

New Mexico Department of Transportation
Bridge Management Section **Bridge Inspection Report**

Bridge Number: 00000000008659	Inspection Date: 04/26/2016
SR: 88.0	SD/FO: ND

IDENTIFICATION			
Road Route Name:	US-380	Location (9):	7.2 MI E
SHD District (2):	District 2		US-70/285-ROSWEL
Place Code (4):	Unknown	County Code (3):	05 CHAVES
Feature Intersected (6):	PECOS RIVER	Mile Post (11):	162.650 mi
Latitude (16):	33° 23' 49"	Patrol No.	42-65
Project No:	SP-GRF-021-2(202)	Longitude (17):	104° 23' 56"

BRIDGE NOTES
6- continuous spans at 73 feet Pre-stressed concrete girders Concrete stub abutments Concrete pier caps on concrete walls CIP concrete deck with HMWM sealer.

Directions:

CONDITION			
Deck (58):	7 Good	Culvert (62):	N N/A (NBI)
Super (59):	7 Good	Channel/Channel Protection (61):	7 Minor Damage
Sub (60):	7 Good		

APPRAISAL			
Bridge Rail (36A):	1 Meets Standards	Approach Rail (36C):	1 Meets Standards
Transition (36B):	1 Meets Standards	Approach Rail Ends (36D):	1 Meets Standards
Str Evaluation (67):	7 Above Min Criteria	Deck Geometry (68):	6 Equal Min Criteria
Underclearance, Vertical and Horizontal (69):	N Not applicable (NBI)		
Waterway Adequacy (71):	8 Equal Desirable	Approach Alignment (72):	8 Equal Desirable Crit
Scour Critical (113):	5 Stable w/in footing		

	<u>Team Leader</u>		<u>Reviewed By</u>
Signature and Date	FRANK MARTINEZ 04/26/2016	Signature and Date	<i>Mohamad Assaad</i> 4/27/16

LOAD RATING AND POSTING

Inventory Rating Method (65):	1 LF Load Factor	Operating Rating Method (63):	1 LF Load Factor
Inventory Rating (66):	HS19.8	Operating Rating (64):	HS32.7
Design Load (31):	5 MS 18 (HS 20)	Posting (70):	5 At/Above Legal Loads
Posting Status (41):	A Open, no restriction		

AGE AND SERVICE

Year Built (27):	1987	Detour Length (19):	29.8 mi
Year Reconstructed (106):		ADT (29):	2,911
Type of Service on (42A):	1 Highway	Year of ADT (30):	2014
Type of Service under (42B):	5 Waterway	Truck ADT (109):	24%
Lanes on (28A):	2	Future ADT (114):	3,619
Lanes under (28B):	0	Year of Future ADT (115):	2034
Route Posted Speed Limit:			

STRUCTURE TYPE AND MATERIALS

Number of Approach Spans (46):	0	Membrane (108B):	0 None
Main Span Material Design (43 A/B):	6 P/S Conc Continuous 02 Stringer/Girder	Deck Protection (108C):	1 Epoxy Coated Reinfor
Deck Type (107):	1 Concrete-Cast-in-Place	Number of Spans Main Unit (45):	6
Approach Span Material (44A):	_	Wearing Surface (108A):	0 None
		Approach Span Material (44B):	-1

GEOMETRIC DATA

Length Max Span (48):	73.16 ft	Structure Length (49):	439.96 ft
Curb/Sdwk Width L (50A):	0.00 ft	Curb/Sidewalk Width R (50B):	0.00 ft
Width Curb to Curb (51):	40.03 ft	Width Out to Out (52):	42.98 ft
Approach Roadway Width (32): (w/ shoulders)	48.00 ft	Median (33):	0 No median
Skew (34):	0.00°	Structure Flared (35):	0 No flare
Minimum Lateral Underclearance R (55):	0.00 ft	Horizontal Clearance (47):	40.03 ft
Minimum Lateral Underclearance L (56):	0.00 ft	Minimum Vertical Clearance Minus:	0
		Minimum Vertical Clearance Plus:	0

CLASSIFICATION

Defense Highway (100):	0 Not a STRAHNET hwy	NBIS Length (112):	07 Rural Mjr Collector
Direction of Traffic (102):	2 2-way traffic	Functional Class (26):	Long Enough
Highway System (104):	0 Not on NHS	Historical Significance (37):	5 Not eligible for NRHP
Owner (22):	01 State Highway Agency	Custodian (21):	01 State Highway Agency

INSPECTION

Frequency (91):	24 months	Inspection Date (90):	4/26/2016
Next Inspection:	4/26/2018	FC Frequency (92A):	
FC Inspection Date (93A):	NA	Next FC Inspection:	NA
UW Frequency (92B):		UW Inspection Date (93B):	NA
Next UW Inspection:	NA	SI Frequency (92C):	
SI Date (93C):	NA	Next SI:	NA

NMDOT MISC. DATA

Old Bridge Number:	01803	Known Utilities:	N
Stay In Place Forms:	No	Stay In Place Form Type:	0
Overlay Thickness:		Culvert Fill Depth:	0

SIP Notes:

Approach Roadway Condition:

Pavement has up to 1/4" transverse and longitudinal cracks. West approach has a 3'x1' patched area. 8 foot shoulders have up to 1/4 inch transverse and longitudinal cracks. Embankment. Mild steep slopes have moderate erosion. Bridge signing. Paddleboards at the NW and NE corners are in good condition. SW and SE corners are missing.

Channel & Channel Protection:

Deep, wide, sandy channel that runs perpendicular to the roadway

Recommendations & Inspection Notes:

Immediate. Repair all spalls and delaminated areas. Correct settlement of riprap. Install paddleboards at the SW and SE corners

ELEMENT CONDITION STATE DATA

Elm /Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4
12/1	Re Concrete Deck	sq.ft	18,920	99%	18,659	1%	260	0%	1	0%	0
<p>Notes: Top of the deck. 0.005 to 0.030 transverse cracks, HMWM has areas of sand wearing. Chang drag detected 15 sy of delamination mainly over spans #4 and #5. Deck edges: 0.005 to 0.016 vertical, horizontal and longitudinal cracks, 2"x2" spalls with delamination. Areas of moderate scale, rust stains and 2'x1' area of delamination through. Deck edge over pier #2 has a 8"x4" spall. Span #1 inlet end has a 8"x8" spall with exposed rebar next to bridge rail #4. Same span outlet end has a 3' long 1/4" horizontal crack with delamination Span #4 inlet end has a 1'x4" spall with exposed rebar and delaminated area up to 2'x1'. Outlet end of same span has a 1/4" horizontal crack with delamination and a 1'x3" spall that has exposed rebar. Span #5 inlet end has a 1'x3" spall with exposed rebar. Deck under. 0.005 to 0.013 transverse and longitudinal cracks some with moderate leaching, efflorescence with light rust stains.</p>											
510/1	Wearing Surfaces	sq.ft	18,920	100%	18,920	0%	0	0%	0	0%	0
<p>Notes: HMWM Sand has areas of minor sand wearing.</p>											
1,080/1	Delamination/Spall/Patched Area	sq.ft	50	0%	0	100%	50	0%	0	0%	0
<p>Notes: _</p>											
1,090/1	Exposed Rebar	sq.ft	0	0%	0	0%	0	100%	0	0%	0
<p>Notes: _</p>											
1,120/1	Efflorescence/Rust Staining	sq.ft	200	0%	0	100%	200	0%	0	0%	0
<p>Notes: _</p>											
1,130/1	Cracking (RC and Other)	sq.ft	10	0%	0	100%	10	0%	0	0%	0
<p>Notes: _</p>											
109/2	Pre Opn Conc Girder/Beam	ft	2,200	100%	2,200	0%	0	0%	0	0%	0
<p>Girders. 0.005 to 0.010 vertical and transverse cracks with areas of minor honeycombing. Some girders have areas of rusting mainly at span #6. Diaphragms. 0.005 to 0.010 vertical and transverse cracks several areas of exposed rebar, with 6"x2" spalls. Diaphragms at the abutments have areas of heavy leaching.</p>											
210/2	Re Conc Pier Wall	ft	225	99%	223	1%	2	0%	0	0%	0
<p>Notes: Outlet end nosing #4 has a 1'x1' area of delamination. Outlet end nosing #5 has a 1'x1' area of delamination. Pier walls: 0.005 to 0.025 vertical cracks with areas of 1'x1' honeycombing. Pier wall #4, has a 0.060 vertical cracks with 1'x1' area of delamination outlet end has a 6"x6" area of exposed rebar. Inlet end also has a 0.025 transverse crack with light rust stain on the bottom.</p>											
1,080/2	Delamination/Spall/Patched Area	ft	7	0%	0	100%	7	0%	0	0%	0
<p>Notes: _</p>											
215/2	Re Conc Abutment	ft	90	94%	85	6%	5	0%	0	0%	0
<p>0.005 to 0.013 vertical cracks with some light to moderate water stains and 0.010 horizontal cracks at the construction joint.</p>											
234/2	Re Conc Pier Cap	ft	255	98%	250	2%	4	0%	1	0%	0
<p>Notes: 0.005 to 0.010 vertical and transverse. Pier cap #1 at the inlet has a 0.020 horizontal crack that has a 1"x1" spall with delamination. Outlet end of this pier has a 0.060 horizontal crack. Pier cap #4 inlet end has up to 0.020 horizontal cracks with delamination. Pier cap #5 inlet end has a 0.020 horizontal crack this pier at the outlet end has areas of minor rusting</p>											
1,080/2	Delamination/Spall/Patched Area	ft	13	0%	0	100%	13	0%	0	0%	0
<p>Notes: _</p>											
1,090/2	Exposed Rebar	ft	0	0%	0	0%	0	100%	0	0%	0
<p>Notes: _</p>											
301/1	Pourable Joint Seal	ft	26	100%	26	0%	0	0%	0	0%	0
<p>Pourable joint at abutment one is covered with asphalt. Joint #2 has areas of sagging with adhesive fallers and up to 2' that is missing.</p>											
312/2	Enclosed Bearing	each	60	100%	60	0%	0	0%	0	0%	0
321/1	Re Conc Approach Slab	sq.ft	800	100%	800	0%	0	0%	0	0%	0
<p>Unaccessible due to 2" asphalt overlay.</p>											

330/1	Metal Bridge Railing	ft	929	99%	919	1%	10	0%	0	0%	0
Notes: Areas of minor rusting. Anchor plates, nuts and bolts under have moderate rust. Bottom rail at the SW end has 10' of moderate traffic damage.											
515/1	Steel Protective Coating	sq.ft	4,645	100%	4,635	0%	10	0%	0	0%	0
Notes:											
7,369/1	Wingwalls	(LF)	48	100%	48	0%	0	0%	0	0%	0
0.005 to 0.010 vertical and transverse cracks with minor erosion at all wings.											
7,370/1	Rip Rap	sq.ft	6,000	97%	5,800	0%	0	3%	200	0%	0
Wire enclosed riprap is in good condition. Abutment two has an area of 20'x20' area that has settled up to 1'.											
7,371/1	Guardrail	(LF)	900	96%	860	4%	40	0%	0	0%	0
Bridge railings. Type "A" rail. Transitions. "W" beam on square timber posts. Approach guardrail. "W" beam on square timber posts. Minor traffic damage throughout. Approach rail ends. Type "C" anchors at the south east departure.ET 2000 at NE, NW and SE corners.											

PAST INSPECTION

Inspection Date: 04/26/2016 Type: 1 Regular NBI
Inspector: MARTINEZ, FRANK Pontis User Key: FMART02 FRANK MARTINI
Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

Inspection performed by. Frank Martinez. Weather was 65 degrees F and partly cloudy. Work done since last inspection. Spalls over joint one have been patched with QPR

PAST INSPECTION

Inspection Date: 04/16/2014 Type: 1 Regular NBI
Inspector: PONTIS Pontis User Key: FMART02 FRANK MARTINI
Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

Inspection performed by. Frank Martinez and Joshua Zuni. Weather was 60 degrees F and clear.

PAST INSPECTION

Inspection Date: 04/24/2012 Type: 1 Regular NBI
Inspector: FMART02 Pontis User Key: FMART02 FRANK MARTINI
Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

Inspection performed by. Frank Martinez, weather was 70 degrees F and clear.

PAST INSPECTION

Inspection Date: 04/07/2010 Type: 1 Regular NBI
Inspector: FMART02 Pontis User Key: FMART02 FRANK MARTINI
Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

Inspection performed by. Frank Martinez, weather was 65 degrees F and clear. Channel description and alignment. Deep, wide, sandy channel that runs perpendicular to the roadway. Approach roadway condition. West end has potholes up to 2'x6" and 12" core holes and is rough. East end is in good condition. 8' shoulders have 1/4" transverse cracks with 2" pavement shoving on the east end. Embankment. Mild steep slopes have moderate erosion. Bridge signing. Paddleboards at the NW, SW and SE corner are in good condition. Recommendations. Immediate. Install adequate approach rail ends. Rehab pavement at the west end.

PAST INSPECTION

Inspection Date: 04/30/2008 Type: 1 Regular NBI
Inspector: FMART02 Pontis User Key: FMART02 FRANK MARTINI
Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

Inspection performed by. Frank Martinez. Patrick Lopez. weather was 70 degrees and clear. Channel description and alignment. Deep, wide, sandy channel that runs perpendicular to the roadway. Obstructions 4' of debris build up on the inlet end of pier 5. Approach roadway condition. West approach was blade patched is in good condition. East approach up to 1/2" transverse cracks. 8' shoulders have 1/4" transverse cracks with 2" pavement shoving on the east end. Embankment. Mild slopes have moderate erosion. Bridge signing . None. Recommendations. Immediate. Install adequate approach rail ends. ET 2000. Correct slumping of riprap. Work done since last inspection. New Pourable joints were installed using Liquid concrete. Top of deck was all so sealed with HMWM. West approach was blade patched. General comments. Inspection was done early due to new joints and deck have been sealed

PAST INSPECTION

Inspection Date: 10/16/2006 Type: 1 Regular NBI
Inspector: FMART02 Pontis User Key: FMART02 FRANK MARTINI
Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

Inspection performed by. Frank Martinez. Patrick Lopez, weather was 71 degrees and clear. Channel description and alignment. Deep, wide, sandy channel that runs perpendicular to the roadway. 4' of debris build up on the inlet end of pier 5 SW wing has a 10' deep x 3' wide erosion hole. Approach roadway condition. Pavement has 1/4" transverse crack. 8' shoulders have 1/4" transverse cracks with 2" pavement shoving on the east end. Embankment. Mild slopes have moderate erosion. Bridge signing. None. Recommendations. Immediate. Install adequate approach rail ends. ET 2000. Install new expansion joints. Seal top of deck. Long term. Correct embankment erosion.

PAST INSPECTION

Inspection Date: 10/12/2004 Type: 1 Regular NBI
Inspector: FMART02 Pontis User Key: FMART02 FRANK MARTINI
Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

Inspection Performed by: Frank Martinez and Sam Clark. Weather was 65 degrees F and partly cloudy. Channel description and alignment. Deep, wide, sandy channel that runs perpendicular to the roadway. Pavement has 1/4" transverse cracks. 8' shoulders have 1/4" transverse cracks with 2" pavement shoving on the east end of both shoulders. Recommendations: Immediate: Install adequate approach rail ends. ET 2000. Install new expansion joints. Long term: Correct embankment erosion. Seal cracks on the deck.

PAST INSPECTION

Inspection Date: 10/23/2002 Type: 1 Regular NBI
Inspector: FMART02 Pontis User Key: FMART02 FRANK MARTINI
Scope:
NBI: Other: Element:
Underwater: Fracture Critical:

INSPECTION NOTES

Inspection Performed by: Frank Martinez. Weather was 60 degrees F and cloudy. Channel description and alignment. Deep, wide, sandy channel that runs perpendicular to the roadway. Pavement: Good condition. Shoulders have 1/4" transverse cracks with 2" pavement shoving on the east end of both shoulders. Recommendations: Immediate: Repair guardrail and install adequate approach rail ends. ET 2000. Install new expansion joints and correct settlement at the approach slabs. Long term: Correct embankment erosion. Seal cracks on the deck.

