

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

Highway Number (ON) 5D: 025A

Mile Post (ON)11: 149.219 mi

Bridge Key: I-17-GV      Inspection Date: 7/19/2012      Sufficiency Rating: 95.0      Not Eligible

Rgn/Sectn 2E/2M:	24	Hist Signif 37:	5	UW Inspection Date 93B:	
Trans Region 2T:	01	Posting status 41:	A	SI Date 93C:	
County Code 3:	041	Service on/un 42A/B:	1 5	Bridge Cost 94:	\$ 2,608,650
EL PASO		Main Mat/Desgn 43A/B:	4 07	Roadway Cost 95:	\$ 260,865
Place Code 4:	16000	Appr Mat/Desgn 44A/B:	0 0	Total Cost 96:	\$ 3,912,975
COLORADO SPRINGS		Main Spans Unit 45:	3	Year of Cost Estimate 97:	2006
Rte.(On/Under)5A:	1	Approach Spans 46:	0	Brdr Brdg Code/% 98A/B:	
Signing Prefix 5B:	1	Horiz Clr 47:	67.0 ft	Border Bridge Number 99:	
Level of Service 5C:	1	Max Span 48:	113.0 ft	Defense Highway 100:	1
Directional Suffix 5E:	0	Str Length 49:	228.0 ft	Parallel Structure 101:	L
Feature Intersected 6:		Curb Wdth L/R 50A/B:	0.0 ft 0.0 ft	Direction of Traffic 102:	1
PINE CREEK		Width Curb to Curb 51:	67.0 ft	Temporary Structure 103:	
Facility Carried 7:		Width Out to Out 52:	71.0 ft	Highway System 104:	1
25 ML SBND		Deck Area:	16,188. sq. ft	Fed Lands Hiway 105:	0
Alias Str No.8A:		Min Clr Ovr Brdg 53:	99.99	Year Reconstructed 106:	0000
		Min Undrclr Ref 54A:	N	Deck Type 107:	1
Prll Str No. 8P		Min Undrclr 54B:	0.0 ft	Wearing Surface 108A:	2
I-17-GK		Min Lat Clrnce Ref R 55A:	N	Membrane 108B:	0
Location 9:	328.05117409:	Min Lat Undrclr R 55B:	0.0 ft	Deck Protection 108C:	1
1.4 MI N OF JCT I-25 BUS		Min Lat Undrclr L 56:	0	Truck ADT 109:	10 %
Max Clr 10:	99.99	Deck 58:	7	Trk Net 110:	1
BaseHiway Net12:	1	Super 59:	7	Pier Protection 111:	#
IrsinvRout 13A:	000000025A	Sub 60:	7	NBIS Length 112:	Y
IrssubRout No13B:	00	Channel/Protection 61:	8	Scour Critical 113:	5
Latitude 16:	38d 56' 06"	Culvert 62:	N	Scour Watch 113M:	
Longitude 17:	104d 48' 47"	Oprtg Rtg Method 63:	1 LF Load Factr	Future ADT 114:	57,855
Range18A:	66 W	Operating Rating 64:	91.2	Year of Future ADT 115:	2027
Township18B:	66	Inv Rtg Method 65:	1	CDOT Str Type 120A:	WGCK
Section18C:	7	Inventory Rating 66:	54.8	CDOT Constr Type 120B:	51
Detour Length 19:	1.0 mi	Asph/Fill Thick 66T:	000 "in"	Inspection Indic 122A:	
Toll Facility 20:	3	Str. Evaluation 67:	7	Inspection Trip 122AA:	
Custodian 21:	1	Deck Geometry 68:	6	Scheduling Status 122B:	
Owner 22:	1	Undrclr Vert/Hor 69:	N	Maintenance Patrol 123:	69
Functional Class 26:	11	Posting 70:	5	Expansion Dev/Type124:	U
Year Built 27:	2002	Waterway Adequacy 7:	8	Brdg Rail Type/Mod 125A/B:	Y U
Lanes on 28A:	4	Approach Alignment 72:	8	Posting Trucks 129A/B/C:	0 0 0
Lanes Under 28B:	0	Type of Work 75A:	31	Str Rating Date 130:	6/6/2007
ADT 29:	39,900	Work Done By 75B:	1	Special Equip 133:	-1
Year of ADT 30:	2007	Length of Improvment 76:	228.0 ft	Vert Clr N/E 134A/B/C:	X 99.99 0.00
Design Load 31:	9	Insp Team Indicator 90B:	BLUE TEAM	Vert Clr S/W 135A/B/C:	X 99.99 0.00
Apr Rdwy Width 32:	64.0 ft	Inspector Name 90C:	STADIGM	Vertical Clr Date:	1/1/1900
Median 33:	0	Frequency 91:	24 months	Weight Limit Color: 139:	0
Skew 34:	0.00 °	FC Frequency 92A:	-1	Str Billing Type:	
Structure Flared 35:	0	UW Frequency 92B:	-1	Userkey 1 - System:	ONSYS
Sfty Rail 36a/b/c/d:	1 1 1 1	SI Frequency 92C:	-1	Userkey 7-Update Indic:	
Rail ht36h:	36 "in"	FC Inspection Date 93A:			

Inspector Name: STADIGM

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**Element Inspection Report**

Elm/En	Description	Units	Total Qty	% in 1	CS 1	% in 2	CS 2	% in 3	CS 3	% in 4	CS 4	% in 5	CS 5
35/4	Pcst Pnl Cnc Dk Bare	(SF)	16,188	100 %	16,188	0 %	0	0 %	0	0 %	0	0 %	0
106/4	Unpnt Stl Opn Girder	(LF)	1,020	100 %	1,020	0 %	0	0 %	0	0 %	0	0 %	0
201/4	Unpnt Stl Column	(EA)	12	100 %	12	0 %	0	0 %	0	0 %	0	0 %	0
215/4	R/Conc Abutment	(LF)	141	100 %	141	0 %	0	0 %	0	0 %	0	0 %	0
221/4	Conc Pile Cap/Ftg	(EA)	12	100 %	12	0 %	0	0 %	0	0 %	0	0 %	0
300/4	Strip Seal Exp Joint	(LF)	141	100 %	141	0 %	0	0 %	0	0 %	0	0 %	0
301/4	Pourable Joint Seal	(LF)	141	100 %	141	0 %	0	0 %	0	0 %	0	0 %	0
310/4	Elastomeric Bearing	(EA)	24	100 %	24	0 %	0	0 %	0	0 %	0	0 %	0
321/4	R/Conc Approach Slab	(EA)	2	100 %	2	0 %	0	0 %	0	0 %	0	0 %	0
325/4	Slope Prot/Berms	(EA)	2	100 %	2	0 %	0	0 %	0	0 %	0	0 %	0
326/4	Bridge Wingwalls	(EA)	2	100 %	2	0 %	0	0 %	0	0 %	0	0 %	0
334/4	Metal Rail Coated	(LF)	456	100 %	456	0 %	0	0 %	0	0 %	0	0 %	0
338/4	Conc Curbs/SW	(LF)	456	100 %	456	0 %	0	0 %	0	0 %	0	0 %	0
359/4	Soffit Smart Flag	(EA)	1	100 %	1	0 %	0	0 %	0	0 %	0	0 %	0
501/4	Channel Cond	(EA)	1	100 %	1	0 %	0	0 %	0	0 %	0	0 %	0
502/4	ChannProtMatCond	(EA)	1	100 %	1	0 %	0	0 %	0	0 %	0	0 %	0
504/4	BankCond	(EA)	1	100 %	1	0 %	0	0 %	0	0 %	0	0 %	0

Elem/Env	Description	Element Notes
35/4	Pcst Pnl Cnc Dk Bare	Map cracks in shoulder areas. Many transverse cracks and some map cracking in traffic lanes. Transverse cracks in the deck are spaced 5 feet to 10 feet apart, and coincide with the deck panel joints below; (see 2011 PHOTO).
106/4	Unpnt Stl Opn Girder	Weathering Steel. Looks good.
201/4	Unpnt Stl Column	Weathering Steel. Monitor the column base plate areas for corrosion, (some dirt and moisture buildup during the 2012 inspection). Otherwise looks good.
215/4	R/Conc Abutment	Horizontal cracking with efflor. at construction joints, at both abutments. A few light vertical cracks with efflor. at each abutment.
221/4	Conc Pile Cap/Ftg	Look good.
300/4	Strip Seal Exp Joint	At sleeper slabs. Both are full of dirt. Closed at #1 in travel lanes, open 1/2 inch at shoulders. Rear end dams at #1 are broken out in various spots in travel lanes, and patched with asphalt; (see 2012 PHOTO). Open 2.75 inches at #4, with the membrane intact.
301/4	Pourable Joint Seal	At abutments. 12 Inches of sealant missing at A1.
310/4	Elastomeric Bearing	Embedded at abutments. And also located under column base plates. OK.
321/4	R/Conc Approach Slab	Look good. Light map cracking on the Left shoulder, and longitudinal cracking in the travel lanes at #1.
325/4	Slope Prot/Berms	Concrete slope pavement has cracks, but they have been epoxy filled at both abutments.

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326/4	Bridge Wingwalls	U-type abutment wing walls on the Right. No wing walls on the Left. Many light vertical cracks at A1 Right. Some light random and diagonal cracks at A4 Right.
334/4	Metal Rail Coated	Galvanized Type Y railing. Two end posts on the Right side at A4 have one broken bolt at each post, (bolts attach the rail to the post). Otherwise looks good.
338/4	Conc Curbs/SW	Some typical transverse cracks. The finish is worn off.
359/4	Soffit Smart Flag	Some transverse cracks with efflor. in the overhangs.
501/4	Channel Cond	Pine Creek. Good alignment. A rocky bed. Girders are approximately 40 feet above the creek.
502/4	ChannProtMatCond	Rock filled gabions.
504/4	BankCond	Steep banks. Large rocks on the bank at A4 Left.

**Maintenance Activity Summary**

MMS Activity	Description	Recommended	Status	Target Year	Est Cost
358.00	Replace	7/19/2012		2014	

Remove dirt and subsequent moisture from the column base plate areas. Provide for drainage to be directed away from these areas.

**353.08	Br Dk Rpr	3/11/2011	-1	2014	30000
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Place a thin epoxy coating membrane over the entire deck surface to seal the cracks.

**Bridge Notes**

The A-40 was not used for the 2012 inspection.

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**Inspection Notes**

TIME: 12:30    TEMP: 96    WEATHER: Partly Cloudy

**Scope:**

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

**Team Leader Inspection Check-off:**

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

**Inspection Team:**

**Inspection Date:** 07/19/2012

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**Inspector:** STADIGM

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**Inspector (Team Leader)**