

**Routine Inspection**  
**Colorado Department of Transportation**  
**Structure Inspection and Inventory Report (English Units)**

Highway Number (ON) 5D: **025A**  
Mile Post (ON) 11: **103.620 mi**  
Linear Ref. Sys. MP: **103.620 mi**

Bridge Key: **025A103620BL**      Inspection Date: **08/28/2023**      Suff Rating: **62.0** **NA**      G/F/P Condition: **Fair**

NBI Reporting ID:	025A103620BL	Main Mat/Desgn 43A/B:	1	19	Bridge Cost 94:	-1.00	
District (Region/Sect):	Reg 2 MSec 4	Appr Mat/Desgn 44A/B:	0	00	Roadway Cost 95:	-1.00	
Tran Region 2T:	04	Main Spans Unit 45:	1		Total Cost 96:	-1.00	
County Code 3:	101	Approach Spans 46:	0		Year of Cost Estimate 97:	1980	
101 PUEBLO		Horiz Clr 47:	40.00	ft	Brdr Brgd Code/% 98A/B:	-2	
Place Code 4:	00000	Max Span 48:	6.0	ft	Border Bridge Number 99:		
non-city		Str Length 49:	6.0	ft	Defense Highway 100:	1	
Rte.(On/Under) 5A:	1	Curb Wdth L/R 50A/B:	0.0	ft    0.0	ft	Parallel Structure 101:	N
Signing Prefix 5B:	1	Width Curb to Curb 51:	0.00	ft	Direction of Traffic 102:	2	
Level of Service 5C:	1	Width Out to Out 52:	202.0	ft	Temporary Structure 103:	I	
Direction Suffix 5E:	0	Deck Area:	1212		Highway Systems 104:	1	
Feature Intersected 6:		Min Clr Ovr Brgd 53:	99.99		Fed Lands Hiway 105:	-	
UNNAMED DRAINAGE		Min Undrclr Ref 54A:	N		Year Reconstructed 106:		
Facility Carried 7:		Min Underclr 54B:	0.0	ft	Deck Type 107:	N	
I-25 ML		Min Lat Clmce Ref R 55A:	N		Wearing Surface 108A:	N	
Alias Str No.8A:		Min Lat Undrclr R 55B:	0.0	ft	Membrane 108B:	N	
I-25-103.62BL		Min Lat Undrclr L 56:	0.0	ft	Deck Protection 108C:	N	
Prll Str No. 8P:		Deck 58:	N		Truck ADT 109:	7.00 %	
N/A		Super 59:	N		Trk Net 110:	-	
Location 9:		Sub 60:	N		Pier Protection 111:	I	
2.2 MI N OF US 50		Channel/Protection 61:	6		NBIS Length 112:	N	
Max Clr 10:	99.90	Culvert 62:	6		Scour Critical 113:	8	
BaseHiway Net12:	-	Oprrtg Rtg Method 63:	0	Field eval and	Scour Watch 113M:	N	
IrsinvRout 13A:		Operating Rating 64:	40.00		Future ADT 114:	52,300	
IrrsubRout No13B:		Operating Factor 64:	-		Year of Future ADT 115:	2029	
Latitude 16:	38d 20' 20.90"	Inv Rtg Method 65:	3	LRFR Load &	CDOT Str Type 120A:	CBC	
Longitude 17:	104d 37' 12.90"	Inventory Rating 66:	36.00		CDOT Constr Type 120B:	02	
Detour Length 19:	99 mi	Inventory Factor 66:	-		Expansion Dev/Type 124:	O	
Toll Facility 20:	3	Asph/Fill Thick 66T:	120.0	in	Brdg Rail Type/Mod 125A/B:	FB    0	
Custodian 21:	01	Str. Evaluation 67:	6		Posting Trucks 129A/B/C:	-    -    -	
Owner 22:	01	Deck Geometry 68:	N		Str Rating Date 130:	11/01/2010	
Functional Class 26:	11	Undrclr Vert/Hor 69:	N		Within 1 Mile:	NO	
Year Built 27:	1951	Posting 70:	5	At/Above Lega	Special Equip 133:	0.00	
Lanes On 28A:	6	Waterway Adequacy 71:	8		Vert Clr N/E 134A/B/C:	X    99.99    0.00	
Lanes Under 28B:	0	Approach Alignment 72:	8		Vert Clr S/W 135A/B/C:	X    99.99    0.00	
ADT 29:	31,100	Type Of Work 75A:	-1		Vertical Clr Date:	01/01/1901	
Year of ADT 30:	2009	Work Done By 75B:	-		Weight Limit Color 139:	N, Not Checked	
Design Load 31:	5 MS 18 (HS 20)	Length of Improvment 76:	0		Userkey 1, Insp System:	MINORSTR	
Apr Rdwy Width 32:	80.00 ft	Insp Team Indicator 90B:			Userkey 4, Insp Sched:	LP3	
Median 33:	3	Inspector Name 90C:			Userkey 5, UW Sched:		
Skew 34:	0 °	Frequency 91:	48	months	Userkey 6, Pin Sched:		
Structure Flared 35:	0	FC Frequency 92A:			FHWA Bridge Risk:	na	
Sfty Rail 36a/b/c/d:	0    0    0    0	UW Frequency 92B:			FHWA UW Risk:	na	
Rail ht36h:	28.0 in	SI Frequency (Pin) 92C:			FHWA Load Rating Risk:	na	
Hist Signif 37:	5	FC Inspection Date 93A:			CBTE:	NA	
Posting status 41:	A	UW Inspection Date 93B:			Inspection Key:	TKAS	
Service on/un 42A/B:	1    5	SI Date (Pin) 93C:			Date Entered	10/23/2023 12:0	
Inspection Type	Regular NBI				Entered By:		
EOR:	Unknown						

Data Responsibility: Asset Management      Inspection      Rating

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**Element Inspection Report**

Elm/Env	Description	Unit	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4
241/1	Re Conc Culvert	ft	202	50%	101	10%	21	40%	80	0%	0
6 feet wide x 6 feet high poured-in-place concrete box culvert on 1.22% slope with 10 feet of cover. Change in horizontal alignment 40 feet from left.											
1080/1	Delamination/Spall/Patch	ft	11	0%	0	0%	0	100%	11	0%	0
(10) spalls with corroded rebar, efflorescence, stalactites, and rust stains in top slab. 1 square foot spall in Wall 2 near inlet.											
1120/1	Efflorescence/Rust Stain	ft	28	0%	0	71%	20	29%	8	0%	0
(8) parallel to roadway cracks with efflorescence and rust stains in top slab. Vertical crack with efflorescence in walls.											
1130/1	Cracking (RC and Other)	ft	1	0%	0	0%	0	100%	1	0%	0
0.125 inch wide vertical crack in Wall 1 near midpoint.											
1190/1	Abrasion(PSC/RC)	ft	60	0%	0	0%	0	100%	60	0%	0
Up to 1 inch deep stream abrasion in bottom slab for 60 feet from inlet.											
6000/1	Scour	ft	1	0%	0	100%	1	0%	0	0%	0
4 feet drop to channel at outlet. No undermining. Ongoing construction.											
326/1	Wingwalls	(EA)	4	100%	4	0%	0	0%	0	0%	0
Concrete, flared, at inlet and outlet.											
335/1	Headwall	(EA)	2	100%	2	0%	0	0%	0	0%	0
Concrete, at inlet and outlet.											
600/1	General Notes	(EA)	1	100%	1	0%	0	0%	0	0%	0
Construction on going at outlet at time of 2023 inspection. Active water flow and presence of bats. Crosses ML I-25, merge ramps and west frontage road. Fence in concrete channel at inlet.											

**Inspection References and Definitions:**

Crack Width Descriptions for Reinforced Concrete:

Insignificant cracking (in.) = Less than 0.012" wide  
Medium cracking (in.) = 0.012" to 0.05" wide  
Wide cracking (in.) = Greater than 0.05" wide

Crack Width Descriptions for Prestressed Concrete:

Insignificant cracking (in.) = Less than 0.004" wide  
Medium cracking (in.) = 0.004" to 0.009" wide  
Wide cracking (in.) = Greater than 0.009" wide

Pattern Crack Spacing:

Medium pattern cracks = 1-3 feet  
Heavy pattern cracks = < 1 foot

Rust Codes (R Codes):

R1 = Peeling of the paint, pitting, surface rust, etc., no measurable section loss.  
R2 = Flaking, minor section loss (< 10% thickness loss).  
R3 = Flaking, swelling, mod section loss (10% < thickness loss < 30%).  
R4 = Heavy section loss (> 30% thickness loss), may have holes through base metal.

Concrete Scaling Codes (S Codes):

S1 = Scale up to 0.25" deep.  
S2 = Scale up to 0.5" deep or has exposed aggregate.  
S3 = Scale up to 1" deep or has loose or missing aggregate.  
S4 = Scale > 1" deep or has exposed reinforcing bars with section loss or general disintegration of the concrete.

**Bridge Notes (Inspection > Inventory > Admin)**

**Inspection Notes (Inspection > Condition)**

Time: 0732 Temp: 68 Degrees Weather: Partly Cloudy-breezy

Scour Item 113 Documentation (Inspection > CDOT Bridge)

**Bat Present At Bridge (Inspection > Inventory > Agency Items > userkey9)**

Yes

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Inspection Access Requirements (Inspection > CDOT Bridge)

Scheduling Notes (Inspection > Schedule)

Scope:

☒ NBI ☒ Element ☐ Underwater ☐ Fracture Critical ☐ Other Type: Regular NBI

Team Leader Inspection Check-off:

☐ FCM's ☐ Vertical Clearance  
☐ Posting Signs ☐ Stream Bed Profile  
☐ Essential Repair Verification

Inspection Team: [REDACTED]

Inspection Date: 08/28/2023

Inspector: [REDACTED]



















