pier 5 photo taken on downstream side of bridge looking south



Photo 13: Pier 5 photo taken on upstream side of bridge looking west

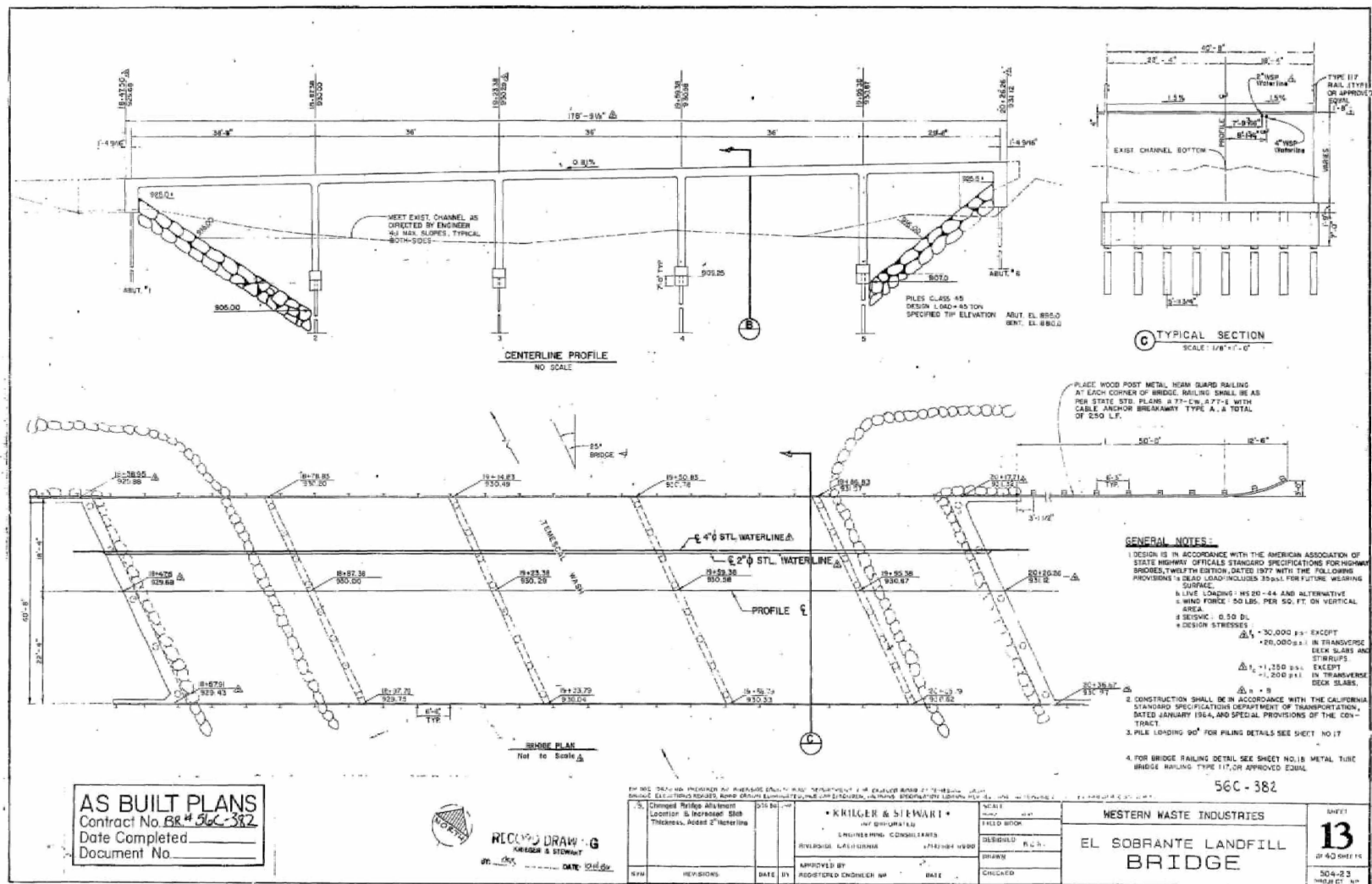


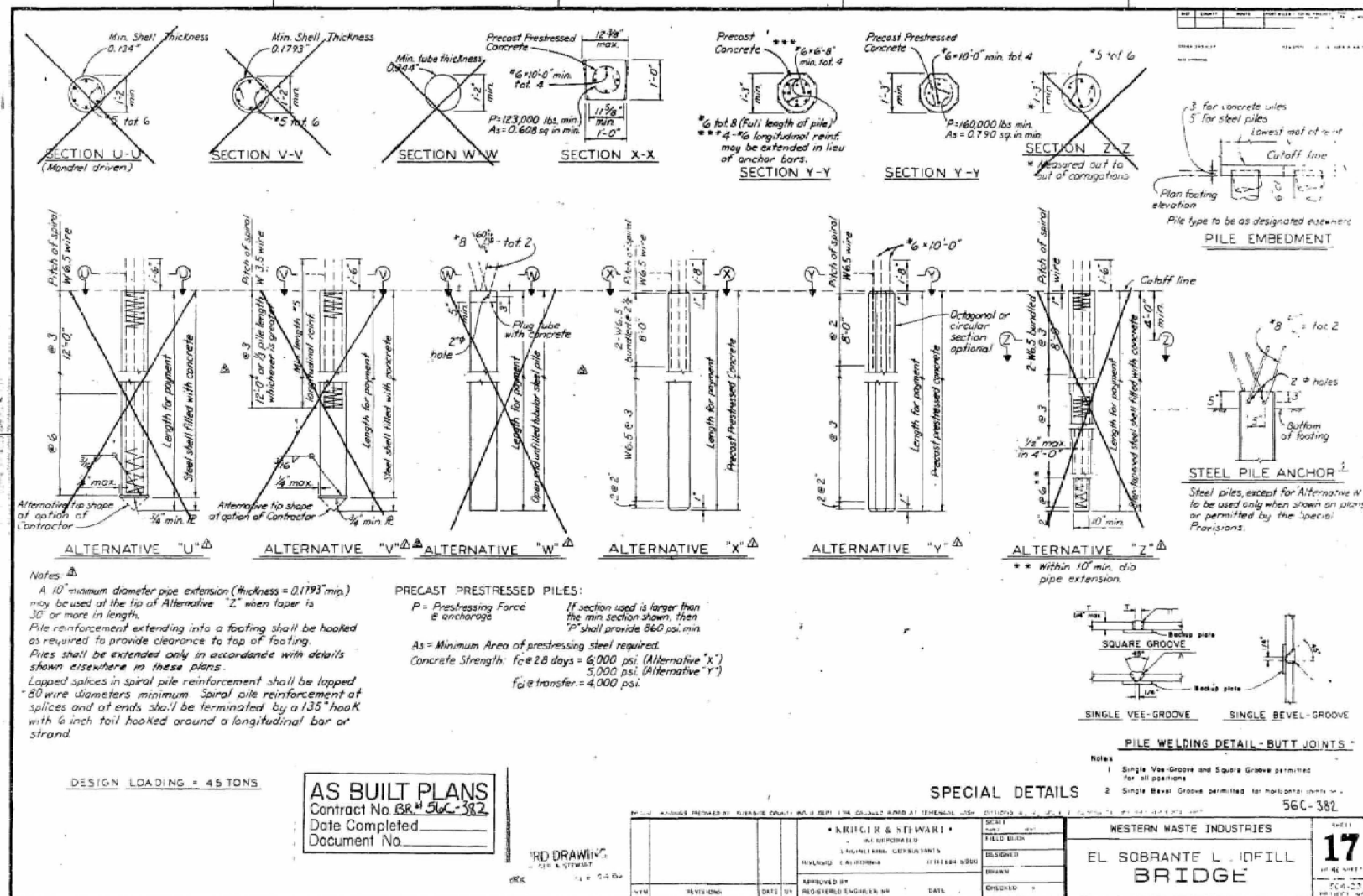
Photo 14: Abutment 6 photo taken on downstream side of bridge looking east



Photo 15: Elevation view taken on downstream side of bridge looking west

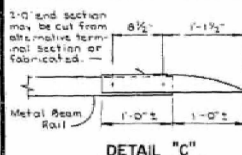
APPENDIX A: AS-BUILTS





29X

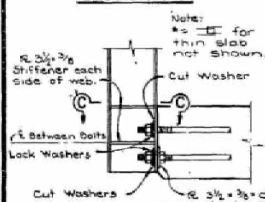
I HEREBY CERTIFY THAT THIS IS A TRUE AND ACCURATE COPY OF THE ABOVE DOCUMENT AS SHOWN TO ME BY THE ENGINEER OR ARCHITECT OR BY THE PERSON AUTHORIZED BY THE ENGINEER OR ARCHITECT TO SIGN FOR HIM OR HER.



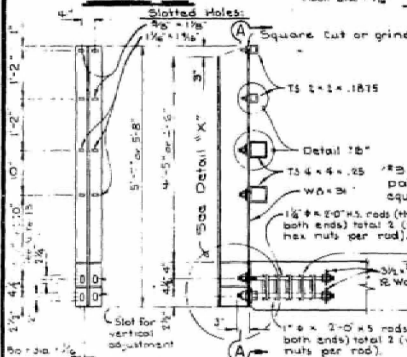
DETAIL "C"



SECTION C-C



DETAIL "X"



SECTION A-A

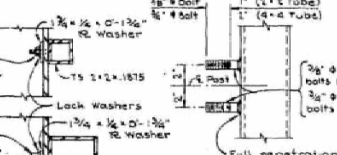
RAIL POST DETAILS
THIN SLAB

AS BUILT PLANS
Contract No. 68-156C-382
Date Completed
Document No.



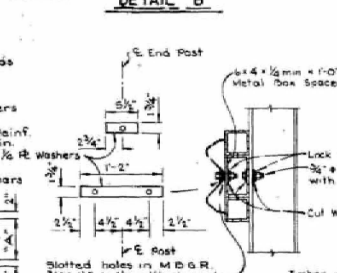
ELEVATION

METAL BOX SPACER DETAILS



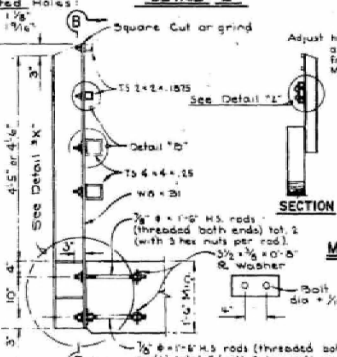
SECTION

DETAIL "B"



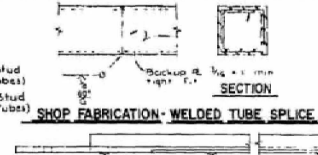
SECTION

DETAIL "Z"

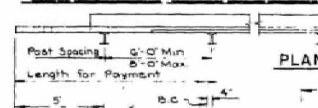


SECTION B-B

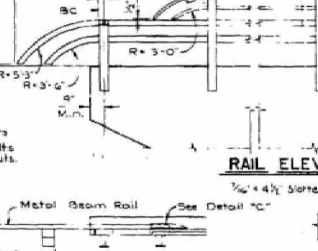
RAIL POST DETAILS
THICK SLAB



SHOP FABRICATION - WELDED TUBE SPLICE

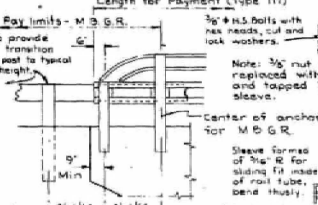


PLAN



RAIL ELEVATION

PLAN



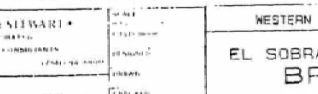
SECTION

METAL BEAM APPROACH



SECTION

DETAIL "A" - TUBE SPLICE



SECTION

DETAIL "A" - TUBE SPLICE

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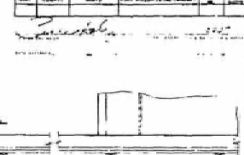
DETAIL "A" - TUBE SPLICE

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56C-382

WESTERN WASTE INDUSTRIES

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BRIDGE

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BRIDGE

APPENDIX B: BRIDGE INSPECTION REPORT

*California Department of Transportation
Division of Maintenance*

Structure Maintenance and Investigations

B_{RIDGE}

I_{NSPECTION}

R_{ECORDS}

I_{NFORMATION}

S_{YSTEM}

The requested documents have been generated by BIRIS.

These documents are the property of the California Department of Transportation and should be handled in accordance with Deputy Directive 55 and the State Administrative Manual.

Records for “Confidential” bridges may only be released outside the Department of Transportation upon execution of a confidentiality agreement.



DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 56C0382
Facility Carried: DAWSON CANYON ROAD
Location : 0.2 MI. NE/O TEMESCAL CY
City :
Inspection Date : 09/02/2020
Inspection Type

Routine	FC	Underwater	Special	Other
☒	☐	☐	☐	☐

Bridge Inspection Report

STRUCTURE NAME: TEMESCAL WASH

CONSTRUCTION INFORMATION

Year Built : 1988 Skew (degrees): 25
 Year Modified: N/A No. of Joints : 0
 Length (m) : 54.5 No. of Hinges : 0

Structure Description: Continuous five span CIP/RC slab with RC pier walls and RC open end diaphragm abutments, all supported upon concrete piles. (7 ft deep tremie concrete under all pier footings).

Span Configuration : (W) 38.50 ft, 3 @ 36.00 ft, 29.50 ft (E)

SAFE LOAD CAPACITY AND RATINGS

Design Live Load: MS-18 OR HS-20
 Inventory Rating: RF=1.86 =>60.3 metric tons Calculation Method: LOAD FACTOR
 Operating Rating: RF=3.08 =>99.8 metric tons Calculation Method: LOAD FACTOR
 Permit Rating : PPPPP
 Posting Load : Type 3: Legal Type 3S2: Legal Type 3-3: Legal

DESCRIPTION ON STRUCTURE

Deck X-Section: (N) 1.00 ft r, 40.00 ft, 1.00 ft r (S)

Total Width: 12.4 m Net Width: 12.2 m No. of Lanes: 2 Speed: 25 mph
 Min. Vertical Clearance: Unimpaired Overlay Thickness: 0.0 inches
 Rail Code: 1000

DESCRIPTION UNDER STRUCTURE

Channel Description: Natural gravelly cobbled earth trapezoidal with grouted rock slopes through the site.

NOTICE

The bridge inspection condition assessment used for this inspection is based on the American Association of State Highway and Transportation Officials (AASHTO) Bridge Element Inspection Manual 2013 as defined in Moving Ahead for Progress in the 21st Century (MAP-21) federal law. The new element inspection methodology may result in changes to related condition and appraisal ratings on the bridge without significant physical changes at the bridge.

The element condition information contained in this report represents the current condition of the bridge based on the most recent routine and special inspections. Some of the notes presented below may be from an inspection that occurred prior to the date noted in this report. Refer to the Scope and Access section of this inspection report for a description of which portions of the bridge were inspected on this date.

INSPECTION COMMENTARY

SCOPE AND ACCESS

A complete routine inspection of all visible bridge elements was performed by walking on the shoulder/sidewalk of the deck in both directions, around the abutments and underneath both spans of the bridge and viewing the soffit and columns with binoculars. The bridge deck was inspected in accordance with SM&I procedures. At the time of inspection, there

INSPECTION COMMENTARY

was no water in the wash channel.

MISCELLANEOUS

Most vehicles utilizing the bridge are trash trucks.

DECK AND ROADWAY**DECK AND ROADWAY**

Previous work recommendation of performing deck methacrylate has not been completed at the time of inspection.

SAFE LOAD CAPACITY

The load rating for this structure is being reviewed by SM&I Ratings Branch under Work Request No. 10302. An updated Load Rating Summary Sheet will be archived when this review is complete. The current rating is based on BDS computer output dated on 01/01/1988. A summary sheet based on the computer output was prepared by SM&I on 11/21/2010.

ELEMENT INSPECTION RATINGS AND COMMENTARY											
Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each St. 1	St. 2	St. 3	St. 4	Condition State
38			Slab-RC	2	675	sq.m	34	100	541	0	
	1080		Delamination/Spall/Patched Area	2	1		0	0	1	0	
	1130		Cracking (RC and Other)	2	640		0	100	540	0	
(38-1080)											
The concrete deck exhibits 2 spalls (12 in. x 8 in. x 1 in.) on westbound lane, closer to the East end.											
(38-1130)											
There are deck map pattern cracks, 0.05 to 0.06 inches wide, spacing 9 to 18 inches.											
210			Pier Wall-RC	2	56	m	56	0	0	0	
(210)											
There were no significant defects noted.											
215			Abutment-RC	2	28	m	28	0	0	0	
(215)											
Except for typical hairline concrete cracks, there were no significant defects noted.											
220			Pile Cap/Footing-RC	2	42	m	4	38	0	0	
	6000		Scour	2	38		0	38	0	0	
(220-6000)											
The pile caps including the tremie portions are exposed at Bents 3 to 5 along the enire widths of pier walls. Per as built plans, the total depth is 8.5 feet. The exposed depths are 1.5 to 4.5 feet at Bent 3 eastern side, 2 to 3 feet at Bent 4 western side, and 1.5 to 2 feet at Bent 5 western side.											
227			Pile-RC	2	1	ea.	1	0	0	0	
(227)											
The pile element is included to indicate the presence of piles on this structure. The piles were not											

ELEMENT INSPECTION RATINGS AND COMMENTARY

Elem No.	Defect /Prot	Element Description	Env	Total Qty	Units	Qty in each St. 1	St. 2	St. 3	State 4
exposed for visual inspection. No indication of pile distress was noted in any substructure element.									
256		Slope Protection	2	2	ea.	2	0	0	0
(256)									
There were no significant defects noted for the riprap rocks with slurry in front of abutments.									
330		Railing-Metal	2	124	m	124	0	0	0
(330)									
There were no significant defects noted.									

WORK RECOMMENDATIONS

RecDate: 11/03/2010	EstCost:	Fill the exposure of Pierwalls 3 and 4
Action : Scour-Place Counterterm	StrTarget: 2 YEARS	with boulders.
Work By: LOCAL AGENCY	DistTarget:	
Status : PROPOSED	EA:	

RecDate: 11/16/2006	EstCost:	Clean the concrete deck and fill the
Action : Deck-Methacrylate	StrTarget: 2 YEARS	cracks by coating the bridge deck with
Work By: LOCAL AGENCY	DistTarget:	methacrylate resin.
Status : PROPOSED	EA:	

Team Leader : Jessica Zhu

Report Author : Jessica Zhu

Inspected By : J.Zhu/P.Zhu




 Jessica Zhu (Registered Civil Engineer)

2/18/2021
 (Date)

CC: Charlie Ineichen

STRUCTURE INVENTORY AND APPRAISAL REPORT

***** IDENTIFICATION *****

(1) STATE NAME- CALIFORNIA 069
 (8) STRUCTURE NUMBER 56C0382
 (5) INVENTORY ROUTE(ON/UNDER)- ON 140000000
 (2) HIGHWAY AGENCY DISTRICT 08
 (3) COUNTY CODE 065 (4) PLACE CODE 00000
 (6) FEATURE INTERSECTED- TEMESCAL WASH
 (7) FACILITY CARRIED- DAWSON CANYON ROAD
 (9) LOCATION- 0.2 MI. NE/O TEMESCAL CYN
 (11) MILEPOINT/KILOMETERPOINT 0
 (12) BASE HIGHWAY NETWORK- NOT ON NET 0
 (13) LRS INVENTORY ROUTE & SUBROUTE
 (16) LATITUDE 33 DEG 47 MIN 03.59 SEC
 (17) LONGITUDE 117 DEG 29 MIN 11.67 SEC
 (98) BORDER BRIDGE STATE CODE % SHARE %
 (99) BORDER BRIDGE STRUCTURE NUMBER

***** STRUCTURE TYPE AND MATERIAL *****

(43) STRUCTURE TYPE MAIN:MATERIAL- CONCRETE CONT
 TYPE- SLAB CODE 201
 (44) STRUCTURE TYPE APPR:MATERIAL- OTHER/NA
 TYPE- OTHER/NA CODE 000
 (45) NUMBER OF SPANS IN MAIN UNIT 5
 (46) NUMBER OF APPROACH SPANS 0
 (107) DECK STRUCTURE TYPE- CIP CONCRETE CODE 1
 (108) WEARING SURFACE / PROTECTIVE SYSTEM:
 A) TYPE OF WEARING SURFACE- NONE CODE 0
 B) TYPE OF MEMBRANE- NONE CODE 0
 C) TYPE OF DECK PROTECTION- NONE CODE 0

***** AGE AND SERVICE *****

(27) YEAR BUILT 1988
 (106) YEAR RECONSTRUCTED 0000
 (42) TYPE OF SERVICE: ON- HIGHWAY 1
 UNDER- WATERWAY 5
 (28) LANES:ON STRUCTURE 02 UNDER STRUCTURE 00
 (29) AVERAGE DAILY TRAFFIC 2800
 (30) YEAR OF ADT 2018 (109) TRUCK ADT 80 %
 (19) BYPASS, DETOUR LENGTH 199 KM

***** GEOMETRIC DATA *****

(48) LENGTH OF MAXIMUM SPAN 11.7 M
 (49) STRUCTURE LENGTH 54.5 M
 (50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 0.0 M
 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 12.2 M
 (52) DECK WIDTH OUT TO OUT 12.4 M
 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 9.8 M
 (33) BRIDGE MEDIAN- NO MEDIAN 0
 (34) SKEW 25 DEG (35) STRUCTURE FLARED NO
 (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
 (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 12.2 M
 (53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M
 (54) MIN VERT UNDERCLEAR REF- NOT H/RR 0.00 M
 (55) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.0 M
 (56) MIN LAT UNDERCLEAR LT 0.0 M

***** NAVIGATION DATA *****

(38) NAVIGATION CONTROL- NOT APPLICABLE CODE N
 (111) PIER PROTECTION- CODE
 (39) NAVIGATION VERTICAL CLEARANCE 0.0 M
 (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR M
 (40) NAVIGATION HORIZONTAL CLEARANCE 0.0 M

SUFFICIENCY RATING = 48.0
 PAINT CONDITION INDEX = N/A

***** CLASSIFICATION ***** CODE

(112) NBIS BRIDGE LENGTH- YES Y
 (104) HIGHWAY SYSTEM- NOT ON NHS 0
 (26) FUNCTIONAL CLASS- LOCAL RURAL 09
 (100) DEFENSE HIGHWAY- NOT STRAHNET 0
 (101) PARALLEL STRUCTURE- NONE EXISTS N
 (102) DIRECTION OF TRAFFIC- 2 WAY 2
 (103) TEMPORARY STRUCTURE-
 (105) FED.LANDS HWY- NOT APPLICABLE 0
 (110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0
 (20) TOLL- ON FREE ROAD 3
 (21) MAINTAIN- COUNTY HIGHWAY AGENCY 02
 (22) OWNER- COUNTY HIGHWAY AGENCY 02
 (37) HISTORICAL SIGNIFICANCE- NOT ELIGIBLE 5

***** CONDITION ***** CODE

(58) DECK 4
 (59) SUPERSTRUCTURE 4
 (60) SUBSTRUCTURE 7
 (61) CHANNEL & CHANNEL PROTECTION 8
 (62) CULVERTS N

***** LOAD RATING AND POSTING ***** CODE

(31) DESIGN LOAD- MS-18 OR HS-20 5
 (63) OPERATING RATING METHOD- LOAD FACTOR 1
 (64) OPERATING RATING- 99.8
 (65) INVENTORY RATING METHOD- LOAD FACTOR 1
 (66) INVENTORY RATING- 60.3
 (70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5
 (41) STRUCTURE OPEN, POSTED OR CLOSED- A
 DESCRIPTION- OPEN, NO RESTRICTION

***** APPRAISAL ***** CODE

(67) STRUCTURAL EVALUATION 4
 (68) DECK GEOMETRY 6
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
 (71) WATER ADEQUACY 9
 (72) APPROACH ROADWAY ALIGNMENT 6
 (36) TRAFFIC SAFETY FEATURES 1000
 (113) SCOUR CRITICAL BRIDGES 5

***** PROPOSED IMPROVEMENTS *****

(75) TYPE OF WORK- CODE
 (76) LENGTH OF STRUCTURE IMPROVEMENT M
 (94) BRIDGE IMPROVEMENT COST
 (95) ROADWAY IMPROVEMENT COST
 (96) TOTAL PROJECT COST
 (97) YEAR OF IMPROVEMENT COST ESTIMATE
 (114) FUTURE ADT 4150
 (115) YEAR OF FUTURE ADT 2041

***** INSPECTIONS *****

(90) INSPECTION DATE 09/20 (91) FREQUENCY 24 MO
 (92) CRITICAL FEATURE INSPECTION: (93) CFI DATE
 A) FRACTURE CRIT DETAIL- NO MO A)
 B) UNDERWATER INSP- NO MO B)
 C) OTHER SPECIAL INSP- NO MO C)



Photo No. 101
Roadway View Looking East



Photo No. 102
Elevation View Looking North



Photo No. 103

Underside View Looking North

102 - PHOTO> Deck-Damage/Deterioration



Photo No. 104
Typical Deck Cracks



Photo No. 105
Exposed Pier Wall Footings



Photo No. 106

Exposed Pier Wall Footings



Photo No. 107

Exposed Pier Wall Footings



Photo No. 108
Debris At The Pier


DEPARTMENT OF TRANSPORTATION
 Structure Maintenance & Investigations

Bridge Number : 56C0382
 Facility Carried: DAWSON CANYON ROAD
 Location : 0.2 MI. NE/O TEMESCAL CY
 City :
 Inspection Date : 09/22/2018

Bridge Inspection Report

Inspection Type
 Routine ☒ FC ☐ Underwater ☐ Special ☐ Other ☐

STRUCTURE NAME: TEMESCAL WASH

CONSTRUCTION INFORMATION

Year Built : 1988
 Year Modified: N/A
 Length (m) : 54.5
 Skew (degrees): 25
 No. of Joints : 0
 No. of Hinges : 0

Structure Description: Continuous five span CIP/RC slab with RC pier walls and RC open end diaphragm abutments, all supported upon concrete piles. (7 ft deep tremie concrete under all pier footings).

Span Configuration : (W) 38.5 ft, 3 @ 36.0 ft, 29.5 ft (E)

SAFE LOAD CAPACITY AND RATINGS

Design Live Load: MS-18 OR HS-20
 Inventory Rating: RF=1.86 =>60.3 metric tons
 Operating Rating: RF=3.08 =>99.8 metric tons
 Permit Rating : PPPPP
 Posting Load : Type 3: Legal
 Calculation Method: LOAD FACTOR
 Calculation Method: LOAD FACTOR
 Type 3S2: Legal
 Type 3-3: Legal

DESCRIPTION ON STRUCTURE

Deck X-Section: (N) 1.0 ft r, 40.0 ft, 1.0 ft r (S)

Total Width: 12.4 m Net Width: 12.2 m No. of Lanes: 2 Speed: 25 mph
 Min. Vertical Clearance: Unimpaired Overlay Thickness: 0.0 inches
 Rail Code: 1000

DESCRIPTION UNDER STRUCTURE

Channel Description: Natural gravelly cobbled earth trapezoidal with grouted rock slopes through the site.

NOTICE

The bridge inspection condition assessment used for this inspection is based on the American Association of State Highway and Transportation Officials (AASHTO) Bridge Element Inspection Manual 2013 as defined in Moving Ahead for Progress in the 21st Century (MAP-21) federal law. The new element inspection methodology may result in changes to related condition and appraisal ratings on the bridge without significant physical changes at the bridge.

The element condition information contained in this report represents the current condition of the bridge based on the most recent routine and special inspections. Some of the notes presented below may be from an inspection that occurred prior to the date noted in this report. Refer to the Scope and Access section of this inspection report for a description of which portions of the bridge were inspected on this date.

INSPECTION COMMENTARY
SCOPE AND ACCESS

A routine inspection was performed by Y. Chen and M. Monajemi. The conditions of RC slab surface and rails were inspected by walking along the areas close to rails. The conditions of abutment walls, riprap slope protection in front of abutments, RC slab soffit, pier walls and exposed pile caps were inspected by walking along each span under

INSPECTION COMMENTARY

the bridge. At the time of inspection, there was no water in the wash channel.

REVISIONS

The concrete pile caps including the tremie portions at Bents 3 to 5 are exposed for inspection, add Element 220 in the Element Table.

MISCELLANEOUS

Most vehicles utilizing the bridge are trash trucks.

DECK AND ROADWAY

Previous work recommendation of performing deck methacrylate has not been completed at the time of inspection.

SAFE LOAD CAPACITY

The load rating for this structure is being reviewed by SM&I Ratings Branch. An updated Load Rating Summary Sheet will be archived when this review is complete. The current rating is based on BDS computer output dated on 01/01/1988. A summary sheet based on the computer output was prepared by SM&I on 11/21/2010.

ELEMENT INSPECTION RATINGS AND COMMENTARY

Elem No.	Defect /Prot	Element Description	Env	Total Qty	Units	Qty in each	Condition	State	
						St. 1	St. 2	St. 3	St. 4
38		Slab-RC	2	675	sq.m	34	100	541	0
	1080	Delamination/Spall/Patched Area	2	1		0	0	1	0
	1130	Cracking (RC and Other)	2	640		0	100	540	0
(38-1080)									
The concrete deck exhibits 2 spalls (12 in. x 8 in. x 1 in.) on westbound lane, closer to the East end.									
(38-1130)									
The concrete deck exhibits map pattern cracks, 0.05 to 0.06 inches wide, spacing 9 to 18 inches.									
210		Pier Wall-RC	2	56	m	56	0	0	0
(210)									
There were no significant defects noted.									
215		Abutment-RC	2	28	m	28	0	0	0
(215)									
Except for typical hairline concrete cracks, there were no significant defects noted.									
220		Pile Cap/Footing-RC	2	42	m	4	38	0	0
	6000	Scour	2	38		0	38	0	0
(220-6000)									
The pile caps including the tremie portions are exposed at Bents 3 to 5 along the enire widths of pier walls. Per as built plans, the total depth is 8.5 feet. The exposed depths are 1.5 to 4.5 feet at Bent 3 eastern side, 2 to 3 feet at Bent 4 western side, and 1.5 to 2 feet at Bent 5 western side.									
227		Pile-RC	2	1	ea.	1	0	0	0
(227)									

ELEMENT INSPECTION RATINGS AND COMMENTARY

Elem No.	Defect /Prot	Defect	Element Description	Env Qty	Total Qty	Units	Qty in each Condition	State		
							St. 1	St. 2	St. 3	St. 4

The pile element is included to indicate the presence of piles on this structure. The piles were not exposed for visual inspection. No indication of pile distress was noted in any substructure element.

256			Slope Protection	2	2	ea.	2	0	0	0
-----	--	--	------------------	---	---	-----	---	---	---	---

(256)

There were no significant defects noted for the riprap rocks with slurry in front of abutments.

330			Railing-Metal	2	124	m	124	0	0	0
	515		Steel Coating-Paint	2	120	sq.m	120	0	0	0

(330)

There were no significant defects noted.

(330-515)

There were no significant defects noted.

WORK RECOMMENDATIONS

RecDate: 11/03/2010

EstCost:

Fill the exposure of pierwalls #3 and #4 with boulders.

Action : Scour-Place Counterterm

StrTarget: 2 YEARS

Work By: LOCAL AGENCY

DistTarget:

Status : PROPOSED

EA:

RecDate: 11/16/2006

EstCost:

Clean the concrete deck and fill the cracks by coating the bridge deck with methacrylate resin.

Action : Deck-Methacrylate

StrTarget: 2 YEARS

Work By: LOCAL AGENCY

DistTarget:

Status : PROPOSED

EA:

Team Leader : Young Chen

Report Author : Young Chen

Inspected By : Y.Chen/MM.Monajemi



Yh 11/8/2018
 Young Chen (Registered Civil Engineer) (Date)

CC: Charlie Ineichen

STRUCTURE INVENTORY AND APPRAISAL REPORT

***** IDENTIFICATION *****

(1) STATE NAME- CALIFORNIA 069
 (8) STRUCTURE NUMBER 56C0382
 (5) INVENTORY ROUTE(ON/UNDER)- ON 140000000
 (2) HIGHWAY AGENCY DISTRICT 08
 (3) COUNTY CODE 065 (4) PLACE CODE 00000
 (6) FEATURE INTERSECTED- TEMESCAL WASH
 (7) FACILITY CARRIED- DAWSON CANYON ROAD
 (9) LOCATION- 0.2 MI. NE/O TEMESCAL CYN
 (11) MILEPOINT/KILOMETERPOINT 0
 (12) BASE HIGHWAY NETWORK- NOT ON NET 0
 (13) LRS INVENTORY ROUTE & SUBROUTE
 (16) LATITUDE 33 DEG 47 MIN 03.59 SEC
 (17) LONGITUDE 117 DEG 29 MIN 11.67 SEC
 (98) BORDER BRIDGE STATE CODE % SHARE %
 (99) BORDER BRIDGE STRUCTURE NUMBER

***** STRUCTURE TYPE AND MATERIAL *****

(43) STRUCTURE TYPE MAIN:MATERIAL- CONCRETE CONT
 TYPE- SLAB CODE 201
 (44) STRUCTURE TYPE APPR:MATERIAL- OTHER/NA
 TYPE- OTHER/NA CODE 000
 (45) NUMBER OF SPANS IN MAIN UNIT 5
 (46) NUMBER OF APPROACH SPANS 0
 (107) DECK STRUCTURE TYPE- CIP CONCRETE CODE 1
 (108) WEARING SURFACE / PROTECTIVE SYSTEM:
 A) TYPE OF WEARING SURFACE- NONE CODE 0
 B) TYPE OF MEMBRANE- NONE CODE 0
 C) TYPE OF DECK PROTECTION- NONE CODE 0

***** AGE AND SERVICE *****

(27) YEAR BUILT 1988
 (106) YEAR RECONSTRUCTED 0000
 (42) TYPE OF SERVICE: ON- HIGHWAY 1
 UNDER- WATERWAY 5
 (28) LANES:ON STRUCTURE 02 UNDER STRUCTURE 00
 (29) AVERAGE DAILY TRAFFIC 2800
 (30) YEAR OF ADT 2008 (109) TRUCK ADT 80 %
 (19) BYPASS, DETOUR LENGTH 199 KM

***** GEOMETRIC DATA *****

(48) LENGTH OF MAXIMUM SPAN 11.7 M
 (49) STRUCTURE LENGTH 54.5 M
 (50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 0.0 M
 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 12.2 M
 (52) DECK WIDTH OUT TO OUT 12.4 M
 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 9.8 M
 (33) BRIDGE MEDIAN- NO MEDIAN 0
 (34) SKEW 25 DEG (35) STRUCTURE FLARED NO
 (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
 (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 12.2 M
 (53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M
 (54) MIN VERT UNDERCLEAR REF- NOT H/RR 0.00 M
 (55) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.0 M
 (56) MIN LAT UNDERCLEAR LT 0.0 M

***** NAVIGATION DATA *****

(38) NAVIGATION CONTROL- NOT APPLICABLE CODE N
 (111) PIER PROTECTION- CODE
 (39) NAVIGATION VERTICAL CLEARANCE 0.0 M
 (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR M
 (40) NAVIGATION HORIZONTAL CLEARANCE 0.0 M

 SUFFICIENCY RATING = 66.0
 STATUS
 HEALTH INDEX 54.0
 PAINT CONDITION INDEX = 100.0

***** CLASSIFICATION ***** CODE

(112) NBIS BRIDGE LENGTH- YES Y
 (104) HIGHWAY SYSTEM- NOT ON NHS 0
 (26) FUNCTIONAL CLASS- LOCAL RURAL 09
 (100) DEFENSE HIGHWAY- NOT STRAHNET 0
 (101) PARALLEL STRUCTURE- NONE EXISTS N
 (102) DIRECTION OF TRAFFIC- 2 WAY 2
 (103) TEMPORARY STRUCTURE-
 (105) FED.LANDS HWY- NOT APPLICABLE 0
 (110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0
 (20) TOLL- ON FREE ROAD 3
 (21) MAINTAIN- COUNTY HIGHWAY AGENCY 02
 (22) OWNER- COUNTY HIGHWAY AGENCY 02
 (37) HISTORICAL SIGNIFICANCE- NOT ELIGIBLE 5

***** CONDITION ***** CODE

(58) DECK 5
 (59) SUPERSTRUCTURE 5
 (60) SUBSTRUCTURE 7
 (61) CHANNEL & CHANNEL PROTECTION 8
 (62) CULVERTS N

***** LOAD RATING AND POSTING ***** CODE

(31) DESIGN LOAD- MS-18 OR HS-20 5
 (63) OPERATING RATING METHOD- LOAD FACTOR 1
 (64) OPERATING RATING- 99.8
 (65) INVENTORY RATING METHOD- LOAD FACTOR 1
 (66) INVENTORY RATING- 60.3
 (70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5
 (41) STRUCTURE OPEN, POSTED OR CLOSED- A
 DESCRIPTION- OPEN, NO RESTRICTION

***** APPRAISAL ***** CODE

(67) STRUCTURAL EVALUATION 5
 (68) DECK GEOMETRY 6
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
 (71) WATER ADEQUACY 9
 (72) APPROACH ROADWAY ALIGNMENT 6
 (36) TRAFFIC SAFETY FEATURES 1000
 (113) SCOUR CRITICAL BRIDGES 5

***** PROPOSED IMPROVEMENTS *****

(75) TYPE OF WORK- CODE
 (76) LENGTH OF STRUCTURE IMPROVEMENT M
 (94) BRIDGE IMPROVEMENT COST
 (95) ROADWAY IMPROVEMENT COST
 (96) TOTAL PROJECT COST
 (97) YEAR OF IMPROVEMENT COST ESTIMATE
 (114) FUTURE ADT 4150
 (115) YEAR OF FUTURE ADT 2036

***** INSPECTIONS *****

(90) INSPECTION DATE 09/18 (91) FREQUENCY 24 MO
 (92) CRITICAL FEATURE INSPECTION: (93) CFI DATE
 A) FRACTURE CRIT DETAIL- NO MO A)
 B) UNDERWATER INSP- NO MO B)
 C) OTHER SPECIAL INSP- NO MO C)



Photo No. 1
ROADWAY VIEW LOOKING NORTHEAST



Photo No. 1

SIDE VIEW LOOKING NORTHWEST TOWARD SPANS 2 TO 4



Photo No. 1

SIDE VIEW TOWARD SPANS 1 TO 3, LOOKING WEST



Photo No. 1

SIDE VIEW TOWARD SPANS 4 AND 5, LOOKING NORTH



Photo No. 1

A MINOR SPALL ON THE TOP OF DECK NEAR NORTHERN ABUTMENT



Photo No. 1
TYPICAL DECK SURFACE CONDITION



Photo No. 1

EXPOSED FOOTING AT NORTHWESTERN END OF BENT 3



Photo No. 1

JOINT CONDITION ABOVE SOUTHERN ABUTMENT (ABUTMENT 1)



Photo No. 1
JOINT CONDITION ABOVE NORTHERN ABUTMENT (ABUTMENT 6)



Photo No. 1

UNDER VIEW TOWARD SOUTHERN ABUTMENT (ABUTMENT 1)



Photo No. 1

UNDER VIEW TOWARD BENT 2 (IN SPAN 2), LOOKING WEST



Photo No. 1

UNDER VIEW TOWARD SPAN 3, LOOKING WEST



Photo No. 1

UNDER VIEW TOWARD BENT 4 (IN SPAN 3), LOOKING NORTH



Photo No. 1

UNDER VIEW TOWARD BENT 5, LOOKING NORTH



Photo No. 1

UNDER VIEW TOWARD NORTHERN ABUTMENT (ABUTMENT 6), LOOKING NORTH



DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 56C0382
Facility Carried: DAWSON CANYON ROAD
Location : 0.2 MI. NE/O TEMESCAL CY
City :
Inspection Date : 10/11/2016

Bridge Inspection Report

Inspection Type
Routine FC Underwater Special Other

☒

STRUCTURE NAME: TEMESCAL WASH

CONSTRUCTION INFORMATION

Year Built : 1988 Skew (degrees): 25
Year Modified: N/A No. of Joints : 0
Length (m) : 54.6 No. of Hinges : 0

Structure Description: Continuous five span CIP/RC deck slab with RC pier walls and with RC open end diaphragm abutments, all supported upon concrete piles. (7 ft deep tremie concrete under all pier footings).

Span Configuration : (W) 37 ft, 3 @ 36 ft, 28 ft (E) c/c

SAFE LOAD CAPACITY AND RATINGS

Design Live Load: MS-18 OR HS-20
Inventory Rating: RF=1.86 =>60.3 metric tons Calculation Method: LOAD FACTOR
Operating Rating: RF=3.08 =>99.8 metric tons Calculation Method: LOAD FACTOR
Permit Rating : PPPPP
Posting Load : Type 3: Legal Type 3S2: Legal Type 3-3: Legal

DESCRIPTION ON STRUCTURE

Deck X-Section: (N) 0.5 ft br, 40 ft, 0.5 ft br (S)

Total Width: 12.5 m Net Width: 12.3 m No. of Lanes: 2 Speed: 25 mph
Min. Vertical Clearance: Unimpaired AC Thickness: 0.0 Inches
Rail Code: 1000

Rail Type	Location	Length (ft)	Rail Modifications
Type 117	Right/Left	384	

DESCRIPTION UNDER STRUCTURE

Channel Description: Natural gravelly cobbled earth trapezoidal with grouted rock slopes through the site.

NOTICE

The bridge inspection condition assessment used for this inspection is based on the American Association of State Highway and Transportation Officials (AASHTO) Bridge Element Inspection Manual 2013 as defined in Moving Ahead for Progress in the 21st Century (MAP-21) federal law. The new element inspection methodology may result in changes to related condition and appraisal ratings on the bridge without significant physical changes at the bridge.

The element condition information contained in this report represents the current condition of the bridge based on the most recent routine and special inspections. Some of the notes presented below may be from an inspection that occurred prior to the date noted in this report. Refer to the Scope and Access section of this inspection report for a description of which portions of the bridge were inspected on this date.

INSPECTION COMMENTARY

SCOPE AND ACCESS

INSPECTION COMMENTARY

A complete inspection of all visible bridge elements was performed, with and without binoculars.

The channel was dry at the time of inspection. All elements have been inspected.

MISCELLANEOUS

Most of the vehicles utilizing the bridge are trash trucks.

DECK AND ROADWAY

The concrete deck exhibits map pattern cracks, 1.2 mm to 1.5 mm (0.05 inch - 0.06 inch) wide at 0.2 m to 0.3 m (9 inch - 1 ft).

Previous work recommendation of performing deck methacrylate has not been completed at the time of inspection.

SUBSTRUCTURE

Graffiti appears on all pier walls and abutment walls.

At pierwall #3, the footing is exposed 0.5 m to 1.33 m (1.5 ft - 4.5 ft) on the East side.

At pierwall #4, the footing is exposed 1.0 m (3 ft) on the West side only.

At pierwall #5, the footing is exposed 0 m to 0.7 m (2 ft) on the West side only.

SAFE LOAD CAPACITY

A Load Rating Summary Sheet dated 1/21/2010 is on file for this structure. While this report does not include a check of that analysis, it does verify that the structural conditions observed during this inspection are consistent with those assumed in that analysis. The current rating is based on the BDS computer output dated 1/1/1988.

WATERWAY

Pierwall #3 has a pile of debris at the upstream (southerly) nose, 2 m or 6.5 ft wide.

Pierwall #4 has a pile of debris at the upstream (southerly) nose, 2.5 m or 8 ft wide.

Pierwall #5 has a pile of debris at the upstream (southerly) nose, 2 m or 6.5 ft wide.

ELEMENT INSPECTION RATINGS AND COMMENTARY

Elem No.	Defect /Prot	Element Description	Env	Total Qty	Units	Qty in each Condition	State		
						St. 1	St. 2	St. 3	St. 4
38		Slab-RC	2	660	sq.m	19	0	641	0
1080		Delamination/Spall/Patched Area	2	1		0	0	1	0
1130		Cracking (RC and Other)	2	640		0	0	640	0

(38-1080)

The concrete deck exhibits 2 spalls (0.3 m x 0.2 m x 0.03 m or 1 ft x 8 inch x 1 inch) on westbound lane, closer to the East end.

(38-1130)

The concrete deck exhibits map pattern cracks, 1.2 mm to 1.5 mm (0.05 inch - 0.06 inch) wide at 0.2 m to 0.3 m (9 inch - 1 ft).

210		Pier Wall-RC	2	56	m	18	38	0	0
6000		Scour	2	38		0	38	0	0

(210-6000)

At pierwall #3, the footing is exposed 0.5 m to 1.33 m (1.5 ft - 4.5 ft) on the East side.

At pierwall #4, the footing is exposed 1.0 m (3 ft) on the West side only.

At pierwall #5, the footing is exposed 0 m to 0.7 m (2 ft) on the West side only.

215		Abutment-RC	2	28	m	28	0	0	0
-----	--	-------------	---	----	---	----	---	---	---

(215)

There were no significant defects noted. Typical hairline concrete cracks present.

227		Pile-RC	2	1	ea.	1	0	0	0
-----	--	---------	---	---	-----	---	---	---	---

(227)

The pile element is included to indicate the presence of piles on this structure. The piles were not exposed for visual inspection. No indication of pile distress was noted in any substructure element.

256		Slope Protection	2	2	ea.	2	0	0	0
-----	--	------------------	---	---	-----	---	---	---	---

(256)

Rip rap rock with slurry. There were no significant defects noted.

330		Railing-Metal	2	124	m	124	0	0	0
515		Steel Coating-Paint	2	120	sq.m	120	0	0	0

(330)

There were no significant defects noted.

(330-515)

There were no significant defects noted.

WORK RECOMMENDATIONS

RecDate: 11/03/2010

Action : Sub-Scour Mitigate

Work By: LOCAL AGENCY

Status : PROPOSED

EstCost:

StrTarget: 2 YEARS

DistTarget:

EA:

Fill the exposure of pierwalls #3 and #4 with boulders.

RecDate: 11/16/2006

Action : Deck-Methacrylate

Work By: LOCAL AGENCY

Status : PROPOSED

EstCost:

StrTarget: 2 YEARS

DistTarget:

EA:

Clean the concrete deck and fill the cracks by coating the bridge deck with methacrylate.

Team Leader : Kenneth Q. Vo
Report Author : Kenneth Q. Vo
Inspected By : KQ.Vo/H.Vu

Kenneth Q. Vo (Registered Civil Engineer) (Date)

CC: Charlie Ineichen



STRUCTURE INVENTORY AND APPRAISAL REPORT

***** IDENTIFICATION *****

(1) STATE NAME- CALIFORNIA 069
 (8) STRUCTURE NUMBER 56C0382
 (5) INVENTORY ROUTE(ON/UNDER)- ON 140000000
 (2) HIGHWAY AGENCY DISTRICT 08
 (3) COUNTY CODE 065 (4) PLACE CODE 00000
 (6) FEATURE INTERSECTED- TEMESCAL WASH
 (7) FACILITY CARRIED- DAWSON CANYON ROAD
 (9) LOCATION- 0.2 MI. NE/O TEMESCAL CYN
 (11) MILEPOINT/KILOMETERPOINT 0
 (12) BASE HIGHWAY NETWORK- NOT ON NET 0
 (13) LRS INVENTORY ROUTE & SUBROUTE
 (16) LATITUDE 33 DEG 47 MIN 03.59 SEC
 (17) LONGITUDE 117 DEG 29 MIN 11.67 SEC
 (98) BORDER BRIDGE STATE CODE % SHARE %
 (99) BORDER BRIDGE STRUCTURE NUMBER

***** STRUCTURE TYPE AND MATERIAL *****

(43) STRUCTURE TYPE MAIN:MATERIAL- CONCRETE CONT
 TYPE- SLAB CODE 201
 (44) STRUCTURE TYPE APPR:MATERIAL- OTHER/NA
 TYPE- OTHER/NA CODE 000
 (45) NUMBER OF SPANS IN MAIN UNIT 5
 (46) NUMBER OF APPROACH SPANS 0
 (107) DECK STRUCTURE TYPE- CIP CONCRETE CODE 1
 (108) WEARING SURFACE / PROTECTIVE SYSTEM:
 A) TYPE OF WEARING SURFACE- CONCRETE CODE 1
 B) TYPE OF MEMBRANE- NONE CODE 0
 C) TYPE OF DECK PROTECTION- NONE CODE 0

***** AGE AND SERVICE *****

(27) YEAR BUILT 1988
 (106) YEAR RECONSTRUCTED 0000
 (42) TYPE OF SERVICE: ON- HIGHWAY 1
 UNDER- WATERWAY 5
 (28) LANES:ON STRUCTURE 02 UNDER STRUCTURE 00
 (29) AVERAGE DAILY TRAFFIC 2744
 (30) YEAR OF ADT 2007 (109) TRUCK ADT 80 %
 (19) BYPASS, DETOUR LENGTH 199 KM

***** GEOMETRIC DATA *****

(48) LENGTH OF MAXIMUM SPAN 11.9 M
 (49) STRUCTURE LENGTH 54.6 M
 (50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 0.0 M
 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 12.3 M
 (52) DECK WIDTH OUT TO OUT 12.5 M
 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 9.8 M
 (33) BRIDGE MEDIAN- CLOSED (NO BARRIER) 2
 (34) SKEW 25 DEG (35) STRUCTURE FLARED NO
 (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
 (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 12.3 M
 (53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M
 (54) MIN VERT UNDERCLEAR REF- NOT H/RR 0.00 M
 (55) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.0 M
 (56) MIN LAT UNDERCLEAR LT 0.0 M

***** NAVIGATION DATA *****

(38) NAVIGATION CONTROL- NOT APPLICABLE CODE N
 (111) PIER PROTECTION- CODE
 (39) NAVIGATION VERTICAL CLEARANCE 0.0 M
 (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR M
 (40) NAVIGATION HORIZONTAL CLEARANCE 0.0 M

SUFFICIENCY RATING = 48.0
 STATUS STRUCTURALLY DEFICIENT
 HEALTH INDEX 46.5
 PAINT CONDITION INDEX = 100.0

***** CLASSIFICATION ***** CODE

(112) NBIS BRIDGE LENGTH- YES Y
 (104) HIGHWAY SYSTEM- NOT ON NHS 0
 (26) FUNCTIONAL CLASS- LOCAL RURAL 09
 (100) DEFENSE HIGHWAY- NOT STRAHNET 0
 (101) PARALLEL STRUCTURE- NONE EXISTS N
 (102) DIRECTION OF TRAFFIC- 2 WAY 2
 (103) TEMPORARY STRUCTURE-
 (105) FED.LANDS HWY- NOT APPLICABLE 0
 (110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0
 (20) TOLL- ON FREE ROAD 3
 (21) MAINTAIN- COUNTY HIGHWAY AGENCY 02
 (22) OWNER- COUNTY HIGHWAY AGENCY 02
 (37) HISTORICAL SIGNIFICANCE- NOT ELIGIBLE 5

***** CONDITION ***** CODE

(58) DECK 4
 (59) SUPERSTRUCTURE 4
 (60) SUBSTRUCTURE 5
 (61) CHANNEL & CHANNEL PROTECTION 8
 (62) CULVERTS N

***** LOAD RATING AND POSTING ***** CODE

(31) DESIGN LOAD- MS-18 OR HS-20 5
 (63) OPERATING RATING METHOD- LOAD FACTOR 1
 (64) OPERATING RATING- 99.8
 (65) INVENTORY RATING METHOD- LOAD FACTOR 1
 (66) INVENTORY RATING- 60.3
 (70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5
 (41) STRUCTURE OPEN, POSTED OR CLOSED- A
 DESCRIPTION- OPEN, NO RESTRICTION

***** APPRAISAL ***** CODE

(67) STRUCTURAL EVALUATION 4
 (68) DECK GEOMETRY 6
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
 (71) WATER ADEQUACY 9
 (72) APPROACH ROADWAY ALIGNMENT 6
 (36) TRAFFIC SAFETY FEATURES 1000
 (113) SCOUR CRITICAL BRIDGES 5

***** PROPOSED IMPROVEMENTS *****

(75) TYPE OF WORK- CODE
 (76) LENGTH OF STRUCTURE IMPROVEMENT M
 (94) BRIDGE IMPROVEMENT COST
 (95) ROADWAY IMPROVEMENT COST
 (96) TOTAL PROJECT COST
 (97) YEAR OF IMPROVEMENT COST ESTIMATE
 (114) FUTURE ADT 4000
 (115) YEAR OF FUTURE ADT 2033

***** INSPECTIONS *****

(90) INSPECTION DATE 10/16 (91) FREQUENCY 24 MO
 (92) CRITICAL FEATURE INSPECTION: (93) CFI DATE
 A) FRACTURE CRIT DETAIL- NO MO A)
 B) UNDERWATER INSP- NO MO B)
 C) OTHER SPECIAL INSP- NO MO C)



DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 56C0382
Facility Carried: DAWSON CANYON ROAD
Location : 0.2 MI. NE/O TEMESCAL CY
City :
Inspection Date : 10/22/2014
Inspection Type
Routine FC Underwater Special Other
☒

Bridge Inspection Report

STRUCTURE NAME: TEMESCAL WASH

CONSTRUCTION INFORMATION

Year Built : 1988 Skew (degrees): 25
Year Widened: N/A No. of Joints : 0
Length (m) : 54.6 No. of Hinges : 0

Structure Description: Continuous five span CIP/RC deck slab with RC pier walls and with RC open end diaphragm abutments, all supported upon concrete piles. (2.1 m deep tremie concrete under all pier footings).

Span Configuration : (W) 11.3 m, 3 @ 11.0 m, 8.5 m (E) c/c

SAFE LOAD CAPACITY AND RATINGS

Design Live Load: MS-18 OR HS-20
Inventory Rating: RF=1.86 =>60.3 metric tons Calculation Method: LOAD FACTOR
Operating Rating: RF=3.08 =>99.8 metric tons Calculation Method: LOAD FACTOR
Permit Rating : P P P P P
Posting Load : Type 3: Legal Type 3S2: Legal Type 3-3: Legal

DESCRIPTION ON STRUCTURE

Deck X-Section: (N) 0.2 m br, 12.2 m, 0.2 m br (S)

Total Width: 12.5 m Net Width: 12.3 m No. of Lanes: 2 Speed: 25 mph
Min. Vertical Clearance: Unimpaired
Rail Code: 1000

Rail Type	Location	Length (ft)	Rail Modifications
Type 117	Right/Left	384	

DESCRIPTION UNDER STRUCTURE

Channel Description: Natural gravelly cobbled earth trapezoidal with grouted rock slopes through the site.

NOTICE

The bridge inspection condition assessment used for this inspection is based on the American Association of State Highway and Transportation Officials (AASHTO) Bridge Element Inspection Manual 2013 as defined in Moving Ahead for Progress in the 21st Century (MAP-21) federal law. The new element inspection methodology may result in changes to related condition and appraisal ratings on the bridge without significant physical changes at the bridge.

The element condition information contained in this report represents the current condition of the bridge based on the most recent routine and special inspections. Some of the notes presented below may be from an inspection that occurred prior to the date noted in this report. Refer to the Scope and Access section of this inspection report for a description of which portions of the bridge were inspected on this date.

INSPECTION COMMENTARY

SCOPE AND ACCESS

Visual inspection was used.

The channel was dry at inspection time. All elements have been inspected.

INSPECTION COMMENTARY**REVISIONS**

One encroachment added.

MISCELLANEOUS

Most of the vehicles utilizing the bridge are trash trucks.

DECK AND ROADWAY

The a/c is depressed 20 mm at eastbound departure.

SAFE LOAD CAPACITY

A Load Rating Summary Sheet dated 1/21/2010 is on file for this structure. While this report does not include a check of that analysis, it does verify that the structural conditions observed during this inspection are consistent with those assumed in that analysis. The current rating is based on the BDS computer output dated 1/1/1988.

WATERWAY

Pierwall #3 has a pile of debris at the upstream (southerly) nose, 2 m wide.

Pierwall #4 has a pile of debris at the upstream (southerly) nose, 2.5 m wide.

Pierwall #5 has a pile of debris at the upstream (southerly) nose, 2 m wide.

ELEMENT INSPECTION RATINGS AND COMMENTARY										
Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State			
							St. 1	St. 2	St. 3	St. 4
38			Slab-RC	2	660	sq.m	19	640	1	0
	1080		Delamination/Spall/Patched Area	2	1		0	0	1	0
	1130		Cracking (RC and Other)	2	640		0	640	0	0
(38-1080)										
The concrete deck exhibits 2 spalls (0.3 m x 0.2 m x 0.03 m and 0.25 m x 0.2 m x 0.03 m) at westbound lane, close to east end.										
(38-1130)										
The concrete deck exhibits map cracking, 1.2 mm to 1.5 mm wide at 0.2 m to 0.3 m.										
210			Pier Wall-RC	2	56	m	18	38	0	0
	6000		Scour	2	38		0	38	0	0
(210-6000)										
At pierwall #3, the footing is exposed 0.5 m to 1.33 m (east side).										
At pierwall #4, the footing is exposed 1.0 m (west side only).										
At pierwall #5, the footing is exposed 0 m to 0.7 m (west side only, 10 m along footing).										
215			Abutment-RC	2	28	m	28	0	0	0
(215)										
There were no significant defects noted.										
227			Pile-RC	2	1	ea.	1	0	0	0
(227)										
The pile element is included to indicate the presence of piles on this structure. The piles were not exposed for visual inspection. No indication of pile distress was noted in any substructure element.										
256			Slope Protection	2	2	ea.	2	0	0	0

ELEMENT INSPECTION RATINGS AND COMMENTARY

Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State			
							St. 1	St. 2	St. 3	St. 4
(256)										
There were no significant defects noted.										
330			Railing-Metal	2	124	m	124	0	0	0
	515		Steel Coating-Paint	2	120	sq.m	120	0	0	0
(330)										
There were no significant defects noted.										
(330-515)										
There were no significant defects noted.										

WORK RECOMMENDATIONS

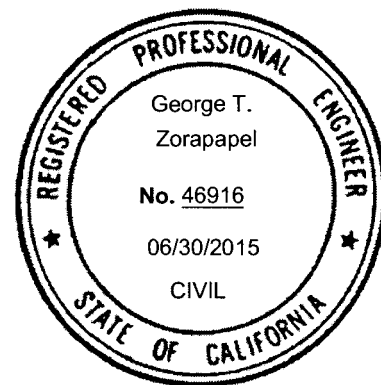
RecDate: 11/03/2010 EstCost: Level the a/c at eastbound departure (20
 Action : Deck-Misc. StrTarget: 1 YEAR mm).
 Work By: LOCAL AGENCY DistTarget:
 Status : PROPOSED EA:

RecDate: 11/03/2010 EstCost: Fill the exposure of pierwalls #3 and #4
 Action : Sub-Scour Mitigate StrTarget: 2 YEARS with boulders.
 Work By: LOCAL AGENCY DistTarget:
 Status : PROPOSED EA:

RecDate: 11/16/2006 EstCost: Clean the concrete deck and fill the
 Action : Deck-Methacrylate StrTarget: 2 YEARS cracks by coating the bridge deck with
 Work By: LOCAL AGENCY DistTarget: methacrylate.
 Status : PROPOSED EA:

Team Leader : George T. Zorapapel
 Report Author : George T. Zorapapel
 Inspected By : GT.Zorapapel/M.Zolfaghar

George T. Zorapapel *11/12/14*
 George T. Zorapapel (Registered Civil Engineer) (Date)
 CC: Charlie Ineichen



STRUCTURE INVENTORY AND APPRAISAL REPORT

***** IDENTIFICATION *****

(1) STATE NAME- CALIFORNIA 069
 (8) STRUCTURE NUMBER 56C0382
 (5) INVENTORY ROUTE(ON/UNDER)- ON 140000000
 (2) HIGHWAY AGENCY DISTRICT 08
 (3) COUNTY CODE 065 (4) PLACE CODE 00000
 (6) FEATURE INTERSECTED- TEMESCAL WASH
 (7) FACILITY CARRIED- DAWSON CANYON ROAD
 (9) LOCATION- 0.2 MI. NE/O TEMESCAL CYN
 (11) MILEPOINT/KILOMETERPOINT 0
 (12) BASE HIGHWAY NETWORK- NOT ON NET 0
 (13) LRS INVENTORY ROUTE & SUBROUTE
 (16) LATITUDE 33 DEG 47 MIN 06 SEC
 (17) LONGITUDE 117 DEG 29 MIN 09 SEC
 (98) BORDER BRIDGE STATE CODE % SHARE %
 (99) BORDER BRIDGE STRUCTURE NUMBER

***** STRUCTURE TYPE AND MATERIAL *****

(43) STRUCTURE TYPE MAIN:MATERIAL- CONCRETE CONT
 TYPE- SLAB CODE 201
 (44) STRUCTURE TYPE APPR:MATERIAL- OTHER/NA
 TYPE- OTHER/NA CODE 000
 (45) NUMBER OF SPANS IN MAIN UNIT 5
 (46) NUMBER OF APPROACH SPANS 0
 (107) DECK STRUCTURE TYPE- CIP CONCRETE CODE 1
 (108) WEARING SURFACE / PROTECTIVE SYSTEM:
 A) TYPE OF WEARING SURFACE- CONCRETE CODE 1
 B) TYPE OF MEMBRANE- NONE CODE 0
 C) TYPE OF DECK PROTECTION- NONE CODE 0

***** AGE AND SERVICE *****

(27) YEAR BUILT 1988
 (106) YEAR RECONSTRUCTED 0000
 (42) TYPE OF SERVICE: ON- HIGHWAY 1
 UNDER- WATERWAY 5
 (28) LANES:ON STRUCTURE 02 UNDER STRUCTURE 00
 (29) AVERAGE DAILY TRAFFIC 2744
 (30) YEAR OF ADT 2004 (109) TRUCK ADT 80 %
 (19) BYPASS, DETOUR LENGTH 199 KM

***** GEOMETRIC DATA *****

(48) LENGTH OF MAXIMUM SPAN 11.9 M
 (49) STRUCTURE LENGTH 54.6 M
 (50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 0.0 M
 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 12.3 M
 (52) DECK WIDTH OUT TO OUT 12.5 M
 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 9.8 M
 (33) BRIDGE MEDIAN- CLOSED (NO BARRIER) 2
 (34) SKEW 25 DEG (35) STRUCTURE FLARED NO
 (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
 (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 12.3 M
 (53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M
 (54) MIN VERT UNDERCLEAR REF- NOT H/RR 0.00 M
 (55) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.0 M
 (56) MIN LAT UNDERCLEAR LT 0.0 M

***** NAVIGATION DATA *****

(38) NAVIGATION CONTROL- NOT APPLICABLE CODE N
 (111) PIER PROTECTION- CODE
 (39) NAVIGATION VERTICAL CLEARANCE 0.0 M
 (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR M
 (40) NAVIGATION HORIZONTAL CLEARANCE 0.0 M

***** SUFFICIENCY RATING *****

SUFFICIENCY RATING = 78.0
 STATUS
 HEALTH INDEX 72.6
 PAINT CONDITION INDEX = N/A

***** CLASSIFICATION *****

(112) NBIS BRIDGE LENGTH- YES Y
 (104) HIGHWAY SYSTEM- NOT ON NHS 0
 (26) FUNCTIONAL CLASS- LOCAL RURAL 09
 (100) DEFENSE HIGHWAY- NOT STRAHNET 0
 (101) PARALLEL STRUCTURE- NONE EXISTS N
 (102) DIRECTION OF TRAFFIC- 2 WAY 2
 (103) TEMPORARY STRUCTURE-
 (105) FED.LANDS HWY- NOT APPLICABLE 0
 (110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0
 (20) TOLL- ON FREE ROAD 3
 (21) MAINTAIN- COUNTY HIGHWAY AGENCY 02
 (22) OWNER- COUNTY HIGHWAY AGENCY 02
 (37) HISTORICAL SIGNIFICANCE- NOT ELIGIBLE 5

***** CONDITION *****

(58) DECK 6
 (59) SUPERSTRUCTURE 6
 (60) SUBSTRUCTURE 7
 (61) CHANNEL & CHANNEL PROTECTION 8
 (62) CULVERTS N

***** LOAD RATING AND POSTING *****

(31) DESIGN LOAD- MS-18 OR HS-20 5
 (63) OPERATING RATING METHOD- LOAD FACTOR 1
 (64) OPERATING RATING- 99.8
 (65) INVENTORY RATING METHOD- LOAD FACTOR 1
 (66) INVENTORY RATING- 60.3
 (70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5
 (41) STRUCTURE OPEN, POSTED OR CLOSED- A
 DESCRIPTION- OPEN, NO RESTRICTION

***** APPRAISAL *****

(67) STRUCTURAL EVALUATION 6
 (68) DECK GEOMETRY 6
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
 (71) WATER ADEQUACY 9
 (72) APPROACH ROADWAY ALIGNMENT 6
 (36) TRAFFIC SAFETY FEATURES 1000
 (113) SCOUR CRITICAL BRIDGES 5

***** PROPOSED IMPROVEMENTS *****

(75) TYPE OF WORK- CODE
 (76) LENGTH OF STRUCTURE IMPROVEMENT M
 (94) BRIDGE IMPROVEMENT COST
 (95) ROADWAY IMPROVEMENT COST
 (96) TOTAL PROJECT COST
 (97) YEAR OF IMPROVEMENT COST ESTIMATE
 (114) FUTURE ADT 4000
 (115) YEAR OF FUTURE ADT 2032

***** INSPECTIONS *****

(90) INSPECTION DATE 10/14 (91) FREQUENCY 24 MO
 (92) CRITICAL FEATURE INSPECTION: (93) CFI DATE
 A) FRACTURE CRIT DETAIL- NO MO A)
 B) UNDERWATER INSP- NO MO B)
 C) OTHER SPECIAL INSP- NO MO C)



DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 56C0382
Facility Carried: DAWSON CANYON ROAD
Location : 0.2 MI. NE/O TEMESCAL CY
City :
Inspection Date : 10/16/2012
Inspection Type
Routine FC Underwater Special Other

Bridge Inspection Report

☒

STRUCTURE NAME: TEMESCAL WASH

CONSTRUCTION INFORMATION

Year Built : 1988
Year Widened: N/A
Length (m) : 54.6

Skew (degrees): 25
No. of Joints : 0
No. of Hinges : 0

Structure Description: Continuous five span CIP/RC deck slab with RC pier walls and with RC open end diaphragm abutments, all supported upon concrete piles.
(2.1 m deep tremie concrete under all pier footings).

Span Configuration : (W) 11.3 m, 3 @ 11.0 m, 8.5 m (E) c/c

LOAD CAPACITY AND RATINGS

Design Live Load: MS-18 OR HS-20

Inventory Rating: RF=1.86 =>60.3 metric tons

Calculation Method: LOAD FACTOR

Operating Rating: RF=3.08 =>99.8 metric tons

Calculation Method: LOAD FACTOR

Permit Rating : PPPPP

Posting Load : Type 3: Legal

Type 3S2: Legal

Type 3-3: Legal

DESCRIPTION ON STRUCTURE

Deck X-Section: (N) 0.2 m br, 12.2 m, 0.2 m br (S)

Total Width: 12.5 m Net Width: 12.3 m No. of Lanes: 2 Speed: 25 mph
Min. Vertical Clearance: Unimpaired

Rail Code: 1000

Rail Type	Location	Length (ft)	Rail Modifications
Type 117	Right/Left	384	

DESCRIPTION UNDER STRUCTURE

Channel Description: Natural gravelly cobbled earth trapezoidal with grouted rock slopes through the site.

INSPECTION COMMENTARY

CONDITION OF STRUCTURE

The a/c is depressed 20 mm at eastbound departure.

The concrete deck exhibits:

* map cracking of moderate size and severe density.

* 2 spalls (0.3 m x 0.2 m x 0.03 m and 0.25 m x 0.2 m x 0.03 m) at westbound lane, close to east end.

There are no cracks on the soffit.

SCOUR

At pierwall #3, the footing is exposed 0.5 m to 1.2 m (east side).

At pierwall #4, the footing is exposed 1.0 m (west side only).

Pierwall #3 has a pile of debris at the upstream (southerly) nose, 2 m wide.

Pierwall #4 has a pile of debris at the upstream (southerly) nose, 2.5 m wide.

Pierwall #5 has a pile of debris at the upstream (southerly) nose, 2 m wide.

INSPECTION COMMENTARY

The new channel cross section indicates a 1.31 m degradation at Bent #3 and a 1.68 m degradation at Bent #4 (since 2/24/2002).

MISCELLANEOUS

Most of the vehicles utilizing the bridge are trash trucks.

The channel was dry at inspection time. All elements have been inspected.

ELEMENT INSPECTION RATINGS

Elem No.	Element Description	Env	Total		Qty in each Condition State				
			Qty	Units	St. 1	St. 2	St. 3	St. 4	St. 5
38	Concrete Slab - Bare	2	660	sq.m.	660	0	0	0	0
210	Reinforced Conc Pier Wall	2	56	m.	56	0	0	0	0
215	Reinforced Conc Abutment	2	28	m.	28	0	0	0	0
227	Reinforced Conc Submerged Pile	2	42	ea.	42	0	0	0	0
256	Slope Protection	2	2	ea.	2	0	0	0	0
330	Metal Bridge Railing - coated or uncoated	2	124	m.	124	0	0	0	0
358	Deck Cracking	2	1	ea.	0	0	1	0	0
361	Scour	2	1	ea.	1	0	0	0	0

WORK RECOMMENDATIONS

RecDate: 11/03/2010 EstCost: Level the a/c at eastbound departure (20
Action : Deck-Misc. StrTarget: 1 YEAR mm).
Work By: LOCAL AGENCY DistTarget:
Status : PROPOSED EA:

RecDate: 11/03/2010 EstCost: Fill the exposure of pierwalls #3 and #4
Action : Sub-Scour Mitigate StrTarget: 2 YEARS with boulders.
Work By: LOCAL AGENCY DistTarget:
Status : PROPOSED EA:

RecDate: 11/16/2006 EstCost: Clean the concrete deck and fill the
Action : Deck-Methacrylate StrTarget: 2 YEARS cracks by coating the bridge deck with
Work By: LOCAL AGENCY DistTarget: methacrylate.
Status : PROPOSED EA:

CHANNEL X-SECTION

Side : Upstream			X-Section Date: 10/16/2012
Measured From : Slab (0.51m thick) soffit			
Location	Horiz (m)	Vert (m)	Comments
Face of abutment 1	0.00	0.87	
Bottom of slope	2.70	2.58	
Bent 2	11.70	4.49	
	16.70	4.52	
Bent 3	22.60	6.01	1.31 m degradation since 2/24/2002
Bent 4	33.80	6.38	1.68 m degradation since 2/24/2002
Bent 5	44.80	5.45	
Bottom of slope	46.62	4.89	
Face of abutment 6	53.50	1.60	

Team Leader : George T. Zorapapel
Report Author : George T. Zorapapel
Inspected By : GT.Zorapapel/M.Zolfaghar


George T. Zorapapel (Registered Civil Engineer)
CC: Charlie Ineichen



STRUCTURE INVENTORY AND APPRAISAL REPORT

***** IDENTIFICATION *****

(1) STATE NAME- CALIFORNIA 069
 (8) STRUCTURE NUMBER 56C0382
 (5) INVENTORY ROUTE(ON/UNDER)- ON 140000000
 (2) HIGHWAY AGENCY DISTRICT 08
 (3) COUNTY CODE 065 (4) PLACE CODE 00000
 (6) FEATURE INTERSECTED- TEMESCAL WASH
 (7) FACILITY CARRIED- DAWSON CANYON ROAD
 (9) LOCATION- 0.2 MI. NE/O TEMESCAL CYN
 (11) MILEPOINT/KILOMETERPOINT 0
 (12) BASE HIGHWAY NETWORK- NOT ON NET 0
 (13) LRS INVENTORY ROUTE & SUBROUTE
 (16) LATITUDE 33 DEG 47 MIN 06 SEC
 (17) LONGITUDE 117 DEG 29 MIN 09 SEC
 (98) BORDER BRIDGE STATE CODE % SHARE %
 (99) BORDER BRIDGE STRUCTURE NUMBER

***** STRUCTURE TYPE AND MATERIAL *****

(43) STRUCTURE TYPE MAIN:MATERIAL- CONCRETE CONT
 TYPE- SLAB CODE 201
 (44) STRUCTURE TYPE APPR:MATERIAL- OTHER/NA
 TYPE- OTHER/NA CODE 000
 (45) NUMBER OF SPANS IN MAIN UNIT 5
 (46) NUMBER OF APPROACH SPANS 0
 (107) DECK STRUCTURE TYPE- CIP CONCRETE CODE 1
 (108) WEARING SURFACE / PROTECTIVE SYSTEM:
 A) TYPE OF WEARING SURFACE- CONCRETE CODE 1
 B) TYPE OF MEMBRANE- NONE CODE 0
 C) TYPE OF DECK PROTECTION- NONE CODE 0

***** AGE AND SERVICE *****

(27) YEAR BUILT 1988
 (106) YEAR RECONSTRUCTED 0000
 (42) TYPE OF SERVICE: ON- HIGHWAY 1
 UNDER- WATERWAY 5
 (28) LANES:ON STRUCTURE 02 UNDER STRUCTURE 00
 (29) AVERAGE DAILY TRAFFIC 2744
 (30) YEAR OF ADT 2003 (109) TRUCK ADT 80 %
 (19) BYPASS, DETOUR LENGTH 199 KM

***** GEOMETRIC DATA *****

(48) LENGTH OF MAXIMUM SPAN 11.9 M
 (49) STRUCTURE LENGTH 54.6 M
 (50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 0.0 M
 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 12.3 M
 (52) DECK WIDTH OUT TO OUT 12.5 M
 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 9.8 M
 (33) BRIDGE MEDIAN- CLOSED (NO BARRIER) 2
 (34) SKEW 25 DEG (35) STRUCTURE FLARED NO
 (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
 (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 12.3 M
 (53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M
 (54) MIN VERT UNDERCLEAR REF- NOT H/RR 0.00 M
 (55) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.0 M
 (56) MIN LAT UNDERCLEAR LT 0.0 M

***** NAVIGATION DATA *****

(38) NAVIGATION CONTROL- NOT APPLICABLE CODE N
 (111) PIER PROTECTION- CODE
 (39) NAVIGATION VERTICAL CLEARANCE 0.0 M
 (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR M
 (40) NAVIGATION HORIZONTAL CLEARANCE 0.0 M

SUFFICIENCY RATING = 77.0
 STATUS
 HEALTH INDEX 100.0
 PAINT CONDITION INDEX = N/A

***** CLASSIFICATION ***** CODE

(112) NBIS BRIDGE LENGTH- YES Y
 (104) HIGHWAY SYSTEM- NOT ON NHS 0
 (26) FUNCTIONAL CLASS- LOCAL RURAL 09
 (100) DEFENSE HIGHWAY- NOT STRAHNET 0
 (101) PARALLEL STRUCTURE- NONE EXISTS N
 (102) DIRECTION OF TRAFFIC- 2 WAY 2
 (103) TEMPORARY STRUCTURE-
 (105) FED.LANDS HWY- NOT APPLICABLE 0
 (110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0
 (20) TOLL- ON FREE ROAD 3
 (21) MAINTAIN- COUNTY HIGHWAY AGENCY 02
 (22) OWNER- COUNTY HIGHWAY AGENCY 02
 (37) HISTORICAL SIGNIFICANCE- NOT ELIGIBLE 5

***** CONDITION ***** CODE

(58) DECK 5
 (59) SUPERSTRUCTURE 7
 (60) SUBSTRUCTURE 7
 (61) CHANNEL & CHANNEL PROTECTION 8
 (62) CULVERTS N

***** LOAD RATING AND POSTING ***** CODE

(31) DESIGN LOAD- MS-18 OR HS-20 5
 (63) OPERATING RATING METHOD- LOAD FACTOR 1
 (64) OPERATING RATING- 99.8
 (65) INVENTORY RATING METHOD- LOAD FACTOR 1
 (66) INVENTORY RATING- 60.3
 (70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5
 (41) STRUCTURE OPEN, POSTED OR CLOSED- A
 DESCRIPTION- OPEN, NO RESTRICTION

***** APPRAISAL ***** CODE

(67) STRUCTURAL EVALUATION 7
 (68) DECK GEOMETRY 6
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
 (71) WATER ADEQUACY 9
 (72) APPROACH ROADWAY ALIGNMENT 6
 (36) TRAFFIC SAFETY FEATURES 1000
 (113) SCOUR CRITICAL BRIDGES 5

***** PROPOSED IMPROVEMENTS *****

(75) TYPE OF WORK- CODE
 (76) LENGTH OF STRUCTURE IMPROVEMENT M
 (94) BRIDGE IMPROVEMENT COST
 (95) ROADWAY IMPROVEMENT COST
 (96) TOTAL PROJECT COST
 (97) YEAR OF IMPROVEMENT COST ESTIMATE
 (114) FUTURE ADT 4000
 (115) YEAR OF FUTURE ADT 2032

***** INSPECTIONS *****

(90) INSPECTION DATE 10/12 (91) FREQUENCY 24 MO
 (92) CRITICAL FEATURE INSPECTION: (93) CFI DATE
 A) FRACTURE CRIT DETAIL- NO MO A)
 B) UNDERWATER INSP- NO MO B)
 C) OTHER SPECIAL INSP- NO MO C)



Structure Maintenance & Investigations

Structure Rating Summary Sheet

Bridge Number: 56C0382

Facility Carried: DAWSON CANYON ROAD

Location: 0.2 MI. NE/O TEMESCAL CYN

City:

Bridge Name: TEMESCAL WASH

Structural Element

Rated: Continuous five span CIP/RC deck slab

Rating Summary

DESIGN LOADING

	Rating Factor	Metric Tonnes	Structure
Inventory:	1.86	60.3	Span #5
Operating:	3.08	99.8	Span #5

Critical Location

Control Element	Load Action	Location
Slab	Ultimate Moment	Pct #6
Slab	Ultimate Moment	Pct #6

LEGAL RATING

		Posting U.S. Tons	Structure
Type 3 (25T):	1.00	Legal	Span #5
Type 3S2 (36T):	1.00	Legal	Span #5
Type 3-3 (40T):	1.00	Legal	Span #5

Slab	Ultimate Moment	Pct #6
Slab	Ultimate Moment	Pct #6
Slab	Ultimate Moment	Pct #6

PERMIT RATING

		Permit Rating
5 Axle Truck :	1.88	P
7 Axle Truck :	1.88	P
9 Axle Truck :	1.88	P
11 Axle Truck:	1.88	P
13 Axle Truck:	1.88	P

Slab	Ultimate Moment	Bent #4
Slab	Ultimate Moment	Bent #4
Slab	Ultimate Moment	Bent #4
Slab	Ultimate Moment	Bent #4
Slab	Ultimate Moment	Bent #4

RELEVANT LOAD RATING INFORMATION

NOTES:

Fc=1.3 Ksi, Fy=60 Ksi

Overlay Used In Rating: 0

Rating Method: Load Factor (LF)
Inventory (65)

Analysis Tool Used: BDS Frame Rate

Rating/File Location: Bridge Book

Control Rating By DSMI

Rating Checked By DSMI

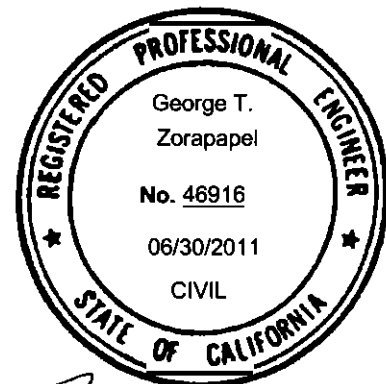
Rating Type: Calculated

Summary Prepared By: George T. Zorapapel

Load Factor (LF)
Operating (63)

Rating Date: 01/01/1988

Summary Date: 11/21/2010



George T. Zorapapel - Registered Engineer



DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 56C0382
Facility Carried: DAWSON CANYON ROAD
Location : 0.2 MI. NE/O TEMESCAL CY
City :
Inspection Date : 11/03/2010

Bridge Inspection Report

Inspection Type

Routine	FC	Underwater	Special	Other
☒	☐	☐	☐	☐

STRUCTURE NAME: TEMESCAL WASH

CONSTRUCTION INFORMATION

Year Built : 1988	Skew (degrees): 25
Year Widened: N/A	No. of Joints : 0
Length (m) : 54.6	No. of Hinges : 0

Structure Description: Continuous five span CIP/RC deck slab with RC pier walls and with RC open end diaphragm abutments, all supported upon concrete piles.
(2.1 m deep tremie concrete under all pier footings).

Span Configuration : (W) 11.3 m, 3 @ 11.0 m, 8.5 m (E) c/c

LOAD CAPACITY AND RATINGS

Design Live Load: MS-18 OR HS-20		
Inventory Rating: 60.3 metric tonnes	Calculation Method: LOAD FACTOR	
Operating Rating: 99.8 metric tonnes	Calculation Method: LOAD FACTOR	
Permit Rating : PPPPP		
Posting Load : Type 3: Legal	Type 3S2: Legal	Type 3-3: Legal

DESCRIPTION ON STRUCTURE

Deck X-Section: (N) 0.2 m br, 12.2 m, 0.2 m br (S)

Total Width: 12.5 m	Net Width: 12.3 m	No. of Lanes: 2
Rail Description: Type 117 metal.		Rail Code : 1000
Min. Vertical Clearance: Unimpaired		

DESCRIPTION UNDER STRUCTURE

Channel Description: Natural gravelly cobbled earth trapezoidal with grouted rock slopes through the site.

CONDITION TEXT

REVISIONS

The inventory rating was modified from 32.6 metric tonnes to 60.3 metric tonnes.
The operating rating was modified from 53.5 metric tonnes to 99.8 metric tonnes.

CONDITION OF STRUCTURE

The a/c is depressed 20 mm at eastbound departure.
The concrete deck exhibits:
* map cracking of moderate size and severe density.
* 2 small spalls at westbound lane, close to east end.

There are no cracks on the soffit.

SCOUR

At pierwall #3, the footing is exposed 0.85 m to 2.4 m (east side).
At pierwall #4, the footing is exposed 0.5 m.

MISCELLANEOUS

CONDITION TEXT

Most of the vehicles utilizing the bridge are trash trucks.
The channel was dry at inspection time. All elements have been inspected.

ELEMENT INSPECTION RATINGS

F#Elem	Element Description	Env	Total Units	Qty in each Condition State				
				Qty	St. 1	St. 2	St. 3	St. 4
101 38	Concrete Slab - Bare	2	660 sq.m.	660	0	0	0	0
101 210	Reinforced Conc Pier Wall	2	56 m.	56	0	0	0	0
101 215	Reinforced Conc Abutment	2	28 m.	28	0	0	0	0
101 227	Reinforced Conc Submerged Pile	2	42 ea.	42	0	0	0	0
101 256	Slope Protection	2	2 ea.	2	0	0	0	0
101 330	Metal Bridge Railing - coated or uncoated	2	124 m.	124	0	0	0	0
101 358	Deck Cracking	2	1 ea.	0	0	1	0	0
101 361	Scour	2	1 ea.	1	0	0	0	0

WORK RECOMMENDATIONS

RecDate: 11/03/2010	EstCost:	Level the a/c at eastbound departure (20
Action : Deck-Misc.	StrTarget: 1 YEAR	mm).
Work By: LOCAL AGENCY	DistTarget:	
Status : PROPOSED	EA:	
 RecDate: 11/03/2010	 EstCost:	 Fill the exposure of pierwalls #3 and #4
Action : Sub-Scour Mitigate	StrTarget: 2 YEARS	with boulders.
Work By: LOCAL AGENCY	DistTarget:	
Status : PROPOSED	EA:	
 RecDate: 11/16/2006	 EstCost:	 Clean the concrete deck and fill the
Action : Deck-Methacrylate	StrTarget: 2 YEARS	cracks by coating the bridge deck with
Work By: LOCAL AGENCY	DistTarget:	methacrylate.
Status : PROPOSED	EA:	

Inspected By : GT.Zorapapel/M.Zolfaghar

George T. Zorapapel (Registered Civil Engineer)



STRUCTURE INVENTORY AND APPRAISAL REPORT

***** IDENTIFICATION *****

(1) STATE NAME- CALIFORNIA 069
 (8) STRUCTURE NUMBER 56C0382
 (5) INVENTORY ROUTE(ON/UNDER)- ON 140000000
 (2) HIGHWAY AGENCY DISTRICT 08
 (3) COUNTY CODE 065 (4) PLACE CODE 00000
 (6) FEATURE INTERSECTED- TEMESCAL WASH
 (7) FACILITY CARRIED- DAWSON CANYON ROAD
 (9) LOCATION- 0.2 MI. NE/O TEMESCAL CYN
 (11) MILEPOINT/KILOMETERPOINT 0
 (12) BASE HIGHWAY NETWORK- NOT ON NET 0
 (13) LRS INVENTORY ROUTE & SUBROUTE
 (16) LATITUDE 33 DEG 47 MIN 06 SEC
 (17) LONGITUDE 117 DEG 29 MIN 09 SEC
 (98) BORDER BRIDGE STATE CODE % SHARE %
 (99) BORDER BRIDGE STRUCTURE NUMBER

***** STRUCTURE TYPE AND MATERIAL *****

(43) STRUCTURE TYPE MAIN:MATERIAL- CONCRETE CONT
 TYPE- SLAB CODE 201
 (44) STRUCTURE TYPE APPR:MATERIAL- OTHER/NA
 TYPE- OTHER/NA CODE 000
 (45) NUMBER OF SPANS IN MAIN UNIT 5
 (46) NUMBER OF APPROACH SPANS 0
 (107) DECK STRUCTURE TYPE- CIP CONCRETE CODE 1
 (108) WEARING SURFACE / PROTECTIVE SYSTEM:
 A) TYPE OF WEARING SURFACE- CONCRETE CODE 1
 B) TYPE OF MEMBRANE- NONE CODE 0
 C) TYPE OF DECK PROTECTION- NONE CODE 0

***** AGE AND SERVICE *****

(27) YEAR BUILT 1988
 (106) YEAR RECONSTRUCTED 0000
 (42) TYPE OF SERVICE: ON- HIGHWAY 1
 UNDER- WATERWAY 5
 (28) LANES:ON STRUCTURE 02 UNDER STRUCTURE 00
 (29) AVERAGE DAILY TRAFFIC 2744
 (30) YEAR OF ADT 2003 (109) TRUCK ADT 80 %
 (19) BYPASS, DETOUR LENGTH 199 KM

***** GEOMETRIC DATA *****

(48) LENGTH OF MAXIMUM SPAN 11.9 M
 (49) STRUCTURE LENGTH 54.6 M
 (50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 0.0 M
 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 12.3 M
 (52) DECK WIDTH OUT TO OUT 12.5 M
 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 9.8 M
 (33) BRIDGE MEDIAN- CLOSED (NO BARRIER) 2
 (34) SKEW 25 DEG (35) STRUCTURE FLARED NO
 (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
 (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 12.3 M
 (53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M
 (54) MIN VERT UNDERCLEAR REF- NOT H/RR 0.00 M
 (55) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.0 M
 (56) MIN LAT UNDERCLEAR LT 0.0 M

***** NAVIGATION DATA *****

(38) NAVIGATION CONTROL- NOT APPLICABLE CODE N
 (111) PIER PROTECTION- CODE
 (39) NAVIGATION VERTICAL CLEARANCE 0.0 M
 (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR M
 (40) NAVIGATION HORIZONTAL CLEARANCE 0.0 M

***** SUFFICIENCY RATING = 77.0

STATUS

HEALTH INDEX 100.0

PAINT CONDITION INDEX = N/A

***** CLASSIFICATION ***** CODE

(112) NBIS BRIDGE LENGTH- YES Y
 (104) HIGHWAY SYSTEM- NOT ON NHS 0
 (26) FUNCTIONAL CLASS- LOCAL RURAL 09
 (100) DEFENSE HIGHWAY- NOT STRAHNET 0
 (101) PARALLEL STRUCTURE- NONE EXISTS N
 (102) DIRECTION OF TRAFFIC- 2 WAY 2
 (103) TEMPORARY STRUCTURE-
 (105) FED.LANDS HWY- NOT APPLICABLE 0
 (110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0
 (20) TOLL- ON FREE ROAD 3
 (21) MAINTAIN- COUNTY HIGHWAY AGENCY 02
 (22) OWNER- COUNTY HIGHWAY AGENCY 02
 (37) HISTORICAL SIGNIFICANCE- NOT ELIGIBLE 5

***** CONDITION ***** CODE

(58) DECK 5
 (59) SUPERSTRUCTURE 7
 (60) SUBSTRUCTURE 7
 (61) CHANNEL & CHANNEL PROTECTION 8
 (62) CULVERTS N

***** LOAD RATING AND POSTING ***** CODE

(31) DESIGN LOAD- MS-18 OR HS-20 5
 (63) OPERATING RATING METHOD- LOAD FACTOR 1
 (64) OPERATING RATING- 99.8
 (65) INVENTORY RATING METHOD- LOAD FACTOR 1
 (66) INVENTORY RATING- 60.3
 (70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5
 (41) STRUCTURE OPEN, POSTED OR CLOSED- A
 DESCRIPTION- OPEN, NO RESTRICTION

***** APPRAISAL ***** CODE

(67) STRUCTURAL EVALUATION 7
 (68) DECK GEOMETRY 6
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
 (71) WATER ADEQUACY 9
 (72) APPROACH ROADWAY ALIGNMENT 6
 (36) TRAFFIC SAFETY FEATURES 1000
 (113) SCOUR CRITICAL BRIDGES 5

***** PROPOSED IMPROVEMENTS *****

(75) TYPE OF WORK- CODE
 (76) LENGTH OF STRUCTURE IMPROVEMENT M
 (94) BRIDGE IMPROVEMENT COST
 (95) ROADWAY IMPROVEMENT COST
 (96) TOTAL PROJECT COST
 (97) YEAR OF IMPROVEMENT COST ESTIMATE
 (114) FUTURE ADT 4000
 (115) YEAR OF FUTURE ADT 2028

***** INSPECTIONS *****

(90) INSPECTION DATE 11/10 (91) FREQUENCY 24 MO
 (92) CRITICAL FEATURE INSPECTION: (93) CFI DATE
 A) FRACTURE CRIT DETAIL- NO MO A)
 B) UNDERWATER INSP- NO MO B)
 C) OTHER SPECIAL INSP- NO MO C)



Photo No. 1
Roadway View Looking West



Photo No. 1
Elevation View Looking North



DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 56C0382
Facility Carried: DAWSON CANYON ROAD
Location : 0.2 MI. NE/O TEMESCAL CY
City :
Inspection Date : 11/04/2008

Bridge Inspection Report

Inspection Type
Routine ☒ FC ☐ Underwater ☐ Special ☐ Other ☐

STRUCTURE NAME: TEMESCAL WASH

CONSTRUCTION INFORMATION

Year Built : 1988 Skew (degrees): 25
Year Widened: N/A No. of Joints : 0
Length (m) : 54.6 No. of Hinges : 0

Structure Description: Continuous five span CIP/RC deck slab with RC pier walls and with RC open end diaphragm abutments, all supported upon concrete piles. (2.1 m deep tremie concrete under all pier footings).

Span Configuration : (W) 11.3 m, 3 @ 11.0 m, 8.5 m (E) c/c

LOAD CAPACITY AND RATINGS

Design Live Load: MS-18 OR HS-20
Inventory Rating: 32.6 metric tons Calculation Method: LOAD FACTOR
Operating Rating: 53.5 metric tons Calculation Method: LOAD FACTOR
Permit Rating : PPPPP
Posting Load : Type 3 N/A Type 3S2 N/A Type 3-3 N/A

DESCRIPTION ON STRUCTURE

Deck X-Section: (N) 0.2 m br, 12.2 m, 0.2 m br (S)

Total Width: 12.5 m Net Width: 12.3 m No. of Lanes: 2
Rail Description: Type 117 metal. Rail Code : 1000
Min. Vertical Clearance: Unimpaired

DESCRIPTION UNDER STRUCTURE

Channel Description: Natural gravelly cobbled earth trapezoidal with grouted rock slopes through the site.

CONDITION TEXT

REVISIONS

Smart flag 361 was added (State 1).
Encroachments added: 2 pipes.
The year of ADT was modified to 2003 from 1991. The ADT was modified to 2,744 from 2,000.

CONDITION OF STRUCTURE

The concrete deck exhibits:
* map cracking of moderate size and severe density.
* 2 small spalls at westbound lane, close to east end.

There are no cracks on the soffit.

SCOUR

At pierwall #3, the footing is exposed 1.0 m.
At pierwall #4, the footing is exposed 0.3 m.
At pierwall #5, the north end of footing is exposed 0.6 m.

CONDITION TEXT**MISCELLANEOUS**

Most of the vehicles utilizing the bridge are trash trucks.
The channel was dry at inspection time. All elements have been inspected.

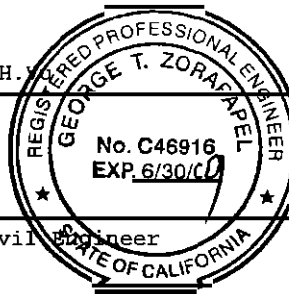
ELEMENT INSPECTION RATINGS

F#Elem	Element Description	Env	Total	Units	Qty in each Condition State				
					Qty	St. 1	St. 2	St. 3	St. 4
101 38	Concrete Slab - Bare	2	660	sq.m.	660	0	0	0	0
101 210	Reinforced Conc Pier Wall	2	56	m.	56	0	0	0	0
101 215	Reinforced Conc Abutment	2	28	m.	28	0	0	0	0
101 227	Reinforced Conc Submerged Pile	2	42	ea.	42	0	0	0	0
101 256	Slope Protection	2	2	ea.	2	0	0	0	0
101 330	Metal Bridge Railing - coated or uncoated	2	124	m.	124	0	0	0	0
101 358	Deck Cracking	2	1	ea.	0	0	1	0	0
101 361	Scour	2	1	ea.	1	0	0	0	0

WORK RECOMMENDATIONS

RecDate: 11/16/2006	EstCost:	Clean the concrete deck and fill the
Action : Deck-Methacrylate	StrTarget: 2 YEARS	cracks by coating the bridge deck with
Work By: LOCAL AGENCY	DistTarget:	methacrylate.
Status : PROPOSED	EA:	

Inspected By : GT.Zorapapel/H.V.



Registered Civil Engineer

CC: Charlie Ineichen

STRUCTURE INVENTORY AND APPRAISAL REPORT

***** IDENTIFICATION *****

(1) STATE NAME- CALIFORNIA 069
 (8) STRUCTURE NUMBER 56C0382
 (5) INVENTORY ROUTE(ON/UNDER)- ON 140000000
 (2) HIGHWAY AGENCY DISTRICT 08
 (3) COUNTY CODE 065 (4) PLACE CODE 00000
 (6) FEATURE INTERSECTED- TEMESCAL WASH
 (7) FACILITY CARRIED- DAWSON CANYON ROAD
 (9) LOCATION- 0.2 MI. NE/O TEMESCAL CYN
 (11) MILEPOINT/KILOMETERPOINT 0
 (12) BASE HIGHWAY NETWORK- NOT ON NET 0
 (13) LRS INVENTORY ROUTE & SUBROUTE
 (16) LATITUDE 33 DEG 47 MIN 06 SEC
 (17) LONGITUDE 117 DEG 29 MIN 09 SEC
 (98) BORDER BRIDGE STATE CODE % SHARE %
 (99) BORDER BRIDGE STRUCTURE NUMBER

***** STRUCTURE TYPE AND MATERIAL *****

(43) STRUCTURE TYPE MAIN:MATERIAL- CONCRETE CONT
 TYPE- SLAB CODE 201
 (44) STRUCTURE TYPE APPR:MATERIAL-
 TYPE- CODE
 (45) NUMBER OF SPANS IN MAIN UNIT 5
 (46) NUMBER OF APPROACH SPANS 0
 (107) DECK STRUCTURE TYPE- CIP CONCRETE CODE 1
 (108) WEARING SURFACE / PROTECTIVE SYSTEM:
 A) TYPE OF WEARING SURFACE- CONCRETE CODE 1
 B) TYPE OF MEMBRANE- NONE CODE 0
 C) TYPE OF DECK PROTECTION- NONE CODE 0

***** AGE AND SERVICE *****

(27) YEAR BUILT 1988
 (106) YEAR RECONSTRUCTED 0000
 (42) TYPE OF SERVICE: ON- HIGHWAY 1
 UNDER- WATERWAY 5
 (28) LANES:ON STRUCTURE 02 UNDER STRUCTURE 00
 (29) AVERAGE DAILY TRAFFIC 2744
 (30) YEAR OF ADT 2003 (109) TRUCK ADT 80 %
 (19) BYPASS, DETOUR LENGTH 199 KM

***** GEOMETRIC DATA *****

(48) LENGTH OF MAXIMUM SPAN 11.9 M
 (49) STRUCTURE LENGTH 54.6 M
 (50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 0.0 M
 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 12.3 M
 (52) DECK WIDTH OUT TO OUT 12.5 M
 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 9.8 M
 (33) BRIDGE MEDIAN- CLOSED (NO BARRIER) 2
 (34) SKEW 25 DEG (35) STRUCTURE FLARED NO
 (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
 (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 12.3 M
 (53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M
 (54) MIN VERT UNDERCLEAR REF- NOT H/RR 0.00 M
 (55) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.0 M
 (56) MIN LAT UNDERCLEAR LT 0.0 M

***** NAVIGATION DATA *****

(38) NAVIGATION CONTROL- NOT APPLICABLE CODE N
 (111) PIER PROTECTION- CODE
 (39) NAVIGATION VERTICAL CLEARANCE 0.0 M
 (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR 0.0 M
 (40) NAVIGATION HORIZONTAL CLEARANCE 0.0 M

***** SUFFICIENCY RATING *****

SUFFICIENCY RATING = 77.0
 STATUS
 HEALTH INDEX 100.0
 PAINT CONDITION INDEX = N/A

***** CLASSIFICATION ***** CODE

(112) NBIS BRIDGE LENGTH- YES Y
 (104) HIGHWAY SYSTEM- NOT ON NHS 0
 (26) FUNCTIONAL CLASS- LOCAL RURAL 09
 (100) DEFENSE HIGHWAY- NOT STRAHNET 0
 (101) PARALLEL STRUCTURE- NONE EXISTS N
 (102) DIRECTION OF TRAFFIC- 2 WAY 2
 (103) TEMPORARY STRUCTURE-
 (105) FED.LANDS HWY- NOT APPLICABLE 0
 (110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0
 (20) TOLL- ON FREE ROAD 3
 (21) MAINTAIN- COUNTY HIGHWAY AGENCY 02
 (22) OWNER- COUNTY HIGHWAY AGENCY 02
 (37) HISTORICAL SIGNIFICANCE- NOT ELIGIBLE 5

***** CONDITION ***** CODE

(58) DECK 5
 (59) SUPERSTRUCTURE 7
 (60) SUBSTRUCTURE 7
 (61) CHANNEL & CHANNEL PROTECTION 8
 (62) CULVERTS N

***** LOAD RATING AND POSTING ***** CODE

(31) DESIGN LOAD- MS-18 OR HS-20 5
 (63) OPERATING RATING METHOD- LOAD FACTOR 1
 (64) OPERATING RATING- 53.5
 (65) INVENTORY RATING METHOD- LOAD FACTOR 1
 (66) INVENTORY RATING- 32.6
 (70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5
 (41) STRUCTURE OPEN, POSTED OR CLOSED- A
 DESCRIPTION- OPEN, NO RESTRICTION

***** APPRAISAL ***** CODE

(67) STRUCTURAL EVALUATION 7
 (68) DECK GEOMETRY 6
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
 (71) WATER ADEQUACY 9
 (72) APPROACH ROADWAY ALIGNMENT 6
 (36) TRAFFIC SAFETY FEATURES 1000
 (113) SCOUR CRITICAL BRIDGES 5

***** PROPOSED IMPROVEMENTS *****

(75) TYPE OF WORK- CODE
 (76) LENGTH OF STRUCTURE IMPROVEMENT M
 (94) BRIDGE IMPROVEMENT COST
 (95) ROADWAY IMPROVEMENT COST
 (96) TOTAL PROJECT COST
 (97) YEAR OF IMPROVEMENT COST ESTIMATE
 (114) FUTURE ADT 4000
 (115) YEAR OF FUTURE ADT 2028

***** INSPECTIONS *****

(90) INSPECTION DATE 11/08 (91) FREQUENCY 24 MO
 (92) CRITICAL FEATURE INSPECTION: (93) CFI DATE
 A) FRACTURE CRIT DETAIL- NO MO A)
 B) UNDERWATER INSP- NO MO B)
 C) OTHER SPECIAL INSP- NO MO C)



DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 56C0382
Facility Carried: DAWSON CANYON ROAD
Location : 0.2 MI. NE/O TEMESCAL CY
City :
Inspection Date : 11/16/2006

Bridge Inspection Report

Inspection Type

Routine	FC	Underwater	Special	Other
☒	☐	☐	☐	☐

STRUCTURE NAME: TEMESCAL WASH

CONSTRUCTION INFORMATION

Year Built : 1988	Skew (degrees): 25
Year Widened: N/A	No. of Joints : 0
Length (m) : 54.6	No. of Hinges : 0

Structure Description: Continuous five span CIP/RC deck slab with RC pier walls and with RC open end diaphragm abutments, all supported upon concrete piles.
(2.1 m deep tremie concrete under all pier footings).

Span Configuration : (W) 11.3 m, 3 @ 11.0 m, 8.5 m (E) c/c

LOAD CAPACITY AND RATINGS

Design Live Load: MS-18 OR HS-20	
Inventory Rating: 32.6 metric tons	Calculation Method: LOAD FACTOR
Operating Rating: 53.5 metric tons	Calculation Method: LOAD FACTOR
Permit Rating : P P P P P	
Posting Load : Type 3 N/A	Type 3S2 N/A Type 3-3 N/A

DESCRIPTION ON STRUCTURE

Deck X-Section: (N) 0.2 m br, 12.2 m, 0.2 m br (S)

Total Width: 12.5 m	Net Width: 12.3 m	No. of Lanes: 2
Rail Description: Type 117 metal.		Rail Code : 1000
Min. Vertical Clearance: Unimpaired		

DESCRIPTION UNDER STRUCTURE

Channel Description: Natural gravelly cobbled earth trapezoidal with grouted rock slopes through the site.

CONDITION TEXT

REVISIONS

The truck ADT was modified from 60% to 80%.

CONDITION OF STRUCTURE

The concrete deck exhibits:

- * map cracking of moderate size and severe density.
- * 2 small spalls at westbound lane, close to east end.

There are no cracks on the soffit.

SCOUR

At pierwall #4, the footing is exposed 0.3 m.

At pierwall #5, the north end of footing is exposed 0.6 m.

MISCELLANEOUS

Most of the vehicles utilizing the bridge are trash trucks.

The water in the channel (span 3 only) was 0.3 m deep at inspection time. All elements

CONDITION TEXT

have been inspected.

ELEMENT INSPECTION RATINGS									
F#Elem	Element Description	Env	Total	Units	Qty in each Condition State				
			Qty		St. 1	St. 2	St. 3	St. 4	St. 5
101 38	Concrete Slab - Bare	2	660	sq.m.	660	0	0	0	0
101 210	Reinforced Conc Pier Wall	2	56	m.	56	0	0	0	0
101 215	Reinforced Conc Abutment	2	28	m.	28	0	0	0	0
101 227	Reinforced Conc Submerged Pile	2	42	ea.	42	0	0	0	0
101 256	Slope Protection	2	2	ea.	2	0	0	0	0
101 330	Metal Bridge Railing - coated or uncoated	2	124	m.	124	0	0	0	0
101 358	Deck Cracking	2	1	ea.	0	0	1	0	0

WORK RECOMMENDATIONS

RecDate: 11/16/2006 EstCost: Clean the concrete deck and fill the
 Action : Deck-Methacrylat StrTarget: 2 YEARS cracks by coating the bridge deck with
 Work By: LOCAL AGENCY DistTarget: methacrylate.
 Status : PROPOSED EA:

Inspected By : G.Zorapapel / Huy Vu

Registered Civil Engineer



STRUCTURE INVENTORY AND APPRAISAL REPORT

***** IDENTIFICATION *****

(1) STATE NAME- CALIFORNIA 069
 (8) STRUCTURE NUMBER 56C0382
 (5) INVENTORY ROUTE(ON/UNDER)- ON 140000000
 (2) HIGHWAY AGENCY DISTRICT 08
 (3) COUNTY CODE 065 (4) PLACE CODE 00000
 (6) FEATURE INTERSECTED- TEMESCAL WASH
 (7) FACILITY CARRIED- DAWSON CANYON ROAD
 (9) LOCATION- 0.2 MI. NE/O TEMESCAL CYN
 (11) MILEPOINT/KILOMETERPOINT 0
 (12) BASE HIGHWAY NETWORK- NOT ON NET 0
 (13) LRS INVENTORY ROUTE & SUBROUTE
 (16) LATITUDE 33 DEG 47 MIN 06 SEC
 (17) LONGITUDE 117 DEG 29 MIN 09 SEC
 (98) BORDER BRIDGE STATE CODE % SHARE %
 (99) BORDER BRIDGE STRUCTURE NUMBER

***** STRUCTURE TYPE AND MATERIAL *****

(43) STRUCTURE TYPE MAIN:MATERIAL- CONCRETE CONT
 TYPE- SLAB CODE 201
 (44) STRUCTURE TYPE APPR:MATERIAL-
 TYPE- CODE
 (45) NUMBER OF SPANS IN MAIN UNIT 5
 (46) NUMBER OF APPROACH SPANS 0
 (107) DECK STRUCTURE TYPE- CIP CONCRETE CODE 1
 (108) WEARING SURFACE / PROTECTIVE SYSTEM:
 A) TYPE OF WEARING SURFACE- CONCRETE CODE 1
 B) TYPE OF MEMBRANE- NONE CODE 0
 C) TYPE OF DECK PROTECTION- NONE CODE 0

***** AGE AND SERVICE *****

(27) YEAR BUILT 1988
 (106) YEAR RECONSTRUCTED 0000
 (42) TYPE OF SERVICE: ON- HIGHWAY 1
 UNDER- WATERWAY 5
 (28) LANES:ON STRUCTURE 02 UNDER STRUCTURE 00
 (29) AVERAGE DAILY TRAFFIC 2000
 (30) YEAR OF ADT 1991 (109) TRUCK ADT 80 %
 (19) BYPASS, DETOUR LENGTH 199 KM

***** GEOMETRIC DATA *****

(48) LENGTH OF MAXIMUM SPAN 11.9 M
 (49) STRUCTURE LENGTH 54.6 M
 (50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 0.0 M
 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 12.3 M
 (52) DECK WIDTH OUT TO OUT 12.5 M
 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 9.8 M
 (33) BRIDGE MEDIAN- CLOSED (NO BARRIER) 2
 (34) SKEW 25 DEG (35) STRUCTURE FLARED NO
 (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
 (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 12.3 M
 (53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M
 (54) MIN VERT UNDERCLEAR REF- NOT H/RR 0.00 M
 (55) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.0 M
 (56) MIN LAT UNDERCLEAR LT 0.0 M

***** NAVIGATION DATA *****

(38) NAVIGATION CONTROL- NOT APPLICABLE CODE N
 (111) PIER PROTECTION- CODE
 (39) NAVIGATION VERTICAL CLEARANCE 0.0 M
 (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR 0.0 M
 (40) NAVIGATION HORIZONTAL CLEARANCE 0.0 M

***** SUFFICIENCY RATING = 77.0

STATUS

HEALTH INDEX 100.0

PAINT CONDITION INDEX = N/A

***** CLASSIFICATION ***** CODE

(112) NBIS BRIDGE LENGTH- YES Y
 (104) HIGHWAY SYSTEM- NOT ON NHS 0
 (26) FUNCTIONAL CLASS- LOCAL RURAL 09
 (100) DEFENSE HIGHWAY- NOT STRAHNET 0
 (101) PARALLEL STRUCTURE- NONE EXISTS N
 (102) DIRECTION OF TRAFFIC- 2 WAY 2
 (103) TEMPORARY STRUCTURE-
 (105) FED.LANDS HWY- NOT APPLICABLE 0
 (110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0
 (20) TOLL- ON FREE ROAD 3
 (21) MAINTAIN- COUNTY HIGHWAY AGENCY 02
 (22) OWNER- COUNTY HIGHWAY AGENCY 02
 (37) HISTORICAL SIGNIFICANCE- NOT ELIGIBLE 5

***** CONDITION ***** CODE

(58) DECK 5
 (59) SUPERSTRUCTURE 7
 (60) SUBSTRUCTURE 7
 (61) CHANNEL & CHANNEL PROTECTION 8
 (62) CULVERTS N

***** LOAD RATING AND POSTING ***** CODE

(31) DESIGN LOAD- MS-18 OR HS-20 5
 (63) OPERATING RATING METHOD- LOAD FACTOR 1
 (64) OPERATING RATING- 53.5
 (65) INVENTORY RATING METHOD- LOAD FACTOR 1
 (66) INVENTORY RATING- 32.6
 (70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5
 (41) STRUCTURE OPEN, POSTED OR CLOSED- A
 DESCRIPTION- OPEN, NO RESTRICTION

***** APPRAISAL ***** CODE

(67) STRUCTURAL EVALUATION 7
 (68) DECK GEOMETRY 7
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
 (71) WATER ADEQUACY 9
 (72) APPROACH ROADWAY ALIGNMENT 6
 (36) TRAFFIC SAFETY FEATURES 1000
 (113) SCOUR CRITICAL BRIDGES 5

***** PROPOSED IMPROVEMENTS *****

(75) TYPE OF WORK- CODE
 (76) LENGTH OF STRUCTURE IMPROVEMENT M
 (94) BRIDGE IMPROVEMENT COST
 (95) ROADWAY IMPROVEMENT COST
 (96) TOTAL PROJECT COST
 (97) YEAR OF IMPROVEMENT COST ESTIMATE
 (114) FUTURE ADT 4000
 (115) YEAR OF FUTURE ADT 2018

***** INSPECTIONS *****

(90) INSPECTION DATE 11/06 (91) FREQUENCY 24 MO
 (92) CRITICAL FEATURE INSPECTION: (93) CFI DATE
 A) FRACTURE CRIT DETAIL- NO MO A)
 B) UNDERWATER INSP- NO MO B)
 C) OTHER SPECIAL INSP- NO MO C)



DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 56C0382
Facility Carried: DAWSON CANYON ROAD
Location : 0.2 MI. NE/O TEMESCAL CY
City :
Inspection Date : 11/08/2004

Bridge Inspection Report

Inspection Type
Routine ☒ Group A ☐ Underwater ☐ Special ☐ Other ☐

STRUCTURE NAME: TEMESCAL WASH

CONSTRUCTION INFORMATION

Year Built : 1988 Skew (degrees): 25
Year Widened: N/A No. of Joints : 0
Length (m) : 54.6 No. of Hinges : 0

Structure Description: Continuous five span CIP/RC deck slab with RC pier walls and with RC open end diaphragm abutments, all supported upon concrete piles.
(2.1 m deep tremie concrete under all pier footings).

Span Configuration : (W) 11.3 m, 3 @ 11.0 m, 8.5 m (E) c/c

LOAD CAPACITY AND RATINGS

Design Live Load: MS-18 OR HS-20
Inventory Rating: 32.6 metric tons Calculation Method: LOAD FACTOR
Operating Rating: 53.5 metric tons Calculation Method: LOAD FACTOR
Permit Rating : P P P P P
Posting Load : Type 3 N/A Type 3S2 N/A Type 3-3 N/A

DESCRIPTION ON STRUCTURE

Deck X-Section: (N) 0.2 m br, 12.2 m, 0.2 m br (S)

Total Width: 12.5 m Net Width: 12.3 m No. of Lanes: 2
Rail Description: Type 117 metal. Rail Code : 1000
Min. Vertical Clearance: Unimpaired

DESCRIPTION UNDER STRUCTURE

Channel Description: Natural gravelly cobbled earth trapezoidal with grouted rock slopes through the site.

CONDITION TEXT

CONDITION OF STRUCTURE

Unsealed cracks exist in the concrete deck which are of moderate size and density.

Otherwise, the structure is in good condition.

MISCELLANEOUS

Most of the vehicles utilizing the bridge are trash trucks.

ELEMENT INSPECTION RATINGS

#	Element Description	nv	otal Units	Qty in each Condition State				
				St. 1	St. 2	St. 3	St. 4	St. 5
01 38	Concrete Slab - Bare	2	660 sq.m.	660	0	0	0	0
01 210	Reinforced Conc Pier Wall	2	56 m.	56	0	0	0	0
01 215	Reinforced Conc Abutment	2	28 m.	28	0	0	0	0
01 227	Reinforced Conc Submerged Pile	2	42 ea.	42	0	0	0	0

#	Item Description	Qty	Total Units	Qty in each Condition State				
				St. 1	St. 2	St. 3	St. 4	St. 5
01 256	Slope Protection	2	2 ea.	2	0	0	0	0
01 330	Metal Bridge Railing - coated or uncoated	2	124 m.	124	0	0	0	0
01 358	Deck Cracking	2	1 ea.	0	0	1	0	0

WORK RECOMMENDATIONS - NONE

Inspected By : M. Ogata

M. Ogata
 Registered Civil Engineer



CC: WLindsey

STRUCTURE INVENTORY AND APPRAISAL REPORT

***** IDENTIFICATION *****

(1) STATE NAME- CALIFORNIA 069
 (8) STRUCTURE NUMBER 56C0382
 (5) INVENTORY ROUTE(ON/UNDER)- ON 140000000
 (2) HIGHWAY AGENCY DISTRICT 08
 (3) COUNTY CODE 065 (4) PLACE CODE 00000
 (6) FEATURE INTERSECTED- TEMESCAL WASH
 (7) FACILITY CARRIED- DAWSON CANYON ROAD
 (9) LOCATION- 0.2 MI. NE/O TEMESCAL CYN
 (11) MILEPOINT/KILOMETERPOINT 0
 (12) BASE HIGHWAY NETWORK- NOT ON NET 0
 (13) LRS INVENTORY ROUTE & SUBROUTE
 (16) LATITUDE 33 DEG 47 MIN 06 SEC
 (17) LONGITUDE 117 DEG 29 MIN 09 SEC
 (98) BORDER BRIDGE STATE CODE % SHARE %
 (99) BORDER BRIDGE STRUCTURE NUMBER

***** STRUCTURE TYPE AND MATERIAL *****

(43) STRUCTURE TYPE MAIN:MATERIAL- CONCRETE CONT
 TYPE- SLAB CODE 201
 (44) STRUCTURE TYPE APPR:MATERIAL-
 TYPE- CODE
 (45) NUMBER OF SPANS IN MAIN UNIT 5
 (46) NUMBER OF APPROACH SPANS 0
 (107) DECK STRUCTURE TYPE- CIP CONCRETE CODE 1
 (108) WEARING SURFACE / PROTECTIVE SYSTEM:
 A) TYPE OF WEARING SURFACE- CONCRETE CODE 1
 B) TYPE OF MEMBRANE- NONE CODE 0
 C) TYPE OF DECK PROTECTION- NONE CODE 0

***** AGE AND SERVICE *****

(27) YEAR BUILT 1988
 (106) YEAR RECONSTRUCTED 0000
 (42) TYPE OF SERVICE: ON- HIGHWAY
 UNDER- WATERWAY
 (28) LANES:ON STRUCTURE 02 UNDER STRUCTURE 00
 (29) AVERAGE DAILY TRAFFIC 2000
 (30) YEAR OF ADT 1991 (109) TRUCK ADT 60 %
 (19) BYPASS, DETOUR LENGTH 199 KM

***** GEOMETRIC DATA *****

(48) LENGTH OF MAXIMUM SPAN 11.9 M
 (49) STRUCTURE LENGTH 54.6 M
 (50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 0.0 M
 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 12.3 M
 (52) DECK WIDTH OUT TO OUT 12.5 M
 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 9.8 M
 (33) BRIDGE MEDIAN- CLOSED (NO BARRIER) 2
 (34) SKEW 25 DEG (35) STRUCTURE FLARED NO
 (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
 (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 12.3 M
 (53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M
 (54) MIN VERT UNDERCLEAR REF- NOT H/RR 0.00 M
 (55) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.0 M
 (56) MIN LAT UNDERCLEAR LT 0.0 M

***** NAVIGATION DATA *****

(38) NAVIGATION CONTROL- NOT APPLICABLE CODE N
 (111) PIER PROTECTION- NOT REQUIRED CODE 1
 (39) NAVIGATION VERTICAL CLEARANCE 0.0 M
 (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR 0.0 M
 (40) NAVIGATION HORIZONTAL CLEARANCE 0.0 M

***** SUFFICIENCY RATING *****

SUFFICIENCY RATING = 77.0
 STATUS
 HEALTH INDEX = 100.0
 PAINT CONDITION INDEX = N/A

***** CLASSIFICATION *****

(112) NBIS BRIDGE LENGTH- YES Y
 (104) HIGHWAY SYSTEM- NOT ON NHS 0
 (26) FUNCTIONAL CLASS- LOCAL RURAL 09
 (100) DEFENSE HIGHWAY- NOT STRAHNET 0
 (101) PARALLEL STRUCTURE- NONE EXISTS N
 (102) DIRECTION OF TRAFFIC- 2 WAY 2
 (103) TEMPORARY STRUCTURE-
 (105) FED.LANDS HWY- NOT APPLICABLE 0
 (110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0
 (20) TOLL- ON FREE ROAD 3
 (21) MAINTAIN- COUNTY HIGHWAY AGENCY 02
 (22) OWNER- COUNTY HIGHWAY AGENCY 02
 (37) HISTORICAL SIGNIFICANCE- NOT ELIGIBLE 5

***** CONDITION *****

(58) DECK 5
 (59) SUPERSTRUCTURE 7
 (60) SUBSTRUCTURE 7
 (61) CHANNEL & CHANNEL PROTECTION 8
 (62) CULVERTS N

***** LOAD RATING AND POSTING *****

(31) DESIGN LOAD- MS-18 OR HS-20 5
 (63) OPERATING RATING METHOD- LOAD FACTOR 1
 (64) OPERATING RATING- 53.5
 (65) INVENTORY RATING METHOD- LOAD FACTOR 1
 (66) INVENTORY RATING- 32.6
 (70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5
 (41) STRUCTURE OPEN, POSTED OR CLOSED- A
 DESCRIPTION- OPEN, NO RESTRICTION

***** APPRAISAL *****

(67) STRUCTURAL EVALUATION 7
 (68) DECK GEOMETRY 7
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
 (71) WATER ADEQUACY 9
 (72) APPROACH ROADWAY ALIGNMENT 6
 (36) TRAFFIC SAFETY FEATURES 1000
 (113) SCOUR CRITICAL BRIDGES 5

***** PROPOSED IMPROVEMENTS *****

(75) TYPE OF WORK- CODE
 (76) LENGTH OF STRUCTURE IMPROVEMENT M
 (94) BRIDGE IMPROVEMENT COST
 (95) ROADWAY IMPROVEMENT COST
 (96) TOTAL PROJECT COST
 (97) YEAR OF IMPROVEMENT COST ESTIMATE
 (114) FUTURE ADT 4000
 (115) YEAR OF FUTURE ADT 2018

***** INSPECTIONS *****

(90) INSPECTION DATE 11/04 (91) FREQUENCY 24 MO
 (92) CRITICAL FEATURE INSPECTION: (93) CFI DATE
 A) FRACTURE CRIT DETAIL- NO MO A)
 B) UNDERWATER INSP- NO MO B)
 C) OTHER SPECIAL INSP- NO MO C)



DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 56C0382
Facility Carried: EL SBRTE LNDFL RD
Location : 0.2 MI. NE/O TEMESCAL CYN
City :
Inspection Date : 11/05/2002
Inspection Type

Bridge Inspection Report

Routine ☒ Group A ☐ Underwater ☐ Special ☐ Other ☐

STRUCTURE NAME: TEMESCAL WASH

CONSTRUCTION INFORMATION

Year Built : 1988 Skew (degrees): 25
Year Widened : N/A No. of Joints : 0
Length (m) : 54.6 No. of Hinges : 0

Structure Description: Continuous five span CIP/RC deck slab with RC pier walls and with RC open end diaphragm abutments, all supported upon concrete piles. (2.1 m deep tremie concrete under all pier footings).

Span Configuration : (W) 11.3 m, 3 @ 11.0 m, 8.5 m (E) c/c

LOAD CAPACITY AND RATINGS

Design Live Load : MS - 18 OR HS - 20
Inventory Rating : 32.6 metric tons Calculation Method : LOAD FACTOR
Operating Rating : 53.5 metric tons Calculation Method : LOAD FACTOR
Permit Rating : PPPPP
Posting Load : Type 3 N/A Type 3S2 N/A Type 3-3 N/A

DESCRIPTION ON STRUCTURE

Deck X-Section: (N) 0.2 m br, 12.2 m, 0.2 m br (S)

Total Width : 12.5 m Net Width : 12.3 m No. of Lanes : 2
Rail Description : Type 117 metal. Rail Code : 1000
Min. Vertical Clearance: Unimpaired

DESCRIPTION UNDER STRUCTURE

Channel Description : Natural gravelly cobbled earth trapezoidal with grouted rock slopes through the site.

CONDITION OF STRUCTURE

Unsealed cracks exist in the concrete deck which are of moderate size and density.
The structure is in good condition.

SCOUR

The top of the pile cap is no longer exposed at the most easterly pier.

MISCELLANEOUS

Most of the vehicles utilizing the bridge are trash trucks.

ELEMENT INSPECTION RATINGS

F#	Elem	Element Description	Env	Total Units Qty	Qty in each Condition State				
					St. 1	St. 2	St. 3	St. 4	St. 5
01 38		Concrete Slab - Bare	2	660 sq.m.	660	0	0	0	0
01 210		Reinforced Conc Pier Wall	2	56 m.	56	0	0	0	0
01 215		Reinforced Conc Abutment	2	28 m.	28	0	0	0	0
01 227		Reinforced Conc Submerged Pile	2	42 ea.	42	0	0	0	0

F#	Element Description No.	Env	Total Units Qty		Qty in each Condition State				
					St. 1	St. 2	St. 3	St. 4	St. 5
01 256	Slope Protection	2	2	ea.	2	0	0	0	0
01 330	Metal Bridge Railing - Uncoated	2	124	m.	124	0	0	0	0
01 358	Deck Cracking	2	1	ea.	0	0	1	0	
01 361	Scour	2	1	ea.	0	1	0	0	0

WORK RECOMMENDATIONS - NONE

Inspected By : M. Ogata

M. Ogata

 Registered Civil Engineer



CC: TMRut
 Riverside County
 WLindsey

STRUCTURE INVENTORY AND APPRAISAL REPORT

***** IDENTIFICATION *****

(1) STATE NAME- CALIFORNIA 069
 (8) STRUCTURE NUMBER 56C0382
 (5) INVENTORY ROUTE (ON/UNDER)- ON 140000000
 (2) HIGHWAY AGENCY DISTRICT 08
 (3) COUNTY CODE 065 (4) PLACE CODE 00000
 (6) FEATURE INTERSECTED- TEMESCAL WASH
 (7) FACILITY CARRIED- EL SBRT LNDFL RD
 (9) LOCATION- 0.2 MI. NE/O TEMESCAL CYN
 (11) MILEPOINT/KILOMETERPOINT 0
 (12) BASE HIGHWAY NETWORK- NOT ON NET 0
 (13) LRS INVENTORY ROUTE & SUBROUTE
 (16) LATITUDE 33 DEG 47 MIN 06 SEC
 (17) LONGITUDE 117 DEG 29 MIN 09 SEC
 (98) BORDER BRIDGE STATE CODE * SHARE *
 (99) BORDER BRIDGE STRUCTURE NUMBER

***** STRUCTURE TYPE AND MATERIAL *****

(43) STRUCTURE TYPE MAIN:MATERIAL- CONCRETE CONT
 TYPE- SLAB CODE 201
 (44) STRUCTURE TYPE APPR:MATERIAL-
 TYPE- SLAB CODE
 (45) NUMBER OF SPANS IN MAIN UNIT 5
 (46) NUMBER OF APPROACH SPANS 0
 (107) DECK STRUCTURE TYPE- CIP CONCRETE CODE 1
 (108) WEARING SURFACE / PROTECTIVE SYSTEM:
 A) TYPE OF WEARING SURFACE- CONCRETE CODE 1
 B) TYPE OF MEMBRANE- NONE CODE 0
 C) TYPE OF DECK PROTECTION- NONE CODE 0

***** AGE AND SERVICE *****

(27) YEAR BUILT 1988
 (106) YEAR RECONSTRUCTED 0000
 (42) TYPE OF SERVICE: ON- HIGHWAY 1
 UNDER- WATERWAY 5
 (28) LANES: ON STRUCTURE 02 UNDER STRUCTURE
 (29) AVERAGE DAILY TRAFFIC 2000
 (30) YEAR OF ADT 1998 (109) TRUCK ADT 80 %
 (19) BYPASS, DETOUR LENGTH 199 KM

***** GEOMETRIC DATA *****

(48) LENGTH OF MAXIMUM SPAN 11.9 M
 (49) STRUCTURE LENGTH 54.6 M
 (50) CURB OR SIDEWALK: LEFT 0 M RIGHT 0 M
 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 12.3 M
 (52) DECK WIDTH OUT TO OUT 12.5 M
 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 9.8 M
 (33) BRIDGE MEDIAN- CLOSED (NO BARRIER) 2
 (34) SKEW 25 DEG (35) STRUCTURE FLARED NO
 (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
 (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 12.3 M
 (53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M
 (54) MIN VERT UNDERCLEAR REF- NOT H/RR 0 M
 (55) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0 M
 (56) MIN LAT UNDERCLEAR LT 0 M

***** NAVIGATION DATA *****

(38) NAVIGATION CONTROL- NOT APPLICABLE CODE N
 (111) PIER PROTECTION- NOT REQUIRED CODE 1
 (39) NAVIGATION VERTICAL CLEARANCE 0 M
 (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR 0 M
 (40) NAVIGATION HORIZONTAL CLEARANCE 0 M

***** SUFFICIENCY RATING *****

SUFFICIENCY RATING = 77.0

***** STATUS *****

HEALTH INDEX 100.0

PAINT CONDITION INDEX N/A

***** CLASSIFICATION *****

(112) NBIS BRIDGE LENGTH- YES Y
 (104) HIGHWAY SYSTEM- NOT ON NHS 0
 (26) FUNCTIONAL CLASS- LOCAL RURAL 09
 (100) DEFENSE HIGHWAY- NOT STRAHNET 0
 (101) PARALLEL STRUCTURE- NONE EXISTS N
 (102) DIRECTION OF TRAFFIC- 2 WAY 2
 (103) TEMPORARY STRUCTURE-
 (105) FED. LANDS HWY- NOT APPLICABLE 0
 (110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0
 (20) TOLL- ON FREE ROAD 3
 (21) MAINTAIN- COUNTY HIGHWAY AGENCY 02
 (22) OWNER- COUNTY HIGHWAY AGENCY 02
 (37) HISTORICAL SIGNIFICANCE- NOT ELIGIBLE 5

***** CONDITION *****

(58) DECK 5
 (59) SUPERSTRUCTURE 7
 (60) SUBSTRUCTURE 6
 (61) CHANNEL & CHANNEL PROTECTION 8
 (62) CULVERTS N

***** LOAD RATING AND POSTING *****

(31) DESIGN LOAD- MS - 18 OR HS - 20 5
 (63) OPERATING RATING METHOD- LOAD FACTOR 1
 (64) OPERATING RATING- 53.5
 (65) INVENTORY RATING METHOD- LOAD FACTOR 1
 (66) INVENTORY RATING- 32.6
 (70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5
 (41) STRUCTURE OPEN, POSTED OR CLOSED- A
 DESCRIPTION- OPEN, NO RESTRICTION

***** APPRAISAL *****

(67) STRUCTURAL EVALUATION 6
 (68) DECK GEOMETRY 7
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
 (71) WATER ADEQUACY 9
 (72) APPROACH ROADWAY ALIGNMENT 6
 (36) TRAFFIC SAFETY FEATURES 1000
 (113) SCOUR CRITICAL BRIDGES 5

***** PROPOSED IMPROVEMENTS *****

(75) TYPE OF WORK- CODE
 (76) LENGTH OF STRUCTURE IMPROVEMENT M
 (94) BRIDGE IMPROVEMENT COST
 (95) ROADWAY IMPROVEMENT COST
 (96) TOTAL PROJECT COST
 (97) YEAR OF IMPROVEMENT COST ESTIMATE
 (114) FUTURE ADT 4000
 (115) YEAR OF FUTURE ADT 2018

***** INSPECTIONS *****

(90) INSPECTION DATE 11/02 (91) FREQUENCY 24 MO
 (92) CRITICAL FEATURE INSPECTION: (93) CFI DATE
 A) FRACTURE CRIT DETAIL- NO -1 MO A)
 B) UNDERWATER INSP- NO -1 MO B)
 C) OTHER SPECIAL INSP- NO -1 MO C)



DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 56C0382
Facility Carried: EL SB RTE LND FL RD
Location : 0.2 MI NE TEMESCAL CYN R
City :
Inspection Date : 02/24/2002

Bridge Inspection Report

Inspection Type
Routine ☐ Group A ☐ Underwater ☐ Special ☐ Other ☒

Name : TEMESCAL WASH

CONSTRUCTION INFORMATION

Year Built : 1988
Year Widened : N/A
Length (m) : 54.6

Skew (degrees): 25
No. of Joints : 0
No. of Hinges : 0

Description of Structure : Continuous five span CIP/RC deck slab with RC pier walls and with RC open end diaphragm abutments, all supported upon concrete piles. (2.1 m deep tremie concrete under all pier footings).

Span Configuration : (W) 11.3 m, 3 @ 11.0 m, 8.5 m (E) c/c

LOAD CAPACITY AND RATINGS

Design Live Load : MS - 18 OR HS - 20

Inventory Rating : 32.6 metric tons

Operating Rating : 53.5 metric tons

Permit Rating : PPPPP

Posting Load : Type 3 N/A english tons Type 3S2 N/A english tons Type 3-3 N/A english tons

Calculation Method : LOAD FACTOR

Calculation Method : LOAD FACTOR

DESCRIPTION ON STRUCTURE

Bridge width : (N) 0.2 m br, 12.2 m, 0.2 m br (S)

Total Width : 12.5 m

Net Width : 12.30 m

No. of Lanes : 2

Rail Description : Type 117 metal.

Rail Code : 1000

Min. Vertical Clearance : Unimpaired

DESCRIPTION UNDER STRUCTURE

Channel Description : Natural gravelly cobbled earth trapezoidal with grouted rock slopes through the site.

HISTORY

On the 10/1/1996 inspection report, it was stated that a local scour has developed in the upstream end of the bridge, starting at about 7 m south of the south edge of the pier walls to about 2 m north of the south edge of the pier wall. Depth of the local scour was from about 2 m in the south end to about 0.6 m in the north end.

The structure has been given an Element Level Inspection 361 Code, Scour Smart Flag, Condition State of 2: "Scour exists at the bridge site and if left unchecked could adversely impact the structural integrity of the bridge."

REVISIONS

The National Bridge Inventory Item 113 Code has been revised from 6 to 5.

SCOUR

This report addresses hydraulic issues only. The structure's scour potential has been assessed in accordance with the Federal Highway Administration Technical Advisory T5140.23, "Evaluating Scour at Bridges". The National Bridge Inventory Item 113 Code, "Vulnerability to Scour", has been changed to 5: "Bridge foundations determined to be stable for assessed or calculated scour conditions; scour is determined to be within the limits of footings or piles by assessment, by calculations or by installation of properly designed countermeasures."

OCT - 2 2002

Bridge No.: 56C0382

Location: 0.2 MI NE TEMESCAL CYN R

Inspection Date: 24-FEB-2002

This evaluation is based on a field investigation and an office review of maintenance records and As-Built plans. A channel cross-section was measured along the upstream edge of deck during field reconnaissance and is attached for comparison purposes. There was no water flowing at the time of inspection. Some of the Rock Slope Protection at the slopes of both abutments has washed into the channel. Vegetation was observed both upstream and downstream of the structure. There were holes approximately 0.5 m on the upstream side of Piers 3 & 4. The Pier 5 footing was exposed approximately 0.6 m.

A comparison of cross-sectional data indicates the significant sign of degradation.

The result of the detailed review required a stability analysis. Therefore, Anthony Gugino (916-227-8866) of the Division of Structure & Maintenance - Ratings conducted a stability rating analysis based on the total predicted scour conditions. This analysis revealed the structure is not scour critical.

RECOMMENDATIONS

Scour and degradation should be monitored in regular intervals. If the bottom of the tremie footing becomes exposed, the Division of Structure & Maintenance-Ratings should be contacted.

Inspected By : Hubert Dang


Registered Civil Engineer



CC : TMRut, Maintenance
Steve Jaques, Hydraulics
Gerhard Panuschka, Hydraulics
M. Ogata, ABME
Anthony Gugino, Ratings
Riverside County

Bridge No.: 56C0382

Location: 0.2 MI NE TEMESCAL CYN R

Inspection Date: 24-FEB-2002

CHANNEL X-SECTION

Side : Upstream

X-Section Date : 24-FEB-02

Measured From : top of deck (0.5 m)

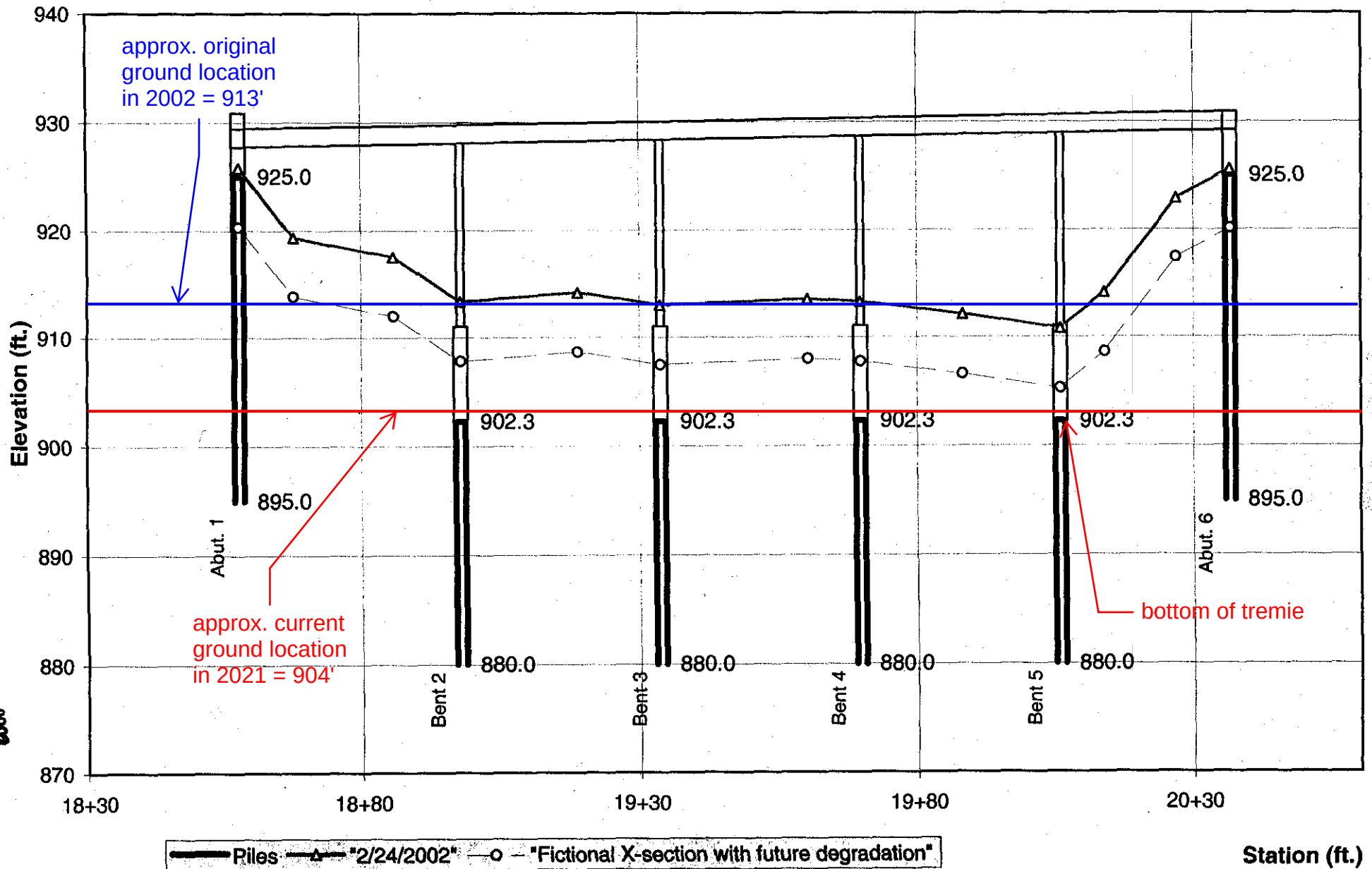
<u>Location</u>	<u>Horiz(m)</u>	<u>Vert(m)</u>	<u>Comments</u>
Abutment 1	0.00	1.11	Face of Abutment 1
	3.00	3.11	
	8.50	3.71	
Pier 2	11.70	5.01	Centerline of Pier 2
	18.60	4.81	
Pier 3	22.60	5.21	Centerline of Pier 3
	31.20	5.11	
Pier 4	33.80	5.21	Centerline of Pier 4
	39.70	5.61	
Pier 5	44.80	6.06	Centerline of Pier 5
	47.50	5.06	
	51.50	2.41	
Abutment 6	53.50	1.61	Face of Abutment 6

CHANNEL CROSS SECTION

Bridge ID: 56c0382

Temescal Wash - Upstream

8-RIV-CR



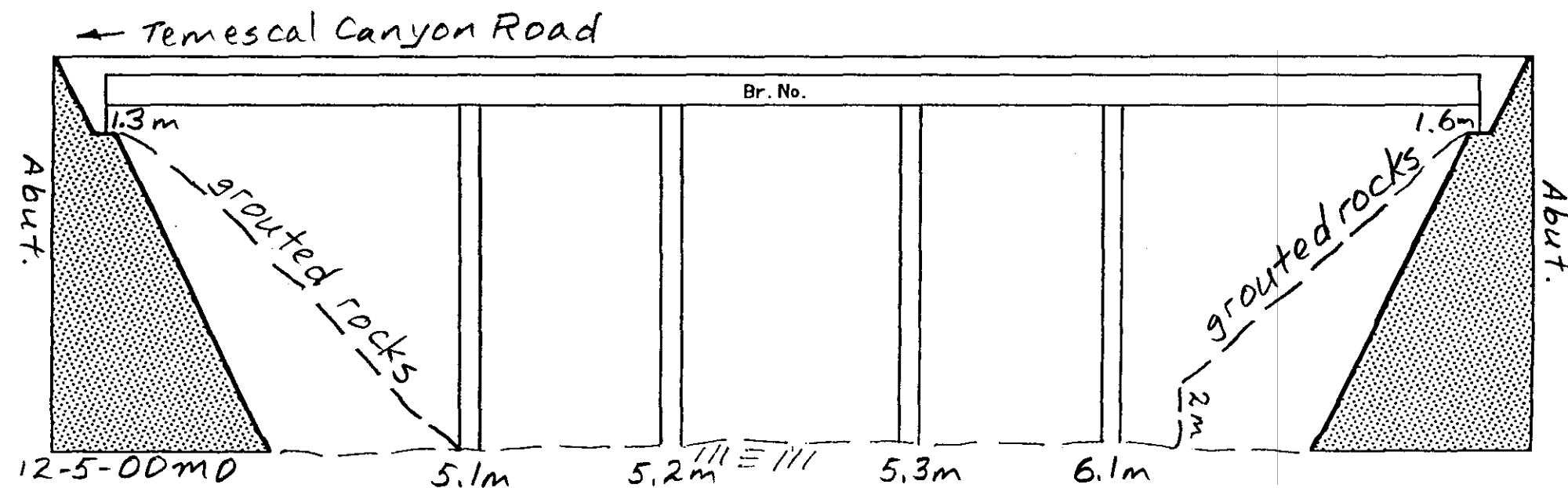
56c0382.xlu

By Hubert Dang on 4/8/02

Therefore, the total scour that has occurred from 2002 to 2021 is approx. 9' total.

OCT - 2 2002

CHANNEL SECTION



Looking downstream(N) at south EOD.
Measured to top of concrete deck.

BR. NO. 56C-382
BR. NAME Temescal Wash
LOCATION B-RIV-CR
Dist.-Co.-Rte.-PM-City
BY M. OGATA
DATE 12-5-00



DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 56C0382
Facility Carried: EL SB RTE LND FL RD
Location : 0.2 MI NE TEMESCAL CYN R
City :
Inspection Date : 05-DEC-00

Bridge Inspection Report

Inspection Type

Routine ☒ Group A ☐ Underwater ☐ Special ☐ Other ☐

Name : TEMESCAL WASH

CONSTRUCTION INFORMATION

Year Built : 1988

Skew (degrees): 25

Year Widened : N/A

No. of Joints : 0

Length (m) : 54.6

No. of Hinges : 0

Description of Structure : Continuous five span CIP/RC deck slab with RC pier walls and with RC open end diaphragm abutments, all supported upon concrete piles. (2.1 m deep tremie concrete under all pier footings).

Span Configuration : (W) 11.3 m, 3 @ 11.0 m, 8.5 m (E) c/c

LOAD CAPACITY AND RATINGS

Design Live Load : MS - 18 OR HS - 20

Inventory Rating : 32.6 metric tons

Calculation Method : LOAD FACTOR

Operating Rating : 53.5 metric tons

Calculation Method : LOAD FACTOR

Permit Rating : P P P P P

Posting Load : Type 3 N/A english tons Type 3S2 N/A english tons Type 3-3 N/A english tons

DESCRIPTION ON STRUCTURE

Bridge width : (N) 0.2 m br, 12.2 m, 0.2 m br (S)

Total Width : 12.5 m

Net Width : 12.30 m

No. of Lanes : 2

Rail Description : Type 117 metal.

Rail Code : 1000

Min. Vertical Clearance : Unimpaired

DESCRIPTION UNDER STRUCTURE

Channel Description : Natural gravelly cobbled earth trapezoidal with grouted rock slopes through the site.

CONDITION OF STRUCTURE

The structure is in good condition.

SCOUR

The top of the pile cap is exposed at the most easterly pier.

ELEMENT LEVEL INSPECTION RATINGS									
F#	Elem	Element Description	Env	Total Units	Qty in each Condition State				
	No.			Quantity	St. 1	St. 2	St. 3	St. 4	St. 5
01	38	Concrete Slab - Bare	2	660 sq.m.	660	0	0	0	0
01	210	Reinforced Conc Pier Wall	2	56 m.	56	0	0	0	0
01	215	Reinforced Conc Abutment	2	28 m.	28	0	0	0	0
01	227	Reinforced Conc Submerged Pile	2	42 ea.	42	0	0	0	0
01	256	Slope Protection	2	2 ea.	2	0	0	0	0
01	330	Metal Bridge Railing - Uncoated	2	124 m.	124	0	0	0	0
01	361	Scour	2	1 ea.	0	1	0	0	0

Bridge No.: 56C0382 Location: 0.2 MI NE TEMESCAL CYN R Inspection Date: 05-DEC-00

WORK RECOMMENDATIONS

Backfill local scour and grade wash to ensure unobstructed flow of water under the bridge .

<u>Item#</u>	<u>Rec. Date</u>	<u>Work By</u>	<u>Work Id.</u>	<u>Prog. Method</u>	<u>Cost</u>
1	01-OCT-1996	County Agency	40382X96275X		

Inspected By : m. ogata

M. Ogata
Registered Civil Engineer



CC : TMRut
Riverside County
PRAskelson

Bridge No.: 56C0382

Location: 0.2 MI NE TEMESCAL CYN R

Inspection Date: 05-DEC-00

STRUCTURE INVENTORY AND APPRAISAL REPORT

***** IDENTIFICATION *****

(1) STATE NAME - CALIFORNIA 069
 (8) STRUCTURE NUMBER 56C0382
 (5) INVENTORY ROUTE (ON/UNDER) - ON 1 40 0000N
 (2) HIGHWAY AGENCY DISTRICT 08
 (3) COUNTY CODE 065 (4) PLACE CODE 00000
 (6) FEATURE INTERSECTED - TEMESCAL WASH
 (7) FACILITY CARRIED - EL SBRT E LNDFL RD
 (9) LOCATION - 0.2 MI NE TEMESCAL CYN R
 (11) MILEPOINT/KILOMETERPOINT 0
 (12) BASE HIGHWAY NETWORK - NOT ON NET 0
 (13) LRS INVENTORY ROUTE & SUBROUTE
 (16) LATITUDE 33 DEG 47 MIN 06 SEC
 (17) LONGITUDE 117 DEG 29 MIN 09 SEC
 (98) BORDER BRIDGE STATE CODE % SHARE %
 (99) BORDER BRIDGE STRUCTURE NUMBER

***** STRUCTURE TYPE AND MATERIAL *****

(43) STRUCTURE TYPE MAIN: MATERIAL - CONCRETE CONT
 TYPE - SLAB CODE 2 01
 (44) STRUCTURE TYPE APPR: MATERIAL -
 TYPE - CODE
 (45) NUMBER OF SPANS IN MAIN UNIT 5
 (46) NUMBER OF APPROACH SPANS 0
 (107) DECK STRUCTURE TYPE CIP CONCRETE CODE 1
 (108) WEARING SURFACE / PROTECTIVE SYSTEM:
 A) TYPE OF WEARING SURFACE - CONCRETE CODE 1
 B) TYPE OF MEMBRANE - NONE CODE 0
 C) TYPE OF DECK PROTECTION - NONE CODE 0

***** AGE AND SERVICE *****

(27) YEAR BUILT 1988
 (106) YEAR RECONSTRUCTED 0000
 (42) TYPE OF SERVICE: ON - HIGHWAY 1
 UNDER - WATERWAY 5
 (28) LANES: ON STRUCTURE 02 UNDER STRUCTURE
 (29) AVERAGE DAILY TRAFFIC 2000
 (30) YEAR OF ADT 1998 (109) TRUCK ADT 80%
 (19) BYPASS, DETOUR LENGTH 199 KM

***** GEOMETRIC DATA *****

(48) LENGTH OF MAXIMUM SPAN 11.9 M
 (49) STRUCTURE LENGTH 54.6 M
 (50) CURB OR SIDEWALK: LEFT 0 M RIGHT 0 M
 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 12.3 M
 (52) DECK WIDTH OUT TO OUT 12.5 M
 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 9.8 M
 (33) BRIDGE MEDIAN - CLOSED (NO BARRIER) 2
 (34) SKEW 25 DEG (35) STRUCTURE FLARED NO
 (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
 (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 12.3 M
 (53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M
 (54) MIN VERT UNDERCLEAR REF - NOT H/RR 0 M
 (55) MIN LAT UNDERCLEAR RT REF - NOT H/RR 0 M
 (56) MIN LAT UNDERCLEAR LT 0 M

***** NAVIGATION DATA *****

(38) NAVIGATION CONTROL - NOT APPLICABLE CODE N
 (111) PIER PROTECTION - NOT REQUIRED CODE 1
 (39) NAVIGATION VERTICAL CLEARANCE 0 M
 (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR 0 M
 (40) NAVIGATION HORIZONTAL CLEARANCE 0

***** SUFFICIENCY RATING = 78.0 *****

STATUS =

HEALTH INDEX = 100

***** CLASSIFICATION ***** CODE

(112) NBIS BRIDGE LENGTH - YES Y
 (104) HIGHWAY SYSTEM - NOT ON NHS 0
 (26) FUNCTIONAL CLASS - LOCAL RURAL 09
 (100) DEFENSE HIGHWAY - NOT STRAHNET 0
 (101) PARALLEL STRUCTURE - NONE EXISTS N
 (102) DIRECTION OF TRAFFIC - 2 WAY 2
 (103) TEMPORARY STRUCTURE -
 (105) FEDERAL LANDS HIGHWAY - NOT APPLICABLE 0
 (110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0
 (20) TOLL - ON FREE ROAD 3
 (21) MAINTAIN - COUNTY HIGHWAY AGENCY 2
 (22) OWNER - COUNTY HIGHWAY AGENCY 2
 (37) HISTORICAL SIGNIFICANCE - NOT ELIGIBLE 5

***** CONDITION ***** CODE

(58) DECK 7
 (59) SUPERSTRUCTURE 7
 (60) SUBSTRUCTURE 6
 (61) CHANNEL & CHANNEL PROTECTION 8
 (62) CULVERTS N

***** LOAD RATING AND POSTING ***** CODE

(31) DESIGN LOAD - MS - 18 OR HS - 20 5
 (63) OPERATING RATING METHOD - LOAD FACTOR 1
 (64) OPERATING RATING - 53.5
 (65) INVENTORY RATING METHOD - LOAD FACTOR 1
 (66) INVENTORY RATING - 32.6
 (70) BRIDGE POSTING - Equal to or above legal loads 5
 (41) STRUCTURE OPEN, POSTED OR CLOSED - A
 DESCRIPTION - OPEN, NO RESTRICTION

***** APPRAISAL ***** CODE

(67) STRUCTURAL EVALUATION 6
 (68) DECK GEOMETRY 7
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
 (71) WATER ADEQUACY 9
 (72) APPROACH ROADWAY ALIGNMENT 6
 (36) TRAFFIC SAFETY FEATURES 1000
 (113) SCOUR CRITICAL BRIDGES 6

***** PROPOSED IMPROVEMENTS *****

(75) TYPE OF WORK - CODE
 (76) LENGTH OF STRUCTURE IMPROVEMENT M
 (94) BRIDGE IMPROVEMENT COST
 (95) ROADWAY IMPROVEMENT COST
 (96) TOTAL PROJECT COST
 (97) YEAR OF IMPROVEMENT COST ESTIMATE
 (114) FUTURE ADT 2500
 (115) YEAR OF FUTURE ADT 2010

***** INSPECTIONS *****

(90) INSPECTION DATE 12/00 (91) FREQUENCY 24 MO
 (92) CRITICAL FEATURE INSPECTION: (93) CFI DATE
 A) FRACTURE CRIT DETAIL - NO -1 MO A)
 B) UNDERWATER INSP - NO -1 MO B)
 C) OTHER SPECIAL INSP - NO -1 MO C)

SUPPLEMENTARY BRIDGE REPORT

DS-M19 (REV. 2/93)

Bridge Number 56C-382

Location 8 - Riv - CR
Dist.-Co.-Rte.-City

Date of Investigation October 1, 1996

TYPE OF INVESTIGATION/REPORT

BIENNIAL	<u>X</u>	DAMAGE	___
CATEGORY A	___	OTHER	___
UNDERWATER	___	OFFICE	___

Name TEMESCAL WASH (El Sobrante Landfill Road, 0.2 mile
northeast of Temescal Canyon Road)

CONDITION RATINGS:

Element Level Inspection (ELI) form attached.

Channel & Channel Protection

8

CONDITION OF STRUCTURE:

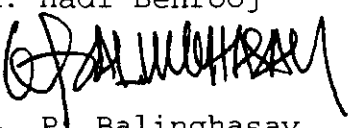
A local scour has developed in the upstream end of the bridge, starting at about 7 meters south of the south edge of the pier walls to about 2 meters north of the south edge of the pier walls. Depth of the local scour is from about 2 meters in the south end to about 0.60 m in the north end.

WORK RECOMMENDED:

Backfill local scour and grade wash to ensure unobstructed flow of water under the bridge.

ENCROACHMENT:

One 63 mm and one 125 mm steel pipe suspended under bridge slab about 4 meters from north edge.

M. Hadi Behrooj ^{MHB}
By 
G. P. Balinghasay



GPB:cd
cc: TMRut
Riverside County

Bridge No. 56C-382

Name TEMESCAL WASH (El Sobrante Landfill Road, 0.2 mile northeast of Temescal Canyon Road) Location 8-Riv-CR Dist.-Co.-Rte.-City

SUMMARY OF ENCROACHMENTS

Permit No. and Permittee	Date	Description & Location on Bridge
	Prior to 10-1-96	1 - 63 mm and 1 - 125 mm steel pipe suspended under bridge slab about 4 meters from north edge.

HBD M 30

SCOUR CRITICAL.....	NO
GROUP A INVESTIGATION.....	NO
FRACTURE CRITICAL.....	NO
ELIGIBLE FOR RAIL UPGRADE..	NO
UNDERWATER INVESTIGATION...	NO

DISTRICT	08
COUNTY	RIV
ROUTE	
POSTMILE	
NAME	

56C SHAWN ZANGANEH

BY:

SUPPLEMENTARY BRIDGE REPORT

DS-M19 (REV. 2/93)

Bridge Number 56C-382

Location 8 - Riv - CR
Dist.-Co.-Rte.-City

Date of Investigation October 20, 1994

TYPE OF INVESTIGATION/REPORT

BIENNIAL X DAMAGE
CATEGORY A OTHER
UNDERWATER OFFICE

Name TEMESCAL WASH (El Sobrante Landfill Road, 0.2 mile
northeast of Temescal Canyon Road)

CONDITION RATINGS:

Condition ratings of all bridge elements are
shown on the PONTIS DATA FORM (Attachment A).

Channel & Channel Protection

8

SCOUR CRITICAL:

The scour rating of A-3 is appropriate.

CONDITION OF STRUCTURE:

- A. There are numerous transverse and longitudinal hairline crack in concrete bridge deck.
- B. There is 600 mm to 900 mm (2' to 3') sediment accumulated at upstream channel.

With exception of above, the structure is in good condition.

WORK RECOMMENDED:

Clean and seal hairline cracks by coating the entire deck with methacrylate.

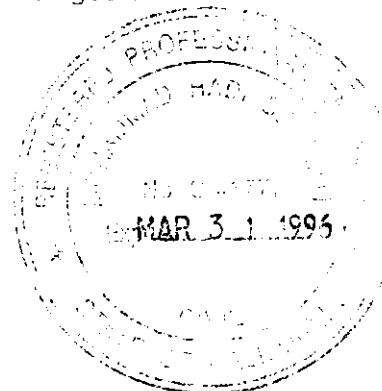
M. H. Behrooj *MHB*

By

S. A. Zanganeh
S. A. Zanganeh

SAZ:cd

cc: CDHarris
Riverside County
WLindsey



INFORMATION ONLY - NOT FOR UPDATE

BRIDGE NUMBER	FRAME	INSPECTION DATE
56C0382	01	102094
1 8	9	11 16

SCOUR CRITICAL	NO
CATEGORY A	NO
FRACTURE CRITICAL	NO
ELIGIBLE FOR RAIL UPGRADE	NO
UNDERWATER INSPECTION	NO

DISTRICT _____ 08
COUNTY _____ RIV
ROUTE _____
POSTMILE _____
NAME _____

[illegible]

SUPPLEMENTARY BRIDGE REPORT

DS-M19 (REV. 8/92)

Bridge Number 56C-382

Location 8 - Riv- CR
Dist.-Co.-Rte.-City

Date of Investigation August 11, 1992

TYPE OF INVESTIGATION/REPORT

BIENNIAL	<u>X</u>	DAMAGE	___
CATEGORY A	___	OTHER	___
UNDERWATER	___	OFFICE	___

Name TEMESCAL WASH (El Sobrante Landfill Road, 0.2 mile
northeast of Temescal Canyon Road)

CONDITION RATINGS:

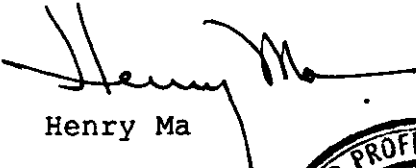
Condition ratings of all bridge elements are
shown on the PONTIS DATA FORM (Attachment A).

Channel & Channel Protection

8

CONDITION OF STRUCTURE:

Condition of the structure is good.


Henry Ma

HM:cd
cc: INagai (2)
County of Riverside



(ATTACHMENT A)

DISTRICT	08
COUNTY	RIV
ROUTE	***
POSTMILE	*****
NAME	

H. MA

BY: A. M.

BRIDGE REPORT

15V51

Bridge No. 56C - 382

DS-MSB (REV. 1/91)

Location 8 - Riv - CR

Dist Co Rte City

REVISED ORIGINAL REPORT

Date of Investigation February 1, 1991

Name TEMESCAL WASH (El Sobrante Landfill Road, 0.2 mile northeast of Temescal Canyon Road)

Lat. 33° - 47.1'N Long. 117° - 29.1'W

Custodian County of Riverside Owner County of Riverside

STRUCTURAL DATA AND HISTORY

Year Built 1988 By County of Riverside Contract No. Unknown

Designed by: Krieger & Stewart Inc. Plans Avail. @ DOS

Description: Five span continuous CIP RC slab supported by RC pier walls and open end RC diaphragm abutments, all on concrete piles. (7' deep tremie concrete under all pier footings.)

Spans (W) 38', 3 @ 36', 30' (E)

Length 179' NBIS Bridge Length Yes Skew 25° Left

Number Of Intermediate Joints: @Hinges None @Bents None

Maximum Column/Pier Height: (Less than 20') X (20'-29') (30' & Over)

Design Live Load HS 20-44 & Alt. Design Method Unknown

DESCRIPTION - ON STRUCTURE

Bridge Width (S) 0.4'br, 40.2', 0.4'br (N)

Total Width 41' Net Width 40.2' Lanes 2 Tracks None

Median None Rail Type 117

1111

Vert. Clearance over deck Unimpaired Appr. Rdwy. Width 32'

Deck Type 1 Wearing Surface/Prot. Sys. 100 Concrete/None

Alignment Tangent

DESCRIPTION - UNDER STRUCTURE

Roadway Section None

Clearances: Road: Vert. Horiz. Lt. ; Rt.

Lanes Tracks

Facilities Crossed Temescal Wash

February 1, 1991

DESCRIPTION - HYDRAULICS

Channel Natural sandy channel with light vegetationNavigable: Yes ☐ No ☒ Clearances: Vert. _____ Horiz. _____Pier/Abutment Protection (For Navigation) ☐

TRAFFIC INFORMATION

	DECK	YEAR	UNDER	YEAR
Average Daily Traffic & Year :	2,000 est.	1991	N	
Average Daily Traffic (Future) :	2,500 est.	2010	N	
Average Daily Trucks (% OF ADT) :	80% est.		N	
Bypass Detour Length	99 miles		N	
Shell Route:	No		No	
Functional Classification :	09		N	
LOAD RATINGS:	Inventory	HS 37	Operating	HS 61
	Permit	PPPPP	Computation Method	Load Factor

CONDITION RATINGS:

Deck	8	Superstructure	8	Substructure	8
Channel & Channel Protection	8	Culvert	N	Widenable	Yes

APPRAISAL RATINGS:

Waterway Adequacy	9	Approach Roadway Alignment	6
-------------------	---	----------------------------	---

Date of Revisions _____

CONDITION OF STRUCTURE:

Condition of the structure is good.

ENCROACHMENTS:

One 2 1/2" and one 5" steel pipe suspended under bridge slab about 12' from north edge.


 Henry Ma

HM:cd

cc: INagai (2)
County of Riverside

DEPARTMENT OF TRANSPORTATION
BRIDGE REPORT
DS-M58 (REV. 1/81)

Bridge No. 56C-382

Other No.

P.U.C. No.

Location 8-Riv-CR
Dist - Co - Rte - PM - City

Date of Investigation 2-16-89

Name TEMESCAL WASH (El Sobrante Landfill Road, 0.2 mile northeast of
Temescal Canyon Road)
Lat. 33° 47.1' N Long. 117° 29.1' W

STRUCTURAL DATA AND HISTORY

Year Built 1988 By County of Riverside Contract No. Unknown

Date of Revisions

Designed by: B.D. ☐ Krieger & Stewart Inc. Plans Avail. ☐ B.D.

Description: 5 span continuous CIP/RC slab on RC pier walls and RC open
end diaphragm abutments, all supported by concrete piles.
(7' deep tremie under all pier footings).

Spans (W) 38.5', 3 @ 36', 29.5' (E)

Length 179' Skew 25° left Design LL HS 20-44 and alternative

Ratings: Inventory HS 20/Assigned Operating HS 33/Assigned Permit PPPPP/Assigned

DESCRIPTION - ON STRUCTURE (Shell Rte.: Yes ☐ No ☒)

Bridge Width (S) 0.4' br, 40.2', 0.4' br (N)

Total Width 41' Lanes 2 Tracks N

Median None Rail Type Type 117 (1000)

Vert. Clearance over deck Unimpaired Appr. Rdwy. Width 32'

Wearing Surface None Deck Prot. Sys. None

Alignment Tangent

DESCRIPTION - UNDER STRUCTURE (Shell Rte.: Yes ☐ No ☒)

Roadway Section None

Clearances: Vert. Horiz.; Lt. Rt.

Lanes Tracks Pumpplant: None ☐ See Br. No.

Facilities Crossed Temescal Wash

cc:

DESCRIPTION - HYDRAULICS

Channel Unimproved sandy wash. GRSP under bridge abutments.Navigable: Yes ☐ No ☒ Clearances: Vert. _____ Horiz. _____

MAINTENANCE

Custodian County of Riverside Owner County of RiversideORIGINAL
CONDITION RATINGORIGINAL
APPRAISALDeck 8Overall 8Superstructure 8Deck Geometry 8Substructure & Pipes 8Underclearances Vert. NChannel & Channel Protection 8Horiz. NRetaining Walls NSafe Load Capacity 9Approach Rdwy. Alignment 6Waterway Adequacy 8Estimated Remaining Life 50Approach Rdwy. Alignment 6Widenable? Yes ☒ No ☐ Conditional ☐Action Required: Yes ☐ No ☒Average Daily Traffic & Year 1,000 (Estimated 1989) Posting Required:None ☒ Load ☐Bypass Detour Length 99 (none available)Speed ☐

Seismic Retrofit Not applicable.

CONDITION OF STRUCTURE:

The structure is new and is in good condition.

LOAD CAPACITY:

The ratings shown were assigned based on known factors (i.e., volume of traffic, year built, design live load, etc.) and condition of the structure.

ENCROACHMENT:

1-2½" GSP and 1-5" welded steel pipe suspended under bridge slab about 12' from north edge.

HM:ms

cc: INagai (2)

County of Riverside (2)

Henry Ma



Page 4 of 4

8 56C-382 40.67 0 0 CSC 88

40.67

CSC

-- 88

INV	1.86	6	5	4930.8	0.0	1025.7	-280.5	1192.7	-324.8	630.8	0.0
OPER	3.08	6	5	4930.8	0.0	1025.7	-280.5	1192.7	-324.8	630.8	0.0
GEN	1.88	0	4	0.0	4911.6	187.7	-817.6	213.3	-1462.2	-1031.0	0.0

FC = 1.30 FY = 60.

IF THE REPORTED ULTIMATE MOMENT CAPACITY IS 0, IT WAS DETERMINED NOT TO BE CRITICAL

TEMESCAL WASH

NO OVERLAY

SPLIT AXLES



DIVISION OF STRUCTURES

CALTRANS



BRIDGE IDENTIFICATION	POST MILE	WIDTH	RATING COMMENT	STRUCTURE TYPE	YEAR OF ORIGINAL CONSTRUCTION
-----------------------	-----------	-------	----------------	----------------	-------------------------------

8 56C382

.0

40.67
0

CSC

98

INFLUENCE LINE FOR CRITICAL INVENTORY RATING POINT SPAN 5 10TH POINT 6

MEM NO	LEFT	.1	.2	.3	.4	.5	.6	.7	.8	.9	RIGHT
3	0.0	0.061	0.132	0.204	0.268	0.315	0.337	0.325	0.271	0.165	0.0
4	0.0	-0.227	-0.491	-0.758	-0.996	-1.173	-1.256	-1.213	-1.011	-0.617	0.0
5	0.0	0.690	1.534	2.516	3.619	4.824	6.116	4.527	2.989	1.486	0.0

THE CRITICAL OPERATING RATING POINT IS THE SAME AS THE CRITICAL INVENTORY RATING POINT

INFLUENCE LINE FOR CRITICAL SPECIAL RATING POINT SPAN 4 10TH POINT 0

2	0.0	0.160	0.339	0.517	0.673	0.788	0.839	0.806	0.669	0.407	0.0
3	0.0	-0.557	-1.201	-1.853	-2.434	-2.864	-3.066	-2.959	-2.466	-1.506	0.0
4	0.0	-1.496	-2.448	-2.935	-3.035	-2.830	-2.399	-1.820	-1.175	-0.541	0.0
5	0.0	0.328	0.553	0.686	0.737	0.720	0.645	0.524	0.369	0.190	0.0

(EL SOBRANTE LANDFILL)

TEMESCAL WASH

NO OVERLAY

SPLIT AXLES

END OF RATE SUBSYSTEM