



FCVINE-W.5-SUMV

Bridge, CRF - Concrete Rigid Frame

Damage Human Induced

Draft Report

INSPECTION DATE

02/03/2026

Team Leader (IE04): Nathaniel Coffman

Lead Inspector (IE04A): Nathaniel Coffman

Team Member(s) (IE04B): Marcus Brim

INSPECTION ORGANIZATION

Alfred Benesch & Company

Signed on: **Not Available**

Signed by: **Not Available**



Structure Information Summary

Identification

East Vine Drive over Lake Canal
Structure Key FCVINE-W.5-SUMV
Structure Name
Structure Type CRF - Concrete Rigid Frame
Year Built 1950

Ownership and Location

Inspection Program Off System
Owner L03 - City or municipal highway agency
Responsible Party Fort Collins
County 069 - Larimer
City 27425 - Fort Collins
Inspection Area North
Location Description 0.5 Mi W of Timberline Rd
Highway & Milepoint 0 / 0 mi

Geometry

Total Length 34.8
Width, Out to Out 25.3
Deck Area 880
Total # of Spans 1
Asphalt Thickness 17

Highway Traffic

Nat. Highway System No
Lanes Carried 2
Highway Type Carried 5 - City
ADT Carried 6025
Lanes Under 0
Highway Type Under
ADT Under 0

Risk Factors

NSTM N - NSTM inspection not required
Scour Critical AB-T - TEMP, Stable for scour, possibly dependent on countermeasures. A, B
Approach Alignment G - Good
Inspection Frequency 12 Mo.
Underwater Required No
Pin Required No
Special Required False
Membrane
Expansion Device O - No expansion device 304/354, 305/355
Open Essential Repair Yes, 1



Inspection History

Date	Type	Rating	Deck	Super	Sub	Culv
2026-10-15	Special Sc					
2026-04-04	Routine					
2026-02-03	Damage	Poor	N	3	5	N
2025-12-19	Posting St	Poor	N	3	5	N
2025-10-28	Special U	Poor	N	3	5	N
2025-04-04	Routine	Poor	N	4	5	N
2024-04-22	Routine	Poor	4	4	5	N
2024-04-22	Special U	Poor	4	4	5	N
2023-04-10	Routine	Poor	4	4	5	N
2021-04-22	Routine	Poor	4	4	5	N

Load Rating

Posting Status P - Permanent P - Posted for weight
Posting 0 - > 39.9% below
Load Rating Date 10/30/2025
Design Load / Method U - Unknown / Unknown
Oper. Rating Method 0 - Field Eval
Oper. Rating Value 3
Overload Color Code N Not applicable

Vertical Clearance

VCLR Date 01/01/1901
Min / Max Clr. Above 99.9 / 99.9
Min / Clr. Under

Safety Features

Rail Type Rail Type XX
Bridge Rail 0 - Inspected feature does not meet currently accepta
Rail Transition 0 - Inspected feature does not meet currently accepta
Approach Rail 0 - Inspected feature does not meet currently accepta
End Treatment 0 - Inspected feature does not meet currently accepta



Appraisal (AP)

- **AP01 - Approach Alignment Rating:** G - Good
- **AP02 - Overtopping Likelihood:** 1 - Remote, once every 100 years or less frequently
- **AP03 - Scour Vulnerability:** AB-T - TEMP, Stable for scour, possibly dependent on countermeasures. A, B
- **AP04 - Scour Plan of Action:** 0 - A scour POA is not required
- **AP04A - Scour Documentation:** Yes
- **AP04B - Monitoring Comment:**
- **AP04C - Monitoring Trigger:**
- **AP04D - Closure Trigger:**
- **AP04E - Mobilize Trigger:**
- **AP04F - Scour Watch 113M:** No
- **AP05 - Seismic Vulnerability:** N - Bridge does not require seismic evaluation due to low anticipated ground motion or agency prioritization
- **AP12A - SNBI Deskside Review Complete:** Yes
- **AP12B - SNBI Field Verification Complete:** Yes

Condition (C)

- **C01 - Deck Rating:** N - Not applicable
- **C02 - Superstructure Rating:** 3 - Serious
- **C03 - Substructure Rating:** 5 - Fair
- **C04 - Culvert Rating:** N - Not applicable
- **C05 - Railing Condition Rating:** 8 - Very good
- **C06 - Railing Transition Condition Rating:** N - Not applicable
- **C07 - Bearing Condition Rating:** N - Not applicable
- **C08 - Joint Condition Rating:** N - Not applicable
- **C09 - Channel Condition Rating:** 7 - Good
- **C10 - Channel Protection Rating:** 7 - Good
- **C11 - Scour Condition Rating:** 7 - Some minor scour
- **C12 - Overall Condition:** Poor
- **C13 - Lowest Condition Rating:** 3
- **C14 - NSTM Inspection Rating:** N - Not applicable
- **C15 - Underwater Condition Rating:** N - Not applicable

Classification (CL)

- **CL01 - Owner:** L03 - City or municipal highway agency
- **CL01A - Responsible Party:** Fort Collins
- **CL02 - Maintenance Responsibility:** L03 - City or municipal highway agency
- **CL03 - Federal or Tribal Land Access:** N - Not applicable
- **CL04 - Historical Significance:** N - Bridge is not eligible for the National Register, and is not in a historic district eligible for the National Register
- **CL05 - Toll:** N - Bridge does not carry a toll road and is not a toll bridge
- **CL06 - Emergency Evacuation Designation:**
- **CL07A - Structure Status:** 3 - Active
- **CL08A - Structure Class:** Bridge
- **CL09A - Structure Type:** CRF - Concrete Rigid Frame
- **CL10A - Construction Type 120B:** 02 - Poured in Place
- **CL11A - Features Intersected:** Lake Canal
- **CL11B - Feature Carried:** East Vine Drive
- **CL12A - Service Type On:** 1 - Highway
- **CL13A - Service Type Under:** 5 - Waterway
- **CL14A - BTE Eligibility:** Not applicable
- **CL15A - Federal Submission:** MAJOR VEHICULAR

Feature (F): H01 - East Vine Drive

- **F01A - Feature Type:** H - Highway
- **F01B - Feature Designation:** 1
- **RT01A - Route Designation:** 1
- **RT02 - Route Number:** 0
- **RT03 - Route Direction:** EW - Eastbound and Westbound
- **H01 - Functional Classification:** 4 - Minor Arterial
- **H02 - Urban Code:** 30628 - Fort Collins
- **H03 - NHS:** N - Not on NHS
- **H04 - National Highway Freight Network:** N - Not on the NHFN
- **H05 - STRAHNET Designation:** N - Not a STRAHNET route
- **H06 - LRS Route:** 069-0-2013-4728
- **H07 - LRS Mile Point:** 1.983
- **H08 - Lanes on Highway:** 2
- **H09 - AADT:** 6025
- **H10 - Average Annual Daily Truck Traffic:** 0
- **H10A - AADTT Percent:** 18
- **H11 - Year of AADT:** 2022
- **F02 - Feature Location:** C - Carried on structure
- **F03 - Feature Name:** East Vine Drive
- **RT03C - Primary Routelog:** 1
- **RT04 - Route Type:** 5 - City
- **RT05 - Level of Service:** 1 - Mainline
- **H12 - Maximum Vertical Clearance:** 99.9
- **H13 - Minimum Vertical Clearance:** 99.9
- **H14 - Minimum Horizontal Clearance Left:**
- **H15 - Minimum Horizontal Clearance Right:**
- **H16 - Maximum Usable Surface Width:** 24.2
- **H17 - Detour Length:** 2
- **H18 - Crossing Structure Number:**
- **H20A - Legacy Milepoint:** 0
- **H21A - Base Highway Network 12:** 0 - Not on the Base Network
- **H22A - Future ADT 114:** 7531
- **H22B - Year of Future ADT 115:** 2042

Feature (F): W01 - Lake Canal

- **F01A - Feature Type:** W - Waterway
- **F01B - Feature Designation:** 1
- **F02 - Feature Location:** B - Below structure
- **F03 - Feature Name:** Lake Canal

Geometry (G)

- **G01 - NBIS Length:** 33.5
- **G02 - Total Length:** 34.8
- **G03 - Maximum Span:** 33.5
- **G04 - Minimum Span:** 33.5
- **G05 - Out To Out:** 25.3
- **G06 - Width Curb to Curb:** 24.2
- **G07 - Left Curb Or Sidewalk:** 0
- **G08 - Right Curb Or Sidewalk:** 0
- **G09 - Approach Roadway Width:** 38
- **G10 - Median:** 0 - No median
- **G11 - Skew:** 34
- **G12 - Curved Bridge:** N - Not curved
- **G13 - Maximum Height:** 5
- **G14 - Sidehill Bridge:** N - Not a sidehill bridge
- **G15 - Irregular Deck Area:**
- **G16 - Federal Deck Area:** 880
- **G17A - Asphalt / Fill Thickness:** 17
- **G18A - Expansion Device Type 124:** O - No expansion device 304/354, 305/355

Identification (ID)

- **ID01 - Structure Number:** FCVINE-W.5-SUMV
- **ID01A - Structure Key:** FCVINE-W.5-SUMV
- **ID02 - Structure Name:**
- **ID03 - Replaces (Old):**
- **ID06A - Parallel Structure Key 8P:**
- **ID07A - Parallel Structure 101:** No parallel structure exists.

Inspection Event (IE)

- **IE02 - Inspection Field Start:**
- **IE03 - Inspection Date:** 2026-02-03
- **IE03A - Field End Date:** 2026-02-03
- **IE05 - Current Inspection Interval:**
- **IE06A - Current Target Date:**
- **IE06B - Report Due Date:** 2026-05-03
- **IE07 - Risk Based Inspection Interval:** 1 - Method 1
- **IE08 - QC Date:**
- **IE09 - QA Date:**
- **IE10 - Inspection Finalized:**
- **IE14A - Special Equipment:** 0 - Not Applicable
- **IE16A - Weather:** 48 F, Cloudy, windy
- **IE17A - Bat Present:** No

Inspection Requirements (IR)

- **IR01 - NSTM Required:** N - NSTM inspection not required
- **IR02 - Fatigue Details:** N - No E/E(prime) details
- **IR03 - UW Required:** No
- **IR03A - UW Category:**
- **IR04 - Complex Feature:** No
- **IR05A - Pin Required:** No
- **IR06A - Special Required:** No
- **IR07A - Inspection Program:** Off System
- **IR08A - LiDAR Required:** No

Location (L)

- **L01 - State:** 08 - Colorado
- **L02 - County:** 069 - Larimer
- **L03 - City/Town:** 27425 - Fort Collins
- **L04 - District:** 41
- **L04A - Zone:** North
- **L05 - Latitude:** 40.596291
- **L06 - Longitude:** -105.038886
- **L07 - Border Structure:**
- **L08 - Border State:**
- **L09 - Border Inspection Responsibility:**
- **L10 - Border Lead State:**
- **L11 - Location Description:** 0.5 Mi W of Timberline Rd
- **L12 - MPO:** 2 - North Front Range
- **L13A - TPR:** 03 - North Front Range
- **L18A - Functional Location:**

Roadside Hardware (RH)

- **RH01 - Bridge Railings:**
- **RH01A - Bridge Rail Year of Spec:**
- **RH02 - Transitions:**
- **RH02A - Rail Transition Year of Spec:**
- **RH03A - Structure Rail Type 125A:** Rail Type XX
- **RH04A - Structure Rail Modified 125B:** 0 - Not modified
- **RH05A - Height of Rail:** 39
- **RH06A - Structure Rail 36A:** 0 - Inspected feature does not meet currently acceptable standards or a safety feature is required and none is provided.
- **RH07A - Transition 36B:** 0 - Inspected feature does not meet currently acceptable standards or a safety feature is required and none is provided.
- **RH08A - Approach Rail Rating:** 0 - Inspected feature does not meet currently acceptable standards or a safety feature is required and none is provided.
- **RH09A - End Treatment Rating:** 0 - Inspected feature does not meet currently acceptable standards or a safety feature is required and none is provided.

Substructure (SB): A01 - A01 - Abutment, cantilever/wall

- **SB01A - Substructure Configuration:** A - Abutment
- **SB01B - Substructure Designation:** 1
- **SB02 - Number of Substructure Units:** 2
- **SB03 - Substructure Material:** C01 - Reinforced concrete, cast-in-place
- **SB04 - Substructure Type:** A01 - Abutment, cantilever/wall
- **SB05 - Substructure Protective System:** 0 - None
- **SB06 - Foundation Type:** F01 - Footing, not on rock
- **SB07 - Foundation Protective System:** 0 - None

Span (SP): M01 - F01 - Frame, three-sided

- **SP01A - Span Configuration:** M - Main Span
- **SP01B - Span Designation:** 1
- **SP02 - Number of Spans:** 1
- **SP03 - Number of Beam Lines:** 1
- **SP04 - Span Material:** C01 - Reinforced concrete, cast-in-place
- **SP05 - Span Continuity:** 7 - Buried
- **SP06 - Span Type:** F01 - Frame, three-sided
- **SP07 - Span Protective System:** 0 - None
- **SP08 - Deck Interaction:**
- **SP09 - Deck Material and Type:** 0 - None
- **SP10 - Wearing Surface:**
- **SP11 - Deck Protective System:**
- **SP12 - Deck Reinforcing Protective System:**
- **SP13 - Deck Stay-In-Place Forms:**

Span (SP): W01 - S01 - Slab, solid

- **SP01A - Span Configuration:** W - Widening
- **SP01B - Span Designation:** 1
- **SP02 - Number of Spans:** 1
- **SP03 - Number of Beam Lines:** 1
- **SP04 - Span Material:** C01 - Reinforced concrete, cast-in-place
- **SP05 - Span Continuity:** 1 - Simple or single span
- **SP06 - Span Type:** S01 - Slab, solid
- **SP07 - Span Protective System:** U - Unknown
- **SP08 - Deck Interaction:**
- **SP09 - Deck Material and Type:** 0 - None
- **SP10 - Wearing Surface:**
- **SP11 - Deck Protective System:**
- **SP12 - Deck Reinforcing Protective System:**
- **SP13 - Deck Stay-In-Place Forms:**

Work (W)

- **W01 - Year Built:** 1950
- **W01A - Year Work Performed:** -1
- **W03A - Work Performed:** 38 - Other structural work.
- **W04A - Work Done By:**



Notes

- **ID05A - Owner Transfer Note :**
- **IE11 - Limited Inspection Note :** 02/03/2026: Inspected south widening following vehicle strike to south bridge railing.
- **IE11A - Inspection Note :** Date: 02/03/2026
 Time: 12:15 PM Temp: 48 F Weather: Cloudy, windy
 Inspectors: NEC/MSB
- **IE12 - Inspection Equipment :** AN - No access equipment used|IN - No inspection equipment used
- **IE13A - Schedule Note :** 10/28/2025: Structure reduced to 6 month inspection cycle due to C02 lowered from 4 to 3. Special Scheduled inspections scheduled for 12M OCT N_0 to perform inspection on south slab.
- **IE15A - Special Access Note :**
- **L14A - Structure Note :** Inventory route is west to east
 North side is upstream
 Superstructure is concrete slab
 Substructure is numbered 1 through 2 from west to east

04/10/2023 - Structure meets criteria for new load rating due to extent of fill increase above the structure relative to the 1997 load rating. Due to the City's plans to replace the structure within the next few years and per conversation with CDOT, the inspection frequency was lowered to 12 months in lieu of a new load rating. A revised load rating would require extensive NDT as a new visual rating is not permitted by the CDOT Load Rating Manual due to the Deck and Superstructure ratings of 4.

10/28/2025 - New visual load rating performed due to lowering of superstructure rating to 3. Posting required: 3T at west approach

11/10/2025 - Field Posting: 3T at west approach

Schedule

	Routine	Special Scheduled
Previous Inspection	2025-04-04 Final	
Current / Next Inspection	2026-04-04 Open	2026-10-15 Open
Target Date	4/15/2026	10/15/2026
Interval	12	12
Schedule String	12M APR N_0	12M OCT N_0



Load Rating Date: 10/29/2025

The load rating information presented on this report is for informational purposes and is separate from the inspection findings. Any changes to the load rating made after the inspection date are not a result of this inspection unless explicitly stated in the rating comments. See the latest Load Rating Summary Sheet for specific rating information.

Rating LastModifiedBy: NCoffman@benesch.com. Rating LastModifiedOn: 10/30/2025.

Evaluation and Postings (EP)

EP01 Load Configuration	EP02 Load Rating	EP03 Posting Type	EP04 Posting Value
HS20 Inventory (Tons)	3		
HS20 Operating (Tons)	3		
Type 3	3	G - Gross Load	3
Type 3S2	3	G - Gross Load	3
Type 3-2	3	G - Gross Load	3
Type SU4	3	G - Gross Load	3
Type SU5	3	G - Gross Load	3
Type SU6	3	G - Gross Load	3
Type SU7	3	G - Gross Load	3
EV2 (28.75T)	3	G - Gross Load	3
EV3 (43T)	3	G - Gross Load	3

- EP05A - Posting 70: 0 - > 39.9% below
- EP06A - Load Rating Organization 66C: Benesch
- EP07A - Load Rater Name 66N: Rachel Spicer
- EP08A - Load Rater Initials: RMS
- EP09A - Checker Name 66P: Nathaniel Coffman
- EP10A - Checker Initials 66J: NEC
- EP11A - Rating Package Review Date 66R:
- EP12A - Rating Package Reviewer 66RN:
- EP13A - Rating Calculations Complete 66CC:
- EP14A - Rating Package Complete 66RPC: Yes
- EP15A - Entire Structure Rated 66ESR: No
- EP16A - Rating Input Files Archived 66IFA:
- EP17A - Rating Output Files Archived 66OFA:
- EP18A - Rating Assigned To 66AT:
- EP19A - Rating Software Used 66RS: 7 - Engineering Judgment
- EP20A - BrR Rating Runs 66RR:
- EP21A - BrR Rating Analysis 66RA:
- EP22A - BrR Rating System Based 66S:
- EP23A - Rating Asphalt Thickness 66RT: 16
- EP24A - Girder Operating Rating, Tons 66A:
- EP25A - Overload Color Code 139: N Not applicable
- EP26A - Overload Color Code Live Load 139OLL:
- EP27A - Operating Controlling Member 66OC: S - Slab
- EP27B - Inventory Controlling Member 66IC: S - Slab

- EP28A - Rating Comment: Posting Required:
 - Year constructed: 1950; year of widening unknown
 - Construction drawings not available; visually rated
 - Original structure: 17 inches of asphalt/fill over 14 inch top slab.
 - Widening: 16 inches asphalt/fill over (2) steel members in 16 inch concrete encasement; widening has 33 foot 6 inch maximum span at south edge.
 - Special inspection performed 10/28/2025; superstructure condition rating = 3
 - South member at midspan has 1.5 inch sag and areas of severe corrosion with up to 100% section loss.
 - Concrete encasement provides additional capacity/stiffness; not able to quantify due to unknown reinforcement
 - LLDF=0.25 for south member
 - Posting is only required for eastbound lane; westbound lane does not pass over widening

Load Ratings (LR)

- LR01 - Design Load 31: U - Unknown
- LR02 - Design Method 31D: Unknown
- LR03 - Load Rating Date: 2025-10-30
- LR03A - Load Rating Check Date 130C: 10/30/2025
- LR04 - Operating Rating Method: 0 - Field Eval
- LR04A - Inventory Rating Method 65: 0 - Field Eval
- LR09A - Within 1 Mile 64LT10: No
- LR10A - BrR Structure Number 66STR:
- LR11A - Plans Available 500: No
- LR12A - Overload Critical Structure 139OC:

Posting Status (PS)

- PS01A - Load Posting Structure Status: P - Permanent
- PS01B - Load Posting Status Code: P - Posted for weight
- PS03A - Posting - CO Legal Trucks: P - Posted with weight limit sign(s)
- PS03B - Posting - SHV Trucks: P - Posted with weight limit sign(s)
- PS03C - Posting - EV Trucks: P - Posted with weight limit sign(s)
- PS03D - Temporary Structure 103: No



Element/Defect	Unit	Total Qty	CS1	CS2	CS3	CS4
38 - Reinforced Concrete Slab	sq feet	880	590 67%	22 2%	265 30%	3 0%
1080 - Delamination/Spall/Patched Area	each	269	0	4 1%	265 99%	0
1090 - Exposed Rebar	each	3	0	0	0	3 100%
1130 - Cracking (RC and Other)	each	18	0	18 100%	0	0

7 inches of asphalt on 10 inches of fill on 1 foot 2 inch concrete slab, original bridge, monolithic with abutments. 16 inches of asphalt and fill on 16 inch +/- thick slab widening with encased steel members. Widening was poured on fill and fill then removed. Encased steel members, where visible at spalled areas, comprise (1) south member (2 channels, each 5 inch wide x 1.75 inch flange length with 0.25 inch thick x 10 inch high vertical plate) and (1) north member (W-shape, unknown depth and flange thickness, 6.5 inch flange width). Members are spaced at 56.5 inches on center. South member is 17 inches on center from outside south edge striping. North member center is 26.25 inches from north edge of widening. Eastbound lane width is 11 feet.

Original Slab:

Top slab has medium longitudinal crack. (18 CS2 1130)

North bottom edge has full length x 7 inch x up to 7.5 inch deep spall/delamination exposing rebar with R3 to R4 corrosion. (20 CS3 1080)

North bottom edge near midspan has 3 foot diameter area of spalling/delamination exposing rebar with R2 corrosion. (3 CS3 1080)

South edge near midspan has a 3.5 foot x 6 inch delamination. (4 CS2 1080)

Widened slab:

Encasement's bottom layer of concrete has not properly consolidated and has no structural integrity with several delaminated/spalled areas and exposed R1 corroded rebar. (210 CS3 1080)

North member bottom flange is exposed at (2) areas of spalling with R2 to R3 corrosion at east end. (20 CS3 overlap)

South member at midspan has 1.5 inch sag.

South edge of encasement has spalled for full length, exposing south member. (13 CS3 1080, 34 CS3 total)

South member 4 and 13 feet from Abutment 1 bottom channel south flange and web have 80-100% section loss for 6 feet and 2.5 feet, respectively. Bottom channel south flange at 6 foot from Abutment 1 has 2 foot section up to 1.25 inch out of plane. (9 CS4 overlap)

South steel member vertical plate has failed with up to 100% section loss for 21 feet 2 inches from Abutment 1. (21 CS4 1090)

CS4 defect has been reviewed by Benesch Program Engineer and affects the element or structure strength and/or serviceability. Bridge owner was notified of Essential Repair Finding on 10/30/2025.

02/03/2026 Damage Human Induced Inspection:

Widened slab:

South member at midspan has 2.25 inch sag, an increase of 0.75 inch since the inspection on 10/28/2025.

Slab at 12, 13, and 16 foot from Abutment 1 has up to 0.05 inch wide transverse cracks, not previously noted. (21 CS2 overlap)

215 - Reinforced Concrete Abutment	feet	54	0	0	54 100%	0
1130 - Cracking (RC and Other)	each	4	0	0	4 100%	0
1190 - Abrasion/Wear (PSC/RC)	each	50	0	0	50 100%	0

Walls monolithic with original slab.

Abutments at groundline have honeycombing and abrasion with areas of disintegration and aggregate loss; abrasion up to 5 inches deep at Abutment 1 north end and Abutment 2 center and ends. (50 CS3 1190, 54 CS3 total)

Abutment 1 at north end and center and Abutment 2 at south end and center have vertical cracks up to 0.25 inch wide. (4 CS3 1130)

Abutment 2 6 foot from south end has 0.75 inch wide crack with east section at top leaning 1.5 inch towards channel. (1 CS3 overlap)

308 - Construction/Non-Expansion Joint	feet	20	20 100%	0	0	0
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Construction joint at widening full length of original bridge on south side. No significant defects noted.

322 - Approach Roadway	each	1	1 100%	0	0	0
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Straight alignment, no speed reduction required.

Asphalt over structure has wear and raveled area with alligator cracking up to 1 inch wide and potholes up to 1 foot diameter x 1 inch deep for approximately 75% of total area.

323 - Approach Railing	each	4	4 100%	0	0	0
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Extensions of bridge W-beam on timber posts with boxing glove end treatments; installed prior to 2024 inspection.

326 - Wingwalls	each	2	1 50%	1 50%	0	0
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Concrete wingwalls monolithic with abutments only on north side.

Wingwalls have abrasion up to 0.5 inch deep.

Northwest wingwall top corner has 14 inch x 8 inch x 8 inch deep spall exposing rebar. (1 CS2)

329 - Sidewalk/Median/Curb	feet	55	10 18%	0	10 18%	35 64%
1080 - Delamination/Spall/Patched Area	each	10	0	0	10 100%	0
7000 - Damage	each	35	0	0	0	35 100%

Concrete curb, size varies.

North curb top face has several large up to 4 feet x 1 foot x 5 inches deep spalls throughout with areas of exposed rebar. (10 CS3 1080)

South curb west end has been completely removed by impact. (35 CS4 7000)

CS4 defect has been reviewed by Benesch Program Engineer and affects the element or structure strength and/or serviceability. Bridge owner was notified of Essential Repair Finding on 10/30/2025.

330 - Metal Bridge Railing	feet	55	20 36%	0	0	35 64%
7000 - Damage	each	35	0	0	0	35 100%

Galvanized W-beam rail on galvanized steel wide flange posts with rubber blockouts mounted to concrete curbs; bridge rail replaced prior to 2024 inspection.

South bridge rail is torn off by impact. (35 CS4 7000)

CS4 defect has been reviewed by Benesch Program Engineer and affects the element or structure strength and/or serviceability. Bridge owner was notified of Essential Repair Finding on 10/30/2025.

02/03/2026 Damage Human Induced Inspection:

South rail replaced prior to February 2026 inspection with galvanized W-beam with boxing glove end treatments mounted to steel posts bolted to steel curb mounted to (2) concrete piers.

South rail west (3) posts detached by vehicle strike. Remaining (4) posts are approximately 45 degrees east. (35 CS4 7000)

515 - Steel Protective Coating	sq feet	70	70 100%	0	0	0
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Galvanized W-beam and posts. No significant defects noted.

501 - Channel/Bank	each	1	1 100%	0	0	0
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Flow is north to south; dry at time of inspection.

Channel:

Manmade channel with mostly regulated flows.

Moderate accumulation of tumbleweeds.

Protection:

Very steep sloped banks (1:1) to normal water level with steep (2:1) grassy slopes beyond, minor undercutting.

Medium to large red rocks along channel banks with small stones in streambed.

600 - General Notes	none	1	1 100%	0	0	0
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(1) OM3 at northeast corner; delineator stickers on end treatments.

(1) 3 inch utility conduit on north side is bent downward, and non-functional.

Swallow nests present at time of inspection.



38 - Reinforced Concrete Slab



Exposed cross bracing at southeast corner, general

2/3/2026 12:00:00 AM



Exterior member at midspan has sag

2/3/2026 12:00:00 AM



Exterior member east end

2/3/2026 12:00:00 AM



Exterior member has 2 foot section out of plane

2/3/2026 12:00:00 AM



Exterior member west end

2/3/2026 12:00:00 AM

1130 - Cracking (RC and Other)



Slab 16 feet from Abutment 1 has medium transverse crack, typical

2/3/2026 12:00:00 AM

215 - Reinforced Concrete Abutment



Abutment 1 general

2/3/2026 12:00:00 AM



Abutment 2 general

2/3/2026 12:00:00 AM

1130 - Cracking (RC and Other)



Abutment 2 at north side of widening has medium vertical crack

2/3/2026 12:00:00 AM



Abutment 2 southeast corner at crack at top is leaning into channel

2/3/2026 12:00:00 AM



Abutment 2 southeast corner has 0.75 inch wide crack

2/3/2026 12:00:00 AM

330 - Metal Bridge Railing



South curb and asphalt wedge at midspan general

2/3/2026 12:00:00 AM

7000 - Damage



South rail damage looking south

2/3/2026 12:00:00 AM



South rail damage looking west

2/3/2026 12:00:00 AM



Channel Downstream



Channel looking south downstream

2/3/2026 12:00:00 AM

Channel Upstream



Channel looking north upstream

2/3/2026 12:00:00 AM

Elevation



Elevation looking north

2/3/2026 12:00:00 AM



Elevation looking south

2/3/2026 12:00:00 AM

General/Superstructure



Superstructure looking west

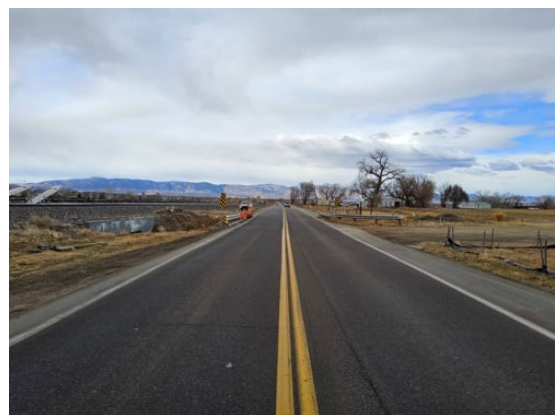
2/3/2026 12:00:00 AM

Roadway



Roadway looking East

2/3/2026 12:00:00 AM



Roadway looking west

2/3/2026 12:00:00 AM



Maintenance Items

ERL Yellow. Notification Sent 10/30/2025

353.30 - Replace deck (concrete, steel, timber)

Status	Date Entered	Target Date	Deterioration Category
Open	10/30/2025	01/26/2026	Rusted Steel

Problem Description

Replace bridge widening under eastbound lane.

High

200.31 - Concrete repair, including removal of spalled, delaminated, deteriorated concrete, may include rebar cleaning/replacement

Status	Date Entered	Target Date	Deterioration Category
Open	04/06/2017	01/01/2027	Spalled Concrete

Problem Description

Clean and patch north and south faces of slab.

High

200.31 - Concrete repair, including removal of spalled, delaminated, deteriorated concrete, may include rebar cleaning/replacement

Status	Date Entered	Target Date	Deterioration Category
Open	04/06/2017	01/01/2027	Spalled Concrete

Problem Description

Patch spalls in curbs.

High

399.00 - Maintenance requiring engineering.

Status	Date Entered	Target Date	Deterioration Category
Open	04/25/2013	01/01/2027	Other (See Description)

Problem Description

Prior to spending large amounts on maintenance/rehab, consideration should be given to replacing the bridge.

Low

306.00 - Bridge Rail/Approach Rail/Guardrail - Installation, Replace

Status	Date Entered	Target Date	Deterioration Category
Open	04/22/2021	01/01/2031	Rail (BR or GR) or Fence

Problem Description

Install approach rails, transitions, and end terminations to meet current AASHTO/CDOT standards.

Low

398.00 - Miscellaneous Bridge Work

Status	Date Entered	Target Date	Deterioration Category
Open	04/06/2017	01/01/2031	Other (See Description)

Problem Description

Contact Utility Company regarding broken/damaged utility at north side of bridge.

Low

358.99 - Miscellaneous substructure work

<u>Status</u>	<u>Date Entered</u>	<u>Target Date</u>	<u>Deterioration Category</u>
Open	03/11/2011	01/01/2031	Spalled Concrete

Problem Description

Coat/patch wingwalls and abutments to mitigate abrasion.

Low

306.00 - Bridge Rail/Approach Rail/Guardrail - Installation, Replace

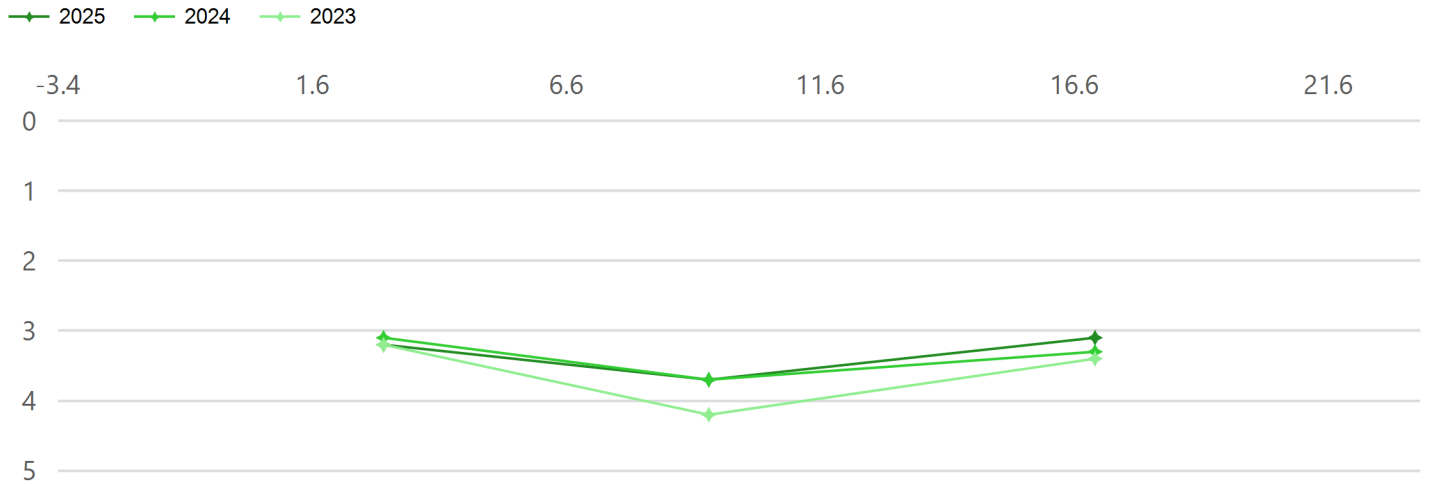
<u>Status</u>	<u>Date Entered</u>	<u>Target Date</u>	<u>Deterioration Category</u>
Open	03/21/2007	01/01/2031	Rail (BR or GR) or Fence

Problem Description

Install bridge rails to meet current AASHTO/CDOT standards.



Streambed Profile



	3	9.4	17
2025	3.2	3.7	3.1
2024	3.1	3.7	3.3
2023	3.2	4.2	3.4
2021	3.3	3.8	3

	Measurement Type	Reference Line	Waterline
2025 04/04/25	Upstream	Original slab	
Comments: Dry at time of inspection.			
2024 04/22/24	Upstream		
Comments: Dry at time of inspection.			
2023 04/01/23	Upstream		
Comments: Dry at time of inspection			
2021 04/01/20	Upstream		
Comments: Dry at time of inspection			