WisDOT Local Bridge Improvement Assistance Program

Eligible Bridge List Guidance and Template Report Example

INTRODUCTION

WisDOT Bureau of Structures generates the Eligible Bridge List based on current Wisconsin Asset Management practices and policies, to assist local units of government in determining eligible work concepts for bridges. As in previous program cycles, a rehabilitation report is required to be submitted with the application for Local Bridge Program funding. However, to streamline the process for writing rehabilitation reports, template reports have been created for certain work actions to be used in conjunction with the Eligible Bridge List. These template reports are intended to streamline the report writing process for local units of government to use in place of a standard rehabilitation report in some instances.

A local unit of government may propose a bridge work action different than the work action shown on the Eligible Bridge List. If this is desired, a template report may not be used, and a standard rehabilitation report as required in previous program cycles must be submitted.

USING THE ELIGIBLE BRIDGE LIST AND TEMPLATE REPORTS

On the Eligible Bridge List, in the column with the heading 'Base Eligibility', it indicates whether the bridge is eligible for **Rehabilitation** or **Replacement**. For bridges that have a base eligibility of **Rehabilitation**, WisDOT Asset Management has determined, based on various factors, the appropriate work action. This work action is shown in the column with the heading 'Template report to use'. If a work action is shown in this column, the associated template report may be used in place of a standard rehabilitation report. For bridges that have a base eligibility of **Replacement**, "N/A" is shown in the column with the heading 'Template report to use'. As in previous program cycles, no report is required to submit these bridges for replacement, as they have a sufficiency rating of 50 or less.

For a select subset of bridges which have a base eligibility of Rehabilitation, it has been determined that Replacement is the most cost effective option (in lieu of Rehabilitation). For these bridges, 'Replace Structure' will be shown as the work action in the column labeled 'Template Report to use'. Furthermore, the template titled 'Rehabilitation Report for Bridge Local Program Funding – Replace Structure' may be used in place of the standard rehabilitation report for this subset of bridges.

The following is the list of template reports that can be downloaded from the WisDOT Local Bridge Program website.

- Rehabilitation Report for Bridge Local Program Funding Replace Structure
- Rehabilitation Report for Bridge Local Program Funding Concrete Overlay*
- Rehabilitation Report for Bridge Local Program Funding Paint
- Rehabilitation Report for Bridge Local Program Funding Deck Replacement*

*Note: The 'Template report to use' column lists two work actions that do not have template reports: concrete overlay (with paint as secondary work), and deck replacement (with paint as secondary work). For these work actions, the concrete overlay or redeck report should be used, and if painting is to be done with the project, as recommended, paint should be included as a secondary work item listed in the report.

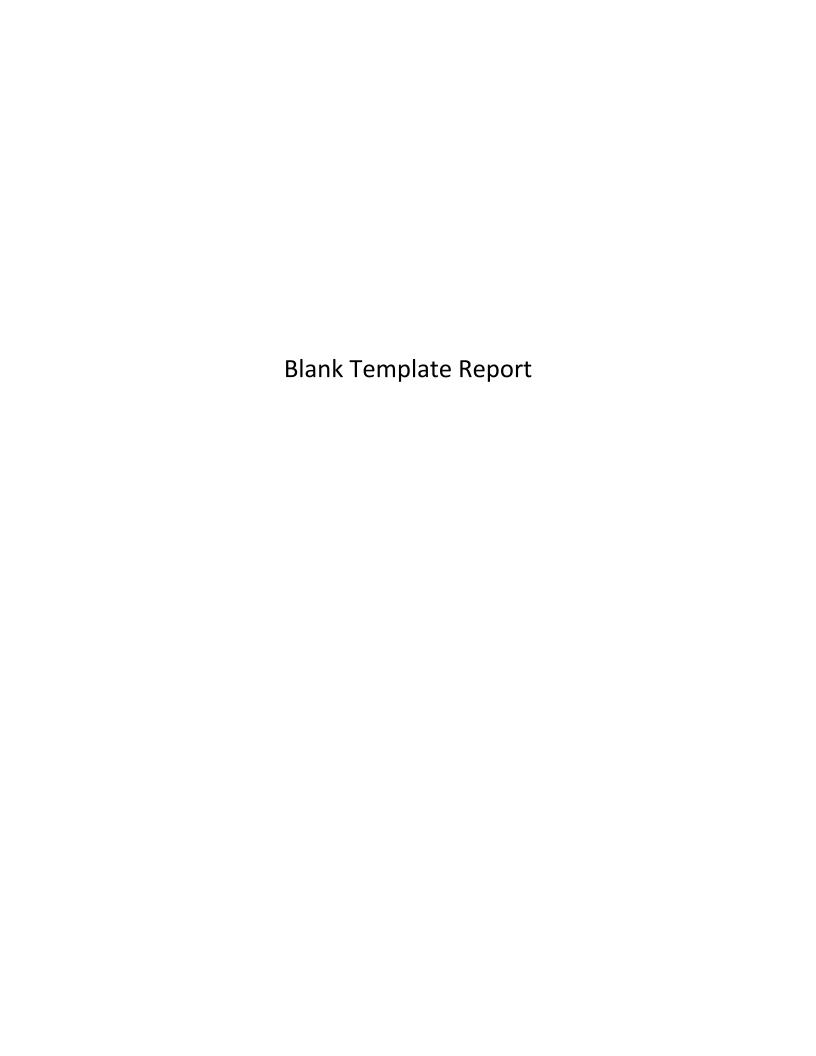
CREATING A COST ESTIMATE

WisDOT Bureau of Structures has provided a cost estimate tool to aid local municipalities in developing structures cost estimates for work to be done under the Local Bridge Program. The tool provides unit costs for various work activities. This tool can be downloaded from the WisDOT Local Program Website.

SUBMITTING A TEMPLATE REPORT

The example in this document shows the user the documents and where to find the information that is needed to fill out the 'Rehabilitation Report for Bridge Local Program Funding – Replace Structure' template report. Other template reports are similar.

Completed template reports and associated attachments should be sent via email to your WisDOT Regional Local Program Manager for review.



Rehabilitation Report for Bridge Local Program Funding - Replace Structure

Structure ID: Feature On:
Date: Feature Under:

County: Municipality: of

Introduction

This report will serve as the "independently funded engineering study" to determine if bridge

in the of meets the eligibility criteria

as established in Wisconsin Administrative Code Trans 213.

Bridge Description

is a span bridge built in year . The

following rehabilitation work has been completed (attach additional page if more space needed):

It is feet long and feet wide. It is Fracture Critical Load Posted Scour Critical Other:

Wisconsin Administrative Code Trans 213

Wisconsin Administrative Code Trans 213 addresses county, city, village, and township funding eligibility for local bridge replacements and local bridge rehabilitation. Local bridges that are deficient and have a sufficiency rating less than or equal to 80 are eligible for replacement funding if replacing the bridge is more cost effective than rehabilitating the bridge.

Bridges that are eligible for replacement must satisfy the following criteria:

1. The proposed replacement is more cost effective than rehabilitating the bridge.

Deficiency Analysis

A bridge is deficient if it is considered structurally deficient (SD) or functionally obsolete (FO). The following table summarizes the appraisal ratings for in comparison to the criteria for being defined as SD or FO. The data was taken from (complete one):

- The most recent Eligible Bridge List, dated
- HSIS on

Structure ID: Feature On:
Date: Feature Under:

County: Municipality: of

Deficiency Analysis Table

Description	NBI Item #	Appraisal Rating*	Bridge is SD or FO if one of the following is met:	Eligible	?
Deck Rating	(58)		<=4	Yes	No
Superstructure Rating	(59)		<=4	Yes	No
Substructure Rating	(60)		<=4	Yes	No
Culvert Rating	(62)		<=4	Yes	No
Structural Evaluation	(67)		<=3	Yes	No
Deck Geometry	(68)		<=3	Yes	No
Underclearance	(69)		<=3	Yes	No
Waterway Adequacy	(71)		<=3	Yes	No
Approach Roadway Alignment	(72)		<=3	Yes	No

^{*}Note: NBI appraisal ratings can be found on the Eligible Bridge List or in HSIS.

is considered deficient based on Trans 213 criteria and is therefore eligible for Federal replacement funds.

Replacement Analysis

The following table summarizes the for rehabilitation:

bridge ratings in comparison to Trans 213 criteria

Description		Trans 213 Standard	Eligible?
Bridge Sufficiency Rating		80 or less	Eligible
Cost Effective Rehabilitation	No	Rehabilitation is not cost effective	Eligible
Cost Effective Replacement	Yes	Replacement is cost effective	Eligible
Engineering Study	Provided by WisDOT Bureau of Structures	Funded independently	Eligible

meets the replacement criteria in Trans 213 and thus is eligible for Federal replacement funds.

Structure ID: Feature On:
Date: Feature Under:

County: Municipality: of

Cost-Effective Replacement

The latest inspection data is used to determine work action eligibility. Initially the current inspection condition data is compared to the eligibility criteria for a work action. If the criteria for one work action are not met, the criteria for a different work action are checked. Work actions are checked in order of most cost-effective. If no work actions are eligible for the current year using the current inspection data, the condition data is deteriorated to project the condition in the next year. The work action criteria are then checked for the projected deteriorated condition data. This process continues until either a work action is found eligible, or until each year of the analysis period is checked and no work actions are found to be eligible based on the projected deteriorated condition data. The analysis period used for this report is seven years.

Recommended Alternative - Replacement

Replacement is a cost-effective alternative for this bridge. Replacement is shown as the recommended alternative on the Eligible Bridge List dated provided by WisDOT. To be recommended

for replacement, one of the following set of criteria must be met using current inspection condition or projected deteriorated condition:

- Substructure NBI <= 3 AND one of the following:
 - Scour Critical
 - Max Vehicle Weight in HSIS < 80 kips
 - o Fracture Critical AND Bridge Age > 50
 - Superstructure NBI <= 3
 - o Deck NBI <= 3
 - o Bridge Age > 75
- Superstructure NBI <= 3 AND Fracture Critical AND Bridge Age > 40
- Culvert NBI <= 3
- Deck NBI <= 3 AND one of the following:
 - o Bridge Age > 75
 - Bridge Age > 40 AND Max Vehicle Weight in HSIS < 80 kips

Additional eligible criteria that may be met using current inspection condition is:

- Substructure NBI <= 4 AND one of the following:
 - The timber piles have 30% or more of the total number of piles in Condition State 4 (CS4)
 - The timber piles have 50% or more of the total number of piles in Condition State 3 (CS3) and Condition State 4 (CS4)

Rehabilitation Report for Bridge Local Program Funding - Replace Structure

Structure ID: Feature On:

Date: Feature Under:

County: Municipality: of

The estimated cost for the structure replacement work is

This alternative meets the Trans 213 criteria for Federal bridge replacement funding. However, this report and the scope shown as eligible for funding are subject to review by WisDOT Bureau of Structures (BOS). BOS reserves the right to review the scope and inspection data, and to deny any application in which the recommended scope results from incomplete or inaccurate inspection data or for which a more cost-effective alternative is available.

Appendix

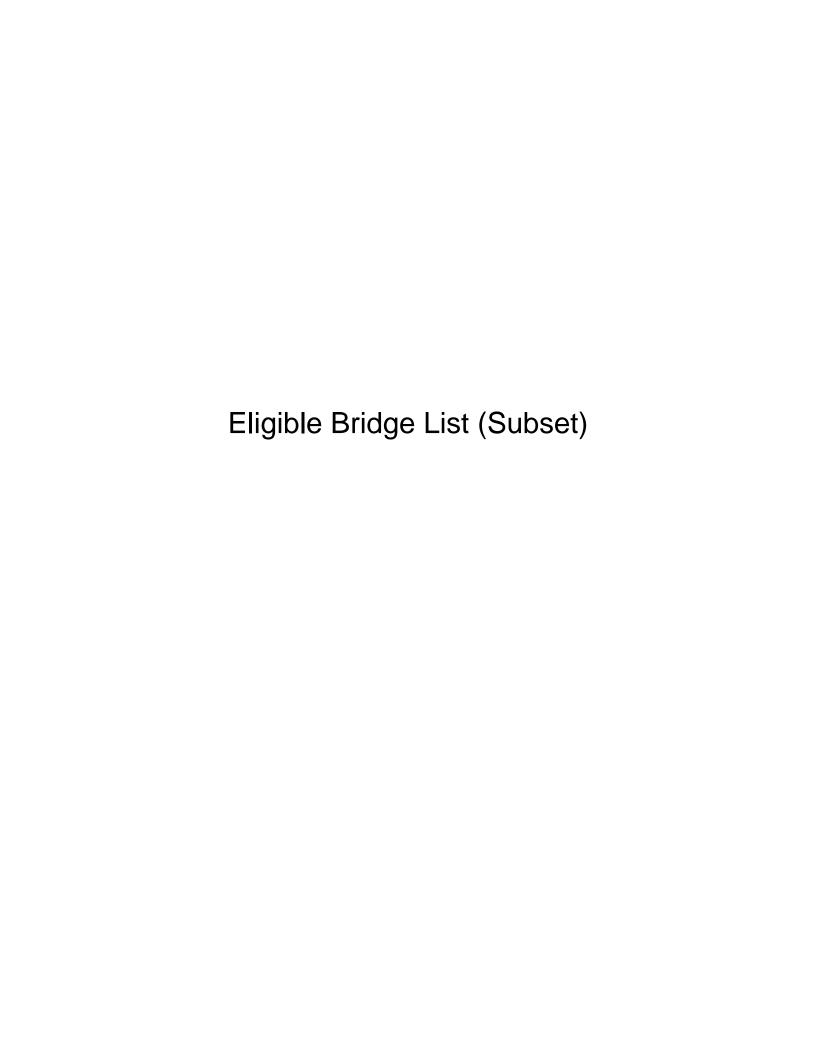
- Most recent inspection report
- Cost estimate

Completed	by:

Consultant

Owner

Other:



WisDOT Bureau of Structures Eligible Bridge List

Data from May 16, 2023

				,	\										
Structure # R	Region	County	Owner	Municipality	Feature On	Feature Under	Deck Area	(sf) Sufficiency	Item 58	Item 59 Item 60 Item	62 Item 67 Item 68 It	tem 69 It	em 71	Item 72	Deficiency Base Eligibility Template Report to Use
		ASHLAND.	COUNTY	T-MARENGO	OTH GG	MCCARTHY CREEK	655	42	5	3 4 N			8	8	S.D. & F.O. REPLACEMENT N/A
	NW	BARRON	COUNTY	C-CHETEK	CTH SS	CHETEK RIVER	4305	59.3	5	4 5 N		N	8		S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
		BAYFIELD	COUNTY	T-NAMAKAGON	107.00	NAMEKAGON LAKE	6583		5	6 4 N		N	8		S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE. S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
					U										
		BAYFIELD	TOWN	T-MASON	BIBON RD	WHITE RIVER	2472	64.5	6	6 4 N		N	8		S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
	NW	BAYFIELD	TOWN	T-BARNES	SOUTH SHORE RD	EAU CLAIRE LAKES	935	43.9	5	5 4 N		N	8		S.D. & F.O. REPLACEMENT N/A
8050008 N	NE	BROWN	COUNTY	T-NEW DENMARK	KB	NESHOTA RIVER	1935	30.9	4	4 5 N	4 4	N	8	8	S.D. REPLACEMENT N/A
3050026 N	NE	BROWN	COUNTY	T-HOBART	FF HILL REST RD	DUCK CREEK	3650	68.8	4	8 5 N	5 5	N	8	8	
	NE	BROWN	TOWN	T-NEW DENMARK	Rosecran Rd	Devil River State Trail	6085	67.7	4	5 6 N		7	N		S.D. REHABILITATION DECK REPLACEMENT (WITH PAINT AS SECONDARY WORK)
	NE	BROWN	COUNTY	T-LAWRENCE	re	ASHWAUBENON CREEK	2725			6 4 N		N	8	8	S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
					EE				ь						
	NE	BROWN	COUNTY	T-HOLLAND	CTH Z (Hill Road)	PLUM CREEK	4046	56.7	N	N N 4		N	8		S.D. REHABILITATION REPLACE STRUCTURE
3050154 N	NE	BROWN	CITY	C-GREEN BAY	MASON ST	EAST RIVER	11370	63.7	6	5 6 N	5 3	N	8	8	F.O. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
3050251 N	NE	BROWN	COUNTY	T-HOLLAND	D \	BR PLUM CREEK	1348	68.9	4	4 7 N	4 7	N	8	8	S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
	NW	BUFFALO	COUNTY	T-MONDOVI	A	FARRINGTON CREEK	715	48.7	6	6 4 N	4 4	N	8	8	S.D. REPLACEMENT N/A
	NW	BUFFALO	COUNTY	T-BUFFALO	p 1	TREMPEALEAU RIVER	3206		4	4 5 N		N	8		S.D. REPLACEMENT N/A
	NW				BLUFF SIDING FRONT, ROAD	CHICKEN VALLEY CREEK									
		BUFFALO	TOWN	T-BUFFALO	BLUFF SIDING FRUNT, RUAD		1419		4			N	7		
	NW	BUFFALO	COUNTY	T-NELSON	D	NORWEGIAN VALLEY CREEK	792	57.7	5	4 6 N		N	8		S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
3080007 N	NE	CALUMET	CITY	C-BRILLION	MAIN ST	SPRING CREEK	1620	51.2	4	4 4 N	4 9	N	8	6	S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
3090009 N	NW	CHIPPEWA	COUNTY	T-COLBURN	CTH S	Yellow River	5639	58.4	4	5 5 N	1 5 5	N	8	8	S.D. REHABILITATION PAINT
	NW	CHIPPEWA	CITY	C-CHIPPEWA FALLS	Bridgewater Avenue	Duncan Creek	5776		5	4 5 N	4 2	N	8		S.D. & F.O. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
	NW	CHIPPEWA	COUNTY	T-ANSON	СТН У		24515		5	5 5 N		N	8		F.O. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
						Chippewa River 15						N	-		
	NW	CHIPPEWA	COUNTY	T-WHEATON	CTH X	ELK CREEK	2282		5	5 5 N			8		F.O. REPLACEMENT N/A
	NW	CHIPPEWA	COUNTY	T-COLBURN	CTH G	Yellow River	3700		3	5 6 N		N	8		S.D. & F.O. REPLACEMENT N/A
3090382 N	NW	CHIPPEWA	COUNTY	T-GOETZ	СТН О	Yellow River	7712	54.7	6	4 6 N	4 4	N	8	8	S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
3090497 N	NW	CHIPPEWA	COUNTY	T-ANSON	CTH K	Yellow River	3863	46	6	4 5 N	4 3	N	8	6	S.D. & F.O. REPLACEMENT N/A
	NW	CLARK	COUNTY	T-RESEBURG	N \	S FK EAU CLAIRE RIVER	3286		4	4 5 N	4 5	N	8	8	S.D. REPLACEMENT N/A
	NW	CLARK	COUNTY	T-HENDREN	M	S FK EAU CLAIRE RIVER	6501	49.3	4	6 4 N		N	4	8	
					\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \										
	NW	CLARK	COUNTY	T-FOSTER	M	CAMERON CREEK	2397	68.8	4	4 4 N		N	8		S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
	NW	CLARK	COUNTY	C-NEILLSVILLE	5TH STREET	BLACK RIVER	11498		4	7 4 N		N	8		S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
B100105 N	NW	CLARK	COUNTY	T-MAYVILLE	E	N. FK. POPPLE RIVER	3229	63.4	7	7 4 N	4 6	N	8		S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
	NW	CLARK	COUNTY	T-HIXON	x	BLACK RIVER	6198	60.3	4	7 4 N	4 6	N	8	8	S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
	NW	CLARK	TOWN	T-MEAD	STARKS RD	S FK EAU CLAIRE RIVER	1035		5	4 5 N		N	8		S.D. REPLACEMENT N/A
	NW	CLARK	COUNTY	C-GREENWOOD	G BEGLEY ST	BLACK RIVER			5			N	8		
					O DEGLET ST		7163								
	NW	CLARK	COUNTY	T-LONGWOOD	N	BLACK RIVER	6836	52.9	4	5 6 N		N	8		S.D. REHABILITATION PAINT
3110910 S	SW	COLUMBIA	TOWN	T-COLUMBUS	RIVER RD: OLD HWY 73	CRAWFISH RIVER	3965	44.1	3	4 5 N	4 5	N	8	8	S.D. REPLACEMENT N/A
3120011 S	SW	CRAWFORD	CITY	C-PRAIRIE DU CHIEN	BLACKHAWK AVE	LAND	1733	57.2	N	N N 4	4 N	N	N	8	S.D. REHABILITATION REPLACE STRUCTURE
	SW	CRAWFORD	CITY	C-PRAIRIE DU CHIEN	BLACKHAWK AVE	LAND	1733	42.5	N	N N 4		N	N		S.D. REPLACEMENT N/A
	SW	CRAWFORD	COUNTY	T-UTICA	c	TAINTER CREEK	2617		6	6 4 N		N	8		S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
					CTU UD (MANDICON CT										
	SW	DANE	COUNTY	V-BLACK EARTH	CTH KP / MADISON ST	V RMONT CREEK	2632		5	5 4 N		N	8		S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
	SW	DANE	COUNTY	V-MAZOMANIE	CTH Y / STATE ST	BLACK EARTH CREEK	2964	31.5	4	4 5 N		N	6	-	S.D. & F.O. REPLACEMENT N/A
3130028 S	SW	DANE	COUNTY	T-SPRINGDALE	CTH G	MT VERNON CREEK	2561	27.5	4	4 5 N	4 3	N	7	8	S.D. & F.O. REPLACEMENT N/A
	SW	DANE	CITY	C-STOUGHTON	FORTON ST	YAHARA RIVER	3093		7	6 6 N		N	8	6	F.O. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
		DANE	COUNTY	T-PRIMROSE	CTH G	W BR TUGAR RIVER	2083	24.8	4	4 5 N		N	7		S.D. REPLACEMENT N/A
	SW	DANE	COUNTY	T-PRIMROSE	CTH G	BR W BR SUGAR RIVER	1148		4	4 6 N		N	8		S.D. & F.O. REPLACEMENT N/A
		DANE	COUNTY	T-COTTAGE GROVE	CTH N	LITTLE DOOR CREEK	656	43.6	4	4 5 N		N	8		S.D. & F.O. REPLACEMENT N/A
	SW	DANE	COUNTY	C-MIDDLETON	CTH M / CENTURY AVE	PHEASAN BRANCH CREEK	2285	38.5	5	4 4 N		N	8		S.D. & F.O. REPLACEMENT N/A
3130047 S	SW	DANE	COUNTY	T-MONTROSE	CTH PB	W BR SUGAR RIVER	4443	49.3	7	7 7 N	4 3	N	8	6	F.O. REPLACEMENT N/A
	SW	DANE	COUNTY	C-MIDDLETON	CTH M / CENTURY AVE	PHEASANT BRANCH CREEK	2982		4	5 4 N		N	8	8	S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
	SW	DANE	COUNTY	T-RUTLAND	CTH A	BADFISH CREEK	1741	18.9	4	4 3 N		N	8		S.D. & F.O. REPLACEMENT N/A
					******				5				7		
	SW	DANE	COUNTY	T-ALBION	CTH A	KOSHKONONGCREEK	1812	45.8	_	5 4 N		N			S.D. REPLACEMENT N/A
		DANE	COUNTY	T-BLUE MOUNDS	CTH JG	W BR SUGAR RIVER	1076	40.3	4	4 4 N		N	6		S.D. REPLACEMENT N/A
3130072 S	SW	DANE	COUNTY	V-CAMBRIDGE	CTH PQ / WATER ST	KOSHKONONG CREEK	2045	49.3	4	5 5 N	4 5	N	7	8	S.D. REPLACEMENT N/A
3130074 S	SW	DANE	CITY	C-MONONA	TECUMSEH AVE	LAGOON DU NOR	684	37.8	7	7 4 N	4 4	N	8	8	S.D. REPLACEMENT N/A
3130081 S	SW	DANE	COUNTY	T-SUN PRAIRIE	CTH N	KOSHKONONG CRECK	1131	47.1		5 5 N		N	8	8	F.O. REPLACEMENT N/A
		DANE	TOWN	T-BURKE	DAENTL RD (DEAD END)	TOKEN CREEK	1288	34.1	6	3 6 N		N	8		S.D. & F.O. REPLACEMENT N/A
									-	3 0 N					
	SW	DANE	COUNTY	T-VERMONT	CTH JJ	ELVERS CREEK	1885		5	4 4 N		N	8		S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
	SW	DANE	COUNTY	T-MEDINA	СТН ТТ	MAUNESHA RIVER	1888	39.3	5	3 6 N		N	8	8	S.D. & F.O. REPLACEMENT N/A
3130212 S	SW	DANE	COUNTY	T-PERRY	СТН Н	PLEASANT VALLEY BRANCH	2328	55.9	5	5 4 N	4 6	N	8	8	S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
	SW	DANE	COUNTY	V-CROSS PLAINS	CTH KP	BLACK EARTH CREEK	1500		5	5 3 N		N	6		S.D. & F.O. REPLACEMENT N/A
	SW	DANE	VILLAGE	V-WINDSOR	WINDSOR RD	YAHARA RIVER	1162		6	5 4 N		N	8	8	S.D. & F.O. REPLACEMENT N/A
									-						
	SW	DANE	CITY	C-MADISON	ATWOOD AVE	STARKWEATHER CREEK	2909		- 5			N	8	8	F.O. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
	SW	DANE	TOWN	T-MIDDLETON	CAPITOL VIEW RD	PHEASANT BRANCH CREEK	783	61.4	7	7 4 N		N	8		S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
	SW	DANE	COUNTY	T-VERMONT	CTH JG	ELVERS CREEK	1049		4	4 4 N		N	7	8	S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
3130259 S	SW	DANE	TOWN	T-PLEASANT SPRINGS	WILLIAMS POINT DRIVE	PARK RD	2784	74.5	5	5 6 N	5 5	2	N	8	F.O. REHABILITATION CONCRETE OVERLAY
		DANE	VILLAGE	V-WINDSOR	YAHARA RD	YAHARA RIVER	1174		5	5 5 N		N	8	8	
	SW	DANE	CITY	C-MADISON	JOHN NOLEN DR	LAKE MONONA	4539		5	4 5 N		N	8		S.D. & F.O. REPLACEMENT N/A
		DANE	CITY	C-MADISON	JOHN NOLEN DR	LAKE MONONA	6909		5	4 5 N		N	8		S.D. & F.O. REPLACEMENT N/A
									_						
		DANE	TOWN	T-VERONA	VALLEY RD	SUGAR RIVER	2361	36.6	5	5 4 N		N	8		S.D. REPLACEMENT N/A
	SW	DANE	COUNTY	T-SUN PRAIRIE	СТН Т	KOSHKONONG CREEK	935	54.2	5	4 5 N		N	7		S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
3130571 S	SW	DANE	CITY	C-FITCHBURG	East Badger Road	WSOR	4404	76.6	7	8 5 N	1 5 5	2	N	8	F.O. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
	SW	DANE	COUNTY	T-MAZOMANIE	СТН У	DUNLAP CREEK	681	44.3	4	4 4 N		N	7	8	
	SW	DANE	COUNTY	T-ROXBURY	СТН У	BLUMS CREEK	850	65.1	5	4 5 N		N	8		S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
									7						
	SW	DANE	CITY	C-MIDDLETON	Parmenter Street NB lane	PHEASANT BRANCH CREEK	3031	79.9		8 7 N		N	8	8	F.O. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
	SW	DANE	CITY	C-MIDDLETON	PARMENTER ST SB LANES	PHEASANT BR CR	721	. 80	7	8 7 N		N	8		F.O. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
		DANE	TOWN	T-RUTLAND	LAKE KEGONSA RD	BADFISH CREEK	883	46.4	5	5 4 N	4 5	N	7	8	S.D. REPLACEMENT N/A
	SW		COUNTY	T-ALBION	CTH A	SAUNDERS CREEK	13.19	24.5	4	4 3 N	1 3 5	N	7		S.D. & F.O. REPLACEMENT N/A
3130679 S		DANE				OLD MIDDLETON RD	33697	7 64	7	6 6 N		2	N		F.O. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
3130679 S 3130950 S	SW	DANE	COUNTY	C-MADISON			1271	36	-			N	8		
3130679 S 3130950 S 3130952 S	SW SW	DANE	COUNTY	C-MADISON	CTH MS / UNIVERSITY AVE	DOOD CDEEK			4	4 3 N	1 3 6 6	IN			CD 9 CO DEDIACEMENT N/A
3130679 S 3130950 S 3130952 S 3130953 S	SW SW	DANE DANE	COUNTY	T-PLEASANT SPRINGS	CTH MN	DOOR CREEK									S.D. & F.O. REPLACEMENT N/A
3130679 S 3130950 S 3130952 S 3130953 S 3140010 S	SW SW SW	DANE DANE DODGE	COUNTY	T-PLEASANT SPRINGS T-LEBANON	CTH MN O	ROCK RIVER	4227	34.2	6		4 4	N	8	8	S.D. REPLACEMENT N/A
3130679 S 3130950 S 3130952 S 3130953 S 3140010 S 3140013 S	SW SW SW	DANE DANE	COUNTY	T-PLEASANT SPRINGS T-LEBANON T-THERESA	CTH MN O AY	ROCK RIVER E BR ROCK RIVER	4227 3631	34.2 64	6			N N		8	S.D. REPLACEMENT N/A S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
3130679 S 3130950 S 3130952 S 3130953 S 3140010 S 3140013 S	SW SW SW SW	DANE DANE DODGE	COUNTY	T-PLEASANT SPRINGS T-LEBANON	CTH MN O	ROCK RIVER	4227	34.2 64			4 4		8	8	S.D. REPLACEMENT N/A S.D. REHABILITATION NO WORK IS ELIGIBLE FOR TEMPLATE REPORT USE.
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Inspection Report (with guidance for filling out report)



Inspection Report for

B-17-366

CTH HH over SPRING CREEK Jul 13,2022



If structure is Fracture Critical, it will be indicated here.

	Туре	Prior	Team Leader	Frequency (mos)	Performed
/	Routine	07-08-21	Binder, Dustin (6523)	12	X
	Interim	08-07-19	Coset, Madison (9025)	0	
	Non-Destructive Evaluation	08-07-19	Coset, Madison (9025)	72	
/	SIA Review	07-09-20	Knaack, William S (7501)	48	X

Start Coordinates End Coordinates (optional)

Latitude 44°53'58.16"N

Longitude 91°39'59.62"W

Owner COUNTY

Maintainer COUNTY

Time Log Hours 0 Minutes Jon Hodgson Sarah Knaack

Weather Temperature (f) Condition Overcast

Name Number Signature Signature Date

Inspector Knaack Jr., William S 7508 E-signed by William S. Knaack Jr.(wknaack) 07-29-22

page 2

Identification & Location Feature On: CTH HH Section Town Range Structure Number: S13 T28N R11W County: DUNN B-17-366 Feature Under: SPRING CREEK Municipality: ELK MOUND Structure Name: 0.22M E of CTH H-North **Traffic Geometry** measurements in feet, except where noted Lanes ADT ADT year Traffic Pattern Total Length: Approach Roadway Width: Bridge Roadway Width: On 2022 TWO WAY TRAFFIC 40.0 50 25.0 Approach Pavement Width: 26 Deck Width: Deck Area (sq ft): 42.4 1060 Capacity **Load Rating** Inventory rating: Overburden depth (in): Last rating date: Controlling: 11-04-10 HS23 2.0 Operating rating: Deck surface material: Control location: **HS38 BITUMINOUS** Emergency Vehicle Weight Limit (tons): Posting: Re-rate for capacity (Y/N Re-rate notes: If bridge is load-posted, it will be indicated here. Classification **Hydraulic** Scour Critical Code(113): Q100 (ft3/sec): (8) STABLE-ABOVE TOP FOOTING High water elevation (ft): Velocity (ft/sec): Sufficiency #: 68.0 If bridge is scour-critical, it will be indicated here. # of spans Span(s) Material Depth (in) Length (ft) Main Span : STEEL **DECK GIRDER** 25.0 **Expansion joint(s)** Temperature: File:63 New:62 type of superstructure Clearance File Measurement (ft) New Measurement (ft) Item Highway Min Vertical On Cardinal Horizontal On Cardinal **Construction History** "year of construction" and Work Performed Year "rehab work and year" OVERLAY - BITUMINOUS OVERLAY - BITUMINOUS NEW STRUCTURE 2016 1937

Mainten	ance	Items	His	tory
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Item	Recommended by	Status	Status change	Year completed
Approach - Patch Bituminous	Binder, Dustin (6523)	COMPLETE	10/26/16	2016
Comment: Repave approaches and AC overlay on deck.		Status Comment:		

page 3 Structure No.: **B-17-366**



For rehabilitation-type projects, potential Secondary Work activities can be found under Maintenance Items here. Additional input from inspector should be considered when selecting Secondary Work activities to be included.

page 4 Structure No.:B-17-366

Elements

SF 201 0 201 0 SF 0 175 0 SF 0 26 0 gate throughout, no loose aggregate. 0 12 0 SF 791 779 12 0 LF 245 0 145 100 LF 0 145 100 der ends at bearings. Spot corrosion and section los	1 2 3 4 0 984 70 0 0 0 20 0 0 gat corners at outside girders and 0 984 50 0 0 girders - spalls forming. Hairline ma 0 0 0 0 0 201 0 0 0 0 0 0 26 0	X _	12 8000	1080 1130	bearings. Cracking (RC)	SF SF underdeck	1,054	0	2	3	
SF 0 984 50 of underdeck at outside girders - spalls forming. Hailor, at drains. SF 201 0 201 0 SF 201 0 201 0 0 0 SF 0 175 0	g at corners at outside girders and 0	X			Delamination - Spall - Patched Area Spalls with exposed rebar at drain locations of bearings. Cracking (RC) Open angular cracks with heavy efflo. at corne	underdeck	. Spalls for		1		U
SF 0 984 50 of underdeck at outside girders - spalls forming. Hailor, at drains. SF 201 0 201 0 SF 201 0 201 0 0 0 SF 0 175 0	1 g at corners at outside girders and 0 984 50 0 girders - spalls forming. Hairline max 0 201 0 0 0 175 0 0 0 26 0 0 0 eaggregate. 0 0 0 12 0 0 0 145 100 0 0 145 100 0 0 145 100 0 0 145 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		8000		Spalls with exposed rebar at drain locations of bearings. Cracking (RC) Open angular cracks with heavy efflo. at corne	underdeck	. Spalls for				
SF 0 984 50 of underdeck at outside girders - spalls forming. Hailon, at drains. SF 201 0 201 0 SF 201 0 201 0 <td>0 984 50 0 girders - spalls forming. Hairline ma 0 201 0 0 0 175 0 0 0 26 0 0 0 26 0 0 0 26 0 0 0 20 0 0 0 12 0 0 0 145 100 0 0 145 100 0 0 145 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0</td> <td></td> <td>8000</td> <td></td> <td>bearings. Cracking (RC) Open angular cracks with heavy efflo. at corne</td> <td>SF</td> <td>. Spalls for</td> <td>0</td> <td>0</td> <td>20</td> <td>0</td>	0 984 50 0 girders - spalls forming. Hairline ma 0 201 0 0 0 175 0 0 0 26 0 0 0 26 0 0 0 26 0 0 0 20 0 0 0 12 0 0 0 145 100 0 0 145 100 0 0 145 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		8000		bearings. Cracking (RC) Open angular cracks with heavy efflo. at corne	SF	. Spalls for	0	0	20	0
of underdeck at outside girders - spalls forming. Haid at drains. SF 201 0 201 0 SF 0 175 0 SF 0 26 0 gate throughout, no loose aggregate. SF 791 779 12 0 SF 0 12 0 LF 245 0 145 100 der ends at bearings. Spot corrosion and section loss	girders - spalls forming. Hairline ma 0 201 0 0 0 175 0 0 0 26 0 0 0e aggregate. 779 12 0 0 0 145 100 0 0 145 100 0 0 145 100 0 0 145 100 0 0 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		8000	1130	Open angular cracks with heavy efflo. at corner			ming at co	orners at ou	tside girder	s and
SF 201 0 201 0 SF 0 175 0 SF 0 26 0 Jate throughout, no loose aggregate. 0 12 0 SF 791 779 12 0 SF 0 12 0 LF 245 0 145 100 LF 0 145 100 der ends at bearings. Spot corrosion and section los	0 201 0 0 0 175 0 0 0 26 0 0 0 e aggregate. 779 12 0 0 0 12 0 0 0 145 100 0 0 145 100 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	_	8000	1130	Open angular cracks with heavy efflo. at corner	', .		0	984	50	0
SF 0 175 0 SF 0 26 0 jate throughout, no loose aggregate. 0 12 0 SF 791 779 12 0 LF 245 0 145 100 LF 0 145 100 der ends at bearings. Spot corrosion and section loss	0 175 0 0 0 26 0 0 se aggregate. 779 12 0 0 0 145 100 0 O 145 100 0 Spot corrosion and section loss at dr		8000			rs of under efflo. at dra	deck at outs ins.	ide girder	s - spalls fo	rming. Haii	rline m
SF 0 26 0 Jate throughout, no loose aggregate. 0 12 0 SF 791 779 12 0 SF 0 12 0 LF 245 0 145 100 LF 0 145 100 der ends at bearings. Spot corrosion and section loss	0 26 0 0 se aggregate. 0 0 0 0 12 0 0 0 145 100 0 0 145 100 0 3 3 3 4 3 4 4 4 3 4 4 4 4 4 4 4 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 7 6		8000		Wearing Surface (Bare)	SF	201	0	201	0	0
SF 0 26 0 Jate throughout, no loose aggregate. 0 12 0 SF 791 779 12 0 SF 0 12 0 LF 245 0 145 100 LF 0 145 100 der ends at bearings. Spot corrosion and section loss	0 26 0 0 se aggregate. 0 0 0 0 12 0 0 0 145 100 0 0 145 100 0 3 3 3 4 3 4 4 4 3 4 4 4 4 4 4 4 5 5 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 6 7 6				SF under railing removed.	•				•	
SF	se aggregate. 779				Crack (Wearing Surface)	SF		0	175	0	0
SF	se aggregate. 779			3220	Transverse cracks throughout. Could not inspect, covered in pea gravel.						
SF 791 779 12 0 SF 0 12 0 LF 245 0 145 100 LF 0 145 100 der ends at bearings. Spot corrosion and section loss	779 12 0 0 0 12 0 0 0 145 100 0 0 145 100 0 Spot corrosion and section loss at dr	ı			Abrasion, Wear, or Rutting (Wear. Surf.)					0	0
SF 0 12 0 LF 245 0 145 100 LF 0 145 100 der ends at bearings. Spot corrosion and section loss	0 12 0 0 0 145 100 0 0 145 100 0 Spot corrosion and section loss at dr.			8911	Concrete surface weathered with exposed agg	regate thro	ughout, no	oose agg	regate.		
LF 245 0 145 100 LF 0 145 100 der ends at bearings. Spot corrosion and section loss	0		8511		AC Overlay	SF	791	779	12	0	0
LF 245 0 145 100 LF 0 145 100 der ends at bearings. Spot corrosion and section loss	0						1		10		
LF 0 145 100 der ends at bearings. Spot corrosion and section los	0 145 100 0 Spot corrosion and section loss at dr			3220	Crack (Wearing Surface) 12 SF cs2 cracking.	SF		0	12	0	0
LF 0 145 100 der ends at bearings. Spot corrosion and section los	0 145 100 0 Spot corrosion and section loss at dr				Steel Open Girder	IF	245	0	145	100	0
der ends at bearings. Spot corrosion and section los	Spot corrosion and section loss at dr	X	107		Clost Open Onde.						
der ends at bearings. Spot corrosion and section los d rust on inside girders.	Spot corrosion and section loss at dr				Corrosion	1		-			
-				1000		girder ends kled rust o	s at bearings n inside gird	s. Spot co lers.	rrosion and	section los	s at dr
SF 1,470 0 0 1,080	0 0 1,080 390				Top flange and girder ends - CS3 throughout						
					Top flange and girder ends - CS3 throughout Painted Steel	•	1,470	0	0	1,080	390
SF 0 0 1,080			8516		Top flange and girder ends - CS3 throughout	•	1,470	0	0	1,080	390
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			8516		Painted Steel Effectiveness (Steel Protective Coatings)	. SF		0	0	1,080	
bearing ends. Minor freckling throughout.			8516	3440	Top flange and girder ends - CS3 throughout Painted Steel	. SF		0	0	1,080	
LF 88 44 44 0	reckling throughout.	_		3440	Painted Steel Effectiveness (Steel Protective Coatings) Paint system failed at outside flanges, drains, a	SF SF and bearing	ends. Min	0 or frecklin	0 g throughou	1,080 it.	390
LF 88 44 44 0	reckling throughout.	x	8516 216	3440	Painted Steel Effectiveness (Steel Protective Coatings) Paint system failed at outside flanges, drains, a	SF SF and bearing	ends. Min	0 or frecklin	0 g throughou	1,080 it.	390
LF 88 44 44 0	reckling throughout. 44 44 0 0	x			Top flange and girder ends - CS3 throughout Painted Steel Effectiveness (Steel Protective Coatings) Paint system failed at outside flanges, drains, a Timber Abutment Minor decay of timber planks submerged in wa Decay/Section Loss	SF SF and bearing LF ter.	ends. Min	0 or frecklin 44	0 g throughou	1,080 it. 0	390
LF 88 44 44 0	reckling throughout. 44 44 0 0	×		3440	Top flange and girder ends - CS3 throughout Painted Steel Effectiveness (Steel Protective Coatings) Paint system failed at outside flanges, drains, a Timber Abutment Minor decay of timber planks submerged in wa	SF SF and bearing LF ter.	ends. Min	0 or frecklin 44	0 g throughou	1,080 it. 0	390
LF 88 44 44 0	reckling throughout. 44		216		Top flange and girder ends - CS3 throughout Painted Steel Effectiveness (Steel Protective Coatings) Paint system failed at outside flanges, drains, a Timber Abutment Minor decay of timber planks submerged in wa Decay/Section Loss	SF SF and bearing LF ter.	g ends. Min	0 or frecklin 44 0	0 g throughou 44 d	1,080 it. 0	390
LF 88 44 44 0	reckling throughout. 44	x			Painted Steel Effectiveness (Steel Protective Coatings) Paint system failed at outside flanges, drains, a Timber Abutment Minor decay of timber planks submerged in wa Decay/Section Loss Minor decay of timber planks at waterline. Timber Pile	SF SF and bearing LF ter.	g ends. Min	0 or frecklin 44 0	0 g throughou 44 d	1,080 it. 0	390
SF 1,470 0 SF 0	0			1000	Pack rust, section loss and active corrosion at locations, and outside girder flanges. Minor free	girder ends kled rust o	at bearings n inside gird	s. Spot co lers.	rros	ion and	ion and section los
SE			8516		Top flange and girder ends - CS3 throughout	•	1,470	0	0	1,080	390
			8516		Top flange and girder ends - CS3 throughout	•	1,470	0	0	1,080	390
			8516		Top flange and girder ends - CS3 throughout Painted Steel	SF	1,470		-	,	
	0 0 1080 390		8516		Top flange and girder ends - CS3 throughout Painted Steel	SF	1,470		-	,	
			8516		Painted Steel Effectiveness (Steel Protective Coatings)	. SF		0	0	1,080	
bearing ends. Minor freckling throughout.			8516	3440	Painted Steel Effectiveness (Steel Protective Coatings)	. SF		0	0	1,080	
bearing ends. Minor freckling throughout.			8516	3440	Painted Steel Effectiveness (Steel Protective Coatings)	. SF		0	0	1,080	
bearing ends. Minor freckling throughout.			8516	3440	Painted Steel Effectiveness (Steel Protective Coatings)	. SF		0	0	1,080	
	reckling throughout.		8516	3440	Painted Steel Effectiveness (Steel Protective Coatings) Paint system failed at outside flanges, drains, a	SF SF and bearing	ends. Min	0 or frecklin	0 g throughou	1,080 it.	390
	reckling throughout.		8516	3440	Painted Steel Effectiveness (Steel Protective Coatings) Paint system failed at outside flanges, drains, a	SF SF and bearing	ends. Min	0 or frecklin	0 g throughou	1,080 it.	390
	reckling throughout.	+	8516	3440	Painted Steel Effectiveness (Steel Protective Coatings) Paint system failed at outside flanges, drains, a	SF SF and bearing	ends. Min	0 or frecklin	0 g throughou	1,080 it.	390
LF 88 44 44 0	reckling throughout.		8516	3440	Painted Steel Effectiveness (Steel Protective Coatings) Paint system failed at outside flanges, drains, a	SF SF and bearing	ends. Min	0 or frecklin	0 g throughou	1,080 it.	39
LF 88 44 44 0	reckling throughout.	,		3440	Painted Steel Effectiveness (Steel Protective Coatings) Paint system failed at outside flanges, drains, a	SF SF and bearing	ends. Min	0 or frecklin	0 g throughou	1,080 it.	39
LF 88 44 44 0	reckling throughout.	,		3440	Painted Steel Effectiveness (Steel Protective Coatings) Paint system failed at outside flanges, drains, a	SF SF and bearing	ends. Min	0 or frecklin	0 g throughou	1,080 it.	390
LF 88 44 44 0	reckling throughout. 44 44 0 0	(3440	Top flange and girder ends - CS3 throughout Painted Steel Effectiveness (Steel Protective Coatings) Paint system failed at outside flanges, drains, a Timber Abutment Minor decay of timber planks submerged in wa	SF SF and bearing LF ter.	ends. Min	0 or frecklin 44	0 g throughou	1,080 it. 0	390
LF 88 44 44 0	reckling throughout. 44 44 0 0	(Top flange and girder ends - CS3 throughout Painted Steel Effectiveness (Steel Protective Coatings) Paint system failed at outside flanges, drains, a Timber Abutment Minor decay of timber planks submerged in wa Decay/Section Loss	SF SF and bearing LF ter.	ends. Min	0 or frecklin 44	0 g throughou	1,080 it. 0	390
LF 88 44 44 0	reckling throughout. 44 44 0 0	(Top flange and girder ends - CS3 throughout Painted Steel Effectiveness (Steel Protective Coatings) Paint system failed at outside flanges, drains, a Timber Abutment Minor decay of timber planks submerged in wa Decay/Section Loss	SF SF and bearing LF ter.	ends. Min	0 or frecklin 44	0 g throughou	1,080 it. 0	390
LF 88 44 44 0	reckling throughout. 44 44 0 0				Top flange and girder ends - CS3 throughout Painted Steel Effectiveness (Steel Protective Coatings) Paint system failed at outside flanges, drains, a Timber Abutment Minor decay of timber planks submerged in wa Decay/Section Loss	SF SF and bearing LF ter.	ends. Min	0 or frecklin 44	0 g throughou	1,080 it. 0	390
LF 88 44 44 0	reckling throughout. 44				Painted Steel Effectiveness (Steel Protective Coatings) Paint system failed at outside flanges, drains, a Timber Abutment Minor decay of timber planks submerged in wa Decay/Section Loss Minor decay of timber planks at waterline.	SF SF and bearing LF ter.	g ends. Min	0 or frecklin 44 0	0 g throughou 44 d	1,080 it. 0	390
LF 88 44 44 0	reckling throughout. 44		216		Painted Steel Effectiveness (Steel Protective Coatings) Paint system failed at outside flanges, drains, a Timber Abutment Minor decay of timber planks submerged in wa Decay/Section Loss Minor decay of timber planks at waterline.	SF SF and bearing LF ter.	g ends. Min	0 or frecklin 44 0	0 g throughou 44 d	1,080 it. 0	390
LF 88 44 44 0	reckling throughout. 44		216		Painted Steel Effectiveness (Steel Protective Coatings) Paint system failed at outside flanges, drains, a Timber Abutment Minor decay of timber planks submerged in wa Decay/Section Loss Minor decay of timber planks at waterline.	SF SF and bearing LF ter.	g ends. Min	0 or frecklin 44 0	0 g throughou 44 d	1,080 it. 0	390
LF 88 44 44 0	reckling throughout. 44		216		Painted Steel Effectiveness (Steel Protective Coatings) Paint system failed at outside flanges, drains, a Timber Abutment Minor decay of timber planks submerged in wa Decay/Section Loss Minor decay of timber planks at waterline.	SF SF and bearing LF ter. LF	g ends. Min	0 or frecklin 44 0	0 g throughou 44 d	1,080 it. 0 20	390

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age							•	Structure No	D-17-3
			Timber Cap	LF	88	0	88	0	0
Х	235		minor splits and deterioration/decay at ends						
			Checks-Shakes-Cracks-Splits-Delam	LF		0	20	0	0
		1150	Minor splits at ends of caps, and some bearing	gs from bolte	ed connect	ions.			
			Abrasion-Wear (Timber)	LF		0	68	0	0
		1180	Timber cap weathered and "drying out", more	decay at en	ds.				
			Fixed Bearing	EA	20	0	0	20	0
Х	313		split in caps from bolts, rust/corrosion						
			Corrosion	EA		0	0	20	0
		1000	Pack rust and active corrosion at bearings.						
			Metal Bridge Rail	LF	49	0	46	3	0
Х	330		beamguard attached across bridge; scrapes, i	rusting, pain	t system fa	ailing			
			Corrosion	LF		0	46	0	0
		1000	Original metal bridge rail corroded and paint fa	ailing through	hout.				
			Delamination - Spall - Patched Area	LF		0	0	3	0
		1080	CS3 spall North side near center 3LF	'		•	'	•	
			Integral Wingwall	EA	4	0	1	3	0
Х	8400		NE top plank split/broke, SE planks moving						
			Wall Movement	EA		0	1 1	3	0
		8902	SE wing top (4) planks pushing inward +/-3".	All 4 wing pi	lings CS3	decay.	•	-	

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Assessments

ASS	essmer	เเร							
							Quantity in Co	ndition State	
Chk	Element	Defect		UOM	Total	1	2	3	4
	0004		Drainage - Ends of Structure	EA	4	4	0	0	0
Х	9001								
			Drainage	EA	4	0	4	0	0
Х	9004		downspouts rusting, corroded. Drains open						
			Signs - Object Markers	EA	4	4	0	0	0
Х	9030								
			Slope Protection- Bare	EA	2	2	0	0	0
Х	9041		No flow (standing water only)			•			
			Steel Diaphragm	EA	9	0	9	0	0
Х	9167		minor rust forming. Freckled rust						
			Approach Roadway - Asphalt	EA	2	2	0	0	0
Χ	9323								

NBI Ratings

	File	New
Deck	4	4
Superstructure	5	4
Substructure	4	4
Culvert	N	N
Channel	•	7
Waterway	8	8

Structure Specific Notes Lots of swallow nests.

Inspection Specific Notes

Inspector Site-Specific Safety Considerations Low clearance, much.

Routine Specific Procedures

Special Requirements

	Chk	Hours	Cost	Comments
Testing Equipment	Χ			IML Resistograph 2019, tapes in HSI. Dry suit, waders.

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Underwater Probe Form B-17-366

General Site Conditions - Scour

None

General Site Conditions - Embankment Erosion/Conditions

Good

Substructure Notes

Chl	Unit	Max Water Depth(ft)	Mode	Notes
X	Cardinal	3.5	Wade	West Abutment
X	Non Cardinal	3.5	Wade	East Abutment

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Routine Item 1

Looking East.



Routine Item 2

CS3 spall bridge railing curb side.



Routine Item 3

Looking North.



Routine Item 4

CS3 decay timber piles, grass growing from pile.



Linked Element(s): Timber Pile

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Routine Item 5

CS3/4 paint, CS3 corrosion, steel girder.



Linked Element(s): Steel Open Girder Steel Open Girder -> Painted Steel

Routine Item 6

CS3 top flange steel girder



b17-366_22_Rd6.jpg

Linked Element(s): Steel Open Girder

Routine Item 7

CS3 wingwall pile decay.



b17-366_22_Rd7.jpg

Linked Element(s): Integral Wingwall

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Routine Item 8

CS3 deck spall/crack



Linked Element(s):
Reinforced Concrete Deck-Black Steel Reinforcing

Routine Item 9

CS3 deck spall at girder.



Linked Element(s): Steel Open Girder

Routine Item 10

CS3 fixed bearing corrosion.



Linked Element(s): Fixed Bearing

STRUCTURE INVENTORY AND APPRAISAL FIELD REVIEW FORM

B-17-366 CTH HH over SPRING CREEK

LOCATION (3) Municipality: **ELK MOUND** (16) Latitiude(° ' "): 44°53'58.16"N (17) Longitude(° ' "): 91°39'59.62"W TRAFFIC SERVICE (28A) Lanes On: (28B) Lanes Under: 0 (102) Traffic Pattern On: -NO TRAFFIC -ONE WAY TRAFFIC X-TWO WAY TRAFFIC (102) Traffic Pattern Under: X-NO TRAFFIC -ONE WAY TRAFFIC -TWO WAY TRAFFIC (19) Detour Length(mi): **GEOMETRY** (49) Structure Length(ft): 25.0 (50) Sidewalk Width(ft): Left: 0.0 Right: 0.0 (50) Curb Width(ft): 2.5 (52) Culvert Barrel Length(ft): (34) Skew: Angle(°): Direction: -RIGHT FORWARD -LEFT FORWARD Cardinal Non-Cardinal (51) Bridge Roadway Width(ft): 40.0 40.0 (52) Deck Width(ft): 42.4 42 4 Right Wingwall Length(ft): 15.0 15.0 Left Wingwall Length(ft): 15.0 15.0 (32) Approach Roadway Width(ft): 40 40 Cardinal Under Clearance Non-Cardinal Under Clearance (47) Minimum Horizontal(ft): (55) Minimum Right Lateral(ft): (56) Minimum Left Lateral(ft): **RAILING APPRAISAL** (36A) Bridge Rail Adequacy: X-SUB-STANDARD -STANDARD -NOT APPLICABLE (36B) Transition Adequacy: X-SUB-STANDARD -STANDARD -NOT APPLICABLE (36C) Approach Guardrail Adequacy: -SUB-STANDARD X-STANDARD -NOT APPLICABLE (36D) Guardrail Termination Adequacy: X-SUB-STANDARD -STANDARD -NOT APPLICABLE **Outer Rail:** Right Type Left PE F (TWO SQUARE TUBES) - STEEL(8) TYPE F (3 SQUARE TUBES) - STEEL(65) TYPE F (4 SQUARE TUBES) - STEEL(72) TYPE M-STEEL 3 SQUARE TUBES(93) SLOPED FACE PARAPET LF(91) SLOPED FACE PARAPET HF(92) VERTICAL FACE PARAPET TYPE A(74) TYPE W-THRIE BEAM(79) TYPE H ON VERTICAL PARAPET(80) TIMBER(38) OTHER(99) (Please specify) X Left: DOUBLE Z WITH CONCRETE POSTS.(24) Right: DOUBLE Z WITH CONCRETE POSTS.(24) CONT GUARD RAIL **Transition Type:** NO APP GRDRL NO ATTACHMENT 22 MM(7/8") BOLT (Please enter quantity) 25 MM(1") BOLT (Please enter quantity) OTHER (Please specify) **Approach Attachment Rail Note:** (2) 6in channel and guardrail across bridge **Guardrail Termination Type:** (01) ENERGY ABSORBING TERMINAL/EAT (02) TURN DOWN (99) OTHER (Please specify) **Guardrail Termination Note:** buried

(72) Approach Alignment Appraisal:

	ROADWAY ALIGNMENT APPRAISAL
	3 Intolerable- Substantial speed reduction
	6 Fair- Minor speed reduction
X	8 Good- No speed reduction

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Bureau of Struc <u>tures Cost Est</u> imate Calculations - May 16, 2023					
TYPE OF ACTIVITY	UNIT	UNIT COST*	FORMULA	NOTES	
REPLACE STRUCTURE	DECK AREA (SF)	\$220 PER SF	(deck area)*220*1.05	5% multiplier to assume that new bridge is larger than old. 2022 structure costs for a flat slab bridge. January 2022 - September 2022 costs available.	
REPLACE DECK	DECK AREA (SF)	\$105 PER SF	(deck area)*105*1.05	5% multiplier to assume the new deck is larger than old. 2019 cost increased by 15%.	
REPLACE DECK AND BEARINGS	DECK AREA (SF) BEARINGS (EA)	\$105 PER SF DECK \$3200 PER BEARING /	deck area)*105*1.05+(# of bearings *3200)	See notes for "replace deck" and "repair or replace bearings".	
CONCRETE OVERLAY	DECK AREA (SF)	\$46 PER SF	(deck area)*46	Cost is from 2019 data with 15% increase.	
CONCRETE OVERLAY AND JOINT REPAIR	DECK AREA (SF) JOINT (LF)	\$46 PER SF DECK \$500 PER LF JOINT	(deck area)*46 + total_length_joint*500	See notes for "concrete overlay" and "joint repair".	
REPAIR AND BEARING	DECK AREA (SF) BEARINGS (EA) JOINT (LF)	\$46 PER SF DECK \$500 PER LF JOINT \$3200 PER BEARING	(deck area)*46 + total_length_joint*500 + (# of bearings*3200)	See notes for "concrete overlay", "joint repair", and "repair or replace bearings".	
CULVERT REPLACEMENT	BARREL LENGTH (LF)	\$3600 PER LF	(culvert barrel length) * 3600	Assumes a two-cell concrete box culvert as the replacement structure.	
REPAIR OR REPLACE BEARINGS	BEARINGS (EA)	\$3200 PER BEARING	(# of bearings)*3200	Assumes bearings are replaced with laminated elastomeric bearings.	
REPAIR OR REPLACE JOINTS	JOINTS (LF)	\$500 PER LF JOINT	total_length_joint*500	Assumes joints to be replaced are strip seals. Cost is from 2023 data and includes strip seal and joint repair.	
	BEARINGS (EA) JOINTS (LF)	\$500 PER LF JOINT \$3200 PER BEARING	total_length_joint*500 + (# of bearings*3200)	See notes for "joint repair" and "repair or replace bearings".	
REPAINT SUPERSTRUCTURE	PAINT (SF)	\$38 PER SF	superstructure_paint_area*38	2019 cost + \$15/sf.	

^{*}The square foot costs include all items shown on the structure plan except removing old structure. Costs also include a proportionate share of the project's mobilization, as well as structural approach slab costs, if applicable. However, square footage does not include the structural approach slabs, and is based on the length of the bridge from abutment to abutment. (It is realized that this yields a slightly higher square footage bridge cost for those bridges with structural approach slabs.)

Use the Bureau of Structures Cost Estimate tool above to determine the cost estimate for replacing the structure.

Note: The Bureau of Structures Cost Estimate tool includes estimated costs for a variety of work activities. Include estimates for all applicable activity types for rehabilitation projects.

The deck area indicated in the table can be found in the geometry section of the bridge inspection report as shown here:

Geometry

measurements in feet, except where noted

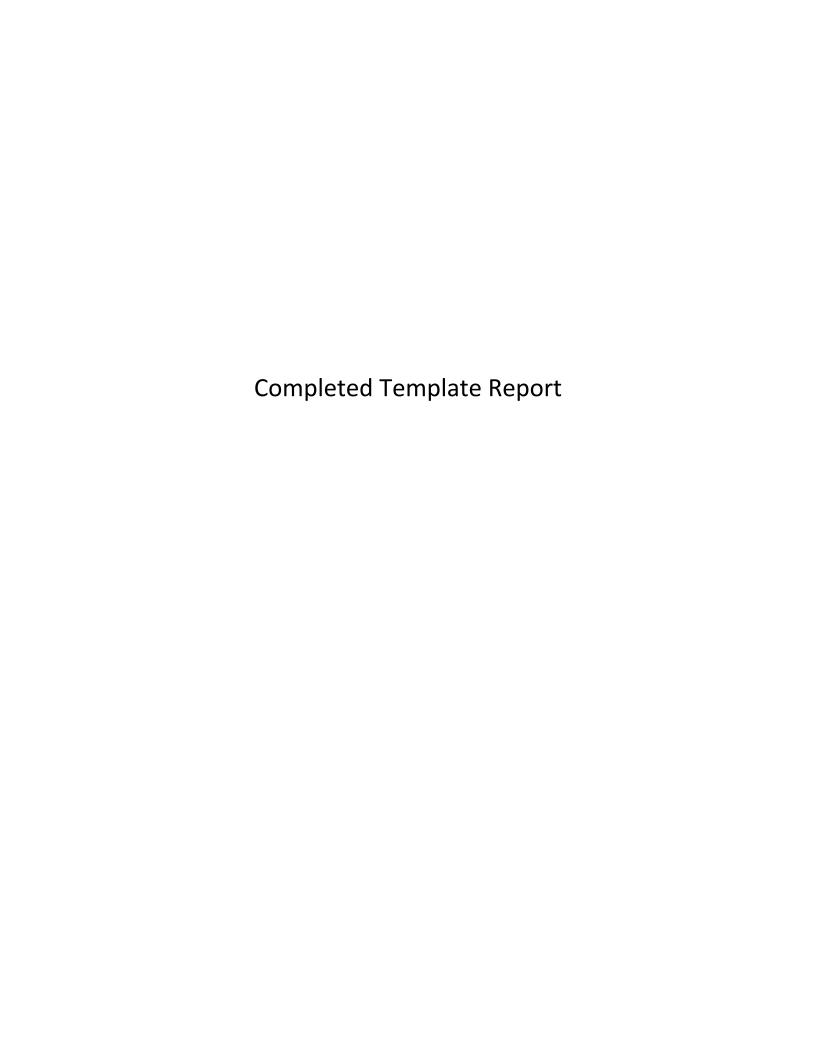
Approach Roadway Width: 40	Bridge Roadway Width: 40.0	Total Length: 25.0
Approach Pavement Width: 26	Deck Width: 42.4	Deck Area (sq ft): 1060

Use the formula in the tool, corresponding to the activity type, to determine the estimated cost for replacement.

Estimated Cost = (deck area)*220*1.05

Estimated Cost = (1060)*220*1.05

Estimated Cost = \$244,860



Rehabilitation Report for Bridge Local Program Funding - Replace Structure

Structure ID: Feature On:
Date: Feature Under:

County: Municipality: of

Introduction

This report will serve as the "independently funded engineering study" to determine if bridge

in the of meets the eligibility criteria

as established in Wisconsin Administrative Code Trans 213.

Bridge Description

is a span bridge built in year . The

following rehabilitation work has been completed (attach additional page if more space needed):

It is feet long and feet wide. It is Fracture Critical Load Posted Scour Critical Other:

Wisconsin Administrative Code Trans 213

Wisconsin Administrative Code Trans 213 addresses county, city, village, and township funding eligibility for local bridge replacements and local bridge rehabilitation. Local bridges that are deficient and have a sufficiency rating less than or equal to 80 are eligible for replacement funding if replacing the bridge is more cost effective than rehabilitating the bridge.

Bridges that are eligible for replacement must satisfy the following criteria:

1. The proposed replacement is more cost effective than rehabilitating the bridge.

Deficiency Analysis

A bridge is deficient if it is considered structurally deficient (SD) or functionally obsolete (FO). The following table summarizes the appraisal ratings for in comparison to the criteria for being defined as SD or FO. The data was taken from (complete one):

- The most recent Eligible Bridge List, dated
- HSIS on

Structure ID: Feature On:
Date: Feature Under:

County: Municipality: of

Deficiency Analysis Table

Description	NBI Item #	Appraisal Rating*	Bridge is SD or FO if one of the following is met:	Eligible?	
Deck Rating	(58)		<=4	Yes	No
Superstructure Rating	(59)		<=4	Yes	No
Substructure Rating	(60)		<=4	Yes	No
Culvert Rating	(62)		<=4	Yes	No
Structural Evaluation	(67)		<=3	Yes	No
Deck Geometry	(68)		<=3	Yes	No
Underclearance	(69)		<=3	Yes	No
Waterway Adequacy	(71)		<=3	Yes	No
Approach Roadway Alignment	(72)		<=3	Yes	No

^{*}Note: NBI appraisal ratings can be found on the Eligible Bridge List or in HSIS.

is considered deficient based on Trans 213 criteria and is therefore eligible for Federal replacement funds.

Replacement Analysis

The following table summarizes the for rehabilitation:

bridge ratings in comparison to Trans 213 criteria

Description		Trans 213 Standard	Eligible?
Bridge Sufficiency Rating		80 or less	Eligible
Cost Effective Rehabilitation	No	Rehabilitation is not cost effective	Eligible
Cost Effective Replacement	Yes	Replacement is cost effective	Eligible
Engineering Study	Provided by WisDOT Bureau of Structures	Funded independently	Eligible

meets the replacement criteria in Trans 213 and thus is eligible for Federal replacement funds.

Structure ID: Feature On:
Date: Feature Under:

County: Municipality: of

Cost-Effective Replacement

The latest inspection data is used to determine work action eligibility. Initially the current inspection condition data is compared to the eligibility criteria for a work action. If the criteria for one work action are not met, the criteria for a different work action are checked. Work actions are checked in order of most cost-effective. If no work actions are eligible for the current year using the current inspection data, the condition data is deteriorated to project the condition in the next year. The work action criteria are then checked for the projected deteriorated condition data. This process continues until either a work action is found eligible, or until each year of the analysis period is checked and no work actions are found to be eligible based on the projected deteriorated condition data. The analysis period used for this report is seven years.

Recommended Alternative - Replacement

Replacement is a cost-effective alternative for this bridge. Replacement is shown as the recommended alternative on the Eligible Bridge List dated provided by WisDOT. To be recommended

for replacement, one of the following set of criteria must be met using current inspection condition or projected deteriorated condition:

- Substructure NBI <= 3 AND one of the following:
 - Scour Critical
 - Max Vehicle Weight in HSIS < 80 kips
 - o Fracture Critical AND Bridge Age > 50
 - Superstructure NBI <= 3
 - o Deck NBI <= 3
 - o Bridge Age > 75
- Superstructure NBI <= 3 AND Fracture Critical AND Bridge Age > 40
- Culvert NBI <= 3
- Deck NBI <= 3 AND one of the following:
 - o Bridge Age > 75
 - Bridge Age > 40 AND Max Vehicle Weight in HSIS < 80 kips

Additional eligible criteria that may be met using current inspection condition is:

- Substructure NBI <= 4 AND one of the following:
 - The timber piles have 30% or more of the total number of piles in Condition State 4 (CS4)
 - The timber piles have 50% or more of the total number of piles in Condition State 3 (CS3) and Condition State 4 (CS4)

Rehabilitation Report for Bridge Local Program Funding - Replace Structure

Structure ID: Feature On:

Date: Feature Under:

County: Municipality: of

The estimated cost for the structure replacement work is

This alternative meets the Trans 213 criteria for Federal bridge replacement funding. However, this report and the scope shown as eligible for funding are subject to review by WisDOT Bureau of Structures (BOS). BOS reserves the right to review the scope and inspection data, and to deny any application in which the recommended scope results from incomplete or inaccurate inspection data or for which a more cost-effective alternative is available.

Appendix

- Most recent inspection report
- Cost estimate

Completed	by:

Consultant

Owner

Other: