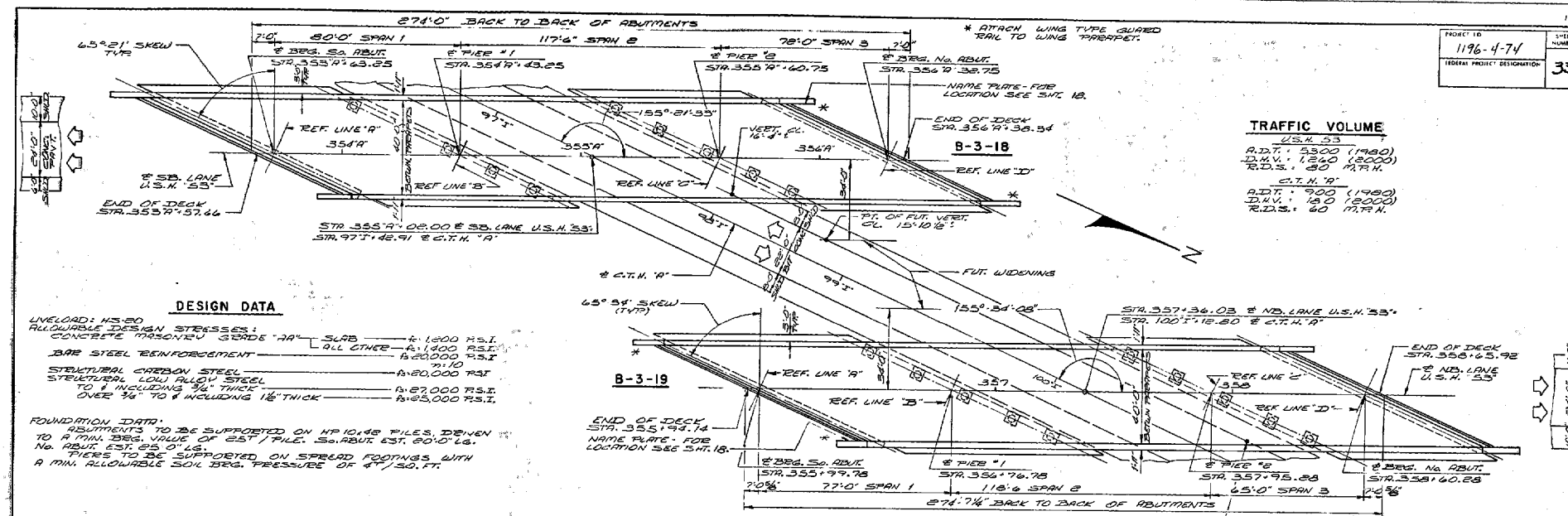
SELECT AS-BUILT DRAWINGS

Form E-B-11-69

PROJECT ID	SHEET NUMBER	TOTAL SHEETS
1196-4-74	33	413
FEDERAL PROJECT DESIGNATION		



PLAN

(3 SPAN WELDED ℄ GIRDER)

TRAFFIC VOLUME

U.S.H. 53
A.D.T. : 5500 (1980)
D.H.V. : 1260 (2000)
R.D.S. : 60 M.P.H.

C.T.H. "A"
A.D.T. : 900 (1980)
D.H.V. : 180 (2000)
R.D.S. : 60 M.P.H.

DESIGN DATA

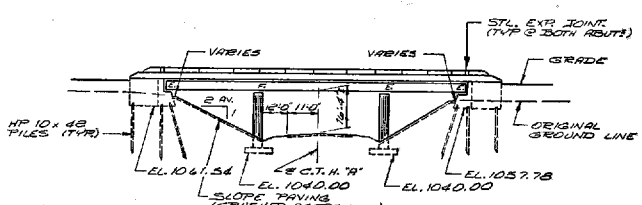
LIVE LOAD: HS-20
ALLOWABLE DESIGN STRESSES:
CONCRETE MASONRY GRADE "AA" — SLAB — f'c = 1,200 P.S.I.
ALL OTHER — f'c = 1,400 P.S.I.
BAR STEEL REINFORCEMENT — fs = 20,000 P.S.I. n = 10
STRUCTURAL CARBON STEEL — fs = 20,000 P.S.I.
STRUCTURAL LOW ALLOY STEEL
TO & INCLUDING 3/4" THICK — fs = 27,000 P.S.I.
OVER 3/4" TO & INCLUDING 1 1/2" THICK — fs = 25,000 P.S.I.

FOUNDATION DATA:
ABUTMENTS TO BE SUPPORTED ON HP 10x42 PILES, DRIVEN TO A MIN. BEG. VALUE OF 25T / PILE. So. ABUT. EST. 20'-0" Lg. No. ABUT. EST. 25'-0" Lg.
PIERS TO BE SUPPORTED ON SPREAD FOOTINGS WITH A MIN. ALLOWABLE SOIL BEG. PRESSURE OF 4 T / SQ. FT.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 3" CLEAR UNLESS OTHERWISE SHOWN OR NOTED.
ALL FIELD CONNECTIONS SHALL BE MADE WITH 3/4" DIA. FRICTION TYPE HIGH TENSILE STRENGTH BOLTS UNLESS SHOWN OR NOTED OTHERWISE.
THE SLOPE OF FILL IN FRONT OF THE ABUTMENTS SHALL BE COVERED WITH SLOPE PAVING, CRUSHED AGGREGATE, TO THE EXTENT SHOWN ON THIS SHT. & IN THE ABUTMENT DETAILS.
THE FINISHED GRADED SECTION WAS USED AS THE UPPER LIMITS OF EXCAVATION FOR COMPUTATION OF EXCAVATION QUANTITIES AT THE PIERS.
THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES" FOR THE ABUTMENTS SHALL BE THE EXISTING GROUND LINE AND THE QUANTITIES WERE COMPUTED FROM THIS LINE.

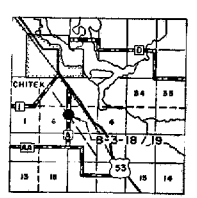
LIST OF DRAWINGS



ELEVATION

(NORMAL TO ℄ C.T.H. "A")

AS BUILT PLAN
DATE 1-'78 BY W.J.K.



LAYOUT

No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-3-18

U.S.H. 53 OVER C.T.H. "A"

County BARRON — Village TN. DOVRE

Design Spec. A.A.S.H.O. 1969 — Load HS-20 — Const. Spec. 1969

Designed By G.N.A. — Design Checked C.D.W. — Drawn By BUDD — Plans Checked G.J.S.

Approved W.A. Klein — Chief Bridge Engineer — 2-23-78 Date

GENERAL PLAN

SHEET 1 OF 19

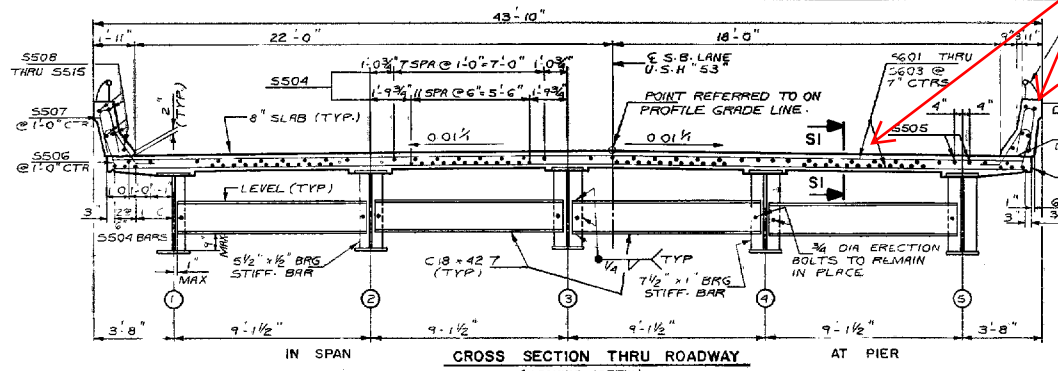
X47058

WISDOT DTID

Deck and Parapets to be replaced.

S. Abut. body looks good, but backwall repairs required on a lot of the length. Approx. 50 SF of Concrete Surface Repair

N. Abut. body looks good, but backwall repairs in a few locations. Approx. 30 SF of Concrete Surface Repair



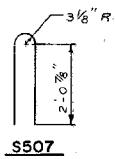
CROSS SECTION THRU ROADWAY
(LOOKING NORTH).

BILL OF BARS

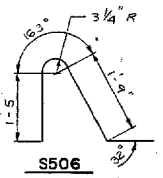
DIMENSIONS IN BENDING DETAILS ARE OUT TO OUT OF BAR
THE FIRST DIGIT OF THE BAR MARK SIGNIFIES THE BAR SIZE

MARK	NO REQ'D	LENGTH	BENT	CUT DIAG.	LOCATION
S601	623	42-4			SLAB - TRANS - BOTTOM & TOP
S602	152	43-10		X	" - TOP
S603	152	44-2		X	" - BOTTOM
S504	720	35-5			" - LONG'T - BOTTOM & TOP
S505	20	15-0			" - SYM ABOUT ℄ OF PIER
S506	552	4-9	X		RAIL PARAPET - VERT
S507	552	5-0	X		" " - "
S508	10	18-4			" " - HORIZ.
S509	20	23-8			" " - "
S510	10	15-7			" " - "
S511	10	19-6			" " - "
S512	50	23-4			" " - "
S513	10	26-4			" " - "
S514	10	8-6			" " - "
S515	10	18-1			" " - "

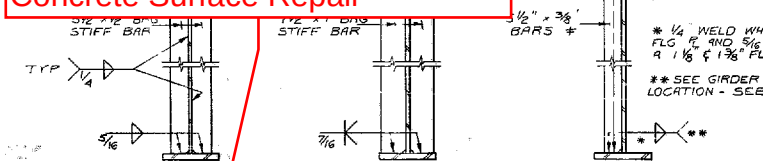
BOTTOM TRANSVERSE BARS IN SLAB SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS ON OR ADJACENT TO EACH GIRDER AND BY INDIVIDUAL BAR CHAIRS PLACED AT 3'-0" CENTERS AT APPROXIMATELY THE ⅓ POINTS BETWEEN GIRDERS.
TOP LONGITUDINAL BAR STEEL SHALL BE SUPPORTED BY CONTINUOUS BAR CHAIRS AT APPROXIMATELY 4'-0" CENTERS.
THE 2" VERTICAL FACE OF THE RAIL PARAPET IS TO BE MAINTAINED AT ALL POINTS OF BEARING.



S507



S506

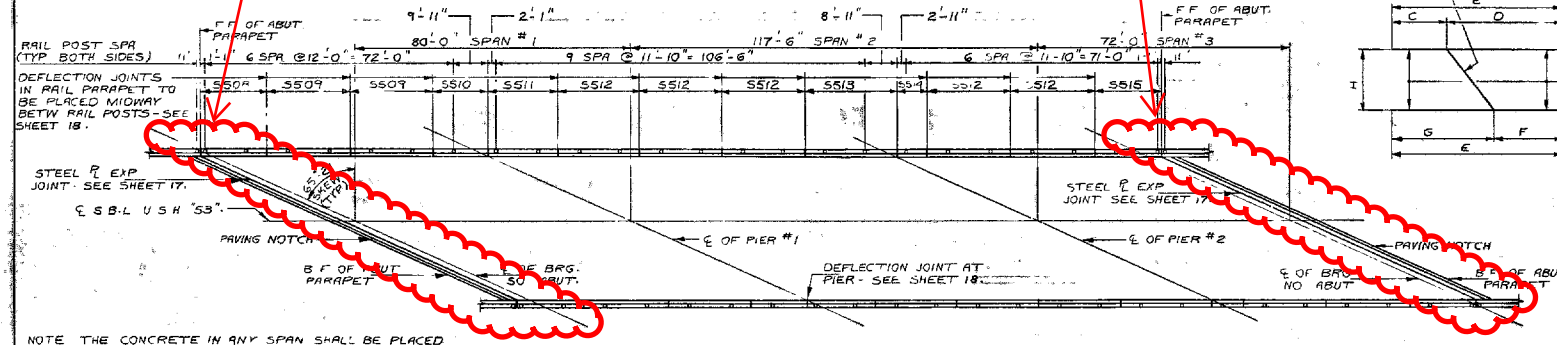


BRG. STIFF. AT ABUT. | BRG. STIFF. AT PIER | INTERMEDIATE STIFFENER & CROSS FRAME CONN.

CUTTING DIAGRAM

NOTE "H" IS THE NUMBER OF BARS BEFORE THE CUT

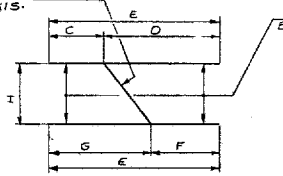
MARK		C	D	E	F	G	H	SETS REQ'D
S602	SET 1	1-9		43-10		42-1	152	1 SET 1
	SET 2		42-1	43-10	1-9			1 SET 2
S603	SET 3	1-11		44-2		42-3	152	1 SET 3
	SET 4		42-3	44-2	1-11			1 SET 4



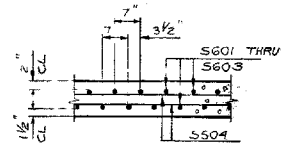
NOTE THE CONCRETE IN ANY SPAN SHALL BE PLACED WITHIN FOUR HOURS OF THE TIME THAT CONCRETE WAS PLACED OVER AN ADJACENT PIER.

RAIL POST SPACING PLAN

MARK AND CUT ALL BARS ALONG THIS LINE. MAKE ALL CUTS NORMAL TO BAR AXIS.



BUNDLE & MARK WITH BAR NO. & SET NO



SECTION SI

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

STRUCTURE B-3-18

Const. Spec. 1969 | Drawn By L N F | Plans Checked GJS

SUPERSTRUCTURE

SHEET 12 OF 19

X47069

1196-4-74

TOTAL SHEETS 44 413

WISDOT DTID

ASBESTOS REPORT

GEI Consultants
3159 Voyager Drive
Green Bay, WI 54311
920.455.8200 Phone

Bridge Asbestos Inspection Report

WisDOT Project ID: 1196-04-02
Structure Number: B-03-018
Structure Name: USH 53 SB over CTH-A
City/County: Town of Dovre, Barron County, Wisconsin
GEI project Number: 1901822
Date Inspected: April 4, 2019
Inspected by: Kyle C. Sandmire
Asbestos Inspector License Number: All- 217616
Consultant Company: GEI Consultants, Inc.

Summary:

An asbestos inspection of Structure B-03-018 was conducted on April 4, 2019 by Kyle Sandmire, Asbestos Inspector License No. AII-217616. Asbestos-containing material (ACM) **IS** present on this structure.

The inspection to identify and collect samples of potential asbestos-containing material (ACM) was completed following WisDOT standard sampling procedures for bridge inspections found in FDM 21-35-45. The ACM was detected in the gray gasket material between the bridge rail plates and the bridge deck walls.

Asbestos-containing material is present in Structure B-03-018. Standard Special Provision (STSP) 107-120 shall be included in the plans. If the bridge rails are disturbed during renovation activities, then Standard Special Provision (STSP) 203-005 shall be included in the plans and abatement would be required. The contractor will be responsible for completion of the Notification of Demolition and/or Renovation (DNR form 4500-113) if required. A copy of the inspection report is available from the region office.

Sample #	Sample Description	Sample Location	Method and Analytical Results	Category I or II non-friable or No ACM	Total Amount of Material on Structure
B-03-018-1A	Spray foam insulation	Between bridge deck and abutment	PLM, non-detect	No ACM	N/A
B-03-018-1B	Spray foam insulation	Between bridge deck and abutment	PLM, non-detect	No ACM	N/A
B-03-018-1C	Spray foam insulation	Between bridge deck and abutment	PLM, non-detect	No ACM	N/A
B-03-018-2A	Gray caulk	Bridge deck wall joints	PLM, non-detect	No ACM	N/A
B-03-018-2B	Gray caulk	Bridge deck wall joints	PLM, non-detect	No ACM	N/A
B-03-018-2C	Gray caulk	Bridge deck wall joints	PLM, non-detect	No ACM	N/A

B-03-018-3A	Black tar	Bridge deck	PLM, non-detect	No ACM	N/A
B-03-018-3B	Black tar	Bridge deck	PLM, non-detect	No ACM	N/A
B-03-018-3C	Black tar	Bridge deck	PLM, non-detect	No ACM	N/A
B-03-018-4A	Silver paint	On steel I-beam spans and on steel plates between bridge span and abutment	PLM, non-detect	No ACM	N/A
B-03-018-4B	Silver paint	On steel I-beam spans and on steel plates between bridge span and abutment	PLM, non-detect	No ACM	N/A
B-03-018-4C	Silver paint	On steel I-beam spans and on steel plates between bridge span and abutment	PLM, non-detect	No ACM	N/A
B-03-018-5A	Gray gasket material	Between bridge rail plates and bridge walls	PLM, 2% Chrysotile Asbestos	Category II Non-friable	40 SF
B-03-018-5B	Gray gasket material	Between bridge rail plates and bridge walls	Not Tested – Positive Stop	See 5A	See 5A
B-03-018-5C	Gray gasket material	Between bridge rail plates and bridge walls	Not Tested – Positive Stop	See 5A	See 5A

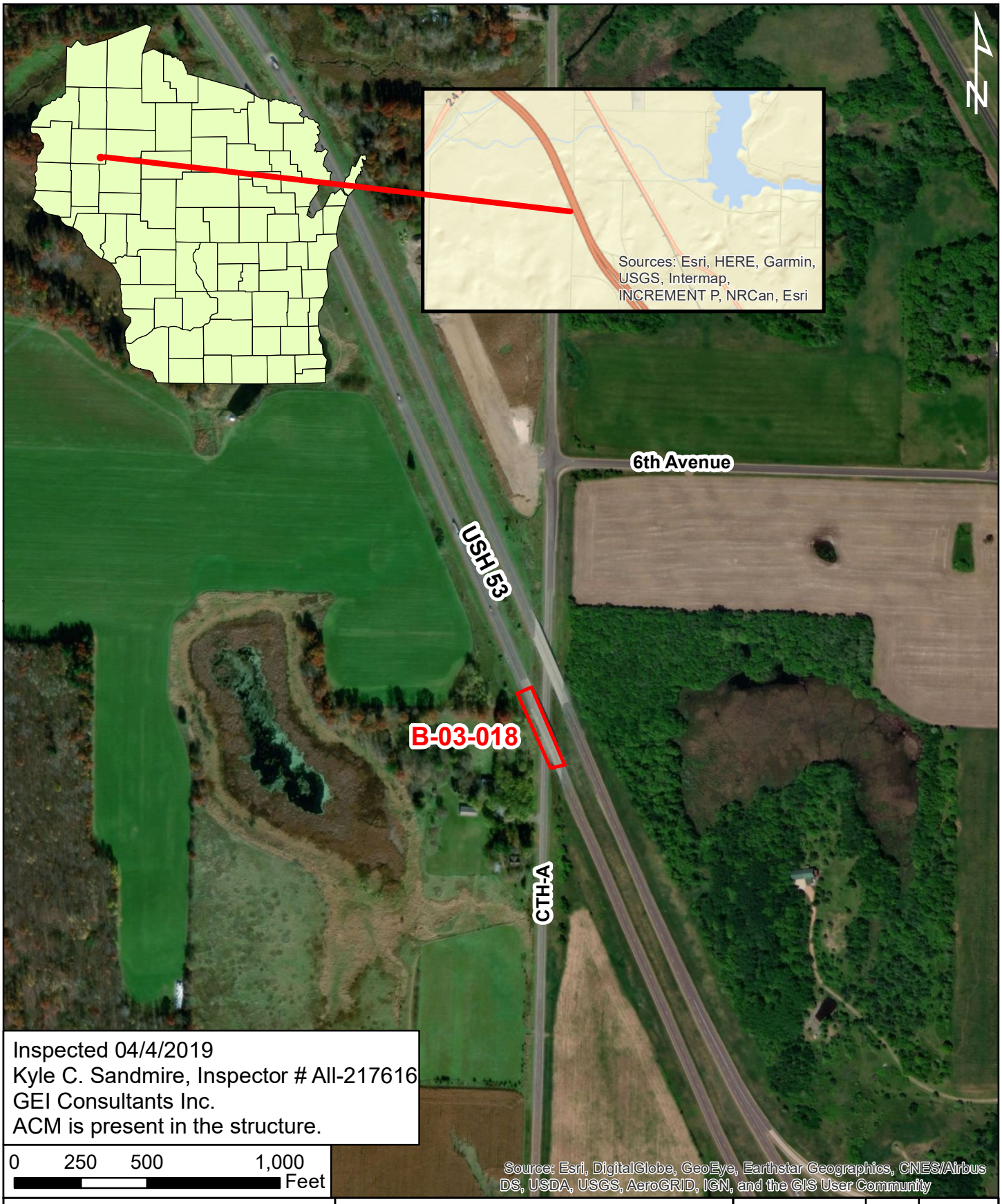
If you have any questions, please contact us at (920) 455-8200.

GEI CONSULTANTS, INC.

Kyle C. Sandmire
Environmental Scientist

Paul M. Garvey
Senior Scientist

Attachments:
B-03-018 Report Table
B-03-018 Map
B-03-018 Photo Log
B-03-018 Bulk Asbestos Sample Analysis Summary
B-03-018 Bulk Asbestos Sample Chain of Custody



Inspected 04/4/2019
Kyle C. Sandmire, Inspector # All-217616
GEI Consultants Inc.
ACM is present in the structure.

0 250 500 1,000 Feet

GEI Consultants
3159 Voyager Drive
Green Bay, WI 54311
920.455.8200

WisDOT Project 1196-04-02
Structure B-03-018
USH 53 (SB)
over CTH-A
Barron County

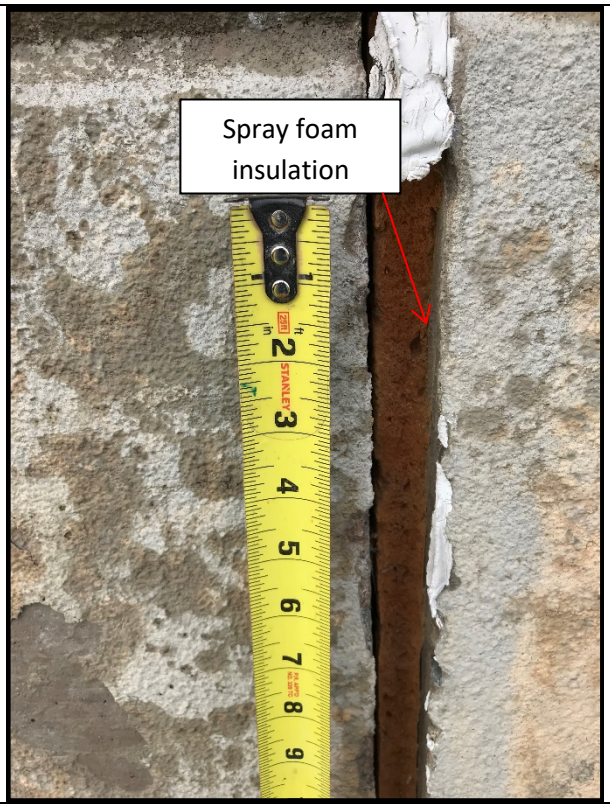
DESIGNED BY	KCS	4/10/2019
DRAWN BY	KCS	4/10/2019
APPROVED BY	PMG	4/10/2019
SCALE	1 inch = 500 feet	
FIGURE NO.	B-03-018	

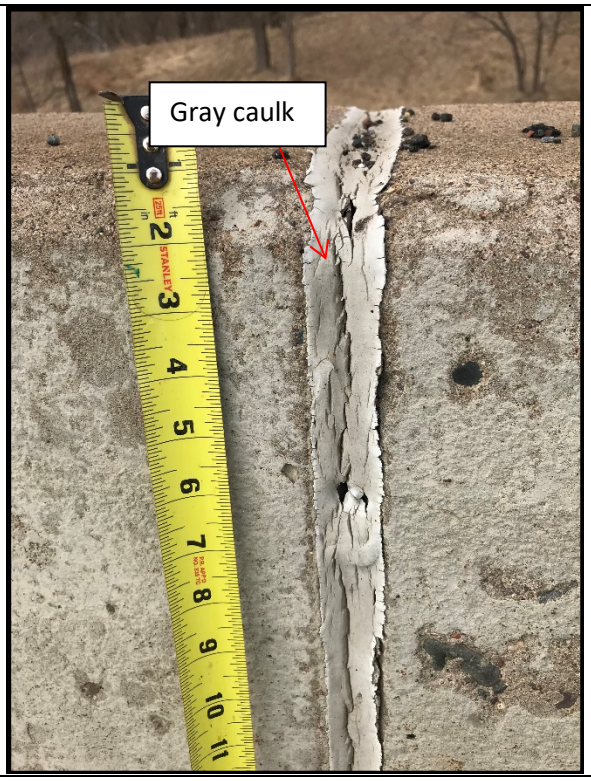
PHOTOGRAPHIC LOG

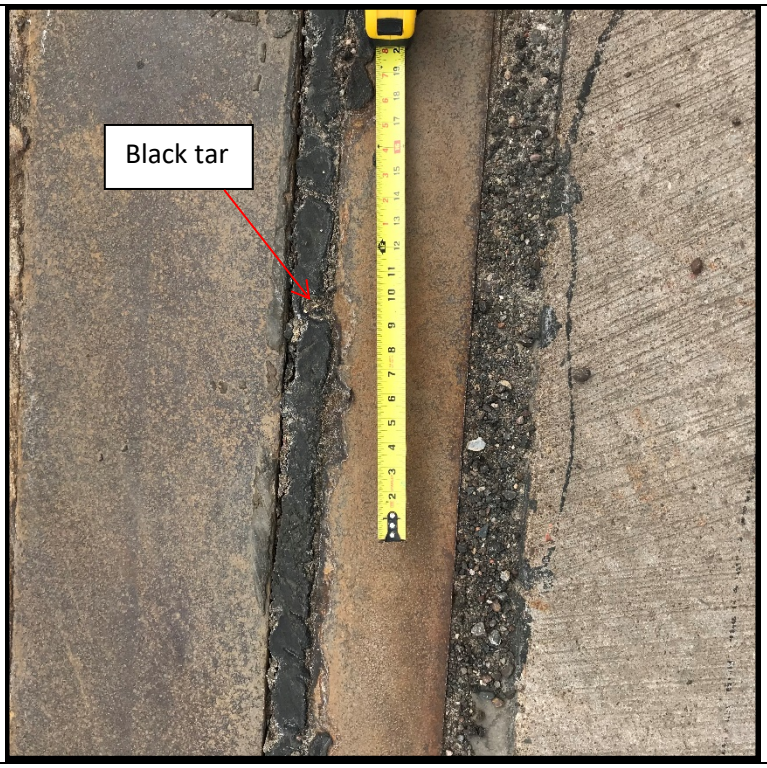
PHOTOGRAPH NO: 1	
DIRECTION: SE	
DESCRIPTION: Looking southeast at B-03-018.	

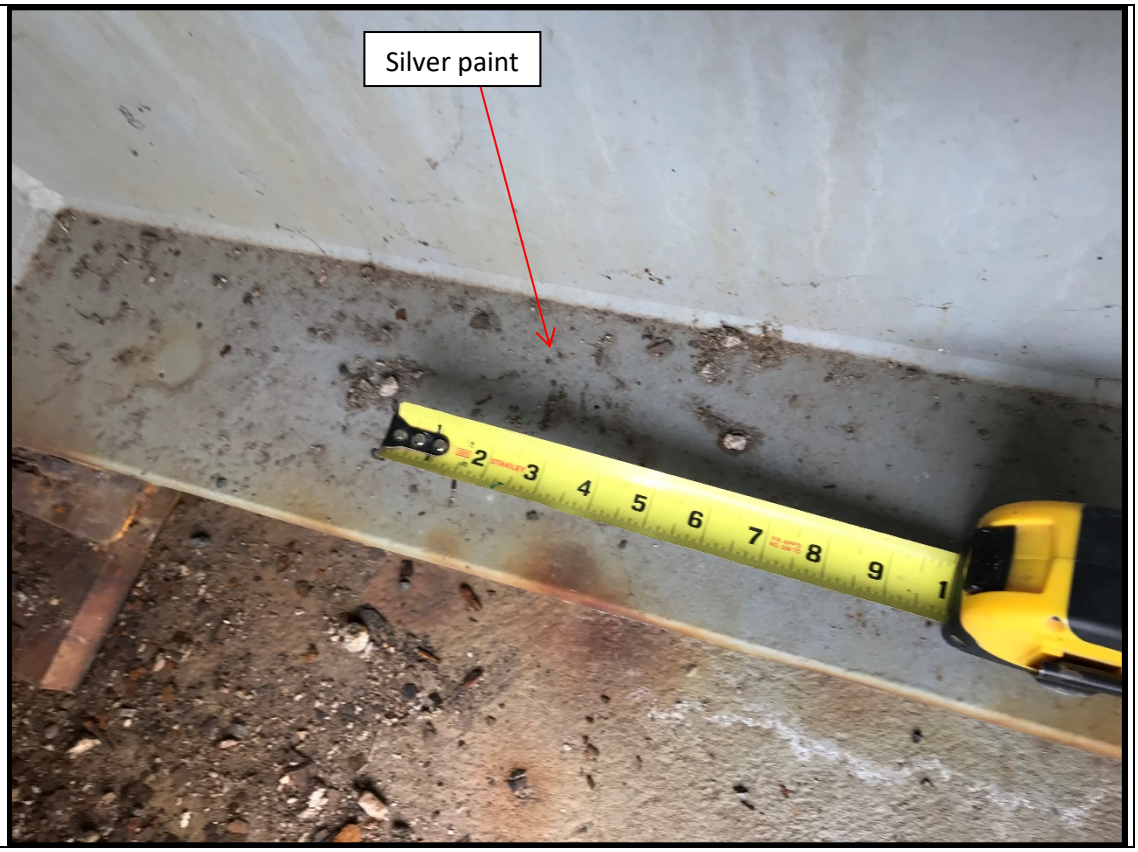
PHOTOGRAPH NO: 2	
DIRECTION: SE	
DESCRIPTION: Looking southeast at B-03-018.	

PHOTOGRAPH NO: 3	
DIRECTION: SW	
DESCRIPTION: View of the bridge identification plate.	

PHOTOGRAPH NO: 4	
DIRECTION: SE	
DESCRIPTION: View of the spray foam insultation between the bridge deck and abutment. The spray foam insulation is not ACM.	

PHOTOGRAPH NO: 5 **DIRECTION**: SW **DESCRIPTION:** View of the gray caulk on the bridge wall joints and abutment joints. The gray caulk is not ACM.	

PHOTOGRAPH NO: 6 **DIRECTION**: Down **DESCRIPTION:** View of the black tar on the bridge deck. The black tar is not ACM.	

PHOTOGRAPH NO: 7 **DIRECTION**: Down **DESCRIPTION:** View of the silver paint on the steel I-beam spans and on the steel plates between the span and abutment beneath the bridge deck. The silver paint is not ACM.	

PHOTOGRAPH NO: 8 **DIRECTION**: E **DESCRIPTION:** View of the gray gasket material between the bridge railing plates and the bridge walls. The gray gasket material is non-friable ACM containing 2% Chrysotile asbestos.	

Environmental Hazards Services, L.L.C.
7469 Whitepine Rd
Richmond, VA 23237
Telephone: 800.347.4010

Asbestos Bulk Analysis Report

Report Number: 19-04-02068

Client: GEI Consultants Inc
3159 Voyager Dr.
Green Bay, WI 54311

Received Date: 04/12/2019
Analyzed Date: 04/15/2019
Reported Date: 04/16/2019

Project/Test Address: B-03-018; USH 53 5B over CTH-A; Town of Dovre, WI

Client Number: 200598

Fax Number:

Laboratory Results

Lab Sample Number	Client Sample Number	Layer Type	Lab Gross Description	Asbestos	Other Materials
19-04-02068-001	B-3-18-1A	--	Yellow Foam; Homogeneous	NAD	100% Non-Fibrous
19-04-02068-002	B-3-18-1B	--	Yellow Foam; Homogeneous	NAD	100% Non-Fibrous
19-04-02068-003	B-3-18-1C	--	Yellow Foam; Homogeneous	NAD	100% Non-Fibrous
19-04-02068-004	B-3-18-2A	--	Gray Rubbery Adhesive; Homogeneous	NAD	100% Non-Fibrous
19-04-02068-005	B-3-18-2B	--	Gray Rubbery Adhesive; Homogeneous	NAD	100% Non-Fibrous

Environmental Hazards Services, L.L.C

Client Number: 200598 Report Number: 19-04-02068

Project/Test Address: B-03-018; USH 53 5B over CTH-A; Town of Dovre, WI

Lab Sample Number	Client Sample Number	Layer Type	Lab Gross Description	Asbestos	Other Materials
19-04-02068-006	B-3-18-2C	--	Gray Rubbery Adhesive; Homogeneous	NAD	100% Non-Fibrous
19-04-02068-007	B-3-18-3A	--	Black Rubbery Tar like; Homogeneous	NAD	100% Non-Fibrous
19-04-02068-008	B-3-18-3B	--	Black Rubbery Tar like; Homogeneous	NAD	100% Non-Fibrous
19-04-02068-009	B-3-18-3C	--	Black Rubbery Tar like; Homogeneous	NAD	100% Non-Fibrous
19-04-02068-010	B-3-18-4A	--	Silver Brittle; Homogeneous	NAD	100% Non-Fibrous
19-04-02068-011	B-3-18-4B	--	Silver Brittle; Homogeneous	NAD	100% Non-Fibrous
19-04-02068-012	B-3-18-4C	--	Silver Brittle; Homogeneous	NAD	100% Non-Fibrous
19-04-02068-013	B-3-18-5A	--	Gray Brittle; Homogeneous	2% Chrysotile	98% Non-Fibrous
			Total Asbestos:	2%	

Environmental Hazards Services, L.L.C

Client Number: 200598 Report Number: 19-04-02068

Project/Test Address: B-03-018; USH 53 5B over CTH-A; Town of Dovre, WI

Lab Sample Number	Client Sample Number	Layer Type	Lab Gross Description	Asbestos	Other Materials
19-04-02068-014	B-3-18-5B	--		Did Not Analyze (Positive Stop)	
19-04-02068-015	B-3-18-5C	--		Did Not Analyze (Positive Stop)	

QC Sample: 29-M22009-2

QC Blank: SRM 1866 Fiberglass

Reporting Limit: 1% Asbestos

Method: EPA Method 600/R-93/116, EPA Method 600/M4-82-020

Analyst: Sami Hosn

Reviewed By Authorized Signatory: Melissa Kanode

Missy Kanode
QA/QC Clerk

The condition of the samples analyzed was acceptable upon receipt per laboratory protocol unless otherwise noted on this report. Each distinct component in an inhomogeneous sample was analyzed separately and reported as a composite. Results represent the analysis of samples submitted by the client. Sample location, description, area, volume, etc., was provided by the client. This report cannot be used by the client to claim product endorsement by NVLAP or any agency of the U.S. Government. This report shall not be reproduced except in full, without the written consent of the Environmental Hazards Service, L.L.C. California Certification #2319 NY ELAP #11714 NVLAP #101882-0 VELAP 460172. All information concerning sampling location, date, and time can be found on Chain-of-Custody. Environmental Hazards Services, L.L.C. does not perform any sample collection.

Environmental Hazards Services, L.L.C. recommends reanalysis by point count (for more accurate quantification) or Transmission Electron Microscopy (TEM), (for enhanced detection capabilities) for materials regulated by EPA NESHAP (National Emission Standards for Hazardous Air Pollutants) and found to contain less than ten percent (<10%) asbestos by polarized light microscopy (PLM). Both services are available for an additional fee.

400 Point Count Analysis, where noted, performed per EPA Method 600/R-93/116 with a Reporting Limit of 0.25%.

* All California samples analyzed by Polarized Light Microscopy, EPA Method 600/M4-82-020, Dec. 1982.

LEGEND: NAD = no asbestos detected

EHS Laboratories™
Environmental Hazards Services, LLC

Asbestos Chain-of-Custody Form

SHIP TO: 7469 Whitepine Rd. Richmond, VA 23237
Phone: (800) 347-4010 FAX: (804) 275-4907
ONLINE CLIENT PORTAL AVAILABLE FOR ANALYSIS RESULTS AT:
www.leadlab.com

19-04-02068

Due Date:
04/17/2019 S
(Wednesday)
AE

15 PLM ~~5 PLM~~

Company Name: GEI Consultants, Inc. Account Number: 1901822

Address: 3159 Voyager Drive City/State/Zip: Green Bay, WI 54311

Phone #: 920-241-2715 Email: Ksandmire@geiconsultants.com Fax: 920-455-8225

Project Name / Testing Address: B-03-018, USH 53 SB over CTH-A City/State (Required): Town of Dover, WI

Collected by: Kyle C. Sandmire, AII-217616 P.O. # 1901822

TURN AROUND TIMES: IF NO TAT IS SPECIFIED, SAMPLE(S) WILL BE PROCESSED AND CHARGED AS 3 - DAY TAT.

1 Day		2 Day	X	3 Day		* Same Day – Must Call Ahead		* Weekend – Must Call Ahead

No.	Client Sample ID	HA Area #	Collection Date	Collection Time	PLM	PLM Point Count 400	PLM Point Count 1000	PLM NY Protocol	TEM - Bulk	* Positive stop on all "A" thru "C" series. Comments
1	B-3-18-1A thru 1C		4/4/2019	11:10 AM / PM	X					Yellow spray insulation
2	B-3-18-2A thru 2C			11:10 AM / PM	X					Gray Caulk
3	B-3-18-3A thru 3C			11:10 AM / PM	X					Black tar
4	B-3-18-4A thru 4C			11:10 AM / PM	X					Silver Paint
5	B-3-18-5A thru 5C			11:10 AM / PM	X					Gray gasket
6				AM / PM						
7				AM / PM						
8				AM / PM						
9				AM / PM						
10				AM / PM						

Released by: Kyle C. Sandmire Signature: Date/Time: 4/9/2019 9:00am
Received by: Signature: Date/Time: 4/12/19 2:46 pm

BRIDGE INSPECTION REPORT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

Inspection Report for B-03-018

USH 53 SB over A

Aug 16,2018

Type	Prior	Frequency (mos)	Performed
Routine	06-23-17	24	
Interim		0	X
SIA Review	06-23-17	48	

Start Coordinates		End Coordinates (optional)	
Latitude	45°17'24.62"N	Latitude	
Longitude	91°38'37.92"W	Longitude	
Owner	STATE HIGHWAY DEPT	Maintainer	STATE HIGHWAY DEPT

Time Log

Hours	Minutes
0	30

Team members

	Name	Number	Signature	Date
Inspector	Bjorklund, Allan M	8003	Allan M Bjorklund E-signed by Allan Bjorklund(dotayb)	09-07-18

BRIDGE INSPECTION REPORT
Wisconsin Department of Transportation
DT2007 2003 s.84.17 Wis. Stats.

Identification & Location

Feature On:	Section Town Range:	Structure Number:
USH 53 SB	S05 T32N R10W	B-03-018
Feature Under:	County:	
A	BARRON	
Location	Municipality:	Structure Name:
1.4M S JCT CTH I TO E	DOVRE	

Geometry

measurements in feet, except where noted

Approach Roadway Width:	Bridge Roadway Width:	Total Length:
40	40.0	280.7
Approach Pavement Width:	Deck Width:	Deck Area (sq ft):
24	43.8	12294

Traffic

	Lanes	ADT	ADT year	Traffic Pattern
On	2	5550	2014	ONE WAY TRAFFIC
Under	2	450	2011	TWO WAY TRAFFIC

Capacity

Inventory rating:	Overburden depth (in):	Last rating date:	Controlling:
HS16	2.0		INTERIOR DECK GIRDER Moment
Operating rating:	Deck surface material:	Re-rate for capacity (Y/N):	Control location:
HS28	INTEGRAL CONCRETE		6.3 SPAN 3, 45.6
Posting:	Re-rate notes:		

Load Rating

Hydraulic

Scour Critical Code(113):	Q100 (ft3/sec):
(N) NO WATERWAY	0
High water elevation (ft):	Velocity (ft/sec):
0.0	0.0

Classification

Sufficiency #: 93.4

Span(s)

Span #	Material	Configuration	Depth (in)	Length (ft)	Main
1	CONT STEEL	DECK GIRDER		80.0	
2	CONT STEEL	DECK GIRDER		117.5	Y
3	CONT STEEL	DECK GIRDER		72.0	

Expansion joint(s)

Temperature: File: | New:

Clearance

Item	File Measurement (ft)	File Date	New Measurement (ft)
Highway Min Vertical Under Cardinal	15.9	12-Jun-2007	
Highway Min Vertical Under Non-Cardinal			
Horizontal Under Cardinal	46.0		
Horizontal Under Non-Cardinal			
Highway Min Vertical On Cardinal			
Horizontal On Cardinal			

Construction History

Year	Work Performed	FOS id
2006	PAINTING	
1984	OVERLAY - CONCRETE	0003-34-12
1972	NEW STRUCTURE	1196-04-74

Maintenance Items History

Item	Recommended by	Status	Status change	Year completed
Expansion Joints - Repair	Harrington, Daniel J (8004)	COMPLETE	01/17/13	
repair Rt lane North abut broken channel iron.				

Maintenance Items

Item	Priority	Recommended by	Status	Status change
Substructure - Clean Abutment / Pier Seats	HIGH	Kurtz, William G (8008)	IDENTIFIED	06/18/15
Remove debris from W ABUT.				
Substructure - Other Work	MEDIUM	Kurtz, William G (8008)	IDENTIFIED	06/18/15
Seal all concrete columns.				

Elements

Chk	Element	Defect	Description	UOM	Total	Quantity in Condition State 1	2	3	4
X	**12**		**Reinforced Concrete Deck**	SF	12,295	4,322	7,933	40	0
		1080	Delamination - Spall - Patched Area **6/15/15 SPL CS3 N ABUT 40SF** **6/15/15 DELAM CS2 5533 SF** **2018 There is more.**	SF		0	5,533	40	0
		1130	Cracking (RC) Fine surface map cracking adjacent to girders.	SF		0	2,400	0	0
	8514		Concrete Overlay extensive map cracking with small spalls. Epoxy crackfilled and sealer.	SF	12,295	3,656	8,607	32	0
		3210	Debonding/Spall/Patched Area/Pothole SPL CS3 32 SF. DEBOND CS2 1230 SF	SF		0	1,230	32	0
		3220	Crack (Wearing Surface) CRK CS2 7377 SF	SF		0	7,377	0	0
	107		**Steel Open Girder**	LF	1,399	1,349	50	0	0
		1000	Corrosion BOTTOM FLANGE EXTERIOR CS2 50 LF	LF		0	50	0	0
	8516		Painted Steel Steel area for painting estimate 18,183 sq ft - 1,689 sq m New Paint 06/05	SF	16,487	16,437	0	50	0
		3440	Effectiveness (Steel Protective Coatings) SAME AREA AS CORROSION CS2 50 LF	SF		16,437	0	50	0
	205		**Reinforced Concrete Column**	EA	10	10	0	0	0
	215		**Reinforced Concrete Abutment** Rust staining back walls both abut. Spall on N. abut. Bay 3 and Bay4 and also under G#3. horizontal crack w/eff N abut 2011. corner of bearing seat G3 N abut broken off 2013.	LF	209	164	7	38	0
		1080	Delamination - Spall - Patched Area See 2015 notes.	LF		0	0	38	0
		1130	Cracking (RC) See 2015 notes.	LF		0	7	0	0

	304		**Open Expansion Joint**	LF	196	188	0	8	0
			Corrosion @ joint (99) water going thru joint. Repaired break in outside lane 03. Both joints cracked 7 LF each in outside lane, welded date of inspection. New plates 2006 both joints. 2 lf of concrete behind expansion repair spalled out filled with aspaltic epatch right lane N abut. 2011 N Abut RT lane section 12 feet long broken both ends. repaired by Barron county 2012.						
		2360	Adjacent Deck or Header Damage	LF		0	0	8	0
			N SPL CS3 8LF.						
	311		**Moveable Bearing**	EA	15	10	5	0	0
			painted 06/05						
		1000	Corrosion	EA		10	5	0	0
			S ABUT, N ABUT & P1 Freckle rust starting.						
	313		**Fixed Bearing**	EA	5	0	5	0	0
			painted 06/05						
		1000	Corrosion	EA		0	5	0	0
			P1 Freckle rust starting.						
	331		**Reinforced Concrete Bridge Rail**	LF	560	247	250	63	0
			spalls, loose rails, bent rails. 10 LF spall with rebar exposed east rail span 1 in 2013.						
		1080	Delamination - Spall - Patched Area	LF		0	10	63	0
			W RAIL N SPL CS3 2LF | SPL CS2 10LF. E RAIL SPL CS3 60LF.						
		1130	Cracking (RC)	LF		0	240	0	0
			W RAIL CRK CS2 140LF. E RAIL CRK CS2 200LF.						
	8400		**Integral Wingwall**	EA	4	1	3	0	0
		8902	Wall Movement	EA		0	1	0	0
			NW 0 out | 3/4" down.						
		8903	Wall Deterioration	EA		0	2	0	0
			SW CS2. SE CS3.						

Assessments

Chk	Element	Defect	Description	UOM	Total	Quantity in Condition State 1	2	3	4
X	**9001**		**Drainage - Ends of Structure**	EA	4	4	0	0	0
X	**9030**		**Signs - Object Markers**	EA	2	2	0	0	0
X	**9033**		**Signs - Vertical Clearance**	EA	1	1	0	0	0
X	**9040**		**Slope Protection- Asphaltic**	EA	2	2	0	0	0
X	**9167**		**Steel Diaphragm**	EA	56	54	2	0	0
			painted 06/05 6/15/2015 Freckled rust starting on two.						
X	**9322**		**Approach Roadway - Concrete (non-structural)**	EA	2	1	1	0	0
			both N slabs cracked, S slabs have been overlaid with bit. cracked and settleed.						

BRIDGE INSPECTION REPORT
Wisconsin Department of Transportation
DT2007 2003 s.84.17 Wis. Stats.

Structure No.: **B-03-018**

X	**9335**		**Decorative Rail**	EA	2	1	0	1	0
			6/15/2015 W RAIL BENT CS3 | Missing bolts (3) 6/15/2015 E RAIL Damaged supports (2) | Missing nut (1).						

NBI Ratings

	File	New
Deck	5	5
Superstructure	7	7
Substructure	7	7
Culvert	N	N
Channel	N	N
Waterway	N	N

Structure Specific Notes

OLD: Three span continouse steel girder structure is in vg condition. Minor rusting of lower flanges on fascia and interior girders. Moderate rusting of fasica abutment bearings, north abutment. All other elements are in vg condition. Delam deck area 5.99% - 1996. Both abutment joints should be replaced with compression gland to prevent further deterioration of bearing assemblies. To size gland - 1.5 inches @ 35 Deg F. Steel area- 18,183 sq ft, 1689.26 sq m.
(99) Bridge in overall good shape. Rust is spreading on lower flanges with some pack rust showing up on top flanges.
(01) Structure is in good condition. the deck is the main element with distress, it is in the program. Paint system is deteriorating, tested for lead, test was positve, lead present. Remainder of structure is in very good condition. Vertical height clearance measured 16.11' E. Fascia c/l.lowest found.

Inspection Specific Notes

Inspector Site-Specific Safety Considerations

Structure Inspection Procedures

Walk-thru

Special Requirements

Chk	Hours	Cost	Comments

Interim

Document Comment/Description

Typical underdeck deterioration

Interim

Document Comment/Description

Typical underdeck deterioration

Interim

Document Comment/Description

Typical underdeck deterioration