

U.S. Department of Transportation Federal Highway Administration- California Division- Title 23 Damage Assessment Form (DAF)		DAF No. <input type="text"/> - NAP <input type="text"/> - <input type="text"/> <input type="text"/> <input type="text"/> <input type="text"/> - <input type="text"/> <input type="text"/>
Applicant Napa County Public Works		County Napa Congressional districts 5
Location of Damage: Name of Road/Bridge: CONN CREEK BRIDGE AT SKELLENGER LANE		Incident Date (mm/dd/yyyy) 08/24/2014 Inspection 11/19/2014
Per Site <input checked="" type="checkbox"/> or <input type="checkbox"/> Per Mile		Federal-aid Highway? Y for yes, if no, ineligible for ER funds <input type="checkbox"/> Y
PM Begin: _____ PM Length: _____ PM End: _____ (in feet)		Map No <input type="text"/> 5J42
Road/Bridge Data: Bridge No 21C0087 Type: RC Concrete	Functional Classification Type: MAJOR COLLECTOR	
Traveled Way: Width 17 Type: PCC <input checked="" type="checkbox"/> AC <input type="checkbox"/> Gravel <input type="checkbox"/>	Route # _____	
Shoulder: Width 0 Type: PCC <input checked="" type="checkbox"/> AC <input type="checkbox"/> Gravel <input type="checkbox"/>	Forest Hwy? Y/N <input type="checkbox"/> N Interstate? Y/N <input type="checkbox"/> N	
Existing ADT: 306		
Description of Damage: 1" wide full height vertical cracks at Abutment 4 right wingwall; left wingwall of Abutment 4 has 1/2" wide full height vertical cracks due to 2014 South Napa earthquake event (Magnitude 6.0).		

COST ESTIMATE				
Emergency Opening (EO)	Type of Repair	Description of Work	Cost Summary	
	EO- AGENCY FORCES CT Work Order #(s): _____ EA(s): _____			PE
			CE	0
			Construction	0
EO- CONTRACT EO EA(s): _____			PE	
			CE	
			Construction	
NOTE: Environmental documentation for EO is required. It is generally started after work has begun.			R/W	
			Subtotal Emergency Opening	
			\$0	
Permanent Restoration (PR)	PR- CONSTRUCTION FA requires an approved PIF <input checked="" type="checkbox"/> Contract <input type="checkbox"/> FA	Temporary shoring at Abutment 4 approach; remove and replace unsound concrete at Abutment 4 wing walls. Drill & bond dowels at Abutment 4 wing walls.	PE	7,621
	PR EAs _____		CE	11,431
			Construction	95,261
NOTE: PRIOR AUTHORIZATION (APPROVED E-76) IS REQUIRED TO PROCEED WITH PERMANENT RESTORATION R/W & CONSTRUCTION			R/W	
NOTE: Environmental clearance for permanent restoration is conducted through normal Federal-aid procedures			Subtotal Permanent Restoration	
			\$114,314	
Eligible	Signature	Date	PE Total	\$7,621
<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Local Agency (if applicable): <i>Mallika Ramachandran</i>	4-13-2015	CE Total	\$11,431
<input type="checkbox"/> Yes <input type="checkbox"/> No	Caltrans: <i>[Signature]</i>	5-8-15	R/W Total	\$0
<input type="checkbox"/> Yes <input type="checkbox"/> No	FHWA*: <i>[Signature]</i>		Construction Total	\$95,261
TOTAL ESTIMATE			\$114,314	

Agency sig. Name (print): Mallika Ramachandran, P.E. FHWA Sig. Name (print): _____
 CT signature Name (print): John Brewster DAF Prepared by (print): Yoliana Swenson, P.E., BCA

Original: Caltrans District Copies: FHWA, Division of Local Assistance(local roads), Federal Resources (state hwy), HQ Major Damage Engineer (state hwy)
 *Write "N/A" in FHWA signature block if the project has no Federal ER funding or Federal ER funding delegated to the State.
 FHWA Signature: REQUIRED for all Federal Funded State projects. REQUIRED for any Local Agency projects with 1) any BETTERMENT, 2) more than 2 ROW takes or 3) when paving is more than 50% of the Total Estimated Cost. Reminder: This DAF must be accompanied by photos of the damage.

Justifications/comments

Item #19 of Environmental Process, Permitting & Fees, Environmental Mitigation, Environmental Monitoring & Reporting will include:

- Environmental Process – CEQA/NEPA Process required coordination with the following agencies: CDFWL, ACOE, RWQCB, NOAA, USFWS, FEMA, SHPO, etc.
- Permitting & Fees - For permits from RWQCB and CDFWL, on an average is approximately \$2,000 each, plus another approximately \$2,000 for CDFWL to review Initial Study/MND (if one is required).
- Environmental Mitigation – depending on the complexity of the project and impact ranges from riparian restoration at a 3:1 ratio to habitat structures and fish passage and scour measures.
- Environmental Monitoring and Reporting: Includes construction phase monitoring and post construction monitoring which is a minimum 5 years of maintenance, monitoring and reporting.

25% of contingency is used for unforeseen expenses or unknown factors encountered during construction, which are typical with this repair type of project.

Photos, Sketches, and/or Narrative



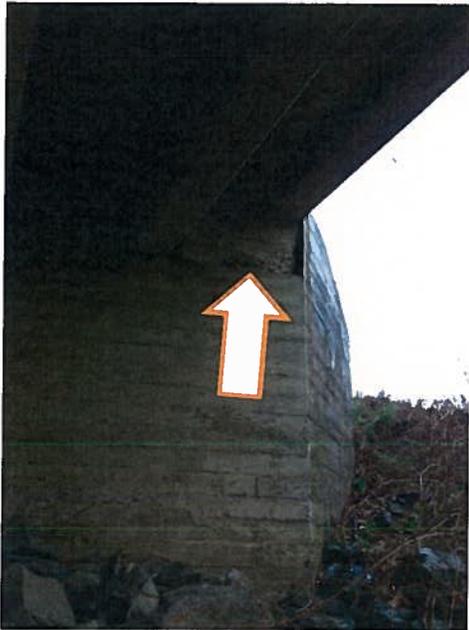
Vertical Crack at Abutment 4 Right Wingwall



Vertical Crack at Abutment 4 Left Wingwall



Hairline Vertical Crack at Abutment 4 Wall



Concrete Spall at Abutment 1



Concrete Spall at Underside of Deck



Concrete Spall at Abutment Wall



Concrete Spall at Abutment Wall



Pavement Crack above Buttress

EXHIBIT 3-O SAMPLE LOCAL FEDERAL-AID PROJECT FINANCE LETTER

DEPARTMENT OF TRANSPORTATION
 DIVISION OF ACCOUNTING
 LOCAL PROGRAM ACCOUNTING BRANCH

ATTN: RACHEL CARPENTER

Work on State Highway (Y or N): N If yes, provide following:
 Administered by State or Local? _____

Project Manager Name: _____

Accounting Program Code(s): _____

Coop or Contribution Agrmt No.: _____

Date: 4.13.2015

Agency: NAPA COUNTY

Fed Project No.: _____

Project ID.: DAF 18 CONN CREEK BRIDGE

PPNO.: _____

Bridge No.: 21C0087

	"P" or "L"*	TOTAL COST OF WORK	FEDERAL PARTICIPAT. COST	100% FEDERAL FUND TYPE (1)	88.53% FEDERAL FUND TYPE (2)	STATE MATCH FUNDS	LOCAL MATCH FUNDS	OTHER FUNDS
PRELIMINARY ENGINEERING								
Preliminary Engineering: EMERGENCY OPENING	P	\$0	\$0					
Preliminary Engineering: PERMANENT RESTORATION	P	\$7,621	\$7,961		\$7,048		\$573	
State Furnished Preliminary Engineering								
Overhead at _____ %								
RIGHT OF WAY (R/W)								
Purchase Costs								
Relocation Assistance /Utility								
CONSTRUCTION:								
Contract Items								
Utilities								
Supplemental Work								
Contingencies								
Trainees								
Agency/State Furn. Mat.								
Contract Total:		\$0	\$0					
CONSTRUCTION ENGINEERING								
Construction Engineering: EMERGENCY OPENING	P	\$95,261	\$79,606		\$70,475		\$24,786	
Construction Engineering: PERMANENT RESTORATION	P	\$0	\$0		\$0		\$0	
State Furnished Construction Engineering		\$11,431	\$11,941		\$10,571		\$860	
Overhead at _____ %								
State Furnished Materials Testing								
Overhead at _____ %								
Striping by Agency								
Force Account Work by Agency								
TOTALS:	P	\$114,314	\$99,508	\$0	\$88,094		\$26,219	

Federal Participation: _____

Federal Appn. Code(s): _____

Federal Reimbursement Rate(s) for Progress Invoice: _____

PHASE FED (1) FED (2)

PE _____

R/W _____

CON 100 88.53%

CE _____

Distribution: (1) Original - 4 copies-Caltrans DLAE

(2) Copy-Local Agency Project File

I certify that this Finance Letter accurately reflects the current cost estimate for all phases of the project obligated but not fully expended.

Signature: _____ Title: SUPERVISING CIVIL ENGINEER

Project location: CONN CREEK BRIDGE, NAPA COUNTY

Remarks:

For questions regarding finance letter, contact:

Printed Name: MALLIKA RAMACHANDRAN, P.E.

Telephone No.: 707-259-8194



DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 21C0015
Facility Carried: SILVERADO TRAIL
Location : 0.1 MILES N OF HARDMAN R
City :
Inspection Date : 11/21/2013

Bridge Inspection Report

Inspection Type

Routine FC Underwater Special Other

STRUCTURE NAME: NAPA RIVER OVERFLOW

CONSTRUCTION INFORMATION

Year Built : 1930 Skew (degrees): 30
Year Widened: 1958 No. of Joints : 0
Length (m) : 17.7 No. of Hinges : 0

Structure Description: RC "T" beam (10) on RC wall piers and RC cantilever abutments with RC wingwalls widened on the right side.

Span Configuration : 4 @ 4.1 m

SAFE LOAD CAPACITY AND RATINGS

Design Live Load: UNKNOWN
Inventory Rating: 21.0 metric tons Calculation Method: LOAD FACTOR
Operating Rating: 35.0 metric tons Calculation Method: LOAD FACTOR
Permit Rating : XXXXX
Posting Load : Type 3: Legal Type 3S2: Legal Type 3-3: Legal

DESCRIPTION ON STRUCTURE

Deck X-Section: 0.1 m br, 12.47 m, 0.1 m br

Total Width: 12.6 m Net Width: 12.5 m No. of Lanes: 2 Speed: 55 mph
Min. Vertical Clearance: Unimpaired

Rail Code: 0110

Rail Type	Location	Length (ft)	Rail Modifications
MBBR	Right/Left	116	

DESCRIPTION UNDER STRUCTURE

Channel Description: Natural earth

INSPECTION COMMENTARY

SCOPE AND ACCESS

The channel was dry at the time of this investigation. All elements were fully inspected.

DECK AND ROADWAY

In the last bay in near Abutment 5, there is a deck soffit crack with efflorescence which is wet from the recent rain.

SUPERSTRUCTURE

There are several spalls with exposed corroded rebars on the bottom and the exterior face of Girder 1.

There are several rock pockets with exposed vertical reinforcing on the left face of Girder 2 in Span 3.

INSPECTION COMMENTARY

There is a 8 inch x 4 inch x 1 inch spall with exposed corroded rebar in the left overhang at the midspan of Span 4.

SUBSTRUCTURE

There is a full-height vertical crack in the face of Abutment 1. The crack width varies from 1/16 to 3/8 inch.

There are several 1/32 inch wide full-height vertical cracks in the pier walls, located 15' right of the construction joint.

There are two full-height vertical cracks in the face of Abutment 5; one is a 3/8 inch wide crack at the location of the widening and the other is a 1/4 inch wide crack near the west side of the abutment. Incipient spalls have formed along both cracks near the top of the abutment.

There is a diagonal crack in the left wingwall of Abutment 5. The crack width varies up to a maximum of 1/4 inch.

SAFE LOAD CAPACITY

The load ratings for this structure are being reviewed. The current rating is based on a hand calculations, dated 11/03, which revise a BDS computer output to account for a change in overlay thickness. While this report does not include a check of that analysis, it does verify that the structural conditions assumed in that rating have not changed significantly. Upon completion of the load rating review a load rating summary sheet will generated documenting the results of the review.

<u>ELEMENT INSPECTION RATINGS</u>										
Elem No.	Element Description	Env	Total		Qty in each Condition State					
			Qty	Units	St. 1	St. 2	St. 3	St. 4	St. 5	
13	Concrete Deck - Unprotected w/ AC Overlay	2	210	sq.m.	210	0	0	0	0	0
110	Reinforced Conc Open Girder/Beam	2	177	m.	172	0	5	0		
210	Reinforced Conc Pier Wall	2	41	m.	36	5	0	0	0	0
215	Reinforced Conc Abutment	2	29	m.	26	2	1	0		
337	Metal Railing (W6X25 Posts)	2	35	m.	35	0	0	0	0	0

WORK RECOMMENDATIONS

RecDate: 10/26/2001	EstCost:	Clean the reinforcement and patch the
Action : Undefined Work	StrTarget: 2 YEARS	spalls in Girders 1 and 2.
Work By: LOCAL AGENCY	DistTarget:	
Status : PROPOSED	EA:	

STRUCTURE INVENTORY AND APPRAISAL REPORT

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***** IDENTIFICATION *****
(1) STATE NAME- CALIFORNIA 069
(8) STRUCTURE NUMBER 21C0015
(5) INVENTORY ROUTE (ON/UNDER)- ON 140000000
(2) HIGHWAY AGENCY DISTRICT 04
(3) COUNTY CODE 055 (4) PLACE CODE 00000
(6) FEATURE INTERSECTED- NAPA RIVER OVERFLOW
(7) FACILITY CARRIED- SILVERADO TRAIL
(9) LOCATION- 0.1 MILES N OF HARDMAN RD
(11) MILEPOINT/KILOMETERPOINT 0
(12) BASE HIGHWAY NETWORK- PART OF NET 1
(13) LRS INVENTORY ROUTE & SUBROUTE 000000000000
(16) LATITUDE 38 DEG 20 MIN 44.55 SEC
(17) LONGITUDE 122 DEG 16 MIN 58.9 SEC
(98) BORDER BRIDGE STATE CODE % SHARE %
(99) BORDER BRIDGE STRUCTURE NUMBER

***** STRUCTURE TYPE AND MATERIAL *****
(43) STRUCTURE TYPE MAIN:MATERIAL- CONCRETE CONT
TYPE- TEE BEAM CODE 204
(44) STRUCTURE TYPE APPR:MATERIAL- OTHER/NA
TYPE- OTHER/NA CODE 000
(45) NUMBER OF SPANS IN MAIN UNIT 4
(46) NUMBER OF APPROACH SPANS 0
(107) DECK STRUCTURE TYPE- CIP CONCRETE CODE 1
(108) WEARING SURFACE / PROTECTIVE SYSTEM:
A) TYPE OF WEARING SURFACE- BITUMINOUS CODE 6
B) TYPE OF MEMBRANE- NONE CODE 0
C) TYPE OF DECK PROTECTION- NONE CODE 0

***** AGE AND SERVICE *****
(27) YEAR BUILT 1930
(106) YEAR RECONSTRUCTED 1958
(42) TYPE OF SERVICE: ON- HIGHWAY 1
UNDER- WATERWAY 5
(28) LANES:ON STRUCTURE 02 UNDER STRUCTURE 00
(29) AVERAGE DAILY TRAFFIC 5450
(30) YEAR OF ADT 2005 (109) TRUCK ADT 10 %
(19) BYPASS, DETOUR LENGTH 11 KM

***** GEOMETRIC DATA *****
(48) LENGTH OF MAXIMUM SPAN 4.3 M
(49) STRUCTURE LENGTH 17.7 M
(50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 0.0 M
(51) BRIDGE ROADWAY WIDTH CURB TO CURB 12.5 M
(52) DECK WIDTH OUT TO OUT 12.6 M
(32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 12.2 M
(33) BRIDGE MEDIAN- NO MEDIAN 0
(34) SKEW 30 DEG (35) STRUCTURE FLARED NO
(10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
(47) INVENTORY ROUTE TOTAL HORIZ CLEAR 12.5 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- NO CONTROL CODE 0
(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 = 70.5
STATUS
HEALTH INDEX 96.6
PAINT CONDITION INDEX = N/A

***** CLASSIFICATION ***** CODE
(112) NBIS BRIDGE LENGTH- YES Y
(104) HIGHWAY SYSTEM- NOT ON NHS 0
(26) FUNCTIONAL CLASS- MINOR ARTERIAL RURAL 06
(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 7
(59) SUPERSTRUCTURE 5
(60) SUBSTRUCTURE 6
(61) CHANNEL & CHANNEL PROTECTION 7
(62) CULVERTS N

***** LOAD RATING AND POSTING ***** CODE
(31) DESIGN LOAD- UNKNOWN 0
(63) OPERATING RATING METHOD- LOAD FACTOR 1
(64) OPERATING RATING- 35.0
(65) INVENTORY RATING METHOD- LOAD FACTOR 1
(66) INVENTORY RATING- 21.0
(70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5
(41) STRUCTURE OPEN, POSTED OR CLOSED-
DESCRIPTION- OPEN, NO RESTRICTION A

***** APPRAISAL ***** CODE
(67) STRUCTURAL EVALUATION 5
(68) DECK GEOMETRY 5
(69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
(71) WATER ADEQUACY 8
(72) APPROACH ROADWAY ALIGNMENT 8
(36) TRAFFIC SAFETY FEATURES 0110
(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 8200
(115) YEAR OF FUTURE ADT 2031

***** INSPECTIONS *****
(90) INSPECTION DATE 11/13 (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) 09/00

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Team Leader : Jonathan Leong
Report Author : Jonathan Leong
Inspected By : J. Leong/RP. Jorgensen

Jonathan Leong 12/16/13
Jonathan Leong (Registered Civil Engineer) (Date)



NAPA RIVER OVERFLOW

0.1 MILES N OF HARDMAN RD

11/21/2013 [AAAK]

21C0015

135 - PHOTO-Routine-Underside



Photo No. 1

Underside view looking toward Bent 2 from Abutment 1.



DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 21C0015
Facility Carried: SILVERADO TRAIL
Location : 0.1 MILES N OF HARDMAN R
City :
Inspection Date : 03/09/2009

Bridge Inspection Report

Inspection Type

Routine	FC	Underwater	Special	Other
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

STRUCTURE NAME: NAPA RIVER OVERFLOW

CONSTRUCTION INFORMATION

Year Built : 1930	Skew (degrees): 30
Year Widened: 1958	No. of Joints : 0
Length (m) : 17.7	No. of Hinges : 0

Structure Description: RC "T" beam (10) on RC wall piers and RC cantilever abutments with RC wingwalls.

Span Configuration : 4 @ 4.1 m

LOAD CAPACITY AND RATINGS

Design Live Load: OTHER OR UNKNOWN	Calculation Method: LOAD FACTOR
Inventory Rating: 21 metric tonnes	Calculation Method: LOAD FACTOR
Operating Rating: 35 metric tonnes	
Permit Rating : XXXXX	
Posting Load : Type 3: <u>Legal</u>	Type 3S2: <u>Legal</u> Type 3-3: <u>Legal</u>

DESCRIPTION ON STRUCTURE

Deck X-Section: 0.1 m br, 12.47 m, 0.1 m br

Total Width: 12.6 m	Net Width: 12.5 m	No. of Lanes: 2
Rail Description: MBGR		Rail Code : 0110
Min. Vertical Clearance: Unimpaired		

DESCRIPTION UNDER STRUCTURE

Channel Description: Natural earth

CONDITION TEXT

CONDITION OF STRUCTURE

There was water in the channel about 1 foot deep. All the substructure elements were fully inspected.

No new deficiencies were noted at the time of this inspection.

The following conditions have been previously noted and have been updated to reflect current conditions.

There are several rock pockets with exposed vertical reinforcing on the left face of Girder 2 in Span 3.

There is a full-height vertical crack in the face of Abutment 1. The crack width varies from 2 to 10 mm (1/16 to 3/8 in).

There is a diagonal crack in the left wingwall of Abutment 5. The crack width varies up to a maximum of 5 mm (3/16 in).

There are several spalls with exposed corroding rebars on the bottom and the exterior face of Girder 1.

There are two full-height vertical cracks in the face of Abutment 5 - a 10 mm (3/8 in)

CONDITION TEXT

wide crack at the location of the widening and a 7 mm (1/4 in) wide crack near the west side of the abutment. Incipient spalls have formed along both cracks near the top of the abutment.

There are several full-height vertical cracks in the pier walls, located primarily in the widened portion of the bridge. The crack width varies up to a maximum of 1 mm (1/16 in).

SCOUR

This bridge has a NBI 113 coding of U for unknown foundation and/or scour risks potential unevaluated. On this date the stream cross section was measured at several locations and compared to previous stream section dated 10/26/2001. No significant differences were noted in the critical elevations.

SAFE LOAD CAPACITY

The load ratings for this structure are being reviewed.

Upon completion of the load rating review a load rating summary sheet will generated documenting the results of the review.

<u>ELEMENT INSPECTION RATINGS</u>								
F#Elem	Element Description	Env	Total Units	Qty in each Condition State				
				Qty	St. 1	St. 2	St. 3	St. 4
101 13	Concrete Deck - Unprotected w/ AC Overlay	2	210 sq.m.	210	0	0	0	0
101 110	Reinforced Conc Open Girder/Beam	2	177 m.	172	0	5	0	
101 210	Reinforced Conc Pier Wall	2	41 m.	36	5	0	0	0
101 215	Reinforced Conc Abutment	2	29 m.	26	2	1	0	
101 338	Metal Railing (W8X31 Posts)	2	35 m.	35	0	0	0	0

WORK RECOMMENDATIONS

RecDate: 10/26/2001

Action : Undefined Work

Work By: LOCAL AGENCY

Status : PROPOSED

EstCost:

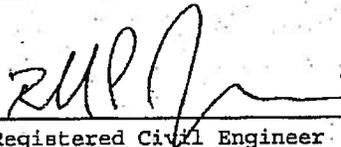
StrTarget: 2 YEARS

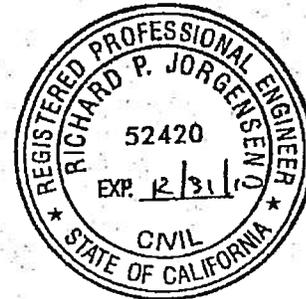
DistTarget:

EA:

Clean the reinforcement and patch the spalls in Girders 1 and 2.

Inspected By : RP.Jorgensen


Registered Civil Engineer



STRUCTURE INVENTORY AND APPRAISAL REPORT

***** IDENTIFICATION *****

(1) STATE NAME- CALIFORNIA 069
 (8) STRUCTURE NUMBER 21C0015
 (5) INVENTORY ROUTE(ON/UNDER)- ON 1400V8030
 (2) HIGHWAY AGENCY DISTRICT 04
 (3) COUNTY CODE 055 (4) PLACE CODE 00000
 (6) FEATURE INTERSECTED- NAPA RIVER OVERFLOW
 (7) FACILITY CARRIED- SILVERADO TRAIL
 (9) LOCATION- 0.1 MILES N OF HARDMAN RD
 (11) MILEPOINT/KILOMETERPOINT 0
 (12) BASE HIGHWAY NETWORK- PART OF NET 1
 (13) LRS INVENTORY ROUTE & SUBROUTE 000000V80300
 (16) LATITUDE 38 DEG 20 MIN 52 SEC
 (17) LONGITUDE 122 DEG 16 MIN 58 SEC
 (98) BORDER BRIDGE STATE CODE % SHARE %
 (99) BORDER BRIDGE STRUCTURE NUMBER

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

(43) STRUCTURE TYPE MAIN:MATERIAL- CONCRETE CONT
 TYPE- TEE BEAM CODE 204
 (44) STRUCTURE TYPE APPR:MATERIAL- OTHER/NA
 TYPE- OTHER/NA CODE 000
 (45) NUMBER OF SPANS IN MAIN UNIT 4
 (46) NUMBER OF APPROACH SPANS 0
 (107) DECK STRUCTURE TYPE- CIP CONCRETE CODE 1
 (108) WEARING SURFACE / PROTECTIVE SYSTEM:
 A) TYPE OF WEARING SURFACE- BITUMINOUS CODE 6
 B) TYPE OF MEMBRANE- NONE CODE 0
 C) TYPE OF DECK PROTECTION- NONE CODE 0

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

(27) YEAR BUILT 1930
 (106) YEAR RECONSTRUCTED 1958
 (42) TYPE OF SERVICE: ON- HIGHWAY 1
 UNDER- WATERWAY 5
 (28) LANES:ON STRUCTURE 02. UNDER STRUCTURE 00
 (29) AVERAGE DAILY TRAFFIC 5450
 (30) YEAR OF ADT 2005 (109) TRUCK ADT 10 %
 (19) BYPASS, DETOUR LENGTH 11 KM

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

(48) LENGTH OF MAXIMUM SPAN 4.3 M
 (49) STRUCTURE LENGTH 17.7 M
 (50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 0.0 M
 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 12.5 M
 (52) DECK WIDTH OUT TO OUT 12.6 M
 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 12.2 M
 (33) BRIDGE MEDIAN- NO MEDIAN 0
 (34) SKEW 30 DEG (35) STRUCTURE FLARED NO
 (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
 (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 12.5 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- NO CONTROL CODE 0
 (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 = 70.5
 STATUS
 HEALTH INDEX 96.6
 PAINT CONDITION INDEX = N/A

***** CLASSIFICATION *****

(112) NBIS BRIDGE LENGTH- YES Y
 (104) HIGHWAY SYSTEM- NOT ON NHS 0
 (26) FUNCTIONAL CLASS- MINOR ARTERIAL RURAL 06
 (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 7
 (59) SUPERSTRUCTURE 5
 (60) SUBSTRUCTURE 6
 (61) CHANNEL & CHANNEL PROTECTION 7
 (62) CULVERTS N

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

(31) DESIGN LOAD- OTHER OR UNKNOWN 0
 (63) OPERATING RATING METHOD- LOAD FACTOR 1
 (64) OPERATING RATING- 35
 (65) INVENTORY RATING METHOD- LOAD FACTOR 1
 (66) INVENTORY RATING- 21
 (70) BRIDGE POSTING- EQUAL TO OR ABOVE LEGAL LOADS 5
 (41) STRUCTURE OPEN, POSTED OR CLOSED-
 DESCRIPTION- OPEN, NO RESTRICTION A

***** APPRAISAL *****

(67) STRUCTURAL EVALUATION 5
 (68) DECK GEOMETRY 5
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
 (71) WATER ADEQUACY B
 (72) APPROACH ROADWAY ALIGNMENT B
 (36) TRAFFIC SAFETY FEATURES 0110
 (113) SCOUR CRITICAL BRIDGES U

***** 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 8200
 (115) YEAR OF FUTURE ADT 2031

***** INSPECTIONS *****

(90) INSPECTION DATE 03/09 (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)

CONDITION TEXT

There is a full-height vertical crack in the face of Abutment 1. The crack width varies from 1/16 to 3/8 in.

There are several full-height vertical cracks in the pier walls, located primarily in the widened portion of the bridge. The crack width varies up to a maximum of 1/16 in.

There are two full-height vertical cracks in the face of Abutment 5; on is a 3/8 in wide crack at the location of the widening and the other is a 1/4 in wide crack near the west side of the abutment. Incipient spalls have formed along both cracks near the top of the abutment.

There is a diagonal crack in the left wingwall of Abutment 5. The crack width varies up to a maximum of 3/16 in.

SAFE LOAD CAPACITY

The load ratings for this structure are being reviewed. Upon completion of the load rating review a load rating summary sheet will generated documenting the results of the review.

MISCELLANEOUS

Routine photos of this structure were taken and are included in this report.

<u>ELEMENT INSPECTION RATINGS</u>										
Elem No.	Element Description	Env	Total		Qty in each Condition State					
			Qty	Units	St. 1	St. 2	St. 3	St. 4	St. 5	
13	Concrete Deck - Unprotected w/ AC Overlay	2	210	sq.m.	210	0	0	0	0	0
110	Reinforced Conc Open Girder/Beam	2	177	m.	172	0	5	0		
210	Reinforced Conc Pier Wall	2	41	m.	36	5	0	0		0
215	Reinforced Conc Abutment	2	29	m.	26	2	1	0		
338	Metal Railing (W8X31 Posts)	2	35	m.	35	0	0	0		0

WORK RECOMMENDATIONS

RecDate: 10/26/2001	EstCost:	Clean the reinforcement and patch the
Action : Undefined Work	StrTarget: 2 YEARS	spalls in Girders 1 and 2.
Work By: LOCAL AGENCY	DistTarget:	
Status : PROPOSED	EA:	



DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 21C0015
Facility Carried: SILVERADO TRAIL
Location : 0.1 MILES N OF HARDMAN R
City :
Inspection Date : 03/22/2011

Bridge Inspection Report

Inspection Type

Routine	FC	Underwater	Special	Other
<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

STRUCTURE NAME: NAPA RIVER OVERFLOW

CONSTRUCTION INFORMATION

Year Built : 1930 Skew (degrees): 30
Year Widened: 1958 No. of Joints : 0
Length (m) : 17.7 No. of Hinges : 0

Structure Description: RC "T" beam (10) on RC wall piers and RC cantilever abutments with RC wingwalls.

Span Configuration : 4 @ 4.1 m

LOAD CAPACITY AND RATINGS

Design Live Load: UNKNOWN
Inventory Rating: 21 metric tonnes Calculation Method: LOAD FACTOR
Operating Rating: 35 metric tonnes Calculation Method: LOAD FACTOR
Permit Rating : XXXXX
Posting Load : Type 3: Legal Type 3S2: Legal Type 3-3: Legal

DESCRIPTION ON STRUCTURE

Deck X-Section: 0.1 m br, 12.47 m, 0.1 m br

Total Width: 12.6 m Net Width: 12.5 m No. of Lanes: 2
Rail Description: MBGR Rail Code : 0110
Min. Vertical Clearance: Unimpaired

DESCRIPTION UNDER STRUCTURE

Channel Description: Natural earth

CONDITION TEXT

ACCESS

There was water in the channel about 1 foot deep. All the elements were fully inspected.

DECK

No structural deficiencies were noted.

SUPERSTRUCTURE

There are several spalls with exposed corroding rebars on the bottom and the exterior face of Girder 1.

There are several rock pockets with exposed vertical reinforcing on the left face of Girder 2 in Span 3.

SUBSTRUCTURE

Inspected By : J. Leong/RP.Jorgensen

Jonathan Leong
Jonathan Leong (Registered Civil Engineer)



STRUCTURE INVENTORY AND APPRAISAL REPORT

***** IDENTIFICATION *****

(1) STATE NAME- CALIFORNIA 069
 (8) STRUCTURE NUMBER 21C0015
 (5) INVENTORY ROUTE(ON/UNDER)- ON 1400V8030
 (2) HIGHWAY AGENCY DISTRICT 04
 (3) COUNTY CODE 055 (4) PLACE CODE 00000
 (6) FEATURE INTERSECTED- NAPA RIVER OVERFLOW
 (7) FACILITY CARRIED- SILVERADO TRAIL
 (9) LOCATION- 0.1 MILES N OF HARDMAN RD
 (11) MILEPOINT/KILOMETERPOINT 0
 (12) BASE HIGHWAY NETWORK- PART OF NET 1
 (13) LRS INVENTORY ROUTE & SUBROUTE 000000V80300
 (16) LATITUDE 38 DEG 20 MIN 52 SEC
 (17) LONGITUDE 122 DEG 16 MIN 58 SEC
 (98) BORDER BRIDGE STATE CODE % SHARE %
 (99) BORDER BRIDGE STRUCTURE NUMBER

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

(43) STRUCTURE TYPE MAIN:MATERIAL- CONCRETE CONT
 TYPE- TEE BEAM CODE 204
 (44) STRUCTURE TYPE APPR:MATERIAL- OTHER/NA
 TYPE- OTHER/NA CODE 000
 (45) NUMBER OF SPANS IN MAIN UNIT 4
 (46) NUMBER OF APPROACH SPANS 0
 (107) DECK STRUCTURE TYPE- CIP CONCRETE CODE 1
 (108) WEARING SURFACE / PROTECTIVE SYSTEM:
 A) TYPE OF WEARING SURFACE- BITUMINOUS CODE 6
 B) TYPE OF MEMBRANE- NONE CODE 0
 C) TYPE OF DECK PROTECTION- NONE CODE 0

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

(27) YEAR BUILT 1930
 (106) YEAR RECONSTRUCTED 1958
 (42) TYPE OF SERVICE: ON- HIGHWAY 1
 UNDER- WATERWAY 5
 (28) LANES:ON STRUCTURE 02 UNDER STRUCTURE 00
 (29) AVERAGE DAILY TRAFFIC 5450
 (30) YEAR OF ADT 2005 (109) TRUCK ADT 10 %
 (19) BYPASS, DETOUR LENGTH 11 KM

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

(48) LENGTH OF MAXIMUM SPAN 4.3 M
 (49) STRUCTURE LENGTH 17.7 M
 (50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 0.0 M
 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 12.5 M
 (52) DECK WIDTH OUT TO OUT 12.6 M
 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 12.2 M
 (33) BRIDGE MEDIAN- NO MEDIAN 0
 (34) SKEW 30 DEG (35) STRUCTURE FLARED NO
 (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
 (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 12.5 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- NO CONTROL CODE 0
 (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 = 70.5
 STATUS
 HEALTH INDEX 96.6
 PAINT CONDITION INDEX = N/A

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

(112) NBIS BRIDGE LENGTH- YES Y
 (104) HIGHWAY SYSTEM- NOT ON NHS 0
 (26) FUNCTIONAL CLASS- MINOR ARTERIAL RURAL 06
 (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 7
 (59) SUPERSTRUCTURE 5
 (60) SUBSTRUCTURE 6
 (61) CHANNEL & CHANNEL PROTECTION 7
 (62) CULVERTS N

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

(31) DESIGN LOAD- UNKNOWN 0
 (63) OPERATING RATING METHOD- LOAD FACTOR 1
 (64) OPERATING RATING- 35
 (65) INVENTORY RATING METHOD- LOAD FACTOR 1
 (66) INVENTORY RATING- 21
 (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 5
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
 (71) WATER ADEQUACY 8
 (72) APPROACH ROADWAY ALIGNMENT 8
 (36) TRAFFIC SAFETY FEATURES 0110
 (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 8200
 (115) YEAR OF FUTURE ADT 2031

***** INSPECTIONS *****

(90) INSPECTION DATE 03/11 (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)

NAPA RIVER OVERFLOW

0.1 MILES N OF HARDMAN RD

03/22/2011 [AAA]

21C0015

100 - PHOTO-ROADWAY VIEW

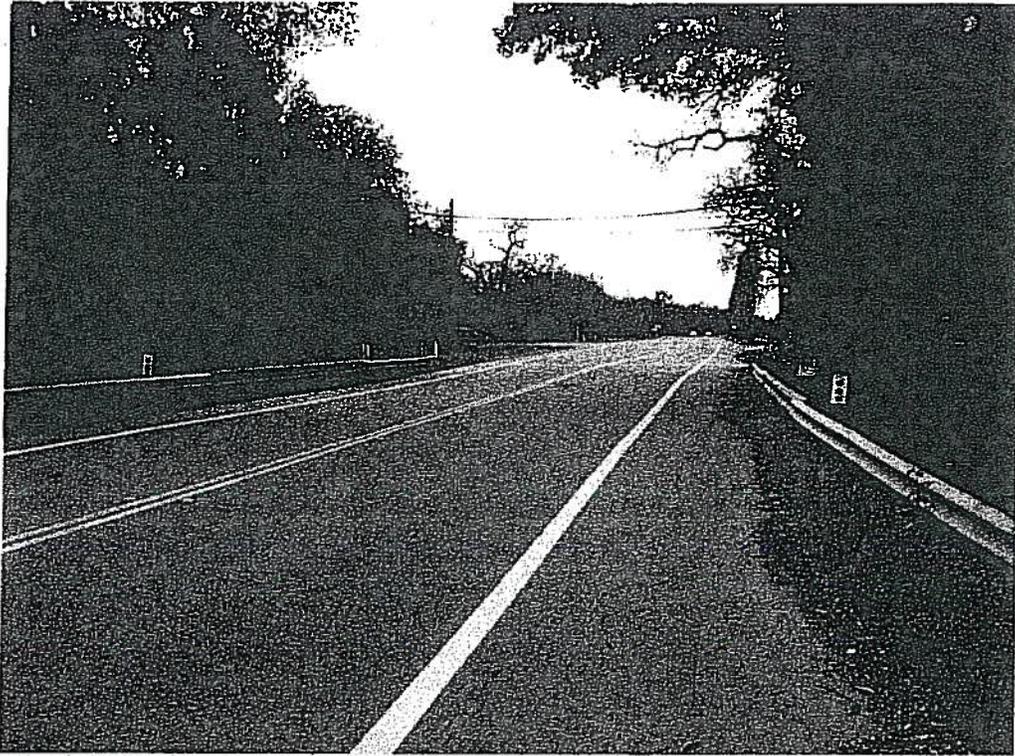


Photo No. 1

Looking south along route

101 - PHOTO-ROUTINE ELEVATION



Photo No. 1

Looking southeast at the left side of the bridge

INSPECTION COMMENTARY

SUBSTRUCTURE

There is a full-height vertical crack in the face of Abutment 1 (see photo). The crack width varies from 1/16" to 3/8".

There are several 1/32" wide full-height vertical cracks in the pier walls, located 15' right of the construction joint.

There are two full-height vertical cracks in the face of Abutment 5; one is a 3/8" wide crack at the location of the widening and the other is a 1/4" wide crack near the west side of the abutment. Incipient spalls have formed along both cracks near the top of the abutment.

There is a diagonal crack in the left wingwall of Abutment 5 (see photo). The crack width varies up to a maximum of 1/4".

SAFE LOAD CAPACITY

The load ratings for this structure are being reviewed. Upon completion of the load rating review a load rating summary sheet will generated documenting the results of the review.

<u>ELEMENT INSPECTION RATINGS</u>									
Elem No.	Element Description	Env	Total Qty Units	Qty in each Condition State					
				St. 1	St. 2	St. 3	St. 4	St. 5	
13	Concrete Deck - Unprotected w/ AC Overlay	2	210 sq.m.	210	0	0	0	0	0
110	Reinforced Conc Open Girder/Beam	2	177 m.	172	0	5	0		
210	Reinforced Conc Pier Wall	2	41 m.	36	5	0	0	0	0
215	Reinforced Conc Abutment	2	29 m.	26	2	1	0		
338	Metal Railing (W8X31 Posts)	2	35 m.	35	0	0	0	0	0

WORK RECOMMENDATIONS

RecDate: 10/26/2001

Action : Undefined Work

Work By: LOCAL AGENCY

Status : PROPOSED

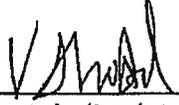
EstCost:

StrTarget: 2 YEARS

DistTarget:

EA:

Clean the reinforcement and patch the spalls in Girders 1 and 2.

Inspected By : V.Shostak/B.Trinh


 Vadim Shostak (Registered Civil Engineer)


STRUCTURE INVENTORY AND APPRAISAL REPORT

***** IDENTIFICATION *****

(1) STATE NAME- CALIFORNIA 069
 (8) STRUCTURE NUMBER 21C0015
 (5) INVENTORY ROUTE (ON/UNDER)- ON 1400V8030
 (2) HIGHWAY AGENCY DISTRICT 04
 (3) COUNTY CODE 055 (4) PLACE CODE 00000
 (6) FEATURE INTERSECTED- NAPA RIVER OVERFLOW
 (7) FACILITY CARRIED- SILVERADO TRAIL
 (9) LOCATION- 0.1 MILES N OF HARDMAN RD
 (11) MILEPOINT/KILOMETERPOINT 0
 (12) BASE HIGHWAY NETWORK- PART OF NET 1
 (13) LRS INVENTORY ROUTE & SUBROUTE 000000V80300
 (16) LATITUDE 38 DEG 20 MIN 52 SEC
 (17) LONGITUDE 122 DEG 16 MIN 58 SEC
 (98) BORDER BRIDGE STATE CODE % SHARE %
 (99) BORDER BRIDGE STRUCTURE NUMBER

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

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 TYPE- TEE BEAM CODE 204
 (44) STRUCTURE TYPE APPR:MATERIAL- OTHER/NA
 TYPE- OTHER/NA CODE 000
 (45) NUMBER OF SPANS IN MAIN UNIT 4
 (46) NUMBER OF APPROACH SPANS 0
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 (108) WEARING SURFACE / PROTECTIVE SYSTEM:
 A) TYPE OF WEARING SURFACE- BITUMINOUS CODE 6
 B) TYPE OF MEMBRANE- NONE CODE 0
 C) TYPE OF DECK PROTECTION- NONE CODE 0

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

(27) YEAR BUILT 1930
 (106) YEAR RECONSTRUCTED 1958
 (42) TYPE OF SERVICE: ON- HIGHWAY 1
 UNDER- WATERWAY 5
 (28) LANES:ON STRUCTURE 02 UNDER STRUCTURE 00
 (29) AVERAGE DAILY TRAFFIC 5450
 (30) YEAR OF ADT 2005 (109) TRUCK ADT 10 %
 (19) BYPASS, DETOUR LENGTH 11 KM

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

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 (49) STRUCTURE LENGTH 17.7 M
 (50) CURB OR SIDEWALK: LEFT 0.0 M RIGHT 0.0 M
 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 12.5 M
 (52) DECK WIDTH OUT TO OUT 12.6 M
 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 12.2 M
 (33) BRIDGE MEDIAN- NO MEDIAN 0
 (34) SKEW 30 DEG (35) STRUCTURE FLARED NO
 (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
 (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 12.5 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- NO CONTROL CODE 0
 (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 = 70.5
 STATUS
 HEALTH INDEX 96.6
 PAINT CONDITION INDEX = N/A

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

(112) NBIS BRIDGE LENGTH- YES Y
 (104) HIGHWAY SYSTEM- NOT ON NHS 0
 (26) FUNCTIONAL CLASS- MINOR ARTERIAL RURAL 06
 (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 7
 (59) SUPERSTRUCTURE 5
 (60) SUBSTRUCTURE 6
 (61) CHANNEL & CHANNEL PROTECTION 7
 (62) CULVERTS N

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

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 (64) OPERATING RATING- 35
 (65) INVENTORY RATING METHOD- LOAD FACTOR 1
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 (41) STRUCTURE OPEN, POSTED OR CLOSED- A
 DESCRIPTION- OPEN, NO RESTRICTION

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

(67) STRUCTURAL EVALUATION 5
 (68) DECK GEOMETRY 5
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
 (71) WATER ADEQUACY 8
 (72) APPROACH ROADWAY ALIGNMENT 8
 (36) TRAFFIC SAFETY FEATURES 0110
 (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 8200
 (115) YEAR OF FUTURE ADT 2031

***** INSPECTIONS *****

(90) INSPECTION DATE 10/11 (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) 09/00

NAPA RIVER OVERFLOW

0.1 MILES N OF HARDMAN RD

10/18/2011 [AAAJ]

21C0015

108 - PHOTO-SUPER DETAILS

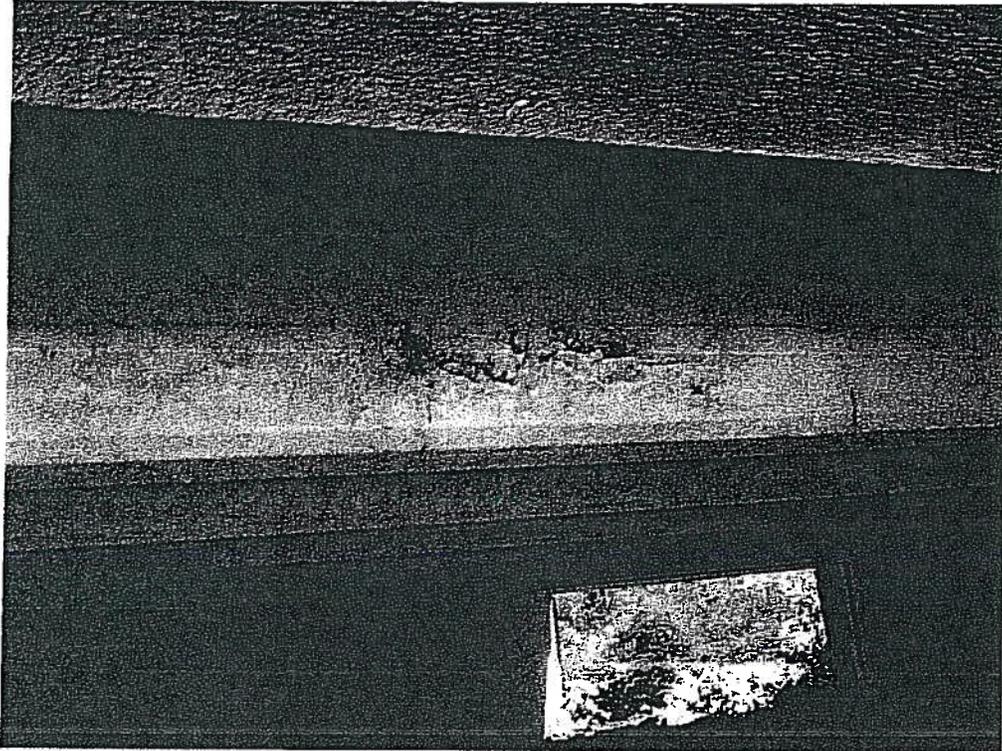


Photo No. 1

Rock pockets with exposed stirrup on the left face of Girder 2 in Span 3

107 - PHOTO-SUPER DAMAGE/DETERIORATION



Photo No. 2

Spall with exposed corroded rebar in the left overhang at the midspan of Span 4

NAPA RIVER OVERFLOW

0.1 MILES N OF HARDMAN RD

10/18/2011 [AAAJ]

21C0015

107 - PHOTO-SUPER DAMAGE/DETERIORATION

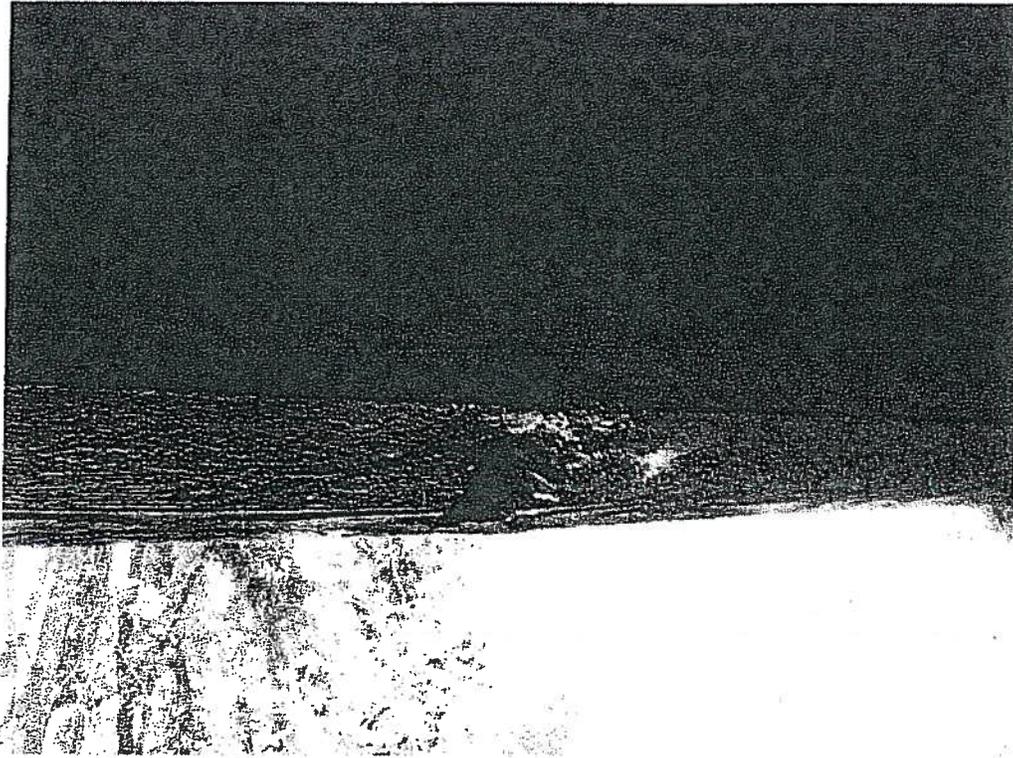


Photo No. 3
Spall in Girder 1, Span 4

114 - PHOTO-SUB DETAILS

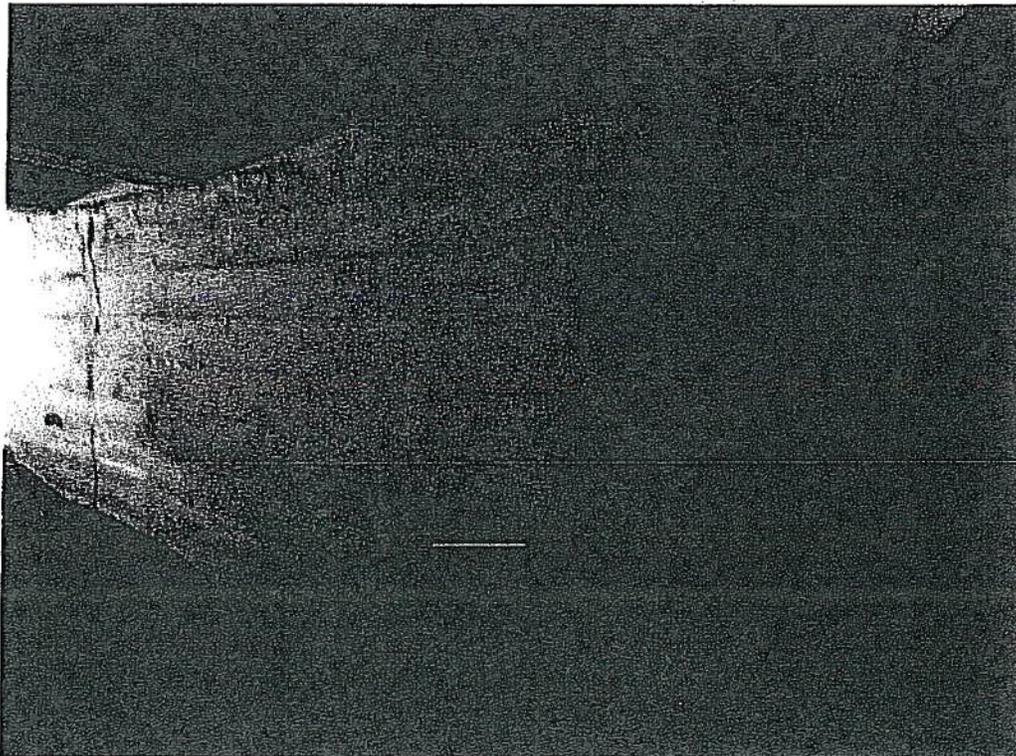


Photo No. 4
Vertical cracks in Abutment 5

NAPA RIVER OVERFLOW

0.1 MILES N OF HARDMAN RD

10/18/2011 [AAAJ]

21C0015

114 - PHOTO-SUB DETAILS

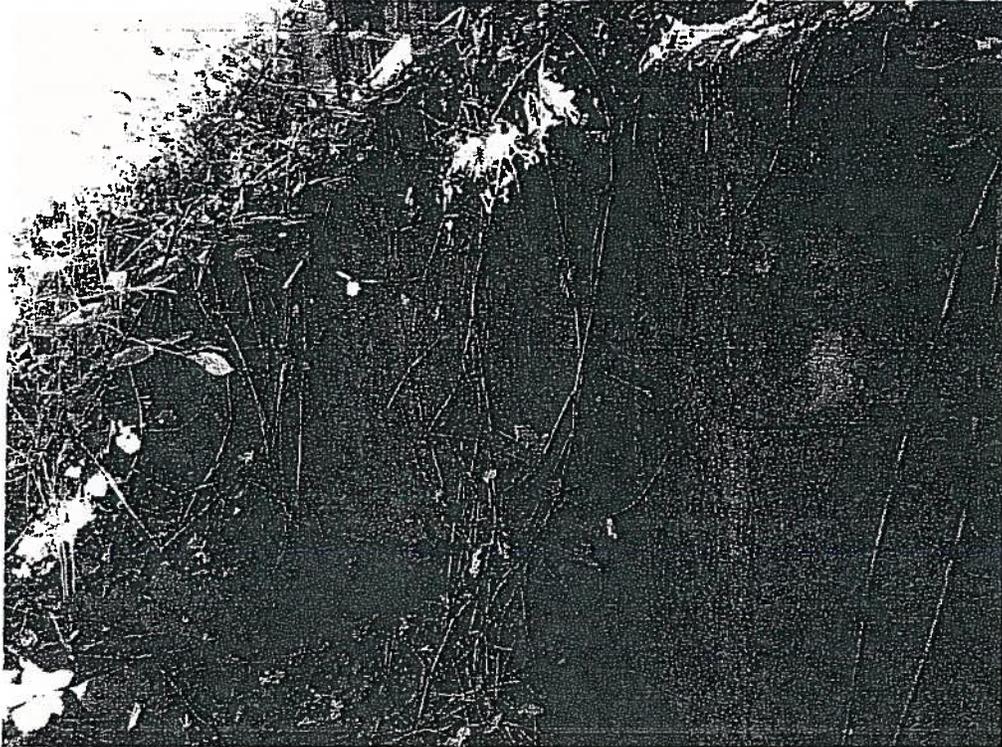


Photo No. 5

Diagonal crack in the left wingwall of Abutment 5