



City of Ketchum

March 16, 2020

Mayor Bradshaw and City Councilors
City of Ketchum
Ketchum, Idaho

Mayor Bradshaw and City Councilors:

Recommendation To Approve Contract 20455 With Galena Engineering for Warm Springs Bridge Maintenance Permitting

Recommendation and Summary

Staff is recommending the council approve Contract 20455 with Galena Engineering by adopting the following motion:

"I move to approve Contract 20455 with Galena Engineering in an amount not to exceed \$7,530 and authorize the Mayor to sign the contract."

The reasons for the recommendation are as follows:

- The City is responsible for the maintenance of the Warm Springs bridge and scour issues have been noted in recent inspection.
- In order to perform the required maintenance, the City will need approval from certain regulatory agencies and outside engineering assistance is required.

Introduction and History

The City is responsible for the maintenance of certain bridges. The Idaho Department of Transportation conducted a review of several City bridges in September 2019 and observed scour on the Warm Springs Bridge. The scour condition was noted as a recommended maintenance item.

Analysis

In order to perform the recommended maintenance to mitigate the scour on the northeast corner of the bridge, the City requires permits from both the Army Corps of Engineers and the Idaho Department of Water Resources. Due to the specialized nature of the engineering and permitting, the City typically contracts this type of work. So, the City obtained an estimate from its on-call engineering firm, Galena Engineering, for \$7,530 to perform the necessary engineering and permitting.

Sustainability

Maintaining a state of good repair prolongs the life of City assets thereby reducing the use of resources associated with the early replacement of unmaintained assets.

Financial Impact

Funds for this work order will be provided by the Streets Department professional services account.

Attachments

Attachment A: Work Order 20455 and Fee Estimate from Galena

Attachment B: ITD Inspection Report

**GALENA ENGINEERING, INC.
PROFESSIONAL SERVICES AGREEMENT / WORK ORDER**

PROJECT NUMBER: 1318-184

PROJECT NAME: Warm Springs Road Bridge Scout Maintenance permitting

CLIENT: City of Ketchum

CONTACT: Brian Christiansen

COMPANY: City of Ketchum

Telephone 208-726-7831 Cellular _____

Fax _____ Email bchristiansen@ketchumidaho.org

BILLING ADDRESS:

City of Ketchum

(Owner? yes or no)

PO Box 2315

(Address)

Ketchum, ID 83340

(City, State, Zip)

JOB LOCATION:

Warm Springs Bridge, Ketchum

THIS AGREEMENT entered into this 4th day of March, 2020, between City of Ketchum, (the CLIENT) and GALENA ENGINEERING, INC., an Idaho Corporation of Hailey, ID (GALENA).

WHEREAS, the CLIENT intends to repair a scour maintenance issue on the Warm Springs Bridge

The CLIENT will furnish to GALENA information necessary to perform our task.

SERVICES TO BE PERFORMED BY GALENA

GALENA will perform work per the attached scope and fee estimate.

GALENA ENGINEERING, INC.
PROFESSIONAL SERVICES AGREEMENT / WORK ORDER

NOW THEREFORE, the CLIENT and the GALENA in consideration of their mutual covenants herein agree in respect of the performance of professional engineering and land surveying services by the GALENA and the payment for those services by the CLIENT, as set forth as below:

ANY ESTIMATE GIVEN IS TO BE CONSIDERED AN APPROXIMATION OF THE AVERAGE COST OF THIS TYPE OF JOB. It is by no means to be used as a quotation to determine the final billing price of this agreement. Unless specified, all work will be charged on a time and materials basis, plus any expenses directly related to this Agreement. In addition, there will be charges for alterations, or extras deviating from the original instructions.

BASIS OF FEE AND BILLING SCHEDULE

ESTIMATED FEE COST: **\$7,530 per the attached scope and fee estimate**

RETAINER:

Will be required in the Amount of \$ _____ OR Will not be required

The CLIENT will pay GALENA for their services and expenses as follows:

TIME OR TIMES OF PAYMENT

GALENA will bill The CLIENT on or about the first of each month. The CLIENT will make payment to GALENA before the end of the month following the receipt of a bill from GALENA on account of their services and expenses. If the CLIENT fails to make any payment due GALENA on account of their services and expenses within 30 days after receipt of GALENA'S bill, the amounts due GALENA shall bear interest at the rate 18% per annum from said 30 days, and in addition, GALENA may suspend services under this Agreement until they have been paid in full all amounts due them on account of their services and expenses.

LIMIT OF LIABILITY

The CLIENT agrees to limit GALENA'S liability to the CLIENT and to all construction contractors and subcontractors on the project arising from GALENA'S negligent acts, errors or omissions such that the total aggregate liability of GALENA to all those named shall not exceed GALENA'S total fee for the services rendered on this project. The CLIENT further agrees to require of the contractor a similar limitation of the liability of GALENA and of the CLIENT, to the contractor and his subcontractors due to GALENA' S negligent acts, errors or omissions.

TERMINATION

This Agreement may be terminated by either party upon seven days' written notice in the event of substantial failure by the other party to perform in accordance with the terms hereof through no fault of the terminating party. If either party terminates this Agreement, GALENA will be paid for services rendered to the date of such termination on the basis of time and material costs involved thereto.

ATTORNEY'S FEES

Should either party breach this Agreement, and suit has to be instituted upon it, the prevailing party shall be entitled to an award of reasonable attorney's fees to be set by the Court, in addition to all costs.

**GALENA ENGINEERING, INC.
PROFESSIONAL SERVICES AGREEMENT / WORK ORDER**

IN WITNESS WHEREOF, the parties hereto have executed this Agreement as of the day and year first above written. Fully executed Agreement will be considered as authorization for GALENA to proceed with services.

CLIENT
City of Ketchum
PO Box 2315
Ketchum, ID 83340

Sean Flynn
President
Galena Engineering, Inc
317 North River Street
Hailey, ID 83333



BY : _____

BY : Sean Flynn

TITLE: _____

TITLE: President

Date: _____

Date: 03/04/20

Internal use only

REMARKS:

Project Manager: SMF File Assignment: SMF

Ownership verified with BC GIS by: SF

New Job? yes or no If no, New File? yes or no

Old Job: _____
(any information that may be pertinent to finding the old job file and #)

Posted _____

Scope and Fee Estimate for Warm Springs Bridge Scour Maintenance Permitting

02/28/20 SMF File: P:\Data\Proposals\2020 Proposals

Item Number	Item Description	Project Manager/Engineer	Survey Crew		Drafts person	Task Totals
		\$125	1st Person + Equipment \$140	2nd Person \$70	\$110	
Hourly Rate						

Our opinion of probable cost for our services is shown below; this cost is an estimate based upon our experience and our actual cost for the job will be based on time and materials, but will not exceed this amount without prior approval. As always, our services may be expanded at any time should you desire to do so, and we can revise our opinion of probable cost at that time. Unless otherwise shown below, specifically not included in this estimate are any third party fees such as plat application fees, ITD permit fees, utility locates, wetland studies (NA), title reports, or other expenses that are not part of direct labor and materials expenses of Galena Engineering Inc.

1.00		0.0				\$0
1.01	Prepare No Rise certification (deemed not necessary)					
1.02	Prepare Army Corps and IDWR Joint Application	15.0			12.0	\$3,195
1.03	Coordinate permit approvals with Army Corps and IDWR	8.0			4.0	\$1,440
1.04	Prepare City Floodplain Development Permit	7.0			5.0	\$1,425
1.05	Coordinate permit approval with City	4.0			2.0	\$720
1.06	Coordinate construction with City and Contractor	6.0				\$750
Man Hours Subtotal		40.0	0.0	0.0	23.0	
Opinion of Probable Cost Per Position		\$5,000	\$0	\$0	\$2,530	

Total Opinion of Probable Cost **\$7,530**



Idaho Transportation Department Bridge Inspection Report

Bridge Key:	19560	Structure Name:	92815A 106.50
(6)Features Intersected:	BIG WOOD RIVER	(9)Location:	IN KETCHUM;WARM SPRING RC
Facility Carried(Route):	STC2815;WARM SPRNG	Admin Jurisdiction:	1322 City of Ketchum
Xref Structure Name:		District:	04

Elm/Env	Element Description	Total Qty	Units	State 1	State 2	State 3	State 4
12/3	Reinforced Concrete Deck	2164	sq.ft	2164	0	0	0
	Reinforced concrete deck is not visible due to asphalt wearing surface and tee beams. Asphalt wearing surface has a new chipseal wearing surface with minor wear in wheel paths.						
510/3	Wearing Surfaces	2038	sq.ft	1958	80	0	0
	<i>Asphalt wearing surface has a chipseal wearing surface with minor wear in wheel paths.</i>						
109/2	Prestressed Concrete Open Girder/Beam	413	ft	311	91	11	0
	Six prestressed single tee girders. Girder 1 near the east abutment has a small exposure of prestressing tendon end with exposed rebar located at the bottom of the web. The small exposure may be due to form work, no major distress in girder. One large and several small spalls on girder webs due to impact damage. Girder flange joints have random spalling. At the east abutment near the west 1/4 span, the flanges are damaged around the embeds with exposed rebar. Girder 6 near the west abutment has an 8 inch long x 2 inch wide spall with exposed rebar located on the underside of the top flange. Girder 1 has exposed rebar along the exterior flange for the full length. All girders at the east abutment and several girders at the west abutment have diagonal hairline to 1/32 inch cracks located on the flanges. Girder 5 near the west abutment has a hairline diagonal crack located at the top of the web. Girder 3 near midspan has a minor rust stain located at the bottom of the web. Girder 6 has multiple rust stains located on the exterior flange. Two rust stains at the diagonal hairline cracks located the girders near the east abutment. Girder 5 near the east abutment has an area of rust staining and efflorescence located on the south flange.						
1080/2	Delamination/Spall/Patched Area	6	ft	0	2	4	0
	<i>One large and several small spalls on girder webs due to impact damage. Girder flange joints have random spalling.</i>						
1090/2	Exposed Rebar	86	ft	0	84	2	0
	<i>At the east abutment near the west 1/4 span, the flanges are damaged around the embeds with exposed rebar. Girder 6 near the west abutment has an 8 inch long x 2 inch wide spall with exposed rebar located on the underside of the top flange. Girder 1 has exposed rebar along the exterior flange for the full length.</i>						
1100/2	Exposed Prestressing	1	ft	0	1	0	0
	<i>Girder 1 near the east abutment has a small exposure of prestressing tendon end with exposed rebar located at the bottom of the web. The small exposure may be due to form work, no major distress in girder.</i>						
1110/2	Cracking (PSC)	4	ft	0	4	0	0
	<i>All girders at the east abutment and several girders at the west abutment have diagonal hairline to 1/32 inch cracks located on the flanges. Girder 5 near the west abutment has a hairline diagonal crack located at the top of the web.</i>						
1120/2	Efflorescence/Rust Staining	5	ft	0	0	5	0
	<i>Girder 3 near midspan has a minor rust stain located at the bottom of the web. Girder 6 has multiple rust stains located on the exterior flange. Two rust stains at the diagonal hairline cracks located the girders near the east abutment. Girder 5 near the east abutment has an area of rust staining and efflorescence located on the south flange.</i>						



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Xref Structure Name:	District: 04

7000/2 Damage 8 ft 0 4 4 0
One large and several small spalls on girder webs due to impact damage. At the east abutment near the west 1/4 span, the flanges are damaged around the embeds with exposed rebar.

215/3 Reinforced Concrete Abutment 85 ft 75 10 0 0

Reinforced concrete abutments. Wingwalls are integral with abutments on the south side only, wingwalls located on the north side are extended from adjacent pedestrian bridge. Northwest joint where sidewalk abutment adjoins bridge abutment has rust staining. Hairline vertical cracks with efflorescence. Scour located at the northeast corner is 4 feet in length with a maximum vertical exposure of 1 foot and 1 foot of penetration.

1120/3 Efflorescence/Rust Staining 3 ft 0 3 0 0
Northwest joint where sidewalk abutment adjoins bridge abutment has rust staining. Hairline vertical cracks with efflorescence.

1130/3 Cracking (RC and Other) 3 ft 0 3 0 0
Hairline vertical cracking.

6000/3 Scour 4 ft 0 4 0 0
Scour located at the northeast corner is 4 feet in length with a maximum vertical exposure of 1 foot and 1 foot of penetration.

310/2 Elastomeric Bearing 12 each 9 0 3 0

Elastomeric bearing pads on concrete abutments. Three pads at the west abutment are crushed.

2230/2 Bulging, Splitting or Tearing 3 each 0 0 3 0
Three pads at the west abutment are crushed.

332/3 Timber Bridge Railing 72 ft 64 8 0 0

Timber bridge rail on south side consists of four laminated treated timber rails on unpainted steel posts. Concrete curb separates bridge and pedestrian bridge, timber railing on north side of pedestrian bridge. Scrapes on south railing near the west end due to impact damage. Steel posts have surface corrosion.

1180/3 Abrasion/Wear (Timber) 8 ft 0 8 0 0
Scrapes on south railing near the west end due to impact damage.

7000/3 Damage 8 ft 0 8 0 0
Scrapes on south railing near the west end due to impact damage.



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Additional Information

ROADWAY APPROACHES: Asphalt approaches have cracking and up to 1/2 inch settlement.

CURBS/SIDEWALKS: No sidewalk on bridge, pedestrian bridge located adjacently to the north. Concrete curb separates bridge and pedestrian bridge. Curbs have impact damage and hairline cracking.

EMBANKMENT: Steep along south side, but stable.

CHANNEL: Natural river channel. Channel bottom consists of cobble and boulders. Riprap along both abutments. Minor scour in northeast corner. Clear and stable. Substructure dry 9/2015. Cross section done 9/2012 and 9/2017.

SIGNS: One hazard marker located at southwest corner. Weight limit signs reading 27T, 39T, 41T, Max Axle 9 TONS are up at both approaches.

GUARDRAIL: Weathering steel W beam railing located on the south side. Impact damage in multiple locations. Bolt at the west rail end post has pulled through the rail and the blockout has failed. Two blockouts at the west rail are split. Post furthest east on the west railing is loose in the ground and may be rotted below ground. West railing has multiple bolts loose.

UTILITIES: 5 inch steel pipe (natural gas) on south side supported by rail posts. Two large pipes under the bridge located between the north two girders supported by deck. Two 2 inch steel pipes/conduits located on south side.

NOTES: Letter sent to city on 3/4/13 letting them know that load posting signs can be removed, bridge has been load rated and does not required posting (load posting signs still in place 9/2019).

SCOUR REVIEW: Scour Committee reviewed 6/18/18, item 113 to remain U(L). Scour has progressed but substructure type is not apparent. Has a maintenance recommendation.

INSPECTION FREQ: N/A

WORK ACCOMPLISHED: New chipseal wearing surface installed.

LOAD RATING:

Maintenance Recommendations

Recommendation	Priority	Suggested Work Assignment
Mitigate scour northeast corner.	Medium	Local Agency

Inspector's Signature: _____ 09/12/2019

Inspector Number and Name: 1021 - Dylon Moss, Collins Engineers



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IDENTIFICATION	
(1)State:	16 Idaho
(2)District:	District 4
(3)County:	013 Blaine
(4)Place Code:	Ketchum
(5)Inventory Route:	151028150
(7)Facility Carried:	STC2815;WARM SPRNG
(11)Milepoint:	023.752
(12)Base Hwy Network:	Not on Base Network
(13a)LRS Inventory Route:	
(13b)LRS Sub Route:	
(16)Latitude:	43° 41' 15.2"
(17)Longitude:	114° 22' 23.1"
(98)Border Bridge Code:	
(99)Border Bridge ID:	
Segment Code:	003690
Segment Under Rte:	
Segment Other Rte:	
Drawing Number:	16762
Project Key Number:	
Inspection Area:	941
MPO:	N/A

CLASSIFICATION	
(112)NBIS Length:	Long Enough
(104)Highway System:	0 Not on NHS
(26):Functional Class:	07 Rural Mjr Collector
(100)Defense Highway:	0 Not a STRAHNET hwy
(101)Parallel Structure:	No bridge exists
(102)Direction of Traffic:	2 2-way traffic
(103)Temporary Structure:	
(105)Federal Lands Highway:	0 N/A (NBI)
(110)Design Natl Network:	0 Not part of natl netwo
(20)Toll Facility:	3 On free road
(21)Custodian:	City/Municipal Hwy Agenc
(22)Owner:	City/Municipal Hwy Agenc
(37)Historical Significance:	4 Hist sign not determin

GEOMETRIC DATA	
(48)Maximum Span Length:	68.9 ft
(49)Structure Length:	72 ft
Total Length:	72 ft
(50a)Curb/Sidewalk Width Lt:	10.8 ft
(50b)Curb/Sidewalk Width Rt:	0.0 ft
(51)Width Curb to Curb:	28.3 ft
(52)Width Out to Out:	30.1 ft
(32)App Roadway Width:	24 ft
(33)Median:	0 No median
(34)Skew:	30°
(35)Structure Flared:	0 No flare
(10)Vertical Clearance:	99.99 ft
(47)Total Horiz Clearance:	28.3 ft
(53)Min Vert Clr Over Deck:	99.99 ft
(54a)Min Vert Underclr Ref:	N Feature not hwy or RR
(54b)Min Vert Underclr:	0.00 ft
(55a)Min Lat Underclr Ref Rt:	N Feature not hwy or RR
(55b)Min Lat Underclr Rt:	0.0 ft
(56)Min Lat Underclr Lt:	0.0 ft

STRUCTURE TYPE AND MATERIALS	
(43a/b)Main Span Material/Design:	5 Prestressed Concrete 4 Tee Beam
(44a/b)Approach Span Material/Design:	
(45)No. of Spans Main Unit:	1
(46)No. of Approach Spans:	0
(107)Deck Type:	1 Concrete-Cast-in-Place
(108a)Wearing Surface:	6 Bituminous
(108b)Membrane:	0 None
(108c)Deck Protection:	None

Deck Applications	

LRS	
Route ID:	03690AOH000
Measure:	23.75326736
Route ID Under Rte:	
Measure Under Rte:	
Route ID 2nd Rte Under:	
Measure 2nd Rte Under:	



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LOAD RATING

(31)Design Load:	2 M 13.5 (H 15)
(64)Operating Rating:	41 tons / HS22.8
(66)Inventory Rating:	8 tons / HS4.4
(70)Posting:	5 At/Above Legal Loads
(41)Posting Status:	P Posted for load

CONDITION

(58)Deck:	6 Satisfactory
(59)Superstructure:	6 Satisfactory
(60)Substructure:	6 Satisfactory
(61)Channel/Protection:	8 Protected
(62)Culvert:	N N/A (NBI)

AGE AND SERVICE

(27)Year Built:	1972		
(106)Year Reconstructed:			
(42a)Type of Service On:	1 Highway		
(42b)Type of Service Under:	5 Waterway		
(28a)Lanes On:	2	(28b)Lanes Under:	0
(29)ADT:	4000		
(30)Year of ADT:	2016		
(109)Truck ADT:	9%		
(19)Detour Length:	1 miles		
Speed Limit:	20 MPH		

APPRAISAL

(67)Structure Condition:	2 Intolerable - Replace
(68)Deck Geometry:	4 Tolerable
(69)Undrclear,Vert and Horiz:	N Not applicable (NBI)
(71)Waterway Adequacy:	8 Equal Desirable
(72)Approach Alignment:	6 Equal Min Criteria
(36)Traffic Safety Features:	
(a)Bridge Rail:	0 Substandard
(b)Transition:	0 Substandard
(c)Approach Rail:	0 Substandard
(d)Approach Rail Ends:	0 Substandard
(113)Scour Critical:	U Unknown Scour

PROPOSED IMPROVEMENTS

(75a)Type of Work:	31 Repl-Load Capacity
(75b)Work Done By:	1 Contract
(76)Length of Improvement:	92 ft
(94)Bridge Improvement Cost:	\$880,000
(95)Rdwy Improvement Cost:	\$88,000
(96)Total Project Cost:	\$1,321,000
(97)Year of Cost Estimate:	2017
(114)Future ADT:	6000
(115)Year of Future ADT:	2036
YEAR PROGRAMMED:	

NAVIGATION DATA

(38)Navigation Control:	Permit Not Required
(39)Vertical Clearance:	
(40)Horizontal Clearance:	
(111)Pier Protection:	
(116)Lift Bridge Vert Clr:	

ENVIRONMENTAL

Environmental Concerns: No

INSPECTION

(90)Inspection Date:	9/12/2019	(91)Inspection Frequency:	24 months
(92)Supplemental Inspections Frequency:		(93)Date of Inspections:	
(a)Fracture Critical Detail:	NA	(a)FC Inspection Date:	
(b)Underwater Inspection:	NA	(b)UW Inspection Date:	
(c)Fatigue Detail (OS) Inspection:	NA	(c)Fatigue Detail (OS) Date:	
(d)UBIT Inspection:	NA	(d)UBIT Date:	
(e)Confined Space Inspection:	NA	(e)Confined Space Date:	
Channel Cross Section Year:	2017		
Equipment Needed for Regular Inspection?	None		



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WEARING SURFACE and DEAD LOAD INFORMATION

Asphalt: 2.0 inches	Concrete: 0.0 inches
Granular: 0.0 inches	Timber: 0.0 inches

POSTING INFORMATION

WEIGHT

Load Analysis Date: 11/08/2018
 Load Analysis Required: N Analysis Complete

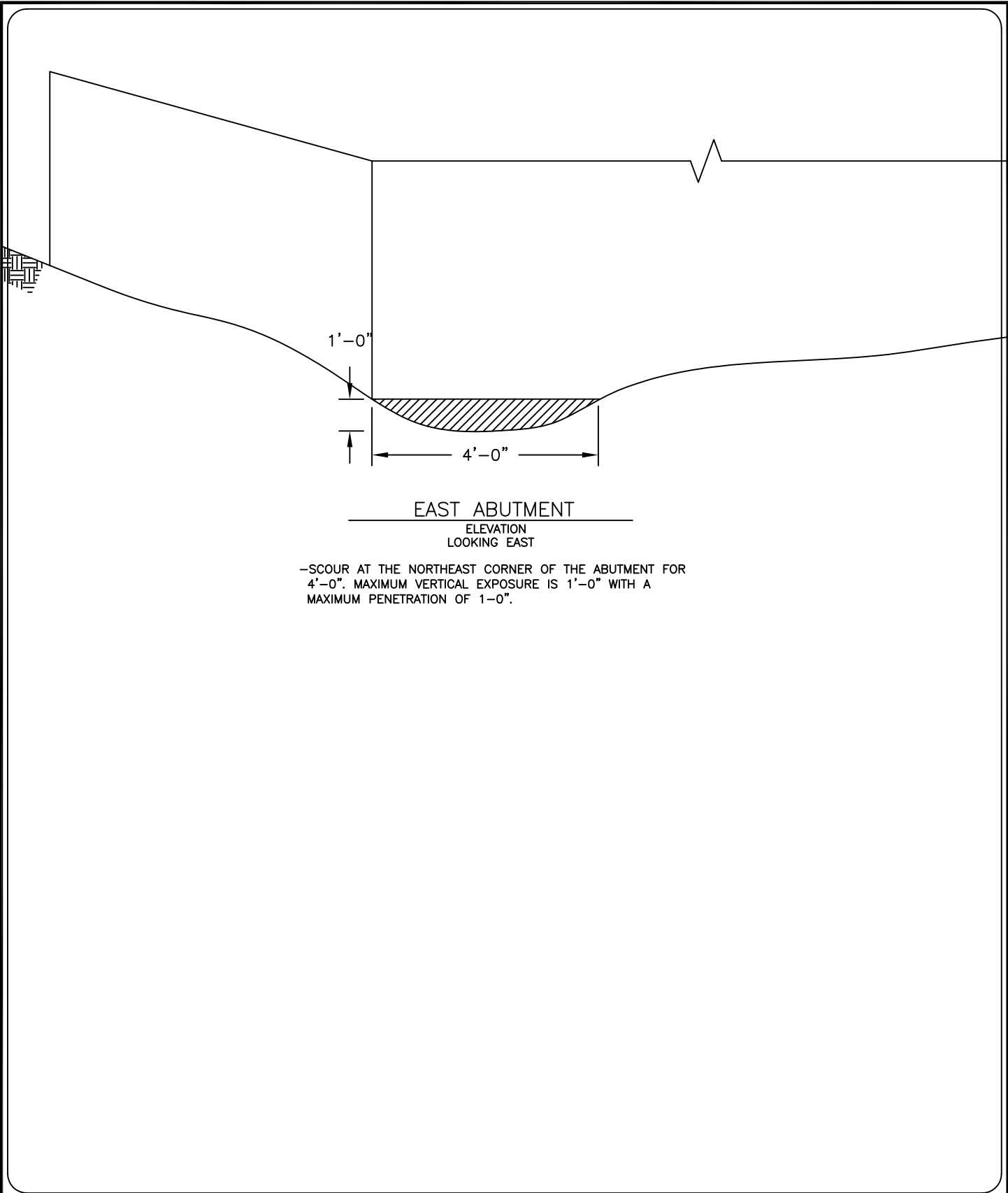
Load Rating Analysis	IR (tons)	OR (tons)	Recommended Posting(tons)	Actual Posting(tons)
H Truck	6	32		
HS Truck	8	41		
Type3	7	36	Type3	27
Type 3S2	11	54	Type 3S2	39
Type 3-3	10	51	Type 3-3	41
			Axle Limit	9.0

HEIGHT

	Recommended	Actual
Height Posting:		

ACTUAL WIDTH POSTING

Single Lane All Vehicles: N
 Single Lane Trucks/Buses: N



EAST ABUTMENT
ELEVATION
LOOKING EAST

-SCOUR AT THE NORTHEAST CORNER OF THE ABUTMENT FOR
4'-0". MAXIMUM VERTICAL EXPOSURE IS 1'-0" WITH A
MAXIMUM PENETRATION OF 1'-0".

COLLINS ENGINEERS
7576 West Victory Road
Boise, ID 83709
Phone: 208-254-1266

**ITD DISTRICT 4 OFF-SYSTEM
BRIDGE INSPECTION**

**SCOUR SKETCH
NOT TO SCALE**

INSPECTED BY:
DM

DRAWN BY:
CL

CHECKED BY:
DM

BRIDGE KEY:
19560

DATE:
SEPT 2019

SHEET NO:
01



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Approach looking west.



Overall looking northwest.



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Upstream looking north.



Downstream looking south.



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Weight limit sign at east approach looking west.



Weight limit sign at west approach looking east.



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Underside and west abutment looking southwest.



East abutment looking northeast.

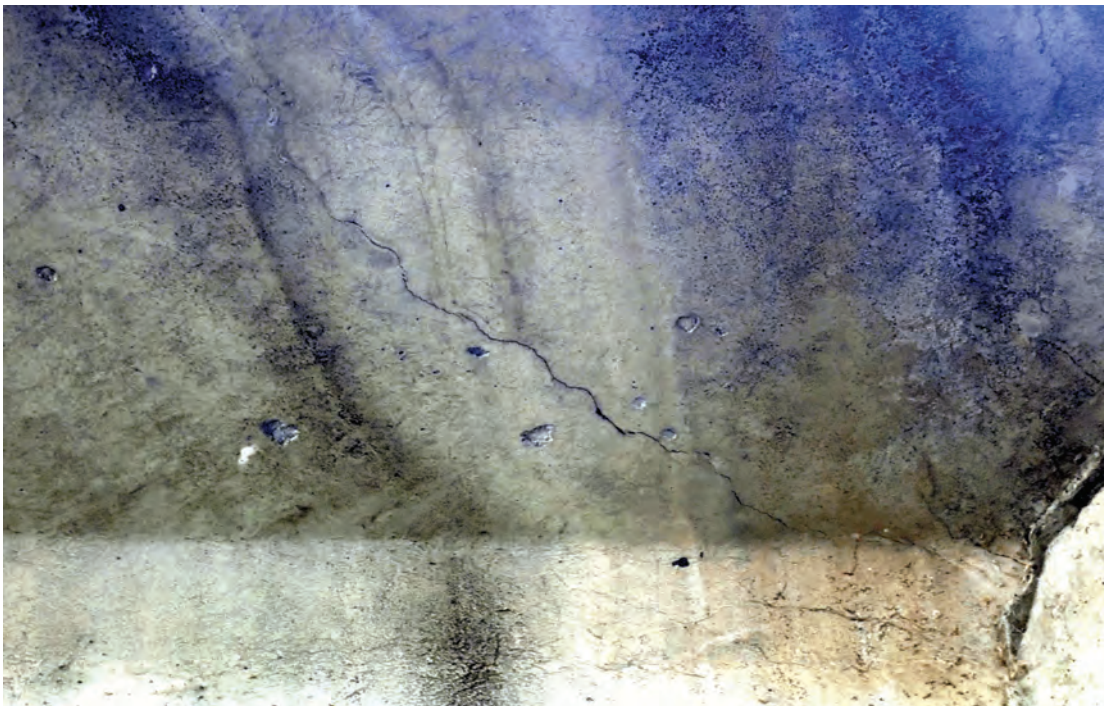


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Undermining at northeast corner looking northeast.



Cracks in flanges at east abutment.



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Cracks in flanges at east abutment.



Exposed prestressing looking north.