

MDT ID - 03719

NBI ID - L32101000+01001

Feature Intersected - BITTERROOT RIVER 010
Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East



General Bridge Data

+0

(22) Owner County Hwy Agency

(6A) Feature Intersected BITTERROOT RIVER 010

(9) Location W MISSOULA

(MDT058)Bridge Condition3-Poor(SR) Sufficiency Rating26.30(27) Year Built1935(58) Deck Rating5 Fair(59) Superstructure4 Poor(60) Substructure5 Fair

(61) Channel 7 Minor Damage (62) Culvert N N/A (NBI) (MDT145) Inv Direction: West to East

Location Data

LB-01 MACLAY BRIDGE 0 - Not Applicable (MDT001) Agency Structure Name (MDT031) Railroad Over/Underpass 30 Montana NA - Not Applicable (001A) FIPState (MDT032) Railroad Owner 0 - Not an Interchange (001B) FHWA Region Region 8-Denver (MDT014) Interchange Indictator Off System 0 - Not a Ramp (MDT027) On/Off System (MDT015) Interstate Ramp Indicator Long Enough none - Not a State Maint (112) NBIS Bridge Length (MDT078) Maintenance Section 01 - MISSOULA 11 - MISSOULA (2) MDT Inspection District (MDT020) Maintenance Division 063 - MISSOULA 1 - No (3) County Code (MDT146) Reservation Boundary

(4) Place Code Rural Area (MDT115) Administrative District 1 - Missoula
(7) Facility Carried by Structure NORTH AVE W (MDT116) Financial District 1 - Missoula
(21) Maintenance Responsibility County Hwy Agency (MDT117) Neighbor County Code 000 - NONE

Bridge GIS Location

 (16) Latitude (DMS)
 46d 51' 11.28"
 (17) Longitude (DMS)
 -114d 05' 52.44"

 Precise Latitude
 46.853133
 Precise Longitude
 -114.097900

Construction Data

(27) Year Built 1935 (MDT017) MDT Original Construction Project (106) Year Reconstructed 1964 (MDT099) MDT Rehab Proj Nbrs

(MDT102) Year Rehabilitated (MDT018) MDT Original Construction Station

(MDT019) MDT Original Drawing Number (MDT100) MDT Rehab Stations

Tota) MDT Original Drawing Number (MDT100) MDT Reliab Station

(MDT103) MDT Rehab Drawing Nbrs (MDT021) MDT UPN
(MDT097) Plans in SMS? Y - Yes (MDT101) MDT Rehab UPNs

(MDT098) Shop Drawings in SMS?

Span and Dimensional Data

0 No median No || bridge exists (33) Bridge Meridian (101) Parallel Structure Designation 0 Not Temporary (34) Skew (103) Temporary Structure Designation 0 No flare Permit Not Required (35) Structure Flared (38) Navigation Control 1 Highway (39) Navigation Vertical Clearance (42A) Type of Service on Bridge 0.0 ft

(48) Length of Maximum Span 180.0 ft (40) Navigation Horizontal Clearance 0.0 ft (49) Structure Length 345.9 ft (116) Minimum Navigation Vertical Clearance ft (53) Min Vertical Clearance over Bridge Roadway 14.2 ft (MDT008) Depth of Cover 2.00 in

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2

2.00

1 Not Required

Main Span

(43A) Main Span Material 3 Steel

(43B) Main Span Design Type

(44B) Approach Span Design Type

(45) Number of Main Spans

Approach Span

(44A) Approach Span Material 5 Prestressed Concrete

10 Truss-Thru

04 - Tee Beam

(46) Number of Approach Spans

Deck Information

6 Corrugated Steel (50A) Left Curb/Sldewalk Width 0.0 ft (107) Deck Structure Type 6 Bituminous (50B) Right Curb/Sldewalk Width 0.0 ft (108A) Type of Wearing Surface 0 None (52) Out-to-Out Deck Width (108B) Type of Membrane 16.0 ft (MDT006) Deck Area 5,534.40 sq ft (108C) Deck Protection None

Under Bridge Service

(42B) Type of Service Under 5 Waterway (55B) Min Lat Underclear on Rt 0.0 ft (54A) Min Vert Underclear - Ref Feat N Feature not hwy or RR (56) Min Lat Underclear on Lt 0.0 ft

(54B) Min Vertical Underclearance 0.0 ft (111) Pier/Abutment Protect

(55A) Min Lat Underclear on Rt Ref Feat N Feature not hwy or RR (113) Scour Critical Status 7 Countermeasures

General Bridge Notes

Bridge labeled west to east, Abutment 1, Bents 2-5, and Abutment 5. Truss panel points labeled L0-L4-L0' (Span 1) and L0-L3-L0' (Span 2). Stringers labeled north to south, 1-8.

10-19-2021: after phone conversation with County about concerns at bent 1 in the stringer section loss, data updated: stingers 2, 4 (new) and 7 have 100% section loss for betwenn 8-12 inches from the end of the stringer aol, between 4-6 inches of solid stringer rest on the cap ahead of the section loss. will increase cs 4 in for defect 1000-element 113. New total quantity 6lf, no other stinger section loss was seen durring data update inspection Kurt Maart mdt.

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Roadway Information (Route On Structure)

Identification
(MDT035) Road Name NORTH AVE WEST (6B) Critic

(MDT035) Road NameNORTH AVE WEST(6B) Critical Facility Indicator(5A) Inventory Route - RecordRoute On Structure(MDT087) Mile Post.099(5B) Route Signing Prefix4 County Hwy(5D) Route Number32101(5C) Desginated Level of Ser1 Mainline(MDT007) Departmental RouteL32101

(5E) Directional Suffix 3 South

Traffic Data

(28A) Lanes on the Structure 1 (29) Average Daily Traffic 3,605 (114) Future Average Daily Traffic 3,839 (28B) Lanes Under the Structure 0 (30) Year of Average Daily Traffic 2022 (115) Year of Future Avg Daily Traffic 2042

(MDT030) Roadway Speed 35 (109) Average Daily Truck Traffic (%) 3

Roadway Clearances

(10) Minimum Vertical Clearance 14.16 ft (72) Approach Roadway Alignment 3 Intolerable - Correct

(47) Total Horizontal Clearance 14.00 ft (42B) Type of Service Under 5 Waterway

(32) Approach Roadway Width 20.00 ft (51) Bridge Roadway Width Curb-to-Curb 14.00 ft

Highway Networks and Service Classification

(12) Base Highway Network Not on Base Network (20) Toll 3 On free road

(11) Accumulated Miles0.00(26) Functional Classification08 Rural min Collector(13A) LRS NumberC032101A(102) Direction of Traffic3 1-lane Br for 2-way

Alternate Classifications

(100) STRAHNET Highway Designation 0 Not a STRAHNET hwy (110) National Truck Network 0 Not part of natl netwo

(104) NHS Indicator 0 Not on NHS (105) Federal Lands Highways 0 N/A (NBI)

(19) Bypass/Detour Length 11.00 mi (MDT009) Detour Speed mi/hr

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Load Rating

Event Name: INIT03719 Rating Date: 12/27/2019

Load Rater: Brett Canimore Reviewer:

Software Used: AASHTOWare BrR Secondary Software:

Notes: Transferred from SMS

Wearing Surface or Fill Depth: Category: Routine

Wearing Carrace of Tim Bopan.			Satisfiery.			
Vehicle Name	Current	Load Rating (Tons)	Method	Analysis	Limit State	Location Notes
HS 20-44 Inventory	Т	15.00	1 LF Load Factor	Design	NA	SMS Design Transfer
HS 20-44 Operating	Т	25.00	1 LF Load Factor	Design	NA	SMS Design Transfer
Type 3 Inventory Rating	Т	13.00	1 LF Load Factor	Legal	NA	Transferred from SMS
Type 3 Operating Rating	Т	21.00	1 LF Load Factor	Legal	NA	Transferred from SMS
Type 3S2 Inventory Rating	Т	19.00	1 LF Load Factor	Legal	NA	Transferred from SMS
Type 3S2 Operating Rating	Т	31.00	1 LF Load Factor	Legal	NA	Transferred from SMS
Type 3-3 Inventory Rating	Т	24.00	1 LF Load Factor	Legal	NA	Transferred from SMS
Type 3-3 Operating Rating	Т	41.00	1 LF Load Factor	Legal	NA	Transferred from SMS
SU4 Inventory Rating	Т	11.00	1 LF Load Factor	Legal	NA	Transferred from SMS
SU4 Operating Rating	Т	19.00	1 LF Load Factor	Legal	NA	Transferred from SMS
SU5 Inventory Rating	Т	12.00	1 LF Load Factor	Legal	NA	Transferred from SMS
SU5 Operating Rating	Т	20.00	1 LF Load Factor	Legal	NA	Transferred from SMS
SU6 Inventory Rating	Т	12.00	1 LF Load Factor	Legal	NA	Transferred from SMS
SU6 Operating Rating	Т	21.00	1 LF Load Factor	Legal	NA	Transferred from SMS
SU7 Inventory Rating	Т	14.00	1 LF Load Factor	Legal	NA	Transferred from SMS
SU7 Operating Rating	Т	23.00	1 LF Load Factor	Legal	NA	Transferred from SMS
EV2 Inventory Rating	T	11.00	1 LF Load Factor	Legal	NA	Transferred from SMS
EV2 Operating Rating	Т	19.00	1 LF Load Factor	Legal	NA	Transferred from SMS
EV3 Inventory Rating	T	12.00	1 LF Load Factor	Legal	NA	Transferred from SMS
EV3 Operating Rating	Т	20.00	1 LF Load Factor	Legal	NA	Transferred from SMS

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P Posted for load

R12-1

Unassigned

11

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0 >39.9% below

Load Posting Information

Operational Status

(41) Open/Posted/Closed

(MDT135) Posting Sign Type

(MDT067) Type 3 Truck Posting

(MDT073) Truck 3S2 Posting

(MDT070) Truck 3-3 Posting

(MDT136) Line 1 Number of Axles Posting

(MDT137) Line 1 GVW Posting

(MDT142) EV Single Axle Posting

(MDT143) EV Tandem Axles Posting

(MDT144) EV Gross Weight Posting

(MDT148) Load Posting Basis

Load Posting Requirements

(70) Legal Load Status

Load Posting Authorization Date

Required Posting Sign Type

Required Type 3 Truck Posting

Required Type 3S2 Truck Posting

Required Type 3-3 Truck Posting

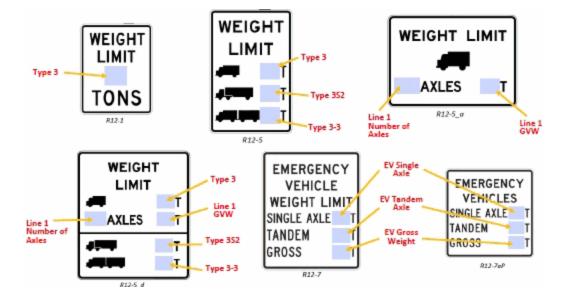
Required Line 1 Number of Axles Posting

Required Line 1 GVW Posting

Required EV Single Axle Posting

Required EV Tandem Axles Posting

Required EV Gross Weight Posting



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Inspector - Ryan Sievers Inspection Type - Fracture Critical Inspection Date - 06/28/2023 **Inventory Direction - West to East**

Repair Suggestions

Recommended By: **Date Recommended** Suggested Priority Type **Status**

10/17/2017 **Bearings** Repair Suggestion High

Comments

Both movable bearings on Abutment 1 need to be replaced/reset.

Recommended By: **Date Recommended** Status Suggested Priority

11/09/2017 Superstructure RehabiRepair Suggestion High

Comments

Shim stringer ends at Abutment 1 and Bent 3 to prevent vertical movement.

Recommended By: **Date Recommended** Type Status Suggested Priority

11/09/2017 Compression Joint Repair Suggestion Low

Comments

Replace joint seal above Bent 3

Recommended By: **Date Recommended** Type Status Suggested Priority

11/09/2017 Other Repair Suggestion Low

Comments

Repair spalls with exposed steel reinforcement on curbs and bents on approach spans.

Recommended By: **Date Recommended** Type Status **Suggested Priority**

> 06/27/2019 Superstructure RehabiRepair Suggestion Medium

Comments

Replace the broken stringer bearing tube anchor rod at the south end of Bent 3 (see Span 2 Stringer Connection Defect

for photo).

Recommended By: **Date Recommended** Status Suggested Priority

Aric Jensen 06/28/2023 Medium Deck Replacement Repair Suggestion

Comments

Replace the deck and wearing surface.

Inspection Activities

Inspector Signature

Ryan Sievers

Start Date End Date Weather **Temperature** Comments 06/28/2023 06/28/2023 Rain 65

Team Leader: Ryan Sievers

Team Members: Michael Feilbach, Aric Jensen, Noah

Quality Control Reviewer

Todd Demski Rell (

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Inspection Information

Inspection Notes

Fracture Critical and Routine Inspection performed using rope access techniques with substructure units labeled west to east. The river flowed south to north.

NBI 59 - Superstructure reduced from 5 to 4 due to widespread section loss in floor beams and stringers.

Fickett notified Henry Henning at MDT via email on June 30th on widespread corrosion with section loss to floor beams that was not previously documented in addition to section loss and through holes on stringers that was previously found. Mr. Henning set MDT034 – Request Review of Load Rating to "Yes – Change in Condition" with accompanying notes.

(Current Inspection (06/28/2023)	Previous Inspection (06/21/2021)
(36A) Bridge Rail	0 Substandard	0 Substandard
(36B) Transition Rail	0 Substandard	0 Substandard
(36C) Approach Rail	N N/A or not required	N N/A or not required
(36D) Guardrail Ends	0 Substandard	0 Substandard
(41) Structure Open, Posted, or Closed	P Posted for load	P Posted for load
(58) Deck Rating	5 Fair	5 Fair
(59) Superstructure	4 Poor	5 Fair
(60) Substructure	5 Fair	5 Fair
(61) Channel	7 Minor Damage	7 Minor Damage
(62) Culvert	N N/A (NBI)	N N/A (NBI)
(67) Structural Evaluation	4 Minimum Tolerable	4 Minimum Tolerable
(68) Deck Geometry	2 Intolerable - Replace	2 Intolerable - Replace
(69) Underclear, Vertical and Horizontal	N Not applicable (NBI)	N Not applicable (NBI)
(71) Waterway Adequacy	8 Equal Desirable	8 Equal Desirable
(MDT058) FHWA Bridge Condition	3-Poor	2-Fair
(MDT034) Request Review of Load Rating	Y-Change in Condition	No
(MDT050) UBIV Required	N - UBIV Required	N - UBIV Required
(MDT010) FC Inspection Details	D - Steel trusses	D - Steel trusses
(MDT008) Depth of Cover		

Inspection Schedule

Inspection Type	Most Recent Inspection Date	Frequency (Months)	Next Inspection Date	
Routine	06/28/2023	24	06/27/2025	
Fracture Critical	06/28/2023	24	06/27/2025	
Cross Sections	06/28/2023	48	06/27/2027	

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Element Inspection

Note: Only elements inspected during this inspection will appear in this report.

M Main Span	(0)	١
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30 - Steel Deck - Orthotropic	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)	
Environment: Mod.	2,885.00 sq.ft	2,452.00 (85.00%)	145.00 (5.00%)	288.00 (10.00%)	0.00 (0.00%)	
Comments:						
510 - Wearing Surfaces	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4	
	2,885.00 sq.ft	QTY (PCT) 0.00 (0.00%)	QTY (PCT) 2,718.00 (94.20%)	QTY (PCT) 159.00 (5.51%)	QTY (PCT) 8.00 (0.30%)	
Comments:						
1190 - Abrasion(PSC/RC)	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)	
, ,	2,885.00 sq.ft	0.00 (0.00%)	2,885.00 (100.00%)	0.00 (0.00%)	0.00 (0.00%)	
Comments: CS2: Asphalt wearing surfa	ace had minor wear	concentrated in the	wheel paths up to 1	/2 in. deep througho	out.	
3210 -	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4	
Del/Spall/Patch/Pot(W ear Surf)	167.00 sq.ft	QTY (PCT) 0.00 (0.00%)	QTY (PCT) 144.00 (86.23%)	QTY (PCT) 15.00 (8.98%)	QTY (PCT) 8.00 (4.80%)	
Common material						

Comments:

CS2: Approximately 5% of the wearing surface had been repaired with cold patches that were mostly sound, with map cracking up to 1/8 in. wide and random areas of delamination.

CS3: Wearing surface had a 12 in. wide by 4 in. long spall up to 2 in. deep in the north wheel path near Floor Beam 1' exposing steel deck underneath.

East end of wearing surface had two 3 ft. diameter potholes that had been patched but were still up to 1 in. deep in the wheel paths and had map cracking and delamination extending from patches.

CS4: Wearing surface at Floor Beam 2' had failed for 50% of the deck width and had a gap up to 1 in. wide allowing water to drain onto floor beam below.

3220 - Crack (Wearing	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
Surface)		QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
	144.00 sq.ft	0.00	0.00	144.00	0.00
		(0.00%)	(0.00%)	(100.00%)	(0.00%)

Comments:

CS3: Wearing surface had full width transverse cracking up to 1/8 in. wide spaced approximately 20 ft. at the floor beam locations. Most cracks had been sealed previously, but seals were failed.

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	Fac	Facility - NORTH AVE W			Inventory Direction - West to East		
515 - Steel Protective Coating	Total Quantity 2,885.00 sq.ft	Condition State 1 QTY (PCT) 2,019.50	Condition State 2 QTY (PCT) 144.25	Condition State 3 QTY (PCT) 288.50	Condition State 4 QTY (PCT) 432.75		
Comments:	3,222.22.24	(70.00%)	(5.00%)	(10.00%)	(15.00%)		
3410 - Chalk(Steel Protect Coatings)	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State		
	144.25 sq.ft	0.00 (0.00%)	144.25 (100.00%)	0.00 (0.00%)	0.00 (0.00%)		
Comments: CS2: Approximately 5	% of the protective coating	ng on the steel deck	was chalking.				
3440 - Eff (Stl Protect Coat)	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State QTY (PCT)		
	721.25 sq.ft	0.00 (0.00%)	0.00 (0.00%)	288.50 (40.00%)	432.75 (60.00%)		
Comments: CS3: Approximately 1	0% of the protective coat	ting on the steel dec	k had failed with exp	oosed primer underi	neath.		
CS4: Approximately 1	5% of the protective coat	ting on the steel dec	k had failed with cor	rosion underneath.			
1000 - Corrosion	Total Quantity 433.00 sq.ft	Condition State 1 QTY (PCT) 0.00	Condition State 2 QTY (PCT) 289.00	Condition State 3 QTY (PCT) 144.00	Condition State QTY (PCT) 0.00		
Comments: CS2: Approximately 10% of welding burn through holes.	the Span 1 soffit had mir	(0.00%) nor surface corrosion	(66.74%) n with negligible sec	(33.26%) tion loss near seam	(0.00%) s and		
CS3: Approximately 5% of the	he Span 1 soffit had lame	ellar corrosion due to	o significant seepag	e through deck.			
7000 - Damage	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State QTY (PCT)		
Comments:	144.00 sq.ft	0.00 (0.00%)	0.00 (0.00%)	144.00 (100.00%)	0.00 (0.00%)		
CS3: Approximately 5% of the Main Span (0)	he Span 1 soffit had weld	ling burn holes.					
3 - Steel Stringer	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State QTY (PCT)		
nvironment: Mod.	1,440.00 ft	0.00 (0.00%)	0.00 (0.00%)	1,436.00 (99.70%)	4.00 (0.30%)		
omments:							
515 - Steel Protective	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State		
Coating	3,330.00 sq.ft	QTY (PCT) 0.00 (0.00%)	QTY (PCT) 1,831.50 (55.00%)	QTY (PCT) 499.50 (15.00%)	QTY (PCT) 999.00 (30.00%)		
Comments:		. ,	,	. ,	, ,		

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3420 -	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
Peel/Bub/Crack(Stl		QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
Protect Coat)	1,831.50 sg.ft	0.00	1,831.50	0.00	0.00
	1,001.00 39.11	(0.00%)	(100.00%)	(0.00%)	(0.00%)

Comments:

CS2: Approximately 55% of the painted coating on the steel stringers was bubbling and peeling.

3440 - Eff (Stl Protect	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
Coat)		QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
	1.498.50 sa.ft	0.00	0.00	499.50	999.00
	1,490.00 Sq.n	(0.00%)	(0.00%)	(33.33%)	(66.67%)

Comments:

CS3: Approximately 15% of the painted coating on the steel stringers had failed with exposed primer underneath.

CS4: Approximately 30% of the painted coating on the steel stringers had failed with corrosion underneath.

1000 - Corrosion	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
		QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
	1.440.00 ft	0.00	0.00	1,436.00	4.00
	.,	(0.00%)	(0.00%)	(99.72%)	(0.28%)

Comments:

CS3: Span 1 stringers had active corrosion in areas of failed paint. Approximately 25% had lamellar corrosion with pitting up to 1/64 in. deep, heavier near floor beam locations.

Seepage through deck at seams and weld burn through locations was accelerating corrosion to stringers.

Span 1 exterior stringers typically had heavy corrosion with pitting up to 1/16 in. deep.

Stringer 1, between Floor Beams 3' and 2', had lamellar corrosion up to 1/4 in. thick with 1/8 in. section loss underneath. Stringers 4, 5, and 6, at Abutment 1, had lamellar corrosion up to 1/8 in. thick from the west end to midspan.

CS4: Stringer 2, at Abutment 1, had heavy corrosion and section loss over a 14 in. long by 2 in. high area with a 2-1/2 in. long by 3/4 in. high through hole centered 2 in. from the stringer end.

Stringer 7, at Abutment 1, had heavy corrosion and section loss in the web over a 17 in. long by 2 in. high area with a 10 in. long by 1 in. high through hole centered 10 in. from the stringer end. Elastomeric pad was working itself out to the south and was unsupported for 1/2 in. along north edge of stringer.

1020 - Connection	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
		QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
	3.00 ft	0.00	3.00	0.00	0.00
	0.00	(0.00%)	(100.00%)	(0.00%)	(0.00%)

Comments:

CS2: Two of two bolts loose at Floor Beam 3' to Stringer 1 and Floor Beam 3 to Stringer 6 connections.

Stringer 5, at Abutment 1, had a 1/4 in. gap between its bottom flange and the Abutment 1 beam seat, and the stringer deflected under live load.

1900 - Distortion	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
		QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
	3.00 ft	0.00	3.00	0.00	0.00
	0.00	(0.00%)	(100.00%)	(0.00%)	(0.00%)

Comments:

CS2: Stringer 8, between Floor Beams 1' and 2', was rotated 2 in. towards the north for end 3 ft. at Floor Beam 1'.

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M Main Span (0)					
I20 - Steel Truss	Total Quantity 361.00 ft	Condition State 1 QTY (PCT) 0.00	Condition State 2 QTY (PCT) 357.00	Condition State 3 QTY (PCT) 4.00	Condition State 4 QTY (PCT) 0.00
Environment: Mod.	361.00 11	(0.00%)	(98.90%)	(1.10%)	(0.00%)
Comments:					
515 - Steel Protective Coating	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
	9,000.00 sq.ft	1,350.00 (15.00%)	4,500.00 (50.00%)	1,350.00 (15.00%)	1,800.00 (20.00%)
Comments:		,	,	,	,
3410 - Chalk(Steel Protect Coatings)	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4
	4,500.00 sq.ft	0.00 (0.00%)	4,500.00 (100.00%)	0.00 (0.00%)	0.00 (0.00%)
Comments: CS2: Approximately 50% o	f the painted coating	g on the steel truss v	was bubbling and pe	eeling.	
3440 - Eff (Stl Protect	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
Coat)	3,150.00 sq.ft	QTY (PCT) 0.00 (0.00%)	QTY (PCT) 0.00 (0.00%)	QTY (PCT) 1,350.00 (42.86%)	QTY (PCT) 1,800.00 (57.14%)
Comments: CS3: Approximately 15% o CS4: Approximately 20% o		-		•	ath.
1000 - Corrosion	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
	363.00 ft	0.00	361.00 (99.45%)	2.00 (0.55%)	0.00
Comments: CS2: Through Truss had minor se	urface corrosion and	, ,	,	, ,	(0.0070)
CS3: Span 1: The pins at L0N an	d L0S had pack rus	et up to 2.25 in. and	1 in. thick, respective	ely.	
1020 - Connection	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
	6.00 ft	0.00 (0.00%)	4.00 (66.67%)	2.00 (33.30%)	0.00 (0.00%)
Comments:					

North Truss, Panel Point U3. outboard pin nut had a 3/8 in. gap between nut and chord web.

North Truss, Panel Point U2', two loose bolts at upper horizontal strut to top chord connection plate.

CS3: South Truss, Panel Point U4, one bolt was sheared off at upper horizontal strut to top chord connection plate. South Truss, End Diagonal U1'-L0', one bolt was missing at top flange plate to rail post angle connection.

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MDT ID - 03719

NBI ID - L32101000+01001

Feature Intersected - BITTERROOT RIVER 010
Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

7000 - Damage	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
		QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
	8.00 ft	0.00	8.00	0.00	0.00
		(0.00%)	(100.00%)	(0.00%)	(0.00%)

Comments:

CS2: South Truss, Diagonal U1-L2 inboard eyebar was bent 3 in. upwards over a 3 ft. length.

South Truss, Diagonal U3-L4 inboard eyebar was bent 1 in. to the north over a 2 ft. length.

South and North Trusses, minor abrasion at the intersection between L4-U4' and U4-L4' with negligible section loss.

North Truss, Vertical U1-L1, east interior and exterior flanges of vertical were bent 1 in. to the north due to impact damage approximately 5 ft. above the deck.

M Main Span	(0`
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152 - Steel Floor Beam	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
Environment: Mod.	161.00 ft	0.00 (0.00%)	88.00 (54.70%)	73.00 (45.30%)	0.00 (0.00%)
Comments:					
515 - Steel Protective	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
Coating	660.00 sq.ft	QTY (PCT) 0.00 (0.00%)	QTY (PCT) 132.00 (20.00%)	QTY (PCT) 264.00 (40.00%)	QTY (PCT) 264.00 (40.00%)
Comments:		(0.0076)	(==::=70)	(10.0070)	(1010070)
3420 -	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
Peel/Bub/Crack(Stl Protect Coat)	132.00 sq.ft	QTY (PCT) 0.00 (0.00%)	QTY (PCT) 132.00 (100.00%)	QTY (PCT) 0.00 (0.00%)	QTY (PCT) 0.00 (0.00%)
Comments: CS2: Approximately 20% of	of the painted coating	g on the floor beams	։ was bubbling and μ	peeling.	
3440 - Eff (Stl Protect Coat)	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
Coaij	528.00 sq.ft	0.00 (0.00%)	0.00 (0.00%)	264.00 (50.00%)	264.00 (50.00%)
Comments:					. ,

CS3: Approximately 40% of the painted coating on the floor beams had failed with exposed primer underneath.

CS4: Approximately 40% of the painted coating on the floor beams had failed with corrosion underneath.

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end.

STRUCTURE INSPECTION REPORT

MDT ID - 03719

NBI ID - L32101000+01001

Feature Intersected - BITTERROOT RIVER 010
Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

1000 - Corrosion	Total Quantity	Condition State 1 QTY (PCT) 0.00 (0.00%)	Condition State 2 QTY (PCT) 88.00 (54.66%)	Condition State 3 QTY (PCT) 73.00 (45.34%)	Condition State 4 QTY (PCT) 0.00 (0.00%)
Comments: Seepage through deck at seams	and weld burn throu	, ,	, ,	, ,	(0.0076)
CS3: Floor Beams 1, 3', 2', and 25% of length. Remaining length Floor Beam 2, north 8 ft. of east Heaviest corrosion under Stringe lamellar corrosion along top and member. Floor Beams 3, 4, and 4' had land on both ends had areas with less	n had moderate corroweb face had lameller 3 with only 0.430 in bottom flanges but somellar corrosion with	osion with negligible ar corrosion up to 1/n. remaining (approsection loss could no pitting up to 1/64 in.	section loss. 4 in. thick with section ximately 14% section of be accurately mea	on loss when remov n loss). Floor beam asured due to tapere	ed. had ed
1900 - Distortion	Total Quantity	Condition State 1 QTY (PCT) 0.00	Condition State 2 QTY (PCT) 1.00	Condition State 3 QTY (PCT) 0.00	Condition State 4 QTY (PCT) 0.00
Comments: CS2: Floor Beam 1' bottom west end. I Main Span (0)	t flange was bent up	(0.00%) wards 1/2 in. over a	(100.00%) 6 in. length approxir	(0.00%) mately 16 in. from th	(0.00%) e north
10 - Re Conc Pier Wall	Total Quantity	Condition State 1 QTY (PCT) 0.00	Condition State 2 QTY (PCT) 22.00	Condition State 3 QTY (PCT) 0.00	Condition State 4 QTY (PCT) 0.00
Environment: Mod. Comments:	22.00 ft	(0.00%)	(100.00%)	(0.00%)	(0.00%)
1080 - Delamination/Spall/Patched Area	Total Quantity 13.00 ft	Condition State 1 QTY (PCT) 0.00	Condition State 2 QTY (PCT) 13.00	Condition State 3 QTY (PCT) 0.00	Condition State 4 QTY (PCT) 0.00
Comments: CS2: Bent 2 west face had seve 1 in. deep. Bent 2 east face had five areas of		•			
1130 - Cracking (RC and Other)	Total Quantity 22.00 ft	Condition State 1 QTY (PCT) 22.00 (100.00%)	Condition State 2 QTY (PCT) 0.00 (0.00%)	Condition State 3 QTY (PCT) 0.00 (0.00%)	Condition State 4 QTY (PCT) 0.00 (0.00%)
Comments: CS1: Bent 2 had hairline temper	ature and shrinkage	, ,	, ,	, ,	, ,
1190 - Abrasion(PSC/RC)	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
	22.00 ft	0.00 (0.00%)	22.00 (100.00%)	0.00 (0.00%)	0.00 (0.00%)

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CS2: Bent 2 had abrasion with exposed, secure aggregate along the lower 10 ft. primarily on the west face and north



MDT ID - 03719

NBI ID - L32101000+01001 Feature Intersected - BITTERROOT RIVER

Facility - NORTH AVE W

Inspector - Ryan Sievers **Inspection Type - Fracture Critical** Inspection Date - 06/28/2023 **Inventory Direction - West to East**

M Main Sp	an (0)					
215 - Re (Conc Abutment	Total Quantity	Condition State 1 QTY (PCT) 64.00	Condition State 2 QTY (PCT) 1.00	Condition State 3 QTY (PCT) 1.00	Condition State 4 QTY (PCT) 0.00
Environmen	it: Mod.	66.00 ft	(97.00%)	(1.52%)	(1.50%)	(0.00%)
Comments:						
	1080 -	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
	Delamination/Spall/Patched Area	1.00 ft	QTY (PCT) 0.00 (0.00%)	QTY (PCT) 0.00 (0.00%)	QTY (PCT) 1.00 (100.00%)	QTY (PCT) 0.00 (0.00%)
	Comments: CS3: Abutment 1, south end had to 10% section loss.	a 3 ft. high by 5 in.	wide spall with up to	2 in. of penetration	and exposed rebar	with up
	1090 - Exposed Rebar	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
		1.00 ft	QTY (PCT) 0.00 (0.00%)	QTY (PCT) 0.00 (0.00%)	QTY (PCT) 1.00 (100.00%)	QTY (PCT) 0.00 (0.00%)

Comments:

CS3: Abutment 1, south end had a 3 ft. high by 5 in. wide spall with up to 2 in. of penetration and exposed rebar with up to 10% section loss.

1130 - Cracking (RC and	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
Other)		QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
	66.00 ft	65.00	1.00	0.00	0.00
	00.00	(98.50%)	(1.50%)	(0.00%)	(0.00%)

Comments:

CS1: Abutment 1 had hairline map cracking throughout.

CS2: Abutment 1 had one full height vertical crack up to 1/32 in. wide at the midpoint.

CS2: Bent 2 Cap had three full height vertical cracks up to 1/32 in. wide.

M Main Span (0)

234 - Re Conc Pier Cap Environment: Mod.	Total Quantity 22.00 ft	Condition State 1 QTY (PCT) 19.00 (86.40%)	Condition State 2 QTY (PCT) 3.00 (13.60%)	Condition State 3 QTY (PCT) 0.00 (0.00%)	Condition State 4 QTY (PCT) 0.00 (0.00%)
Comments:					
1130 - Cracking (RC and Other)	Total Quantity 3.00 ft	Condition State 1 QTY (PCT) 0.00 (0.00%)	Condition State 2 QTY (PCT) 3.00 (100.00%)	Condition State 3 QTY (PCT) 0.00 (0.00%)	Condition State 4 QTY (PCT) 0.00 (0.00%)
Comments:					

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STRUCTURE INSPECTION REPORT

MDT ID - 03719

NBI ID - L32101000+01001

Feature Intersected - BITTERROOT RIVER 010
Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Comments Continue	M Main Span (0)					
Environment: Mod. (0.00%) (0.00%) (0.00%) (0.00%) (100.00	311 - Moveable Bearing		QTY (PCT)	QTY (PCT)	QTY (PCT)	Condition State 4 QTY (PCT) 2.00
Stis - Steel Protective Total Quantity Condition State 1 Condition State 2 Condition State 3 Condition State 3 Condition State 3 QTY (PCT) QTY (Environment: Mod.	2.00 caon	(0.00%)	(0.00%)	(0.00%)	(100.00%)
Coating QTY (PCT) QTY (P	Comments:					
Comments: (0.00%) (65.00%) (10.00%) (25.00%)		Total Quantity				Condition State 4 QTY (PCT)
Comments: 3410 - Chalk(Steel Total Quantity QTY (PCT) Q		2.00 sq.ft				0.50
Protect Coatings) 1.30 sq.ft 0.00 1.30 0.00 0.20 0.50 0.70 sq.ft 0.00 0.00 0.00 0.00 0.28.57%) 0.71.43* Comments: CS3: Approximately 10% of the painted coating on the moveable bearings had failed with exposed primer underneath. CS4: Approximately 25% of the painted coating on the moveable bearings had failed with corrosion underneath. CS4: Approximately 25% of the painted coating on the moveable bearings had failed with corrosion underneath. 1000 - Corrosion Total Quantity Condition State 1 Condition State 2 Condition State 3 Condition State 1 0.00	Comments:		(0.00%)	(65.00%)	(10.00%)	(25.00%)
1.30 sq.ft 0.00 1.30 0.00 0.00 0.00 0.00 0.00 0.00	·	Total Quantity				Condition State 4
CS2: Approximately 65% of the painted coating on the moveable bearings was chalking. 3440 - Eff (Stl Protect Total Quantity Condition State 1 Condition State 2 Condition State 3 Condition State) QTY (PCT)	Protect Coatings)	1.30 sq.ft	0.00	1.30	0.00	QTY (PCT) 0.00 (0.00%)
Coat) QTY (PCT)		of the painted coating	g on the moveable b	pearings was chalkin	ng.	
CS3: Approximately 10% of the painted coating on the moveable bearings had failed with exposed primer underneath. CS4: Approximately 25% of the painted coating on the moveable bearings had failed with corrosion underneath. 1000 - Corrosion Total Quantity Condition State 1 QTY (PCT) Comments: CS3: Both moveable bearings at Abutment 1 had heavy corrosion with up to 50% section loss to the anchor rods.	·	•	QTY (PCT) 0.00	QTY (PCT) 0.00	QTY (PCT) 0.20	Condition State 4 QTY (PCT) 0.50 (71.43%)
1000 - Corrosion Total Quantity Condition State 1 QTY (PCT) QTY	CS3: Approximately 10%	of the painted coating	g on the moveable b	pearings had failed v	vith exposed primer	
Comments: CS3: Both moveable bearings at Abutment 1 had heavy corrosion with up to 50% section loss to the anchor rods. Total Quantity Condition State 1 Condition State 2 Condition State 3 Co	CS4: Approximately 25%	of the painted coating	g on the moveable b	pearings had failed v	vith corrosion under	neath.
(0.00%) (0.00%) (100.00%) (0.00%) Comments: CS3: Both moveable bearings at Abutment 1 had heavy corrosion with up to 50% section loss to the anchor rods. 2220 - Alignment Total Quantity Condition State 1 Condition State 2 Condition State 3 Condition S	1000 - Corrosion	Total Quantity	QTY (PCT)	QTY (PCT)	QTY (PCT)	Condition State 4 QTY (PCT)
Comments: CS3: Both moveable bearings at Abutment 1 had heavy corrosion with up to 50% section loss to the anchor rods. 2220 - Alignment Total Quantity Condition State 1 Condition State 2 Condition State 3 Condition S		2.00 each				
· · · · · · · · · · · · · · · · · · ·		t Abutment 1 had he	, ,	, ,	, ,	, ,
	2220 - Alignment	Total Quantity				Condition State 4 QTY (PCT)
(100.00%) (0.00%) (0.00%) (0.00%)		2.00 each	2.00	0.00	0.00	0.00 (0.00%)
Comments: CS1: Span 1 South Moveable Bearing at Abutment 1, sole plate was displaced 1-7/8 in. to the west, in expansion, in		looking at Abutus = 124	1 . oolo nloto wa!!-	nloadd 7/0 in to th	a woot in over-i-	n in

CS1: Span 1 South Moveable Bearing at Abutment 1, sole plate was displaced 1-7/8 in. to the west, in expansion, in relation to the masonry plate on a 65 degree F day.

Span 1 North Moveable Bearing at Abutment 1, sole plate was displaced 2 in. to the west, in expansion, in relation to the masonry plate on a 65 degree F day.

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Comments:

STRUCTURE INSPECTION REPORT

MDT ID - 03719

NBI ID - L32101000+01001

Feature Intersected - BITTERROOT RIVER 010
Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

	2240 - Loss of Bearing Area	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
	Ownerste	2.00 each	0.00 (0.00%)	0.00 (0.00%)	0.00 (0.00%)	2.00 (100.00%)
M Main S _l	Comments: CS4: South Moveable Bearing, to abutment backwall. Two rollers we north Moveable Bearing, the new were pushed against the abutmental pan (0)	vere no longer unde sted roller keeper ha	r the sole plate. d failed. Two rollers	had worked out from	n underneath the be	
313 - Fix	ed Bearing	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
Environme	nt: Mod.	2.00 each	0.00 (0.00%)	2.00 (100.00%)	0.00 (0.00%)	0.00 (0.00%)
Comments	:					
	515 - Steel Protective Coating	Total Quantity 2.00 sq.ft	Condition State 1 QTY (PCT) 0.00	Condition State 2 QTY (PCT) 1.60	Condition State 3 QTY (PCT) 0.20	Condition State 4 QTY (PCT) 0.20
	Comments:		(0.00%)	(80.00%)	(10.00%)	(10.00%)
	3410 - Chalk(Steel Protect Coatings)	Total Quantity 1.60 sq.ft	Condition State 1 QTY (PCT) 0.00 (0.00%)	Condition State 2 QTY (PCT) 1.60 (100.00%)	Condition State 3 QTY (PCT) 0.00 (0.00%)	Condition State 4 QTY (PCT) 0.00 (0.00%)
	Comments: CS2: Approximately 80% of	of the painted coating	, ,	,	(0.0070)	(0.0070)
	3440 - Eff (Stl Protect Coat)	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
	· · · · ,	0.40 sq.ft	0.00 (0.00%)	0.00 (0.00%)	0.20 (50.00%)	0.20 (50.00%)
	Comments: CS3: Approximately 10% of	of the painted coating	g on the fixed bearin	ngs had failed with e.	xposed primer unde	rneath.
	CS4: Approximately 10% o	of the painted coating	g on the fixed bearin	ngs had failed with co	orrosion underneath	·
	1000 - Corrosion	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
		2.00 each	0.00 (0.00%)	2.00 (100.00%)	0.00 (0.00%)	0.00 (0.00%)

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CS2: The Bent 2 fixed bearings had minor surface corrosion and negligible section loss in areas of failed paint.



MDT ID - 03719

NBI ID - L32101000+01001 Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

M Main Span (0)					
330 - Metal Bridge Railing	Total Quantity 361.00 ft	Condition State 1 QTY (PCT) 0.00	Condition State 2 QTY (PCT) 361.00	Condition State 3 QTY (PCT) 0.00	Condition State 4 QTY (PCT) 0.00
Environment: Mod.		(0.00%)	(100.00%)	(0.00%)	(0.00%)
Comments:					
515 - Steel Protective Coating	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
	750.00 sq.ft	150.00	75.00	150.00	375.00
Comments:		(20.00%)	(10.00%)	(20.00%)	(50.00%)
3420 - Peel/Bub/Crack(Stl	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
Protect Coat)	75.00 sq.ft	0.00 (0.00%)	75.00 (100.00%)	0.00 (0.00%)	0.00 (0.00%)
Comments: CS2: Approximately 10%	of the painted coating	g on the steel rail wa	as bubbling and pee	ling.	
3440 - Eff (Stl Protect Coat)	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
· · · · ,	525.00 sq.ft	0.00 (0.00%)	0.00 (0.00%)	150.00 (28.57%)	375.00 (71.43%)
Comments: CS3: Approximately 20% CS4: Approximately 50%		_			h.
1000 - Corrosion	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
	361.00 ft	QTY (PCT) 0.00 (0.00%)	QTY (PCT) 361.00 (100.00%)	QTY (PCT) 0.00 (0.00%)	QTY (PCT) 0.00 (0.00%)
Comments: CS2: Span 1 metal rail had mind	or surface corrosion v	with negligible sectio	on loss in areas of fa	iled paint.	
7000 - Damage	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
	1.00 ft	0.00 (0.00%)	1.00 (100.00%)	0.00 (0.00%)	0.00 (0.00%)
Comments: CS2: North rail, bottom angle at	Panel Point 1' was h	oent 3/A in unwards			
M Main Span (0)	ranerronii was b	eni 3/4 in. upwarus.			
820 - Steel Truss Vertical	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
Cross-Frame	•	QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
Environment: Mod.	272.00 ft	0.00 (0.00%)	272.00 (100.00%)	0.00 (0.00%)	0.00 (0.00%)
Comments:					

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MDT ID - 03719

NBI ID - L32101000+01001

Feature Intersected - BITTERROOT RIVER 010
Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Coating	Total Quantity 500.00 sq.ft	Condition State 1 QTY (PCT) 0.00 (0.00%)	Condition State 2 QTY (PCT) 100.00 (20.00%)	Condition State 3 QTY (PCT) 200.00 (40.00%)	Condition State (QTY (PCT) 200.00 (40.00%)
Comments:		(0.0070)	(20.0070)	(10.0070)	(10.0070)
3420 - Peel/Bub/Crack(Stl Protect Coat)	Total Quantity	Condition State 1 QTY (PCT) 0.00 (0.00%)	Condition State 2 QTY (PCT) 100.00 (100.00%)	Condition State 3 QTY (PCT) 0.00 (0.00%)	Condition State QTY (PCT) 0.00 (0.00%)
Comments: CS2: Approximately 20%	of the painted coating	, ,	, ,	. ,	(1.1.1.9)
3440 - Eff (Stl Protect Coat)	Total Quantity 400.00 sq.ft	Condition State 1 QTY (PCT) 0.00 (0.00%)	Condition State 2 QTY (PCT) 0.00 (0.00%)	Condition State 3 QTY (PCT) 200.00 (50.00%)	Condition State QTY (PCT) 200.00 (50.00%)
Comments: CS3: Approximately 40% underneath.			-		
CS4: Approximately 40% 1000 - Corrosion	<u>, </u>		<u> </u>		
1000 - Corrosion	Total Quantity 272.00 ft	Condition State 1 QTY (PCT) 0.00	Condition State 2 QTY (PCT) 272.00	Condition State 3 QTY (PCT) 0.00	Condition State QTY (PCT) 0.00
	272.00 N	(0.00%)			
Comments: CS2: Vertical cross bracing had		(0.00%) sion with negligible s	(100.00%)	(0.00%)	(0.00%)
		, ,	(100.00%)	(0.00%)	
CS2: Vertical cross bracing had	minor surface corros Total Quantity 2.00 ft	Condition State 1 QTY (PCT) 0.00 (0.00%)	(100.00%) section loss in areas Condition State 2 QTY (PCT) 2.00 (100.00%)	(0.00%) of failed paint. Condition State 3 QTY (PCT) 0.00 (0.00%)	(0.00%) Condition State QTY (PCT) 0.00 (0.00%)
CS2: Vertical cross bracing had 7000 - Damage Comments: CS2: Lower horizontal sway bradamage.	minor surface corros Total Quantity 2.00 ft	Condition State 1 QTY (PCT) 0.00 (0.00%) 2 in. to the east, and	(100.00%) section loss in areas Condition State 2 QTY (PCT) 2.00 (100.00%) d upward and downs Condition State 2 QTY (PCT)	(0.00%) of failed paint. Condition State 3 QTY (PCT) 0.00 (0.00%) ward 1 in. due to imp	Condition State QTY (PCT) 0.00 (0.00%) Dact Condition State QTY (PCT)
CS2: Vertical cross bracing had 7000 - Damage Comments: CS2: Lower horizontal sway bradamage. Main Span (1A)	minor surface corros Total Quantity 2.00 ft cing at U3' was bent	Condition State 1 QTY (PCT) 0.00 (0.00%) 2 in. to the east, and	(100.00%) rection loss in areas Condition State 2 QTY (PCT) 2.00 (100.00%) d upward and down	(0.00%) of failed paint. Condition State 3 QTY (PCT) 0.00 (0.00%) ward 1 in. due to imp	(0.00%) Condition State QTY (PCT) 0.00 (0.00%) pact Condition State
CS2: Vertical cross bracing had 7000 - Damage Comments: CS2: Lower horizontal sway bradamage. Main Span (1A) 6 - Re Conc Top Flange	minor surface corros Total Quantity 2.00 ft cing at U3' was bent Total Quantity 1,959.00 sq.ft	Condition State 1 QTY (PCT) 0.00 (0.00%) 2 in. to the east, and Condition State 1 QTY (PCT) 1,959.00	(100.00%) rection loss in areas Condition State 2 QTY (PCT) 2.00 (100.00%) d upward and down Condition State 2 QTY (PCT) 0.00	(0.00%) of failed paint. Condition State 3 QTY (PCT) 0.00 (0.00%) ward 1 in. due to imp	Condition State QTY (PCT) 0.00 (0.00%) Dact Condition State QTY (PCT) 0.00
CS2: Vertical cross bracing had 7000 - Damage Comments: CS2: Lower horizontal sway bradamage. Main Span (1A) 6 - Re Conc Top Flange environment: Mod. comments:	minor surface corros Total Quantity 2.00 ft cing at U3' was bent Total Quantity 1,959.00 sq.ft	Condition State 1 QTY (PCT) 0.00 (0.00%) 2 in. to the east, and Condition State 1 QTY (PCT) 1,959.00	(100.00%) rection loss in areas Condition State 2 QTY (PCT) 2.00 (100.00%) d upward and down Condition State 2 QTY (PCT) 0.00	(0.00%) of failed paint. Condition State 3 QTY (PCT) 0.00 (0.00%) ward 1 in. due to imp	Condition State QTY (PCT) 0.00 (0.00%) Dact Condition State QTY (PCT) 0.00
CS2: Vertical cross bracing had 7000 - Damage Comments: CS2: Lower horizontal sway bradamage. Main Span (1A) 6 - Re Conc Top Flange nvironment: Mod. comments: Codefects noted with Concrete Tee Beam T	Total Quantity 2.00 ft cing at U3' was bent Total Quantity 1,959.00 sq.ft	Condition State 1 QTY (PCT) 0.00 (0.00%) 2 in. to the east, and Condition State 1 QTY (PCT) 1,959.00 (100.00%)	(100.00%) ection loss in areas Condition State 2 QTY (PCT) 2.00 (100.00%) d upward and down Condition State 2 QTY (PCT) 0.00 (0.00%)	(0.00%) of failed paint. Condition State 3 QTY (PCT) 0.00 (0.00%) ward 1 in. due to imp Condition State 3 QTY (PCT) 0.00 (0.00%) Condition State 3	Condition State QTY (PCT) 0.00 (0.00%) Dact Condition State QTY (PCT) 0.00 (0.00%)

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Comments:

No defects noted on Abutment 5.

STRUCTURE INSPECTION REPORT

MDT ID - 03719

NBI ID - L32101000+01001

Feature Intersected - BITTERROOT RIVER 010
Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Dep	partment of Transportation	Fac	Facility - NORTH AVE W		Inventory Direction - West to East	
	1190 - Abrasion(PSC/RC)	Total Quantity 1,927.00 sq.ft	Condition State 1 QTY (PCT) 0.00	Condition State 2 QTY (PCT) 1,927.00	Condition State 3 QTY (PCT) 0.00	Condition State 4 QTY (PCT) 0.00
	_		(0.00%)	(100.00%)	(0.00%)	(0.00%)
	Comments: CS2: Asphalt wearing surf	face had minor wear	concentrated in the	wheel paths up to 1.	/2 in. deep througho	out.
	3220 - Crack (Wearing Surface)	Total Quantity 32.00 sq.ft	Condition State 1 QTY (PCT) 0.00	Condition State 2 QTY (PCT) 0.00	Condition State 3 QTY (PCT) 32.00	Condition State 4 QTY (PCT) 0.00
M Main Span (1	Comments: CS3: Wearing surface had previous sealed, but seals			(0.00%) ove Bent 4 and Abu	(100.00%) tment 5. Cracks had	(0.00%) I been
	: Opn Girder/Beam	Total Quantity 489.00 ft	Condition State 1 QTY (PCT) 439.00 (89.78%)	Condition State 2 QTY (PCT) 50.00 (10.23%)	Condition State 3 QTY (PCT) 0.00 (0.00%)	Condition State 4 QTY (PCT) 0.00 (0.00%)
Comments:	- .		(30.1.370)	(10.20,0)	(0.0070)	(0.00,70)
1120 Stain	- Efflorescence/Rust ning	Total Quantity 50.00 ft	Condition State 1 QTY (PCT) 0.00	Condition State 2 QTY (PCT) 50.00	Condition State 3 QTY (PCT) 0.00	Condition State 4 QTY (PCT) 0.00
CS2:	ments: Tee beams in Spans 3 and	l 4 had minor efflores	(0.00%) scence seeping thro	(100.00%) ugh the construction	(0.00%) a joints.	(0.00%)
M Main Span (1 205 - Re Conc		Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4
Environment: Mo	d.	3.00 each	0.00 (0.00%)	3.00 (100.00%)	0.00 (0.00%)	0.00 (0.00%)
Comments:						
1190	- Abrasion(PSC/RC)	Total Quantity 3.00 each	Condition State 1 QTY (PCT) 0.00	Condition State 2 QTY (PCT) 3.00	Condition State 3 QTY (PCT) 0.00	Condition State 4 QTY (PCT) 0.00
	ments: Bent 4 Columns had minor	r abrasion with expos	(0.00%) sed, secure aggrega	(100.00%) Ite for the bottom 6 f	(0.00%) řt.	(0.00%)
M Main Span (1		·				
215 - Re Cond	: Abutment	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
Environment: Mo	d.	66.00 ft	66.00 (100.00%)	0.00 (0.00%)	0.00 (0.00%)	0.00 (0.00%)

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MDT ID - 03719

NBI ID - L32101000+01001 Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

M Main Span (1A)					
234 - Re Conc Pier Cap	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4
Environment: Mod.	22.00 ft	18.00 (81.82%)	0.00 (0.00%)	4.00 (18.18%)	0.00 (0.00%)
Comments:		,	,	, ,	,
1080 -	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
Delamination/Spall/Patched		QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
Area	4.00 ft	0.00 (0.00%)	0.00 (0.00%)	4.00 (100.00%)	0.00 (0.00%)
Bent 4 Cap northeast corner had up to 10% section loss.					
1090 - Exposed Rebar	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
	0.00.5	0.00	0.00	2.00	0.00
	2.00 ft	(0.00%)	(0.00%)	(100.00%)	(0.00%)
Comments:		(0.0070)	(0.0070)	(100.0070)	(0.0070)
CS3: Bent 4 Cap west face had to 10% section loss.	-			·	·
Bent 4 Cap northeast corner had up to 10% section loss. M Main Span (1A)	a a 12 III. High by 3 II	r. wide spall with up	to 1/2 III. OI penetra	lion and exposed re	par with
330 - Metal Bridge Railing	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
	246.00 ft	0.00	183.00	63.00	0.00

330 - Metal Bridge Railing	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
Environment: Mod.	246.00 ft	0.00 (0.00%)	183.00 (74.40%)	63.00 (25.60%)	0.00 (0.00%)
Comments:					
515 - Steel Protective	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
Coating	500.00 sq.ft	QTY (PCT) 425.00 (85.00%)	QTY (PCT) 25.00 (5.00%)	QTY (PCT) 25.00 (5.00%)	QTY (PCT) 25.00 (5.00%)
Comments:		(00.0070)	(0.0070)	(0.0070)	(0.0070)
3420 -	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
Peel/Bub/Crack(Stl Protect Coat)	25.00 sq.ft	QTY (PCT) 0.00 (0.00%)	QTY (PCT) 25.00 (100.00%)	QTY (PCT) 0.00 (0.00%)	QTY (PCT) 0.00 (0.00%)

CS2: Approximately 5% of the painted coating on the steel rail was bubbling and peeling.

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MDT ID - 03719

NBI ID - L32101000+01001

Feature Intersected - BITTERROOT RIVER 01
Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

3440 - Eff (Stl Protect	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
Coat)		QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
	50.00 sq.ft	0.00	0.00	25.00	25.00
	50.00 Sq.n	(0.00%)	(0.00%)	(50.00%)	(50.00%)

Comments:

CS3: Approximately 5% of the painted coating on the steel rail had failed with exposed primer underneath.

CS4: Approximately 5% of the painted coating on the steel rail had failed with corrosion underneath.

1000 - Corrosion	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
		QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
	246.00 ft	0.00	246.00	0.00	0.00
	270,00 11	(0.00%)	(100.00%)	(0.00%)	(0.00%)

Comments:

CS2: Spans 3 and 4 metal bridge rail had minor surface corrosion with negligible section loss in areas of failed paint.

7000 - Damage	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
		QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
	71.00 ft	0.00	8.00	63.00	0.00
		(0.00%)	(11.27%)	(88.73%)	(0.00%)

Comments:

CS2: North Rail had three adjacent vertical members with impact damage that bent the interior flange 3/4 in. out of plane over a 6 in. height near the East Approach in Span 4.

South Rail top rail was bent downward 1-1/2 in. over a 5 ft. length at the far east end of the bridge.

CS3: Span 4 North Curb had an area of spalling over Bent 4 measuring 3 ft. long by full width and height with exposed rebar.

North Curb had spalling up to 2 in. deep on the top and interior faces for the full length of Span 4 with areas of exposed rebar.

M Main Span (2)

30 - Steel Deck - Orthotropic	Total Quantity	Condition State 1 QTY (PCT) 593.00	Condition State 2 QTY (PCT) 0.00	Condition State 3 QTY (PCT) 31.00	Condition State 4 QTY (PCT) 0.00
Environment: Mod.	624.00 sq.ft	(95.03%)	(0.00%)	(4.97%)	(0.00%)
Comments:					
510 - Wearing Surfaces	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
	624.00 sq.ft	QTY (PCT) 0.00 (0.00%)	QTY (PCT) 624.00 (100.00%)	QTY (PCT) 0.00 (0.00%)	QTY (PCT) 0.00 (0.00%)
Comments:		,	,	,	,
1190 -	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
Abrasion(PSC/RC)	624 00 cg ff	QTY (PCT) 0.00	QTY (PCT) 624.00	QTY (PCT) 0.00	QTY (PCT) 0.00
	624.00 sq.ft	(0.00%)	(100.00%)	(0.00%)	(0.00%)
Common materi					

Comments:

CS2: Asphalt wearing surface had minor wear concentrated in the wheel paths up to 1/2 in. deep throughout.

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MDT ID - 03719

NBI ID - L32101000+01001 Feature Intersected - BITTERROOT RIVER 010 Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

515 Coa	- Steel Protective ting	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
	3	624.00 sq.ft	499.20 (80.00%)	31.20 (5.00%)	62.40 (10.00%)	31.20 (5.00%)
Com	nments:		(00.0070)	(0.0070)	(1010070)	(0.0070)
	3410 - Chalk(Steel Protect Coatings)	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4
		31.20 sq.ft	0.00 (0.00%)	31.20 (100.00%)	0.00 (0.00%)	0.00 (0.00%)
	Comments:					
	3440 - Eff (Stl Protect Coat)	Total Quantity 93.60 sq.ft	Condition State 1 QTY (PCT) 0.00	Condition State 2 QTY (PCT) 0.00	Condition State 3 QTY (PCT) 62.40	Condition State 4 QTY (PCT) 31.20
		00.00 04.11	(0.00%)	(0.00%)	(66.70%)	(33.30%)
	Comments: CS3: Approximately 10% of	of the protective coat	ting on the steel dec	k had failed with exp	oosed primer underr	neath.
	CS4: Approximately 5% of	•			·	
100	0 - Corrosion	•				Condition State 4
	u - Corrosion	Total Quantity	Condition State 1	Condition State 2	Condition State 3	
700		31.00 sq.ft	QTY (PCT) 0.00 (0.00%)	QTY (PCT) 31.00 (100.00%)	QTY (PCT) 0.00 (0.00%)	QTY (PCT) 0.00 (0.00%)
Com CS2	nments: 2: Approximately 5% of the S ugh holes.	·	0.00 (0.00%)	31.00 (100.00%)	0.00 (0.00%)	0.00 (0.00%)
Com CS2 thro	nments: 2: Approximately 5% of the S	pan 2 soffit had mind	0.00 (0.00%)	31.00 (100.00%)	0.00 (0.00%)	0.00 (0.00%)
Com CS2 thro	nments: 2: Approximately 5% of the S ugh holes. 0 - Damage	pan 2 soffit had mind	0.00 (0.00%) or surface corrosion Condition State 1 QTY (PCT)	31.00 (100.00%) with negligible secti Condition State 2 QTY (PCT)	0.00 (0.00%) on loss near welding Condition State 3 QTY (PCT)	0.00 (0.00%) g burn Condition State 4 QTY (PCT)
Com CS2 thro 7000 Com	nments: 2: Approximately 5% of the S ugh holes.	Total Quantity 31.00 sq.ft	0.00 (0.00%) or surface corrosion Condition State 1 QTY (PCT) 0.00 (0.00%)	31.00 (100.00%) with negligible secti Condition State 2 QTY (PCT) 0.00	0.00 (0.00%) on loss near welding Condition State 3 QTY (PCT) 31.00	0.00 (0.00%) g burn Condition State 4 QTY (PCT) 0.00
Com CS2 thro 7000 Com	nments: 2: Approximately 5% of the S ugh holes. 0 - Damage nments: 3: Approximately 5% of the S	Total Quantity 31.00 sq.ft	0.00 (0.00%) or surface corrosion Condition State 1 QTY (PCT) 0.00 (0.00%)	31.00 (100.00%) with negligible secti Condition State 2 QTY (PCT) 0.00	0.00 (0.00%) on loss near welding Condition State 3 QTY (PCT) 31.00	0.00 (0.00%) g burn Condition State 4 QTY (PCT) 0.00
Com CS2 thro 7000 Com CS3	nments: 2: Approximately 5% of the Sugh holes. 0 - Damage nments: 3: Approximately 5% of the S	Total Quantity 31.00 sq.ft Span 2 soffit had weld Total Quantity	0.00 (0.00%) or surface corrosion Condition State 1 QTY (PCT) 0.00 (0.00%) ding burn holes. Condition State 1 QTY (PCT)	31.00 (100.00%) with negligible secti Condition State 2 QTY (PCT) 0.00 (0.00%) Condition State 2 QTY (PCT)	0.00 (0.00%) on loss near welding Condition State 3 QTY (PCT) 31.00 (100.00%) Condition State 3 QTY (PCT)	0.00 (0.00%) g burn Condition State 4 QTY (PCT) 0.00 (0.00%) Condition State 4 QTY (PCT)
Com CS2 thro 7000 Com CS3 M Main Span (nments: 2: Approximately 5% of the Sugh holes. 0 - Damage nments: 3: Approximately 5% of the Sugh holes. 2: Tinger	Total Quantity 31.00 sq.ft Span 2 soffit had weld	0.00 (0.00%) or surface corrosion Condition State 1 QTY (PCT) 0.00 (0.00%) ding burn holes. Condition State 1	31.00 (100.00%) with negligible secti Condition State 2 QTY (PCT) 0.00 (0.00%) Condition State 2	0.00 (0.00%) on loss near welding Condition State 3 QTY (PCT) 31.00 (100.00%) Condition State 3	0.00 (0.00%) g burn Condition State 4 QTY (PCT) 0.00 (0.00%) Condition State 4
Com CS2 thro 7000 Com CS3 M Main Span (nments: 2: Approximately 5% of the Sugh holes. 0 - Damage nments: 3: Approximately 5% of the Sugh holes. 2: Tinger	Total Quantity 31.00 sq.ft Span 2 soffit had weld Total Quantity	0.00 (0.00%) or surface corrosion Condition State 1 QTY (PCT) 0.00 (0.00%) ding burn holes. Condition State 1 QTY (PCT) 0.00	31.00 (100.00%) with negligible secti Condition State 2 QTY (PCT) 0.00 (0.00%) Condition State 2 QTY (PCT) 290.00	0.00 (0.00%) on loss near welding Condition State 3 QTY (PCT) 31.00 (100.00%) Condition State 3 QTY (PCT) 16.00	0.00 (0.00%) g burn Condition State 4 QTY (PCT) 0.00 (0.00%) Condition State 4 QTY (PCT) 8.00
Com CS2 thro. 7000 Com CS3 M Main Span (113 - Steel St Environment: Mo Comments:	nments: 2: Approximately 5% of the Sugh holes. 0 - Damage nments: 3: Approximately 5% of the Sugh holes. 2) 2: Iringer od Steel Protective	Total Quantity 31.00 sq.ft Span 2 soffit had weld Total Quantity	0.00 (0.00%) or surface corrosion Condition State 1 QTY (PCT) 0.00 (0.00%) ding burn holes. Condition State 1 QTY (PCT) 0.00	31.00 (100.00%) with negligible secti Condition State 2 QTY (PCT) 0.00 (0.00%) Condition State 2 QTY (PCT) 290.00	0.00 (0.00%) on loss near welding Condition State 3 QTY (PCT) 31.00 (100.00%) Condition State 3 QTY (PCT) 16.00	0.00 (0.00%) g burn Condition State 4 QTY (PCT) 0.00 (0.00%) Condition State 4 QTY (PCT) 8.00
Com CS2 thro. 7000 Com CS3 M Main Span (113 - Steel St Environment: Mc Comments:	nments: 2: Approximately 5% of the Sugh holes. 0 - Damage nments: 3: Approximately 5% of the Sugh holes. 2) 2: Iringer od Steel Protective	Total Quantity 31.00 sq.ft Span 2 soffit had weld Total Quantity 314.00 ft	0.00 (0.00%) or surface corrosion Condition State 1 QTY (PCT) 0.00 (0.00%) ding burn holes. Condition State 1 QTY (PCT) 0.00 (0.00%)	31.00 (100.00%) with negligible section Condition State 2 QTY (PCT) 0.00 (0.00%) Condition State 2 QTY (PCT) 290.00 (92.36%)	0.00 (0.00%) on loss near welding Condition State 3 QTY (PCT) 31.00 (100.00%) Condition State 3 QTY (PCT) 16.00 (5.10%)	0.00 (0.00%) g burn Condition State 4 QTY (PCT) 0.00 (0.00%) Condition State 4 QTY (PCT) 8.00 (2.55%)

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MDT ID - 03719

NBI ID - L32101000+01001

Feature Intersected - BITTERROOT RIVER 010
Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

3420 -	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
Peel/Bub/Crack(Stl		QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
Protect Coat)	396.00 sg.ft	0.00	396.00	0.00	0.00
,	000.00 34.11	(0.00%)	(100.00%)	(0.00%)	(0.00%)

Comments:

CS2: Approximately 55% of the painted coating on the steel stringers was bubbling and peeling.

3440 - Eff (Stl Protect	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
Coat)		QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
	324.00 sa.ft	0.00	0.00	108.00	216.00
	024.00 Sq.1t	(0.00%)	(0.00%)	(33.33%)	(66.67%)

Comments:

CS3: Approximately 15% of the painted coating on the steel stringers had failed with exposed primer underneath.

CS4: Approximately 30% of the painted coating on the steel stringers had failed with corrosion underneath.

1000 - Corrosion	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
		QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
	314.00 ft	0.00	298.00	8.00	8.00
		(0.00%)	(94.90%)	(2.55%)	(2.55%)

Comments:

CS2: Span 2 stringers had minor to moderate corrosion and negligible section loss in areas of failed paint.

CS3: Stringer 4, at Bent 2, had an 18 in. long by 2 in. high area of lamellar corrosion up to 1/4 in. thick on the bottom of the north face at the west end of the stringer.

Stringer 5, at Bent 2, had a 16 in. long by 2 in. high area of lamellar corrosion up to 1/4 in. thick on the bottom of the web located 12 in. from the end of the stringer on the south face.

Stringer 3, at Bent 3, had heavy corrosion and up to 1/8 in. thick rust scale on both sides of web at web to bottom flange interface adjacent to stringer end.

CS4: Stringer 2, at Bent 2, had heavy corrosion and section loss in the web with a 22 in. long by 2 in. high through hole and knife edging to the bottom, north flange.

Stringer 2, at Bent 3, had heavy corrosion with a 4 in. long by 1 in. high through hole at the web to bottom flange interface.

Stringer 5, at Bent 3, had heavy corrosion and section loss in the web with an 8 in. long by 1 in. high through hole near stringer end. Bottom flange was knife-edged in this area.

Stringer 7, at Bent 3, had heavy corrosion with up to 50% section loss over a 10 in. long by 2 in. high area adjacent to the stringer end that had a 5 in. long by 1 in. high through hole at the web to lower flange interface.

Stringer 8, at Bent 3, had heavy corrosion and section loss in the web for the end 14 in. with a 7 in. long by 1 in. high through hole at the web to bottom flange interface at the stringer end.

1020 - Connection	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
		QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
	8.00 ft	0.00	0.00	8.00	0.00
		(0.00%)	(0.00%)	(100.00%)	(0.00%)

Comments:

CS3: Bent 3, the east anchor rod of the bearing pipe at Stringer 4 was sheared off. The west anchor rod at Stringer 4 had up to 50% section loss and was loose on concrete. The bearing pipe moved up to 1/2 in. vertically under live load. Stringers 4, 5, 7, and 8 had a gap between the bottom flange and the hollow bearing pipe at Bent 3. Movement of the stringers was observed under live load.

Both anchor rods of the bearing pipe at Stringer 8 were sheared off. The bearing pipe moved up to 1/2 in. vertically under live load. Imprints in debris on top of bent showed up to 2 in. of lateral movement.

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STRUCTURE INSPECTION REPORT

MDT ID - 03719

NBI ID - L32101000+01001

Feature Intersected - BITTERROOT RIVER 010
Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

M Main Span (2)					
120 - Steel Truss	Total Quantity 79.00 ft	Condition State 1 QTY (PCT) 0.00	Condition State 2 QTY (PCT) 55.00	Condition State 3 QTY (PCT) 24.00	Condition State 4 QTY (PCT) 0.00
Environment: Mod.	79.00 π	(0.00%)	(69.62%)	(30.38%)	(0.00%)
Comments:					
515 - Steel Protective Coating	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
	400.00 sq.ft	60.00 (15.00%)	200.00 (50.00%)	60.00 (15.00%)	80.00 (20.00%)
Comments:		,	,	,	,
3410 - Chalk(Steel Protect Coatings)	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
	200.00 sq.ft	0.00 (0.00%)	200.00 (100.00%)	0.00 (0.00%)	0.00 (0.00%)
Comments: CS2: Approximately 50%	of the painted coating	g on the steel truss	was bubbling and pe	eeling.	
3440 - Eff (Stl Protect Coat)	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
	140.00 sq.ft	0.00 (0.00%)	0.00 (0.00%)	60.00 (42.86%)	80.00 (57.10%)
Comments: CS3: Approximately 15%	of the painted coatin	g on the steel truss i	had failed with expo	sed primer underne	ath.
CS4: Approximately 20%	of the painted coating	g on the steel truss i	had failed with corro	sion underneath.	
1000 - Corrosion	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
	79.00 ft	0.00 (0.00%)	55.00 (69.62%)	24.00 (30.38%)	0.00 (0.00%)
Comments: CS2: Pony Truss had minor surf	ace corrosion with n	egligible section loss	s in areas of failed p	aint .	
CS3: Pony Truss had random ar chord.	reas of lamellar corro	osion up to 1/8 in. de	eep along the inboar	d channel of the bo	ttom
South Truss, Panel Point L2, bo South Truss, Panel Points L2 an exterior gusset plates. Pack rust South Truss, Bottom Chord at L	d L2' had pack rust t up to 3/4 in. thick be	up to 1/4 in. thick be etween lower strut a	tween bottom chord ngles of exterior swa	and both interior ar ay brace fames.	ad
North Truss, Panel Points L2 an exterior gusset plates. Pack rust	d L2' had pack rust u	ıp to 3/8 in. thick bet	tween bottom chord	and both interior an	d

1020 - Connection	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
	1.00 ft	0.00	1.00	0.00	0.00
0		(0.00%)	(100.00%)	(0.00%)	(0.00%)

Comments:

CS2: North Truss, U1' exterior gusset plate had two misdrilled 3/4 in. diameter holes.

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MDT ID - 03719

NBI ID - L32101000+01001

Feature Intersected - BITTERROOT RIVER 010
Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

0.00

(0.00%)

	Damage	Total Quantity 6.00 ft	Condition State 1 QTY (PCT) 0.00 (0.00%)	Condition State 2 QTY (PCT) 6.00 (100.00%)	Condition State 3 QTY (PCT) 0.00 (0.00%)	Condition State 4 QTY (PCT) 0.00 (0.00%)
South bearin North North North	South Truss, Diagonal L2'-l Truss, Bottom Chord at L0	' channel members ior flange was bent erior flange was ben	were deflected up to 1 in. out-of-plane ov t 1-3/8 in. out-of-pla	o 1-1/2 in. out-of-plai er a 6 in. height due ne over a 24 in. leng	e to impact damage. gth due to impact da	nmage.
152 - Steel Floo		Total Quantity 33.00 ft	Condition State 1 QTY (PCT) 0.00	Condition State 2 QTY (PCT) 33.00	Condition State 3 QTY (PCT) 0.00	Condition State 4 QTY (PCT) 0.00
Environment: Mod Comments:			(0.00%)	(100.00%)	(0.00%)	(0.00%)
515 - S Coatin	Steel Protective g	Total Quantity	Condition State 1 QTY (PCT) 0.00 (0.00%)	Condition State 2 QTY (PCT) 23.00 (20.00%)	Condition State 3 QTY (PCT) 46.00 (40.00%)	Condition State 4 QTY (PCT) 46.00 (40.00%)
Comm	ents:		(0.00%)	(20.00%)	(40.00%)	(40.00%)
ı	3420 - Peel/Bub/Crack(Stl Protect Coat)	Total Quantity 23.00 sq.ft	Condition State 1 QTY (PCT) 0.00 (0.00%)	Condition State 2 QTY (PCT) 23.00 (100.00%)	Condition State 3 QTY (PCT) 0.00 (0.00%)	Condition State 4 QTY (PCT) 0.00 (0.00%)
	Comments: CS2: Approximately 20% o	f the painted coating	g on the floor beams	ะ was bubbling and μ	peeling.	
	3440 - Eff (Stl Protect Coat)	Total Quantity 92.00 sq.ft	Condition State 1 QTY (PCT) 0.00 (0.00%)	Condition State 2 QTY (PCT) 0.00 (0.00%)	Condition State 3 QTY (PCT) 46.00 (50.00%)	Condition State 4 QTY (PCT) 46.00 (50.00%)
	Comments: CS3: Approximately 40% o	f the painted coating	g on the floor beams	had failed with exp	osed primer undern	eath.
	CS4: Approximately 40% o	f the painted coating	g on the floor beams	had failed with corr	osion underneath.	
1000 -	Corrosion	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)

Comments:

CS2: Pony Truss floor beams had minor surface corrosion with negligible section loss in areas of failed paint.

33.00 ft

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0.00

(0.00%)

33.00

(100.00%)

0.00

(0.00%)

M Main Span (2)

STRUCTURE INSPECTION REPORT

MDT ID - 03719

NBI ID - L32101000+01001 Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

210 - Re	e Conc Pier Wall	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4
Environm	ent: Mod.	22.00 ft	0.00 (0.00%)	12.00 (54.50%)	10.00 (45.50%)	0.00 (0.00%)
			(0.00%)	(54.50%)	(45.50%)	(0.00%)
Commen	ts:					
	1080 -	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State
	Delamination/Spall/Patched		QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
	Area	1.00 ft	0.00	1.00	0.00	0.00
	_		(0.00%)	(100.00%)	(0.00%)	(0.00%)
	Comments: CS2: Bent 3 had a 12 in. wide i	by 10 in high area of	dolomination on the	ton southoast corn	or	
	CS2. Deni 3 nau a 12 in. wide i	oy 10 iii. Iligii area or	ueiammation on the	top, southeast come	<i>51.</i> ————	
	1120 - Efflorescence/Rust	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State
	Staining		QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
		6.00 ft	0.00	6.00	0.00	0.00
	_		(0.00%)	(100.00%)	(0.00%)	(0.00%)
	Comments: CS2: Bent 3 pier noses had mi	nor efflorescence.				
	1130 - Cracking (RC and	Total Quantity	Condition State 1	Condition State 2	Condition State 3	
	1130 - Cracking (RC and Other)	Total Quantity	QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
		Total Quantity 22.00 ft	QTY (PCT) 0.00	QTY (PCT) 12.00	QTY (PCT) 10.00	QTY (PCT) 0.00
	Other)	·	QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
		22.00 ft cracking up to 1/32 in.	QTY (PCT) 0.00 (0.00%) wide throughout an	QTY (PCT) 12.00 (54.50%) ad a horizontal crack	QTY (PCT) 10.00 (45.50%) up to 1/32 in. wide	QTY (PCT) 0.00 (0.00%)
M Main :	Other) Comments: CS2: Bent 3 had random map of	22.00 ft cracking up to 1/32 in. ner that extended 6 ft. and 10 ft., and east fac	QTY (PCT) 0.00 (0.00%) wide throughout an along east face and	QTY (PCT) 12.00 (54.50%) and a horizontal crack I 2 ft. along north fac	QTY (PCT) 10.00 (45.50%) up to 1/32 in. wide a ce.	0.00 (0.00%)
	Other) Comments: CS2: Bent 3 had random map onear the bottom, northeast corrects: CS3: Bent 3 west face, south endeamination and spalls with up	22.00 ft cracking up to 1/32 in. ner that extended 6 ft. and 10 ft., and east fac	QTY (PCT) 0.00 (0.00%) wide throughout an along east face and	QTY (PCT) 12.00 (54.50%) and a horizontal crack I 2 ft. along north fac	QTY (PCT) 10.00 (45.50%) up to 1/32 in. wide a ce.	QTY (PCT) 0.00 (0.00%)
	Other) Comments: CS2: Bent 3 had random map of near the bottom, northeast corn CS3: Bent 3 west face, south edelamination and spalls with up	22.00 ft cracking up to 1/32 in. ner that extended 6 ft. and 10 ft., and east fac to 1 in. of penetration	QTY (PCT) 0.00 (0.00%) wide throughout an along east face and se, south end 4 ft. han. Condition State 1 QTY (PCT) 0.00	QTY (PCT) 12.00 (54.50%) Ind a horizontal crack If 2 ft. along north fact and map cracking up to Condition State 2 QTY (PCT) 0.00	QTY (PCT) 10.00 (45.50%) up to 1/32 in. wide see. to 1/8 in. wide with Condition State 3	QTY (PCT) 0.00 (0.00%) located Condition State QTY (PCT) 0.00
302 - Co	Other) Comments: CS2: Bent 3 had random map of near the bottom, northeast corn CS3: Bent 3 west face, south edelamination and spalls with up	22.00 ft cracking up to 1/32 in. ner that extended 6 ft. and 10 ft., and east fac to 1 in. of penetration Total Quantity	QTY (PCT) 0.00 (0.00%) wide throughout an along east face and se, south end 4 ft. han. Condition State 1 QTY (PCT)	QTY (PCT) 12.00 (54.50%) Ind a horizontal crack If 2 ft. along north fact and map cracking up to Condition State 2 QTY (PCT)	QTY (PCT) 10.00 (45.50%) up to 1/32 in. wide see. to 1/8 in. wide with Condition State 3 QTY (PCT)	QTY (PCT) 0.00 (0.00%) located Condition State QTY (PCT)
302 - Co Environm Commen	Other) Comments: CS2: Bent 3 had random map of near the bottom, northeast corn CS3: Bent 3 west face, south e delamination and spalls with up Span (2) Compressn Joint Seal	22.00 ft cracking up to 1/32 in. ner that extended 6 ft. and 10 ft., and east fac to 1 in. of penetration Total Quantity	QTY (PCT) 0.00 (0.00%) wide throughout an along east face and se, south end 4 ft. han. Condition State 1 QTY (PCT) 0.00	QTY (PCT) 12.00 (54.50%) Ind a horizontal crack If 2 ft. along north fact and map cracking up to Condition State 2 QTY (PCT) 0.00	QTY (PCT) 10.00 (45.50%) up to 1/32 in. wide see. to 1/8 in. wide with Condition State 3 QTY (PCT) 16.00	QTY (PCT) 0.00 (0.00%) located Condition State QTY (PCT) 0.00
302 - Co Environm Commen	Other) Comments: CS2: Bent 3 had random map of near the bottom, northeast corn CS3: Bent 3 west face, south e delamination and spalls with up Span (2) Compressn Joint Seal ment: Mod. ts:	22.00 ft cracking up to 1/32 in. ner that extended 6 ft. and 10 ft., and east fac to 1 in. of penetration Total Quantity	QTY (PCT) 0.00 (0.00%) wide throughout an along east face and se, south end 4 ft. han. Condition State 1 QTY (PCT) 0.00	QTY (PCT) 12.00 (54.50%) Ind a horizontal crack If 2 ft. along north fact and map cracking up to Condition State 2 QTY (PCT) 0.00	QTY (PCT) 10.00 (45.50%) up to 1/32 in. wide see. to 1/8 in. wide with Condition State 3 QTY (PCT) 16.00	QTY (PCT) 0.00 (0.00%) located Condition State QTY (PCT) 0.00

CS3: Joint had separated from Span 2 deck up to 3/4 in. over a 4 ft. length. Joint had a 1/2 in. bend over a 6 in. length in the south wheel path. Joint was moving under live load.

Total Quantity

5.00 ft

CS3: Rubber seal had failed over 90% of its length.

2370 - Metal Deterioration or

Damage

Comments:

Condition State 1

QTY (PCT) 0.00

(0.00%)

Condition State 2

QTY (PCT)

0.00

(0.00%)

Condition State 3

QTY (PCT)

5.00

(100.00%)

Condition State 4

QTY (PCT)

0.00

(0.00%)

STRUCTURE INSPECTION REPORT

MDT ID - 03719

NBI ID - L32101000+01001 Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

M Main Span (2)					
311 - Moveable Bearing	Total Quantity	Condition State 1 QTY (PCT) 0.00	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT) 2.00	Condition State 4
Environment: Mod.	2.00 each	(0.00%)	0.00 (0.00%)	(100.00%)	0.00 (0.00%)
Comments:					
1000 - Corrosion	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4
	2.00 each	0.00 (0.00%)	0.00 (0.00%)	2.00 (100.00%)	0.00 (0.00%)
Comments: CS3: Moveable Bearings at Ben	t 3 were left unpainte	, ,	, ,	,	, ,
2220 - Alignment	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4
	2.00 each	0.00	0.00	2.00	0.00
Comments:		(0.00%)	(0.00%)	(100.00%)	(0.00%)
					f 4/
North Moveable Bearing sole pla bearing on a 65 degree F day.	•				
	ate was displaced 1- Total Quantity 2.00 each	Condition State 1 QTY (PCT) 0.00	Condition State 2 QTY (PCT) 2.00	Condition State 3 QTY (PCT) 0.00	Condition State 4 QTY (PCT) 0.00
bearing on a 65 degree F day. 7000 - Damage Comments:	Total Quantity 2.00 each	Condition State 1 QTY (PCT) 0.00 (0.00%)	Condition State 2 QTY (PCT) 2.00 (100.00%)	Condition State 3 QTY (PCT)	Condition State 4
bearing on a 65 degree F day. 7000 - Damage Comments: CS2: Both moveable bearings e	Total Quantity 2.00 each	Condition State 1 QTY (PCT) 0.00 (0.00%)	Condition State 2 QTY (PCT) 2.00 (100.00%)	Condition State 3 QTY (PCT) 0.00	Condition State 4 QTY (PCT) 0.00
bearing on a 65 degree F day. 7000 - Damage Comments: CS2: Both moveable bearings e	Total Quantity 2.00 each	Condition State 1 QTY (PCT) 0.00 (0.00%) ads were cracked/to Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT) 2.00 (100.00%) rn. Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT) 0.00 (0.00%) Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT) 0.00 (0.00%) Condition State 4 QTY (PCT)
bearing on a 65 degree F day. 7000 - Damage Comments:	Total Quantity 2.00 each lastomeric bearing p	Condition State 1 QTY (PCT) 0.00 (0.00%) ads were cracked/to	Condition State 2 QTY (PCT) 2.00 (100.00%) rn. Condition State 2	Condition State 3 QTY (PCT) 0.00 (0.00%) Condition State 3	Condition State 4 QTY (PCT) 0.00 (0.00%) Condition State 4
bearing on a 65 degree F day. 7000 - Damage Comments: CS2: Both moveable bearings e M Main Span (2) B13 - Fixed Bearing Environment: Mod.	Total Quantity 2.00 each lastomeric bearing particles Total Quantity	Condition State 1 QTY (PCT) 0.00 (0.00%) ads were cracked/to Condition State 1 QTY (PCT) 0.00	Condition State 2 QTY (PCT) 2.00 (100.00%) m. Condition State 2 QTY (PCT) 2.00	Condition State 3 QTY (PCT) 0.00 (0.00%) Condition State 3 QTY (PCT) 0.00	Condition State 4 QTY (PCT) 0.00 (0.00%) Condition State 4 QTY (PCT) 0.00
bearing on a 65 degree F day. 7000 - Damage Comments: CS2: Both moveable bearings e M Main Span (2) B13 - Fixed Bearing Environment: Mod.	Total Quantity 2.00 each lastomeric bearing particles Total Quantity	Condition State 1 QTY (PCT) 0.00 (0.00%) ads were cracked/to Condition State 1 QTY (PCT) 0.00	Condition State 2 QTY (PCT) 2.00 (100.00%) m. Condition State 2 QTY (PCT) 2.00	Condition State 3 QTY (PCT) 0.00 (0.00%) Condition State 3 QTY (PCT) 0.00	Condition State 4 QTY (PCT) 0.00 (0.00%) Condition State 4 QTY (PCT) 0.00
bearing on a 65 degree F day. 7000 - Damage Comments:	Total Quantity 2.00 each lastomeric bearing partial Quantity 2.00 each	Condition State 1 QTY (PCT) 0.00 (0.00%) ads were cracked/to Condition State 1 QTY (PCT) 0.00 (0.00%)	Condition State 2 QTY (PCT) 2.00 (100.00%) rn. Condition State 2 QTY (PCT) 2.00 (100.00%) Condition State 2	Condition State 3	Condition State 4 QTY (PCT) 0.00 (0.00%) Condition State 4 QTY (PCT) 0.00 (0.00%)
bearing on a 65 degree F day. 7000 - Damage Comments:	Total Quantity 2.00 each lastomeric bearing portal Quantity 2.00 each Total Quantity	Condition State 1 QTY (PCT) 0.00 (0.00%) ads were cracked/to Condition State 1 QTY (PCT) 0.00 (0.00%) Condition State 1 QTY (PCT) 0.00	Condition State 2 QTY (PCT) 2.00 (100.00%) rn. Condition State 2 QTY (PCT) 2.00 (100.00%) Condition State 2 QTY (PCT) 1.60	Condition State 3	Condition State 4 QTY (PCT) 0.00 (0.00%) Condition State 4 QTY (PCT) 0.00 (0.00%) Condition State 4 QTY (PCT) 0.20
bearing on a 65 degree F day. 7000 - Damage Comments: CS2: Both moveable bearings e M Main Span (2) 313 - Fixed Bearing Environment: Mod. Comments: 515 - Steel Protective Coating	Total Quantity 2.00 each lastomeric bearing portal Quantity 2.00 each Total Quantity	Condition State 1 QTY (PCT) 0.00 (0.00%) ads were cracked/to Condition State 1 QTY (PCT) 0.00 (0.00%) Condition State 1 QTY (PCT) 0.00	Condition State 2 QTY (PCT) 2.00 (100.00%) rn. Condition State 2 QTY (PCT) 2.00 (100.00%) Condition State 2 QTY (PCT) 1.60	Condition State 3	Condition State 4 QTY (PCT) 0.00 (0.00%) Condition State 4 QTY (PCT) 0.00 (0.00%) Condition State 4 QTY (PCT) 0.20

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STRUCTURE INSPECTION REPORT

MDT ID - 03719

NBI ID - L32101000+01001

Feature Intersected - BITTERROOT RIVER 010
Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

	3440 - Eff (Stl Protect Coat)	Total Quantity 0.40 sq.ft	Condition State 1 QTY (PCT) 0.00 (0.00%)	Condition State 2 QTY (PCT) 0.00 (0.00%)	Condition State 3 QTY (PCT) 0.20 (50.00%)	Condition State 4 QTY (PCT) 0.20 (50.00%)
	Comments: CS3: Approximately 10% of	of the painted coating	g on the fixed bearin	ngs had failed with e	xposed primer unde	rneath.
	CS4: Approximately 10% of	of the painted coating	g on the fixed bearin	ngs had failed with c	orrosion underneath	١.
100	0 - Corrosion	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
		2.00 each	0.00 (0.00%)	2.00 (100.00%)	0.00 (0.00%)	0.00 (0.00%)
	mments:			,	, ,	,
	2: The Bent 2 fixed bearings i	had minor surface co	orrosion and negligib	ole section loss in ar	eas of failed paint.	
M Main Span						
330 - Metal B	Bridge Railing	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
		79.00 ft	0.00	79.00	0.00	0.00
Environment: M	od.		(0.00%)	(100.00%)	(0.00%)	(0.00%)
Comments:						
	- Steel Protective ating	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
		160.00 sq.ft	32.00	16.00	32.00	80.00
Con	nments:		(20.00%)	(10.00%)	(20.00%)	(50.00%)
	3420 -	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
	Peel/Bub/Crack(Stl Protect Coat)	16.00 sq.ft	QTY (PCT) 0.00 (0.00%)	QTY (PCT) 16.00 (100.00%)	QTY (PCT) 0.00 (0.00%)	QTY (PCT) 0.00 (0.00%)
	Comments: CS2: Approximately 10% of	of the painted coating	g on the steel rail wa	as bubbling and pee	ling.	
	3440 - Eff (Stl Protect Coat)	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
		112.00 sq.ft	0.00 (0.00%)	0.00 (0.00%)	32.00 (28.57%)	80.00 (71.43%)
	Comments: CS3: Approximately 20% of	of the painted coating	g on the steel rail ha	nd failed with expose	ed primer underneat	h.
	CS4: Approximately 50% of	of the painted coating	g on the steel rail ha	nd failed with corrosi	on underneath.	
100	0 - Corrosion	Total Quantity	Condition State 1 QTY (PCT)	Condition State 2 QTY (PCT)	Condition State 3 QTY (PCT)	Condition State 4 QTY (PCT)
_		79.00 ft	0.00 (0.00%)	79.00 (100.00%)	0.00 (0.00%)	0.00 (0.00%)
	nments: 2: Span 2 steel rail had minor	surface corrosion w	vith negligible section	n loss in areas of fail	led paint.	

V2.2 Generated on 07/20/2023 Page 28 of 57



MDT ID - 03719

NBI ID - L32101000+01001

Feature Intersected - BITTERROOT RIVER 010
Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

7000 - Damage	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
		QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
	10.00 ft	0.00	10.00	0.00	0.00
	7 676 67	(0.00%)	(100.00%)	(0.00%)	(0.00%)

Comments:

CS2: North Rail, at second connection from east end, middle rail was bent 1 in. upwards over a 10 ft. length with a bent connection bracket.

M Main Span (9)

950 - Steel Approach Guardrail	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
• •		QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
	60.00 ft	60.00	0.00	0.00	0.00
Environment: Low	00.00 10	(100.00%)	(0.00%)	(0.00%)	(0.00%)

Comments:

No defects noted on the east approach guardrails.

M Main Span (9)

960 - Steel Approach Guardrail	Total Quantity	Condition State 1	Condition State 2	Condition State 3	Condition State 4
Ends		QTY (PCT)	QTY (PCT)	QTY (PCT)	QTY (PCT)
Lilus	2.00 each	2.00	0.00	0.00	0.00
Environment: Low	2.00 00011	(100.00%)	(0.00%)	(0.00%)	(0.00%)

Comments:

No defects noted on the east approach guardrail ends.

V2.2 Generated on 07/20/2023 Page 29 of 57



MDT ID - 03719

NBI ID - L32101000+01001

Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Inspection Photos:

Photo Name:

North Elevation.jpg

Comments:

North Elevation, looking south.



Photo Name:

South Elevation.jpg

Comments:

South Elevation, looking north.



Photo Name:

Approach Span Underside Framing Plan.JPG

Comments:

Underside framing plan, looking east in Span 4.



V2.2 Generated on 07/20/2023 Page 30 of 57



MDT ID - 03719

NBI ID - L32101000+01001

Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Main Span Underside Framing Plan.JPG

Comments:

Underside framing plan, looking west in Span 1.



Photo Name:

Secondary Span Underside Framing Plan.JPG

Comments:

Underside framing plan, looking west in Span 2.



Photo Name:

Looking Upstream (south).JPG

Comments:

Looking south, upstream of bridge.



V2.2 Generated on 07/20/2023 Page 31 of 57



MDT ID - 03719

NBI ID - L32101000+01001

Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Looking Downstream (north).JPG

Comments:

Looking north, downstream of bridge.



Photo Name:

East Portal.JPG

Comments:

East portal, looking west.



Photo Name:

West Portal.JPG

Comments:

West portal, looking east.



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MDT ID - 03719

NBI ID - L32101000+01001

Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

East Approach.JPG

Comments:

East Approach, looking west.



Photo Name:

West Approach.JPG

Comments:

West Approach, looking northeast.



Photo Name:

Channel Alignment.jpg

Comments:

Channel alignment with bridge deck.



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MDT ID - 03719

NBI ID - L32101000+01001

Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

East One Lane Bridge Sign.JPG

Comments:

East Approach One Lane Bridge Sign, looking west.



Photo Name:

East Weight Limit Sign.JPG

Comments:

East Approach Weight Limit Sign, looking west.



Photo Name:

West One Lane Bridge Sign.JPG

Comments:

West Approach One Lane Bridge Sign, looking north.



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Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

West Weight Limit Sign.JPG

Comments:

West Approach Weight Limit Sign, looking east.



Photo Name:

Abutment 1.JPG

Comments:

Abutment 1, looking west.



Photo Name:

Bent 2.JPG

Comments:

Bent 2, looking east.



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NBI ID - L32101000+01001

Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Bent 3.JPG

Comments:

Bent 3, looking southwest.



Photo Name:

Bent 4.JPG

Comments:

Bent 4, looking west.



Photo Name:

Abutment 5.JPG

Comments:

Abutment 5, looking east.



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Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Span 1 Soffit Corrosion.JPG

Comments:

Approximately 5% of the Span 1 soffit had lamellar corrosion due to significant seepage through deck. Approximately 5% of the Span 1 soffit had welding burn holes.



Photo Name:

Span 1 Wearing Surface Failure at Floor Beam 2'.JPG

Comments:

Wearing surface at Floor Beam 2' had failed for 50% of the deck width and had a gap up to 1 in. wide allowing water to drain onto floor beam below.



Photo Name:

Span 1 Wearing Surface L1' Spall.JPG

Comments:

Wearing surface had a 12 in. wide by 4 in. long spall up to 2 in. deep in the north wheel path near Floor Beam 1' exposing steel deck underneath.



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Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Span 1 Wearing Surface Potholes.JPG

Comments:

East end of wearing surface had two 3 ft. diameter potholes that had been patched but were still up to 1 in. deep in the wheel paths and had map cracking and delamination extending from patches.



Photo Name:

Span 1 Wearing Surface Transverse Cracking.JPG

Comments:

Wearing surface had full width transverse cracking up to 1/8 in. wide spaced approximately 20 ft. at the floor beam locations. Most cracks had been sealed previously, but seals were failed.



Photo Name:

Span 1 Exterior Stringer Typical Corrosion.JPG

Comments:

Span 1 exterior stringers typically had heavy corrosion with pitting up to 1/16 in. deep.



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Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Span 1 Floor Beam 3' to Stringer 1 Loose Connection Bolts.JPG

Comments:

Two of two bolts loose at Floor Beam 3' to Stringer 1 and Floor Beam 3 to Stringer 6 connections.



Photo Name:

Span 1 Stringer 1 at Floor Beam 3' Corrosion.JPG

Comments:

Stringer 1, between Floor Beams 3' and 2', had lamellar corrosion up to 1/4 in. thick with 1/8 in. section loss underneath.



Photo Name:

Span 1 Stringer 2 at Abutment 1 Corrosion.JPG

Comments:

Stringer 2, at Abutment 1, had heavy corrosion and section loss over a 14 in. long by 2 in. high area with a 2-1/2 in. long by 3/4 in. high through hole centered 2 in. from the stringer end.



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Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Span 1 Stringer 4 at Abutment 1 Corrosion.JPG

Comments:

Stringers 4, 5, and 6, at Abutment 1, had lamellar corrosion up to 1/8 in. thick from the west end to midspan.



Photo Name:

Span 1 Stringer 5 at Abutment 1 Loss of Bearing.JPG

Comments:

Stringer 5, at Abutment 1, had a 1/4 in. gap between its bottom flange and the Abutment 1 beam seat, and the stringer deflected under live load.



Photo Name:

Span 1 Stringer 7 at Abutment 1 Corrosion.JPG

Comments:

Stringer 7, at Abutment 1, had heavy corrosion and section loss in the web over a 17 in. long by 2 in. high area with a 1 in. high by 10 in. long through hole centered 10 in. from the stringer end. Stringer beam seat was unsupported by up to 1/2 in. on the north edge.



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Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Span 1 Typical Stringer Corrosion.JPG

Comments:

Span 1 stringers had active corrosion for the full length. Approximately 25% had laminating corrosion with pitting up to 1/64 in. deep, heavier near floor beam locations. Seepage through deck at seams and weld burn through locations was accelerating corrosion to stringers.



Photo Name:

Span 1 North Truss L4-U4' U4-L4' Abrasion.JPG

Comments:

South and North Trusses, minor abrasion at the intersection between L4-U4' and U4-L4' with negligible section loss.



Photo Name:

Span 1 North Truss U1-L1 Damage.JPG

Comments:

North Truss, Vertical U1-L1, east interior and exterior flanges of vertical were bent 1 in. to the north due to impact damage approximately 5 ft. above the deck.



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Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Span 1 North Truss U2' Upper Horizontal Strut Loose Bolts.JPG

Comments:

North Truss, Panel Point U2', two loose bolts at upper horizontal strut to top chord connection plate.



Photo Name:

Span 1 North Truss U3 Outboard Pin Nut Gap.JPG

Comments:

North Truss, Panel Point U3. outboard pin nut had a 3/8 in. gap between nut and chord web.



Photo Name:

Span 1 South Truss U1'-L0' Missing Bolt.JPG

Comments:

South Truss, End Diagonal U1'-L0', one bolt was missing at top flange plate to rail post angle connection.



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Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Span 1 South Truss U1-L2 Distortion.JPG

Comments:

South Truss, Diagonal U1-L2 inboard eyebar was bent 3 in. upwards over a 3 ft. length.



Photo Name:

Span 1 South Truss U2 Upper Horizontal Strut Loose Bolt.JPG

Comments:

South Truss, Panel Point U2, one bolt was loose at upper horizontal strut to top chord connection plate.



Photo Name:

Span 1 South Truss U3-L4 Distortion.JPG

Comments:

South Truss, Diagonal U3-L4 inboard eyebar was bent 1 in. to the north over a 2 ft. length.



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MDT ID - 03719

NBI ID - L32101000+01001

Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Span 1 South Truss U4 Upper Horizontal Strut Missing Bolt.JPG

Comments:

South Truss, Panel Point U4, one bolt was sheared off at upper horizontal strut to top chord connection plate.



Photo Name:

Span 1 Floor Beam 1 Corrosion.JPG

Comments:

Floor Beams 1, 3'. 2'. and 1' had lamellar corrosion with pitting up to 1/64 in. deep underneath for approximately 25% of length. Remaining length had moderate corrosion with negligible section loss.



Photo Name:

Span 1 Floor Beam 1' Distortion.jpg

Comments:

Floor Beam 1' bottom west flange was bent upwards 1/2 in. over a 6 in. length approximately 16 in. from the north end.



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Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Span 1 Floor Beam 2 Corrosion.JPG

Comments:

Floor Beam 2, north 8 ft. of east web face had lamellar corrosion up to 1/4 in. thick with section loss when removed. Heaviest corrosion under Stringer 3 with only 0.430 in. remaining (approximately 14% section loss). Floor beam had lamellar corrosion along top and bottom flanges but section loss could not be accurately measured due to tapered member.



Photo Name:

Span 1 Floor Beam 3 South End Corrosion.JPG

Comments:

Floor Beams 3, 4, and 4' had lamellar corrosion with pitting up to 1/64 in. deep for approximately 75% of length. End 2 ft. on both ends had areas with less than 0.470 in. remaining (approximately 7% section loss).



Photo Name:

Abutment 1 South End Spall.JPG

Comments:

Abutment 1, south end had a 3 ft. high by 5 in. wide spall with up to 2 in. of penetration and exposed rebar with up to 10% section loss.



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Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Abutment 1 Moveable Bearing Corrosion.JPG

Comments:

Both moveable bearings at Abutment 1 had heavy corrosion with up to 50% section loss to the anchor rods.



Photo Name:

Abutment 1 North Moveable Bearing Alignment.JPG

Comments:

Span 1 North Moveable Bearing at Abutment 1, sole plate was displaced 2 in. to the west, in expansion, in relation to the masonry plate on a 65 degree F day.



Photo Name:

Abutment 1 North Moveable Bearing Loss of Bearing.JPG

Comments:

North Moveable Bearing, the nested roller keeper had failed. Two rollers had worked out from underneath the bearing and were pushed against the abutment backwall. One roller was sticking out on the east side of the bearing.



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Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Abutment 1 South Moveable Bearing Alignment.JPG

Comments:

Span 1 South Moveable Bearing at Abutment 1, sole plate was displaced 1-7/8 in. to the west, in expansion, in relation to the masonry plate on a 65 degree F day.



Photo Name:

Abutment 1 South Moveable Bearing Loss of Bearing.JPG

Comments:

South Moveable Bearing, the rollers had worked out from underneath the bearing and were pushed against the abutment backwall. Two rollers were no longer under the sole plate.



Photo Name:

U3' Sway Brace Damage.JPG

Comments:

Lower horizontal sway bracing at U3' was bent 2 in. to the east, and upward and downward 1 in. due to impact damage.



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Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Bent 4 Cap Northeast Corner Spall.JPG

Comments:

Bent 4 Cap northeast corner had a 12 in. high by 3 in. wide spall with up to 1/2 in. of penetration and exposed rebar with up to 10% section loss.



Photo Name:

Bent 4 Cap West Face Spall.JPG

Comments:

Bent 4 Cap west face had a 3 ft. wide by 2 ft. high spall with up to 3.5 in. of penetration and exposed rebar with up to 10% section loss.



Photo Name:

Span 4 North Curb Spall over Bent 4.JPG

Comments:

Span 4 North Curb had an area of spalling over Bent 4 measuring 3 ft. long by full width and height with exposed rebar.



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Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
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Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Span 4 North Curb Spalling.JPG

Comments:

North Curb had spalling up to 2 in. deep on the top and interior faces for the full length of Span 4 with areas of exposed rebar.



Photo Name:

Span 2 Stringer 2 at Bent 2 Corrosion.JPG

Comments:

Stringer 2, at Bent 2, had heavy corrosion and section loss in the web with a 22 in. long by 2 in. high through hole and knife edging to the bottom, north flange.



Photo Name:

Span 2 Stringer 2 at Bent 3 Corrosion.JPG

Comments:

Stringer 2, at Bent 3, had heavy corrosion with a 4 in. long by 1 in. high through hole at the web to bottom flange interface.



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Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Span 2 Stringer 3 at Bent 3 Corrosion.JPG

Comments:

Stringer 3, at Bent 3, had heavy corrosion and up to 1/8 in. thick rust scale on both sides of web at web to bottom flange interface adjacent to stringer end.



Photo Name:

Span 2 Stringer 4 at Bent 2 Corrosion.JPG

Comments:

Stringer 4, at Bent 2, had an 18 in. long by 2 in. high area of lamellar corrosion up to 1/4 in. thick on the bottom of the north face at the west end of the stringer.



Photo Name:

Span 2 Stringer 4 Bearing Loss.JPG

Comments:

Stringers 4, 5, 7, and 8 had a gap between the bottom flange and the hollow bearing pipe at Bent 3. Movement of the stringers was observed under live load. The east anchor rod of the bearing pipe at Stringer 4 was sheared off. The west anchor rod at Stringer 4 had up to 50% section loss and was loose on concrete. The bearing pipe moved up to 1/2 in. vertically under live load.



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Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Span 2 Stringer 5 at Bent 2 Corrosion.JPG

Comments:

Stringer 5, at Bent 2, had a 16 in. long by 2 in. high area of lamellar corrosion up to 1/4 in. thick on the bottom of the web located 12 in. from the end of the stringer on the south face.



Photo Name:

Span 2 Stringer 5 at Bent 3 Corrosion.JPG

Comments:

Stringer 5, at Bent 3, had heavy corrosion and section loss in the web with an 8 in. long by 1 in. high through hole near stringer end. Bottom flange was knife-edged in this area.



Photo Name:

Span 2 Stringer 7 at Bent 3 Corrosion.JPG

Comments:

Stringer 7, at Bent 3, had heavy corrosion with up to 50% section loss over a 10 in. long by 2 in. high area adjacent to the stringer end that had a 5 in. long by 1 in. high through hole at the web to lower flange interface.



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Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Span 2 Stringer 8 at Bent 3 Corrosion.JPG

Comments:

Stringer 8, at Bent 3, had heavy corrosion and section loss in the web for the end 14 in. with a 7 in. long by 1 in. high through hole at the web to bottom flange interface at the stringer end.



Photo Name:

Span 2 Stringer 8 Bearing Loss.JPG

Comments:

Stringers 4, 5, 7, and 8 had a gap between the bottom flange and the hollow bearing pipe at Bent 3. Movement of the stringers was observed under live load. Both anchor rods of the bearing pipe at Stringer 8 were sheared off. The bearing pipe moved up to 1/2 in. vertically under live load. Imprints in debris on top of bent showed up to 2 in. of lateral movement.



Photo Name:

Span 2 Bottom Chord Corrosion.JPG

Comments:

Pony Truss had random areas of laminating corrosion up to 1/8 in. deep along the inboard channel of the bottom chord.



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Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Span 2 North Truss L2 Bottom Chord Corrosion.JPG

Comments:

South Truss, Panel Points L2 and L2' had pack rust up to 1/4 in. thick between bottom chord and both interior and exterior gusset plates. North Truss, Panel Points L2 and L2' had pack rust up to 3/8 in. thick between bottom chord and both interior and exterior gusset plates. Pack rust up to 3/4 in. thick between lower strut angles of exterior sway brace fames.



Photo Name:

Span 2 North Truss L2'-U1' Damage.JPG

Comments:

North Truss, Diagonal L2'-U1' interior flange was bent 1-3/8 in. out-of-plane over a 24 in. length due to impact damage.



Photo Name:

Span 2 North Truss L2'-U2' Damage.JPG

Comments:

North Truss, Vertical L2'-U2' interior flange was bent 1 in. out-of-plane over a 6 in. height due to impact damage.



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Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Span 2 North Truss U1' Misdrilled Holes.JPG

Comments:

North Truss, U1' exterior gusset plate had two misdrilled 3/4 in. diameter holes.



Photo Name:

Span 2 North Truss U1'-L0' Damage.JPG

Comments:

North Truss, End Diagonal U1'-L0' had seven areas of impact damage up to 3/4 in. long with up to 1/4 in. of deflection spaced over a 15 in. length.



Photo Name:

Span 2 South Truss L0' Bottom Chord Corrosion.JPG

Comments:

South Truss, Bottom Chord at L0' had pack rust up to 3/16 in. thick between outboard channel and gusset plate.



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Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Span 2 South Truss L0' Bottom Chord Distortion.JPG

Comments:

South Truss, Bottom Chord at L0' channel members were deflected up to 1-1/2 in. out-of-plane over the moveable bearing.



Photo Name:

Span 2 South Truss L2 Bottom Chord Corrosion.JPG

Comments:

South Truss, Panel Point L2, bottom chord inboard web had pitting up to 1/8 in. deep around gusset plate.



Photo Name:

Span 2 South Truss L2'-U1' Distortion.JPG

Comments:

South Truss, Diagonal L2'-U1' was bent 3/4 in. out-of-plane over a 12 in. length.



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Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Bent 3 West Face Map Cracking.JPG

Comments:

Bent 3 west face, south end 10 ft., and east face, south end 4 ft. had map cracking up to 1/8 in. wide with delamination and spalls with up to 1 in. of penetration.



Photo Name:

Bent 3 Compression Joint Seal.JPG

Comments:

Joint had separated from Span 2 deck up to 3/4 in. over a 4 ft. length. Joint had a 1/2 in. bend over a 6 in. length in the south wheel path. Joint was moving under live load. Rubber seal had failed over 90% of its length.



Photo Name:

Span 2 Moveable Bearing Corrosion.JPG

Comments:

Moveable Bearings at Bent 3 were left unpainted and had moderate corrosion with pitting up to 1/16 in. deep.



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Feature Intersected - BITTERROOT RIVER 010

Facility - NORTH AVE W

Inspector - Ryan Sievers
Inspection Type - Fracture Critical
Inspection Date - 06/28/2023
Inventory Direction - West to East

Photo Name:

Span 2 North Moveable Bearing Alignment.JPG

Comments:

North Moveable Bearing sole plate was displaced 1-1/2 in. to the east, in expansion, in relation to the upper flange of the bearing on a 65 degree F day.



Photo Name:

Span 2 South Moveable Bearing Alignment.JPG

Comments:

South Moveable Bearing sole plate was displaced 1-7/8 in. to the east, in expansion, in relation to the upper flange of the bearing on a 65 degree F day.



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