Worcester County

2025 ANNUAL AND UNDERWATER BRIDGE INSPECTION REPORT

August 6, 2025

BRIDGE NO. WO0202001

BAYSIDE ROAD

OVER

TANHOUSE CREEK

Prepared by

Worcester County

2025 ANNUAL AND UNDERWATER BRIDGE INSPECTION REPORT

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BAYSIDE ROAD

OVER

TANHOUSE CREEK

Prepared by

Inspection Team Leader: Wesley Young, P.E — 8/28/2025 (Date)

Professional Engineer: James Trout, PE — 8/28/2025 (Date)

STATE OF MARYLAND · JAMES RYAN TROUT · No. 50312 · PROFESSIONAL ENGINEER

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed Professional Engineer under the laws of the State of Maryland. License No.: 50312 Expiration Date: December 20, 2026

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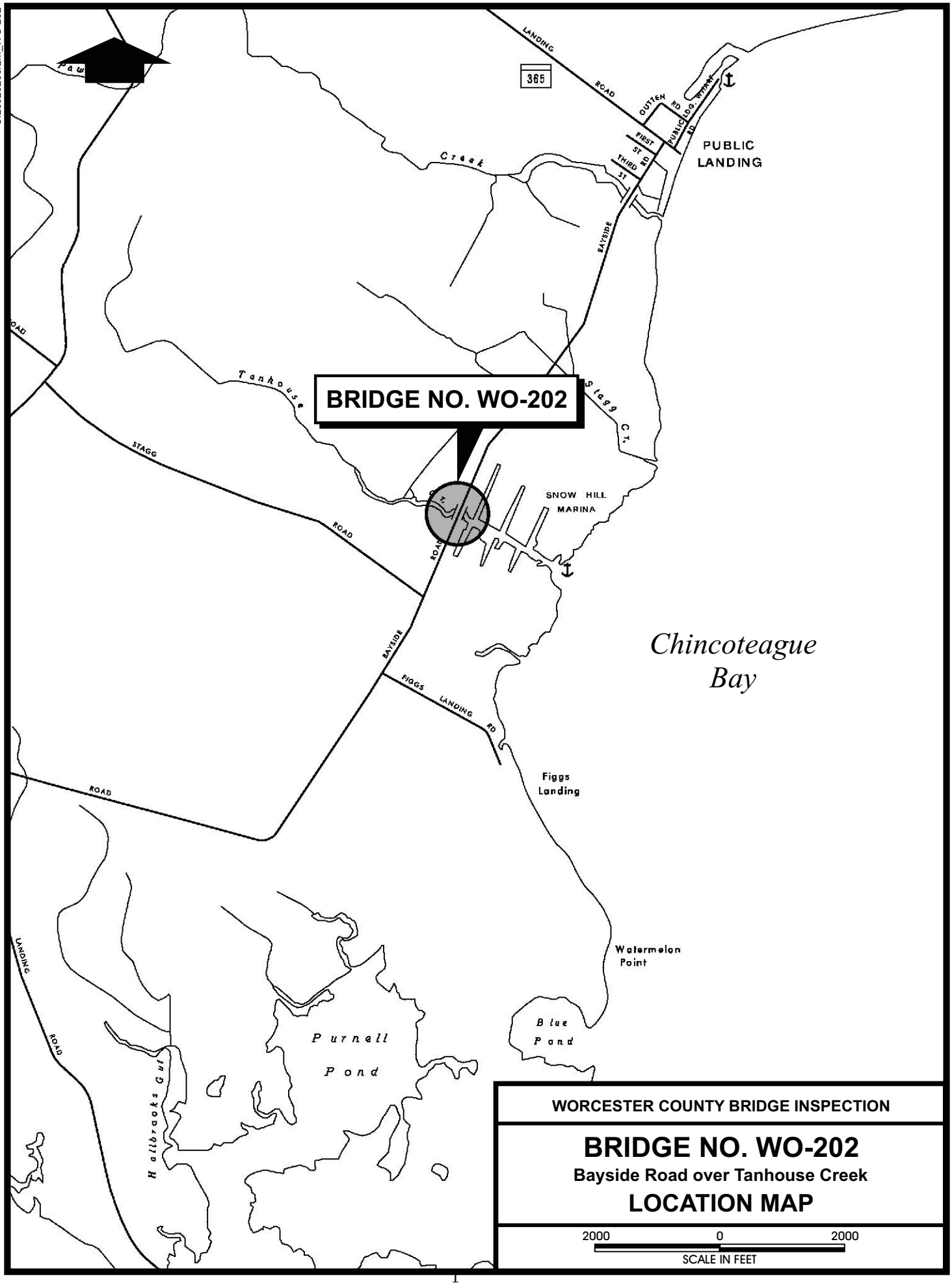


WORCESTER COUNTY BRIDGE INSPECTION

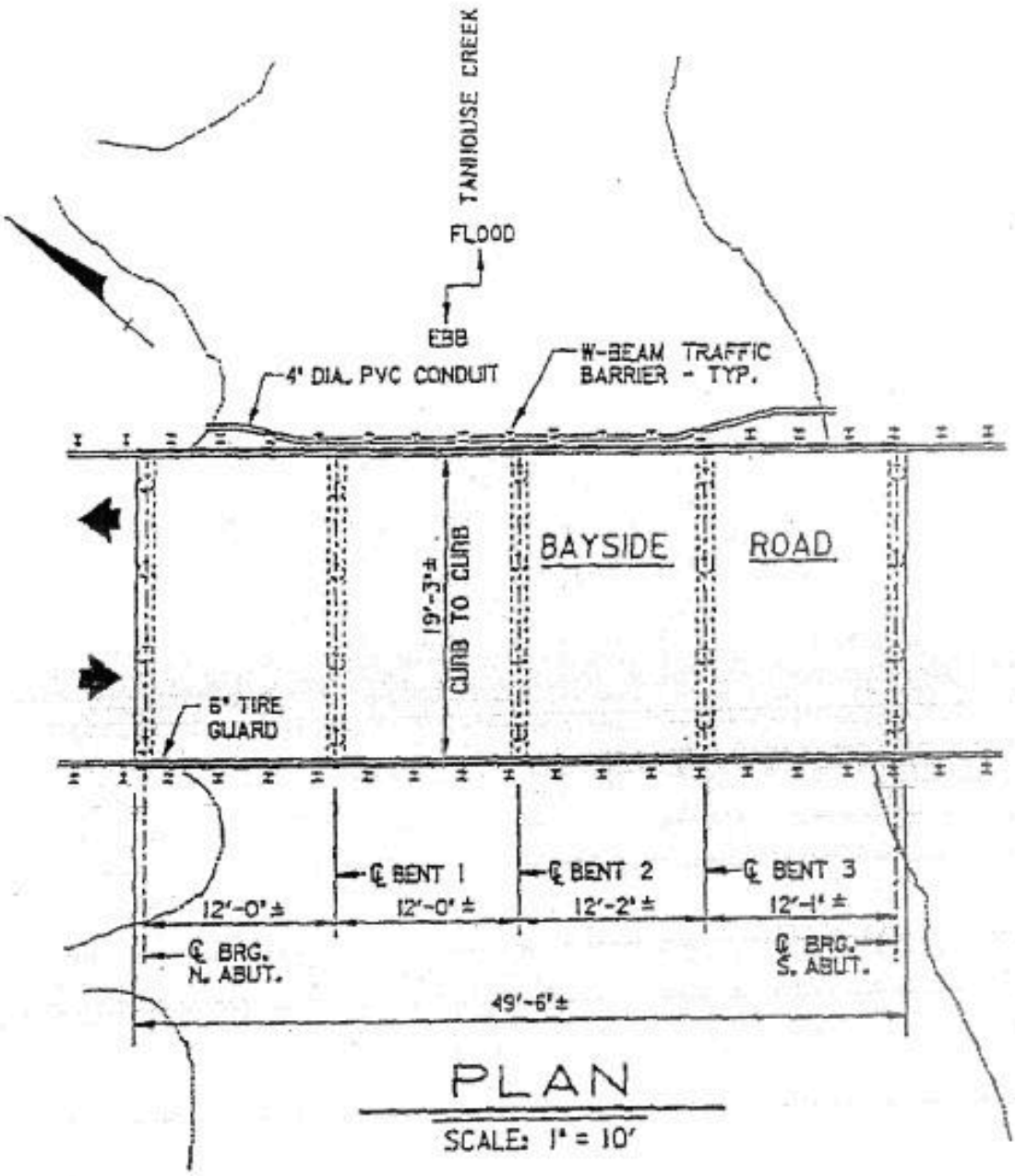
BRIDGE NO. WO-202

Bayside Road over Tanhouse Creek

LOCATION MAP

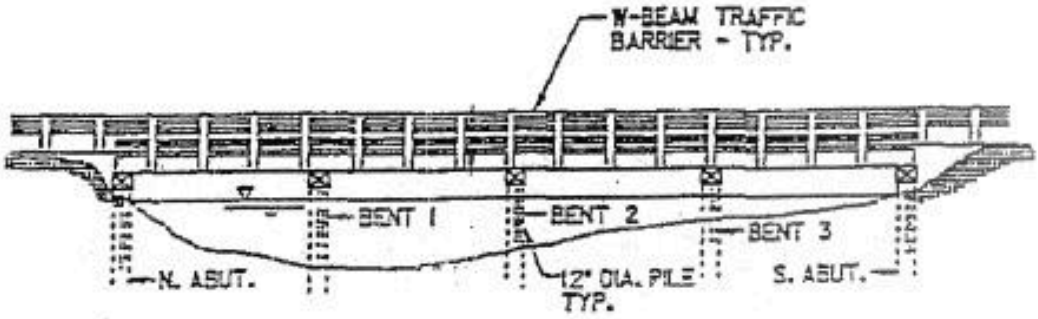
2000 0 2000

SCALE IN FEET



WORCESTER COUNTY ENGINEERING DEPARTMENT

BRIDGE NO. WO-202
BAYSIDE ROAD OVER TANHOUSE CREEK
PLAN



WEST ELEVATION

WORCESTER COUNTY ENGINEERING DEPARTMENT

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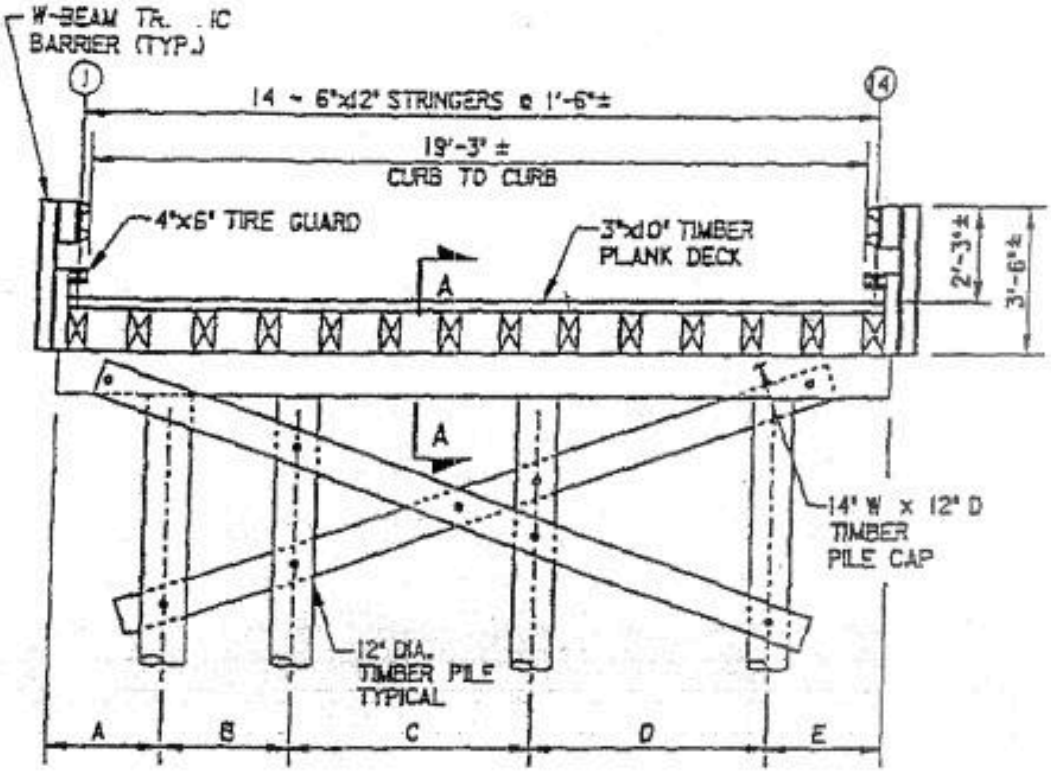
BAYSIDE ROAD OVER TANHOUSE CREEK

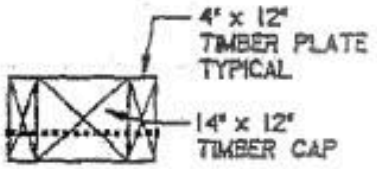
ELEVATION



TYPICAL SECTION

(LOOKING NORTH)

SCALE: 1/4" = 1'-0"



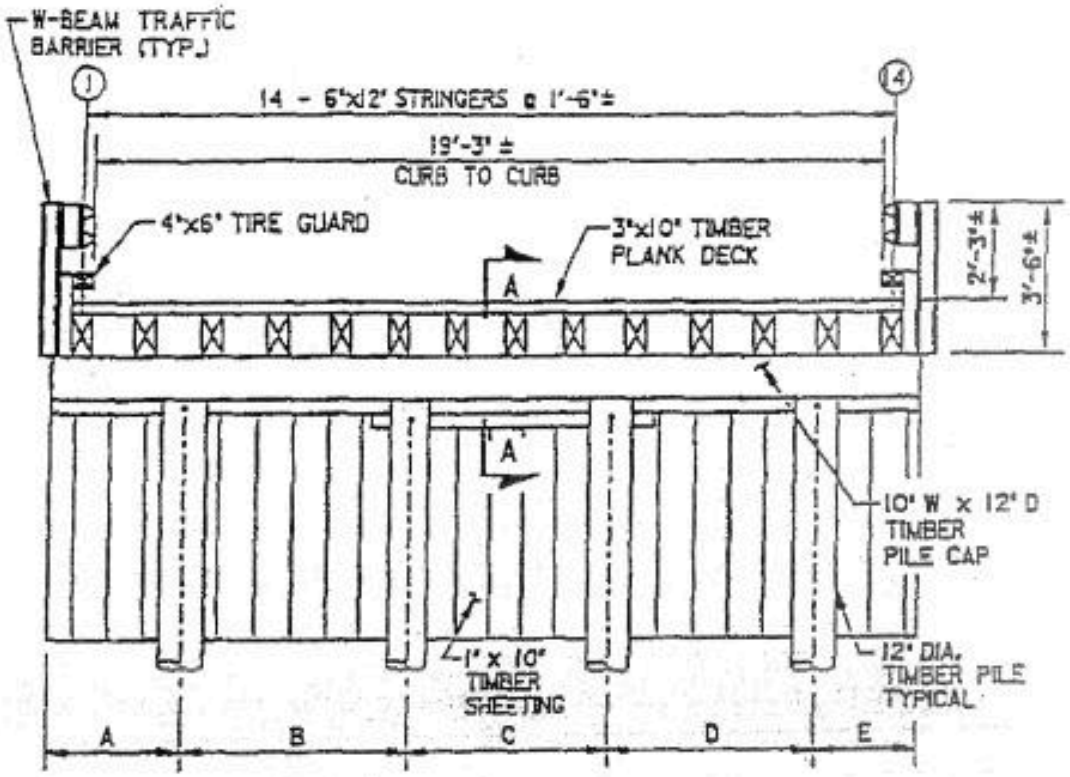
SECTION A-A

LOCATION	A	B	C	D	E
PILE BENT 1	2.60'	2.92'	4.50'	4.50'	2.83'
PILE BENT 2	2.70'	3.00'	6.00'	5.83'	2.83'
PILE BENT 3	3.10'	4.00'	5.42'	5.33'	2.92'

WORCESTER COUNTY ENGINEERING DEPARTMENT

BRIDGE NO. WO-202
BAYSIDE ROAD OVER TANHOUSE CREEK

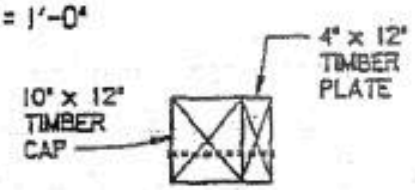
TYPICAL SECTION



SECTION @ ABUTMENT

(LOOKING NORTH)

SCALE: 1/4" = 1'-0"



SECTION A-A

LOCATION	A	B	C	D	E
N. ABUTMENT	3.10'	5.42'	5.10'	4.83'	2.42'
S. ABUTMENT	2.42'	4.70'	5.50'	5.42'	2.42'

WORCESTER COUNTY ENGINEERING DEPARTMENT

BRIDGE NO. WO-202

BAYSIDE ROAD OVER TANHOUSE CREEK

SECTION AT ABUTMENT

Report Summary

Structure Number: WO0202001

Bridge Description

Bridge No. WO0202001 is a simply-supported four-span timber beam bridge built in 1970 and rehabilitated in 1992 that carries two (2) lanes of traffic, one (1) in the Northbound and one (1) in the Southbound direction. The overall bridge length is 49'-6"±. The superstructure consists of 14 longitudinal timber stringers supporting a timber plank deck. The bridge railing consists of W-beam railing with steel posts and timber curbs. The superstructure is supported by three (3) timber pile bent piers and two (2) timber pile bent abutments. The out-to-out bridge width is 21'- 6"±, with a 19'-3"± clear roadway width. The structure is not skewed. The traffic barrier system consists of continuous steel W-beams. Refer to general purpose Photos 1 through 6.

Tanhouse Creek floods to the west and ebbs to the east. The streambed consists of silt and mud.

The North and South Approaches are fairly level. Sight distance is adequate, and no speed reduction is required. There are W-beam traffic barriers along the approaches and are continuous across the bridge. Bridge object markers are in place on the approaches.

The bridge is currently posted for 20,000-lb Single Unit Vehicles and 49,000-lb Combination Unit Vehicles. The bridge is posted for Operating Rating and is on a 12-month increased inspection frequency.

BRIDGE SKETCHES NOTE: The bridge sketches included in this report were previously prepared by others and reproduced herein. No responsibility is accepted by Johnson, Mirmiran & Thompson, Inc. for their accuracy or completeness.

Inspection Access

Bridge No. WO0202001 was inspected by Johnson, Mirmiran and Thompson, Inc. on August 6, 2025. The Routine and Underwater (UWI) Inspections were completed during this inspection cycle and moved up from September to August as part of an Emergency Inspection requested by Worcester County.

The bridge is currently closed to traffic due to the ongoing repairs that involved replacing timber deck planks with significant deterioration. While performing deck repairs, the maintenance crew reported advanced deterioration in the ends of the timber stringers. An Emergency Inspection was requested by the County to investigate the severity and extent of the deterioration. The Superintendent of Worcester County Public Works, Kevin Lynch, was on-site during the Emergency Inspection. Due to significant defects observed throughout the exposed pile bent caps (North Abutment, South Abutment, and Bent 1), it was recommended (on-site) to Mr. Lynch that the bridge remain closed until additional repairs are completed. A follow-up email was sent on August 22, 2025, with supporting documentation reinforcing the recommendation.

Diving equipment was used to access this structure.

The numbering convention for reporting purposes is from the north and the west. Approach traffic barrier posts are numbered from the bridge (unless otherwise noted).

Overall, the bridge is in poor condition, and it is recommended that the bridge remain closed to traffic. The following is a summary of the bridge inspection findings. For a detailed description of the condition of each bridge element, refer to the ‘Elements’ and ‘2025 UWI Sketches’ sections of this report.

Deck

The deck is in fair condition (Photo 7).

1. The timber deck exhibits up to 1/2” wide checks, splintering, and weathering throughout the planks (Photo 8).

There are bent and protruding nails in isolated locations throughout. There are remnants of a previous tar and chip seal wearing surface on the shoulders. There are typical 1/4” to 3/4” pick penetrations with random areas of decay with up to 1” pick penetrations. There is a 3’-0” long x 3” wide x 1/2” deep gouge near the center of Planks 29 through 31. Planks 36 and 37 are loose. Planks 49 through 57 each exhibit a gouge (6’-9” long x 8” wide x 1/2” deep) near the center of the roadway.

Planks 1 through 18, and 60 (at the South Abutment) have been removed as part of the deck repairs (Photo 9). Planks 23 through 26, 31, and 59 have been replaced as part of the deck repairs (Photo 10).

2. The timber curbs exhibit splits, splintering, checks (up to 1/8” wide), and up to 1/2” deep pick penetrations scattered throughout. The curbs exhibit splits at several hardware connections, some of which expose bolt shafts. There are numerous curb to riser connection bolts missing. The East Curb exhibits an 11” long x full-height (4”) x 2” deep splinter between Posts 8 and 9. There is a 3'-0" long area of splintering and decay in the south end of the West Curb and north end of the East Curb. Between Posts 9 and 10, the West Curb exhibits a split (2’-8” long x full-depth x 1/4” wide) with an associated full width transverse fracture and an exposed connection bolt a Post 9 (Photo 11).

3. There is a PVC conduit attached to the east side of the bridge that exhibits a broken bracket at Bent Cap 2.

Superstructure

The superstructure is in fair condition.

1. The timber beams exhibit random horizontal checks (up to 10'-0" long x up to 1/8” wide) scattered throughout. There are isolated areas of rot in the ends of beams with up to full pick penetration.

The top faces of the beams in Span 1, Span 2 at Pier 1, and Span 4 at the South Abutment were visible during this inspection due to the removed deck planks.

Span 1: At the North Abutment, Beams 4 through 8, and 10 exhibit severe rot (up to 1’-6” long x full-height x full-width) with section loss (up to 2” deep) in the top and north face (Photo 12). Beams 5 through 7 and 10 exhibit evidence of crushing with bulging and horizontal checks/splinters (up to 2’-0” long) in the vertical faces at the locations of severe rot at the North Abutment (Photo 13 and 14). There is a full-length x up to 1/4" wide check with up to 1” pick penetration in the west face of Beam 13 (Photo 15). At Pier 1, Beams 4 and 5, and 8 through 10 exhibit severe rot (up to 2’-0” long x full-width) with up to 3/4” deep pick penetration in the top face.

Span 2: At Pier 1, Beams 4 through 7 exhibit severe rot (up to 2’-0” long x full-width) with up to 1 3/4" deep pick penetrations in the top face (Photo 16).

Span 3: At Pier 3, Beams 2 through 13 exhibit moderate rot with up to 1/2" deep pick penetration in the top face.

Span 4: At Pier 3, Beams 2 through 13 exhibit moderate rot with up to 1/2" deep pick penetration in the top face. At the South Abutment, Beams 4 through 11 exhibit severe rot (up to 1’-0” long x full-height x full-width) with section loss (up to 2” deep) in the top and north faces (Photo 17). Beams 4 and 9 exhibit evidence of crushing (potential failure) with bulging and horizontal checks/splinters (up to 1’-6” long) in the vertical faces at the locations of severe rot at the South Abutment.

The defects in the top face of the beams and bent caps were discovered when the deck planks were removed during construction. The top face of beams and caps at Bents 2 and 3 may exhibit similar deterioration, but were not visible at the time of the inspection.

Non-redundant Steel Tension Members

This structure does not contain NSTM members.

Substructure

The substructure is in imminent failure condition.

1. The timber abutments exhibit hollow-sounding areas due to rot throughout the caps. The connection hardware exhibits minor surface corrosion throughout. The deterioration is typically more severe at the piles.

The top faces of the abutment pile caps were visible from the topside during this inspection due to the removed deck planks.

North Abutment: The interior face of the pile cap has previously been retrofitted with a sister board that exhibits minor checks scattered throughout. The pile cap exhibits hollow sounding areas with severe rot and up to 1/2" deep pick penetrations throughout with areas of up to 90% section loss inside the cap adjacent to and/or at the piles (Photo 18). There is an area of severe rot with section loss (2'-0" long x up to full-width x full-depth) with a full-depth hole in the top face of the cap between Beams 3 and 4, adjacent to Pile 1. There is an area of severe rot with section loss (4'-0" long x up to full-width x full-depth) with full-depth holes in the top face of the cap between Beams 6 and 8, at Pile 2 (Photo 19). There is an area of severe rot with section loss (8'-0" long x up to full-width x full-depth) with full-depth holes in the top face of the cap between Beams 10 and 14, adjacent to Pile 3 and at Pile 4 (Photo 20). These areas of severe rot with section loss are at the piles, resulting in the sister board being the primary load-carrying member for the cap.

South Abutment: The pile cap exhibits minor checks (up to 1/16” wide) scattered throughout. The cap exhibits hollow-sounding areas (full-height x full-width) with surface rot throughout and up to 1/2" deep pick penetrations in the top face. The north face of the cap (timber plate) exhibits an area of checks (up to 3'-0" long) below the hardware at Pile 3 (Photo 21). The cap exhibits evidence of movement (north) with a gap between the cap and the backwall that is 7/8” wide at the west end and up to 3 3/8” wide at the east end (Photo 22). There is a vertical differential (1/2") between the top of the beams and the backwall (beams higher) along the length of the abutment (Photo 23).

2. The timber piles exhibit up to 1/8" wide checks and hollow-sounding scattered areas throughout (Photo 24). There are typical pick penetrations of 1/4" deep and up to 1/2" marine growth. The hardware on the piles exhibits severe corrosion with up to 30% section loss. There are a few, up to 1/16” to 1/8” wide, gaps between the piles and caps at the piers, resulting in up to 30% loss of bearing. There are old piles present in Spans 1 and 4.

North Abutment: The piles exhibit a full-circumference, hollow-sounding area with surface rot starting at the cap that extends below the mud line. There are minor checks in the top of Pile 1. Pile 4 exhibits a gap/void (2 1/2" wide x 1/2" high x 2" deep) between the top of the pile and the cap due to crushing of the south edge, resulting in approximately 15% loss of bearing (Photo 25).

Bent 1: Pile 1 exhibits checks (up to 1/2" wide x 1’-3" high x 3" deep) throughout and a hollow-sounding area (10" high x full-circumference) with surface rot at the waterline. Pile 3 exhibits a check (6" high x 1/8" wide) in the south face at the waterline and a hollow-sounding area (1'-0" high x full-circumference) in the top. There is a gap between the top of Pile 4 and the bottom of the cap due to pile movement (west), resulting in approximately 20% loss of bearing (Photo 26). Pile 4 exhibits a full-circumference hollow sounding area with surface rot starting at the waterline and extending below the mud line.

Bent 2: Piles 1 and 2 exhibit full-circumference hollow-sounding areas starting at the cap and extending below the mud line. The south face of Pile 1 exhibits a check (1" high x 2 1/2" deep x 1/8" wide) at the waterline. There is a gap (10” long x 3” wide x 1” deep) between the top of Pile 2 and the bottom of the cap due to crushing and pile movement (west), resulting in approximately 30% loss of bearing (Photo 27). There is a check (3/8" wide x 3" high x 1" deep) in the top of the east face of Pile 4. Pile 4 exhibits a full-circumference hollow sounding area (6" high x full-width) with surface rot in the top.

Bent 3: Pile 1 exhibits a full-circumference hollow sounding area with core rot starting at the cap and extending below the mud line. Pile 1 exhibits an area of crushing in the top of the east face with 3" deep pick penetration and a splinter (3" high x 1/8" deep) extending down from the cap (Photo 28). The cross-bracing has been removed between Piles 3 and 4. Pile 4 exhibits minor surface rot throughout.

South Abutment: Pile 1 exhibits a full-circumference hollow sounding area with surface rot starting at the cap and extending below the mud line. Pile 1 exhibits an area of crushing in the top of the north face with 2 1/2" deep pick penetration and approximately 25% loss of bearing (Photo 29). Pile 4 exhibits minor surface rot throughout. Pile 4 exhibits a full-circumference hollow sounding area with surface rot extending 3" above the mud line.

3. The timber bent caps (Photo 30) exhibit hollow-sounding areas with surface rot throughout with the worst deterioration at the piles. The bent caps have previously been retrofitted with sister boards on the vertical faces. There are up to 10” long x 2” wide x 1 1/2” high shakes and checks throughout with up to 2" pick penetration in the west ends of the caps. There is minor to moderate surface rust and delamination in the connection hardware.

The top face of the cap at Bent 1 was visible from the topside at the time of the inspection due to the removed deck planks. The top face of the cap at Bents 2 and 3 was not visible at the time of the inspection.

Bent 1: There is corrosion with up to 40% section loss in the hardware. The pile cap exhibits hollow-sounding areas with severe rot and up to 1/2" deep pick penetrations throughout with areas of up to 75% section loss inside the cap adjacent to and/or at the piles. There is an area of severe rot with section loss (1'-0" long x up to full-width x full-depth) and a full-depth hole in the top face of the cap between Beams 2 and 3, adjacent to Pile 1 (Photo 31). There is an area of severe rot with section loss (3'-0" long x up to full-width x full-depth) and full-depth holes in the top face of the cap between Beams 6 and 8, at Pile 2 (Photo 32). These areas of severe rot with section loss are at the piles, resulting in the sister board being the primary load-carrying member for the cap.

Bent 2: The west face of the cap exhibits rot with up to 3” deep pick penetration. The cap exhibits hollow-sounding areas (up to 2’-0” long x full-height x full-width) with surface rot at Piles 1 and 4. The cap exhibits hollow-sounding areas (up to 2’-0” long x full-height x full-width) with core rot at Pile 3. The east end of the cap exhibits a splinter (6" long x 2 1/2" wide) in the bottom edge (Photo 33).

Bent 3: The west face of the cap exhibits an area of rot (0.5 SF) with 1/2" deep pick penetration and 3/4” wide splinters in the bottom face (Photo 34). The cap exhibits hollow-sounding areas (up to 2’-0” long x full-height x full-width) with surface rot at Piles 1 and 3.

The defects in the top face of the beams and bent caps were discovered when the deck planks were removed during construction. The top face of beams and caps at Bents 2 and 3 may exhibit similar deterioration, but were not visible at the time of the inspection.

Channel and Channel Protection

The channel is in good condition.

1. Tanhouse Creek has tidal flow at the bridge that floods to the west and ebbs to the east. The channel alignment is perpendicular to the bridge. The bridge is a low-level bridge with only 1’-2” of clearance between the superstructure and the water at the time of the inspection. The streambed consists of soft mud and silt up to 1’-0” deep. The stream banks are well vegetated. Class I riprap is in place on the Northeast and Southeast Embankments.

Review of Scour Condition and Vulnerability

Comparing the current sounding to the 1996 base year sounding and the previous sounding recorded in 2024, the streambed elevation is essentially the same. The old SI&A Item 113 rating was “5A”. The new SNBI Item B.C.11 rating is "6", indicating widespread minor or isolated moderate defects. Item B.AP.03 rating is "A", indicating a scour appraisal has been completed and the bridge is determined to be stable for scour. Item B.AP.04 rating is "0", indicating a scour Plan of Action (POA) is not required. Based on the observed conditions, these ratings are still valid and do not require reevaluation.

Approach Roadways

The approach roadway pavement is in good condition.

1. The asphalt pavement on the approaches exhibits up to 1/8” wide map cracking with edge chipping throughout (Photo 35). There is a 1/16” wide x 4’-0” long transverse crack in the North Approach Transition. There is a full-width x up to 8” long asphalt patch that is up to 1/2" higher than the deck planks at the South Approach Transition.

2. The Northeast Embankment exhibits an area of erosion (2’-0” long x 2’-6” wide x 1’-6” high) at the abutment, exposing a 10” high x 9” wide area of the back face of the backwall.

3. Bridge object markers are in place on the approaches. The object markers are set to a substandard height and exhibit cracks and fading.

The bridge is currently posted for 20,000-lb Single Unit Vehicles and 49,000-lb Combination Unit Vehicles. Load posting signs are in place at the bridge (Photos 36 and 37). Advance posting signs are in place at the intersection with Public Landing Road on the North Approach (Photo 38) and at the intersection with Stagg Road on the South Approach (Photo 39). The posting signs at the bridge have been replaced since the previous inspection.

The bridge is currently closed to traffic for deck repairs and there are temporary “Road Closed” signs with traffic barrels on the approaches (Photo 40). There are also temporary “Road Closed Ahead” signs at the intersection with Public Landing Road on the North Approach and at the intersection with Stagg Road on the South Approach. Temporary detour signs are in place along the detour route.

Traffic Barriers

The traffic barriers are in satisfactory condition.

1. The steel W-beam bridge railings are double nested and set to a substandard height of 27”. There are minor scrapes scattered throughout. The railing connection hardware exhibits minor corrosion throughout. The W-beam is disconnected from Posts 1 through 8 along the East Railing and Posts 1 through 7 along the West Railing as part of the deck repairs (Photo 41). There are two (2) thru-bolts connecting the traffic barrier posts to the timber beams.

West Bridge Railing: The curb and beam to post connections exhibit one (1) missing bolt at Post 1, one (1) missing bolt at Post 3, and one (1) missing bottom bolt at Posts 5 through 16.

East Bridge Railing: The curb and beam to post connections exhibit one (1) missing bolt at Post 3 and a missing bottom bolt at Post 2, and Posts 5 through 16. There is a loose thru bolt connecting the traffic barrier posts to the timber beam at Post 1. The W-beam splice at Post 1 exhibits one (1) loose and one (1) missing bolt (Photo 42). The W-beam splice at Post 9 is missing four (4) of eight (8) splice bolts and is detached from the post.

2. The approach traffic barriers consist of steel W-beam supported by steel posts. The approach traffic barriers are single nested and stiffened with reduced post spacing. The traffic barriers are set to a substandard height. The W-beam is continuous across the bridge. The Northwest, Northeast, and Southwest Traffic barriers are parallel with the roadway and terminate with a flared and turned-down end treatment (Type-G). The Southeast Traffic Barrier is parallel with the roadway and then turns back along a parking lot entrance with a blunt end and cable anchorage end treatment (Type-L). There is minor impact damage along both the North Approach end treatments. There is a 1” long x 1/2" high tear due to impact damage in the Northwest Approach Traffic Barrier End Treatment (Photo 43). Post 5 along the Southeast Traffic Barrier is leaning north.

Comparison to Previous Inspection

The 2024 Annual Bridge Inspection and 2021 Underwater Inspection Reports were available and used for comparison purposes. The condition of the structure is essentially the same as described in the prior report, except as noted below:

The following defects have progressed since the previous inspection:

- The general deterioration of the deck planks has increased slightly.

- The deterioration in the bent caps and piles at the piers and abutments has significantly increased.

- The rot in the beams has increased.

New defects noted in the current inspection:

- There is up to 1/8” wide map cracking with edge chipping in the approach roadways.

- There is an area of erosion exposing the abutment backwall on the Northeast Embankment.

- Deck Planks 1 through 18 and 60 have been removed as part of the deck repairs.

- There is a gouge in Deck Planks 49 through 57.

- Deck Planks 36 and 37 are loose.

- The W-beam to post connection bolts have been removed at Posts 1 through 8 along the East Railing and Posts 1 through 7 along the West Railing as part of the deck repairs.

- The East Railing splice at Post 9 is missing splice bolts and is detached from the post.

- There is a split with a transverse fracture in the West Curb, between Posts 9 and 10.

- The timber beams at the abutments typically exhibit severe rot with section loss and evidence of crushing.

- There is rot with up to 1 3/4" deep pick penetrations in the top face of the beams at Piers 1 and 3.

- There are hollow-sounding areas and severe rot in the bent caps at the North Abutment and Bent 1, with areas of up to 90% section loss adjacent to and/or at the piles.

- The South Abutment Bent Cap shows evidence of movement (north) and should be monitored going forward.

- There are additional piles with hollow-sounding areas.

- Pile 4 at the North Abutment exhibits a gap between the cap and pile due to crushing, resulting in approximately 15% bearing loss.

- Pile 4 at Bent 1 and Pile 2 at Bent 2 exhibit a gap between the cap and pile due to lateral movement of the pile, resulting in approximately 30% bearing loss.

- There is a check in the south face of Pile 1 at Bent 2.

- There is a shake in the east face of Bent Cap 2.

- The top of Pile 1 at Bent 3 exhibits an area of crushing with an associated split.

- There is an area of crushing at the top of Pile 1 at the South Abutment, resulting in approximately 25% bearing loss.

Repairs made since the previous inspection:

- Planks 23 through 26, 31, and 59 have been replaced as part of the deck repairs.

- The Load Posting signs at the bridge have been separated from the object markers and replaced.

Studies and Additional Recommendations

1. JMT recommends removing deck planks above Bent 2 and Bent 3 to evaluate the cap at these locations, from the topside.

2. JMT recommends resistance drilling (via Resistograph) or coring to further evaluate the piles exhibiting full-circumference hollow-sounding areas.

Load Rating Summary

The as-inspected condition of the structural elements indicates section loss in the timber beams and bent caps that is not accounted for in the current load rating calculations. Therefore, it is recommended that new load rating calculations be performed for the as-inspected condition. The load ratings presented in the calculations have been reproduced herein. These ratings have not been checked and no responsibility is accepted by Johnson, Mirmiran & Thompson, Inc. for their accuracy or completeness.

Vehicle	Gross Vehicle Weight	Inventory	Operating
HL-93	36 tons		
H-15	15 tons	075	100
T-4	35 tons	140	195
HS-20	36 tons	205	280
T-3S2	40 tons	185	245
150K	75 tons	250	345
90K Permit	45 tons	180	250
90K Mobile Crane	45 tons	165	225
90K Cargo	45 tons	225	305
80K Cargo	40 tons	245	325
120K Vehicle	60 tons	240	330
108K Mobile Crane	54 tons	180	250
120K Mobile Crane	60 tons	225	310

Notes

Per GPM SI-12-05(4) the structure is required to be on a 12-month increased inspection frequency.

Per GPM SI-12-21(4) the load rating analysis indicates that the Operating Rating of any Maryland legal load vehicles is less than the vehicle weight, a weight restriction must be implemented accordingly. The recommended posting is as follows:

Posting for Inventory

15,000 lbs GVW for Single Unit Vehicles

37,000 lbs GVW for Combination Unit Vehicles

Posting for Operating

20,000 lbs GVW for Single Unit Vehicles

49,000 lbs GVW for Combination Unit Vehicles

The bridge is currently posted for 20,000-lb Single Unit Vehicles and 49,000-lb Combination Unit Vehicles. Based on the above ratings, the bridge shall remain on a 12-month inspection cycle.

Based on the condition of the bent caps, it is recommended that the bridge remain closed until an in-depth analysis is performed or additional repairs are completed.

Bridge No. WO0202001 **Crossing** TANHOUSE CREEK **Date** 09/10/2024

Repair Recommendations and Cost Estimate:

Repair Recommendations	Item Code	Priority	Unit	Quantity	Unit Cost	Total Cost
Immediate						
Replace the timber beams.	SUP8	1	LS	1	$110000	$110000
Replace the timber bent caps at the abutments and the piers.	SUB22	1	LS	1	$50000	$50000
Retrofit/Replace the severely deteriorated piles	SUB22	1	LS	1	$100000	$100000
Perform new load rating analysis for the bridge.	G1	1	LS	1	$5000	$5000
Install approach traffic barriers that meet current AASHTO standards.	R8	1	LF	200	$100	$20000
Install bridge object markers that meet current standards.	R12	1	EA	4	$250	$1000
Install bridge railings that meet current AASHTO standards.	R23	1	LF	100	$300	$30000
					Subtotal for Immediate:	$316000
Priority						
Replace the bridge.	REP1	2	LS	1	$350000	$350000
Replace the missing and loose bridge railing hardware.	R19	2	LS	1	$500	$500
Replace timber deck planks with severe deterioration or are missing.	D10	2	EA	50	$150	$7500
Replace timber curbs.	D14	2	LF	100	$75	$7500
Replace hardware in Span 1 on East and West Bridge Rail.	R19	2	LS	1	$3200	$3200
					Subtotal for Priority:	$368700
Routine						
Replace hardware on the cross-bracing with section loss.	SUB22	3	LS	1	$1500	$1500

Repair Recommendations and Cost Estimate:

Repair Recommendations	Item Code	Priority	Unit	Quantity	Unit Cost	Total Cost
Fix broken bracket for PVC conduit attached on the east side of the bridge at midspan.	SUB22	3	EA	1	$750	$750
Replace or hammer down bent and protruding nails in the deck plank.	D15	3	LS	1	$500	$500
Seal the cracks in the approach roadways.	R4	3	LF	150	$25	$3750
Repair the area of erosion on the Northeast Embankment.	R18	3		1	$750	$750
					Subtotal for Routine:	$7250
					Repair Recommendations Total:	**$691950**

BRIDGE WO0202001
BAYSIDE ROAD
OVER
TANHOUSE CREEK

COMPLETED REPAIRS

DATE	MEMBER	REPAIR
09/15/2018	Signs	Revise Bridge Posting Signs
08/06/2025	Signs	Install Bridge Posting Signs Replaced posting signs.
08/06/2025	Deck	Replace Timber Planks Planks 23 through 26, 31, and 59 have been replaced.

PHOTOGRAPHS

Structure Number: WO0202001

Facility Carried: BAYSIDE ROAD

Feature Intersected: TANHOUSE CREEK

Photo 1

08/06/2025

North Approach (Looking South).

Photo 2

08/06/2025

South Approach (Looking North).

PHOTOGRAPHS

Structure Number: WO0202001

Facility Carried: BAYSIDE ROAD

Feature Intersected: TANHOUSE CREEK

Photo 3

08/06/2025

West (Flood) Elevation.

Photo 4

08/06/2025

East (Ebb) Elevation.

PHOTOGRAPHS

Structure Number: WO0202001

Facility Carried: BAYSIDE ROAD

Feature Intersected: TANHOUSE CREEK

Photo 5

08/06/2025

Looking West (Flood).

Photo 6

08/06/2025

Looking East (Ebb).

Photo 7 08/06/2025

Typical deck, looking northeast.

Photo 8 08/06/2025

Typical checks, splintering, and weathering in the deck planks (Planks 27 through 29 in the Northbound Lane shown, looking southwest).

Photo 9 08/06/2025

Planks 1 through 18 removed during deck repairs, looking northeast.

Photo 10 08/06/2025

Planks 23 through 26 and 31 replaced in the deck, looking northeast.

PHOTOGRAPHS

Structure Number: WO0202001

Facility Carried: BAYSIDE ROAD

Feature Intersected: TANHOUSE CREEK

Photo 11 08/06/2025

Split with an associated transverse fracture in the West Curb between Posts 9 and 10, looking west.

Photo 12 08/06/2025

Severe rot with section loss in Beams 5 through 10 in Span 1 at the North Abutment, looking east.

PHOTOGRAPHS

Structure Number: WO0202001

Facility Carried: BAYSIDE ROAD

Feature Intersected: TANHOUSE CREEK

Photo 13 08/06/2025

Rot, splinters, and section loss in the east face of Beam 7 in Span 1, at the North Abutment, looking west.

Photo 14 08/06/2025

Evidence of crushing in the west face of Beam 10 in Span 1, at the North Abutment, looking east.

Photo 15 08/06/2025

Full length check in the west face of Beam 13 in Span 1, looking southeast.

Photo 16 08/06/2025

Typical severe rot in the top face of Beams 4 through 7 in Span 2, at Bent 1 (Beam 4 shown, looking north).

PHOTOGRAPHS

Structure Number: WO0202001

Facility Carried: BAYSIDE ROAD

Feature Intersected: TANHOUSE CREEK

Photo 17 08/06/2025

Typical severe rot with section loss in the end of Beams 4 through 11 in Span 4 at the South Abutment (Beam 5 shown, looking east).

Photo 18 08/06/2025

Severe rot with up to 90% section loss in the North Abutment Bent Cap between Piles 2 and 3.

PHOTOGRAPHS

Structure Number: WO0202001

Facility Carried: BAYSIDE ROAD

Feature Intersected: TANHOUSE CREEK

Photo 19 08/06/2025

Severe rot with full depth holes in the North Abutment Bent Cap between Beams 6 and 8, looking south.

Photo 20 08/06/2025

Severe rot with full depth holes in the North Abutment Bent Cap between Beams 11 and 13, looking south.

PHOTOGRAPHS

Structure Number: WO0202001

Facility Carried: BAYSIDE ROAD

Feature Intersected: TANHOUSE CREEK

Photo 21 08/06/2025

Area of checks in the north face of the South Abutment Bent Cap (timber plate) at Pile 3, looking south.

Photo 22 08/06/2025

Gap between the east end of the South Abutment Bent Cap and backwall due to movement (north), looking south.

PHOTOGRAPHS

Structure Number: WO0202001

Facility Carried: BAYSIDE ROAD

Feature Intersected: TANHOUSE CREEK

Photo 23 08/06/2025

Vertical offset of the beams and the backwall at the South Abutment, looking west.

Photo 24 08/06/2025

Typical check in the timber piles (Pile 1 at Bent 2 shown, looking north).

PHOTOGRAPHS

Structure Number: WO0202001

Facility Carried: BAYSIDE ROAD

Feature Intersected: TANHOUSE CREEK

Photo 25 08/06/2025

Gap/void between the top of Pile 4 and the cap at the South Abutment, with crushing of the pile and loss of bearing, looking north.

Photo 26 08/06/2025

Gap and loss of bearing between the top of Pile 4 and Bent 1 Cap due to pile movement (west), looking north.

PHOTOGRAPHS

Structure Number: WO0202001

Facility Carried: BAYSIDE ROAD

Feature Intersected: TANHOUSE CREEK

Photo 27 08/06/2025

Gap and loss of bearing between the top of Pile 2 and Bent 2 Cap due to crushing and pile movement (west), looking north.

Photo 28 08/06/2025

Area of crushing with a splinter in the top of the east face of Pile 1 at Bent 3, looking north.

Photo 29 08/06/2025

Area of crushing in the top of the north face of Pile 1 at the South Abutment, with loss of bearing, looking southeast.

Photo 30 08/06/2025

Typical condition of the timber bent caps (Bent 2, south face shown, looking northeast).

PHOTOGRAPHS

Structure Number: WO0202001

Facility Carried: BAYSIDE ROAD

Feature Intersected: TANHOUSE CREEK

Photo 31 08/06/2025

Severe rot with full-depth holes in the Bent 1 Cap between Beams 2 and 3, looking north.

Photo 32 08/06/2025

Severe rot with full-depth holes in the Bent 1 Cap between Beams 6 and 8, looking north.

Photo 33 08/06/2025

Splinter in the east end of the bottom face of the Bent 2 Cap, looking west.

Photo 34 08/06/2025

Splinters in the west end of the bottom face of the Bent 3 Cap, looking east.

PHOTOGRAPHS

Structure Number: WO0202001

Facility Carried: BAYSIDE ROAD

Feature Intersected: TANHOUSE CREEK

Photo 35 08/06/2025

Typical map cracking in the approach roadways (North Approach shown, looking northwest).

Photo 36 08/06/2025

North Approach load posting sign, looking south.

PHOTOGRAPHS

Structure Number: WO0202001

Facility Carried: BAYSIDE ROAD

Feature Intersected: TANHOUSE CREEK

Photo 37 08/06/2025

South Approach load posting sign, looking north.

Photo 38 08/06/2025

North Approach advanced load posting sign at the intersection with Public Landing Road, looking south.

PHOTOGRAPHS

Structure Number: WO0202001

Facility Carried: BAYSIDE ROAD

Feature Intersected: TANHOUSE CREEK

Photo 39 08/06/2025

South Approach advanced load posting sign at the intersection with Stagg Road, looking north.

Photo 40 08/06/2025

Road Closed sign and traffic barrels on the North Approach, looking south.

PHOTOGRAPHS

Structure Number: WO0202001

Facility Carried: BAYSIDE ROAD

Feature Intersected: TANHOUSE CREEK

Photo 41 08/06/2025

Typical removed post to W-beam connection bolts (East Railing, Posts 3 through 6 shown, looking southeast).

Photo 42 08/06/2025

Missing and loose splice bolts and post connection bolt at Post 1 along the East Railing, looking east.

PHOTOGRAPHS

Structure Number: WO0202001

Facility Carried: BAYSIDE ROAD

Feature Intersected: TANHOUSE CREEK

Photo 43

08/06/2025

Tear due to impact damage in the Northwest Traffic Barrier end treatment, looking west.

SOUNDING REPORT

BRIDGE: WO0202001 **INSPECTION DATE:** 08/06/2025 **Base Sounding Date:** 01/17/1996

<<<<<>>>>> **Flow** <<<<<>>>>>

1.2 CLEAR, AT SPAN 2, BEAM 14, BOTTOM OF BEAM TO WATER SURFACE.

NOTES:
1. '-' INDICATES NO FLOW AT THE SOUNDING LOCATION.
2. SOUNDING TAKEN ALONG THE CENTERLINE OF THE CHANNEL.
3. STREAMBED CONSISTS OF MUD AND SILT.

30'	20'	10'					10'	20'	30'
0 (+0.6)	1 (-0.4)		**North Abutment**					0 (+0.6)	0 (+0.6)
1.9 (-1.3)	2.5 (-1.9)	2.2 (-0.4)	0.8 (-0.2)	1.2 (-0.3)	1.3 (-0.2)	0.9 (-0.3)	1.3 (-0.7)	1.4 (-0.5)	1.6 (-0.5)
3.8 (-3)	3.8 (-1.9)	3.8 (-1.9)	1.7 (-0.2)	2.7 (-1)	3.1 (-1.1)	2.7 (-0.3)	2.7 (-0.8)	2.4 (+1.3)	2.2 (+2.1)
			4.3 (-1)	4 (-0.6)	4.3 (-0.9)	4.3 (-0.9)			
3.9 (-1.8)	3.8 (-1.1)	3.8 (-0.3)	3.9	PIER 1			4.1	3.5 (+0.2)	3.5 (+0.2)	3.5 (+0.8)
			4.4 (-0.5)	4.5 (-0.6)	4.5 (-0.5)	4.5 (-0.3)			
4.6 (-0.5)	4.5 (-0.3)	4.5 (+0.1)	4.5 (+0.3)	4.8 (+0)	4.9 (+0)	5 (-0.1)	4.6 (-0.1)	4.5 (+0.1)	4.5 (-0.6)
			3.9 (+0.4)	3.6 (+0.5)	4.1 (+0.1)	4.2 (+0.1)			
4 (+0.1)	4 (+0.1)	3.8 (-0.3)	4.1	PIER 2			3.6	3.9 (-0.5)	4.1 (-0.2)	4.2 (-0.3)
			3.2 (+0.8)	3.5 (+0.5)	3.2 (+0.7)	3 (+1)			
3.8 (-1.2)	3.5 (-0.9)	3.7 (-1.2)	3.7 (-1)	3.7 (-0.8)	3.7 (-0.6)	3.7 (-0.4)	3.7 (-1)	3.6 (-0.6)	3.3 (-0.8)
			3 (-0.8)	3 (-0.7)	3 (-0.6)	3 (-0.5)			
3.2 (-1.3)	3 (-1)	4 (-2.1)	3.5	PIER 3			1.6	2.8 (-0.6)	0 (+2.3)	0 (+1.8)
			3.7 (-1.8)	3 (-1.1)	3.1 (-1)	3 (-0.9)			
0 (+1.7)	0 (+1.6)	0 (+1.6)	0.6 (+1.3)	0.6 (+1)	0.7 (+0.8)	1 (+0.4)	0 (+0.6)	0 (+0.6)	0 (+0.6)
0 (+1.7)	0 (+1.6)	0 (+1.6)	0 (+0.6)	0 (+0.6)	0 (+0.6)	0 (+0.6)	0 (+0.6)	0 (+0.6)	0 (+0.6)
0 (+0.6)	0 (+0.6)		**South Abutment**					0 (+0.6)	0 (+0.6)
30'	**20'**	**10'**					**10'**	**20'**	**30'**

BASE SOUNDING REPORT

BRIDGE: WO0202001 **INSPECTION DATE:** 08/06/2025 **Base Sounding Date:** 01/17/1996

<<<<<>>>>> **Flow** <<<<<>>>>>

1.8 CLEAR, AT Bottom of stringers to water surface, midspan 2 Beam 14

30'	20'	10'						10'	20'	30'
-	-			**North Abutment**					-	-
-	-	1.2	-	0.3	0.5	-		-	0.3	0.5
0.2	1.3	1.3	0.9	1.1	1.4	1.8		1.3	3.1	3.7
			2.7	2.8	2.8	2.8				
1.5	2.1	2.9	PIER 1					3.1	3.1	3.7
			3.3	3.3	3.4	3.6				
3.5	3.6	4.0	4.2	4.2	4.3	4.3		3.9	4.0	3.3
			3.7	3.5	3.6	3.7				
3.5	3.5	2.9	PIER 2					2.8	3.3	3.3
			3.4	3.4	3.3	3.4				
2.0	2.0	1.9	2.1	2.3	2.5	2.7		2.1	2.4	1.9
			1.6	1.7	1.8	1.9				
1.3	1.4	1.3	PIER 3					1.6	1.7	1.2
			1.3	1.3	1.5	1.5				
1.1	1.0	1.0	1.3	1.0	0.9	0.8		-	-	-
1.1	1.0	1.0	-	-	-	-		-	-	-
-	-			**South Abutment**					-	-
30'	**20'**	**10'**						**10'**	**20'**	**30'**

Bridge Inspection Report
Element Form

Bridge No: WO0202001 **Inspection Date:** 08/06/2025

BAYSIDE ROAD OVER TANHOUSE CREEK **Milepoint:** 0001320

Element	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
31 - Timber Deck	1 - Ben.	1064	sq. ft.	643	53	63	305

☐Eng Req ☐FYI ☐District ☐Inaccessible? ☐Eng Comments

Deck:
The timber deck exhibits up to 1/2” wide checks, splintering, and weathering throughout the planks. There are bent and protruding nails in isolated locations throughout. There are remnants of a previous tar and chip seal wearing surface on the shoulders. There are typical 1/4” to 3/4” pick penetrations with random areas of decay with up to 1” pick penetrations (CS3 = 5%). There is a 3’-0” long x 3” wide x 1/2” deep gouge near the center of Planks 29 through 31 (CS3 = 3 SF). Planks 36 and 37 are loose. Planks 49 through 57 each exhibit a gouge (6’-9” long x 8” wide x 1/2” deep) near the center of the roadway (CS3 = 7 SF).

Planks 1 through 18, and 60 (at the South Abutment) have been removed as part of the deck repairs (CS4 = 305 SF). Planks 23 through 26, 31, and 59 have been replaced as part of the deck repairs.

The following defects have previously been repaired or the deteriorated planks have been removed: There is a 4’-2” long x 4” wide x 1/2” deep gouge at the north end of Planks 4 through 7. Planks 4 through 6 are loose. There are two (2) up to 2’-10” wide x 2” long x 1” deep shakes in Plank 11. There is a 1'-0" long x 2" wide x 3/4" deep and a 6" long x 2" wide x 1/2" deep area of rot with full pick penetration in Plank 16. There is a 6’-0" long x 4" wide x full-depth area of decay in the Southbound Lane of Plank 23. There is a 5’-0” wide x 2” long x 1 1/2" deep shake in Plank 25.

Curbs:
The timber curbs exhibit splits, splintering, checks (up to 1/8” wide), and up to 1/2” deep pick penetrations scattered throughout. The curbs exhibit splits at several hardware connections, some of which expose bolt shafts. There are numerous curb to riser connection bolts missing. The East Curb exhibits an 11” long x full-height (4”) x 2” deep splinter between Posts 8 and 9. There is a 3'-0" long area of splintering and decay in the south end of the West Curb and north end of the East Curb. Between Posts 9 and 10, the West Curb exhibits a split (2’-8” long x full-depth x 1/4” wide) with an associated full-width transverse fracture and an exposed connection bolt a Post 9.

111 - Timber Open Girder/Beam	1 - Ben.	735	ft.	0	637	54	44

☐Eng Req ☐FYI ☐District ☐Inaccessible? ☐Eng Comments

The timber beams exhibit random horizontal checks (up to 10'-0" long x up to 1/8” wide) scattered throughout. There are isolated areas of rot in the ends of beams with up to full pick penetration.

The top faces of the beams in Span 1, Span 2 at Bent 1, and Span 4 at the South Abutment were visible during this inspection due to the removed deck planks.

Span 1: At the North Abutment, Beams 4 through 8, and 10 exhibit severe rot (up to 1’-6” long x full-height x full-width) with section loss (up to 2” deep) in the top and north face (CS4 = 12 LF). Beams 5 through 7 and 10 exhibit evidence of crushing with bulging and splinters (up to 2’-0” long) in the vertical faces at the locations of severe rot at the North Abutment. There is a full-length x up to 1/4" wide check with up to 1” pick penetration in the west face of Beam 13 (CS3 = 12 LF). At Bent 1, Beams 4 and 5, and 8 through 10 exhibit severe rot (up to 2’-0” long x full-width) with up to 3/4” deep pick penetration in the top face (CS3 = 10 LF).

Span 2: At Bent 1, Beams 4 through 7 exhibit severe rot (up to 2’-0” long x full-width) with up to 1 3/4" deep pick penetrations in the top face (CS3 = 8 LF).

Span 3: Though deck planks were not removed at Bent 3, the inspector was able to poke through gaps between the timbers. At Bent 3, Beams 2 through 13 exhibit moderate rot with up to 1/2" deep pick penetration in the top face (CS3

= 12 LF).

Span 4: Though deck planks were not removed at Bent 3, the inspector was able to poke through gaps between the timbers. At Bent 3, Beams 2 through 13 exhibit moderate rot with up to 1/2" deep pick penetration in the top face (CS3 = 12 LF). At the South Abutment, Beams 4 through 11 exhibit severe rot (up to 1'-0" long x full-height x full-width) with section loss (up to 2" deep) in the top and north faces (CS4 = 8 LF). Beams 4 and 9 exhibit evidence of crushing with bulging and splinters (up to 1'-6" long) in the vertical faces at the locations of severe rot at the South Abutment.

The defects in the top face of the beams were discovered when the deck planks were removed during construction. The top face of beams at Bents 2 and 3 may exhibit similar deterioration, but were not visible at the time of the inspection. Though deck planks were not removed at Bent 3, the inspector was able to poke through gaps between the timbers (detailed above). Assuming interior beams at Bent 2 are in a similar condition: Span 2, Bent 2 (CS3 = 12 LF); and Span 3, Bent 2 (CS3 = 12 LF).

216 - Timber Abutment

1 - Ben.	42	ft.	0	0	28	14

☐ Eng Req ☐ FYI ☐ District ☐ Inaccessible? ☐ Eng Comments

The timber abutments exhibit hollow-sounding areas due to rot throughout the caps. The connection hardware exhibits minor surface corrosion throughout. The deterioration is typically more severe at the piles.

The top faces of the abutment pile caps were visible from the topside during this inspection due to the removed deck planks.

North Abutment: The interior face of the pile cap has previously been retrofitted with a sister board that exhibits minor checks scattered throughout. The pile cap exhibits hollow-sounding areas with severe rot and up to 1/2" deep pick penetrations throughout (CS3 = 7 LF) with areas of up to 90% section loss inside the cap adjacent to and/or at the piles (detailed below). There is an area of severe rot with section loss (2'-0" long x up to full-width x full-depth) with a full-depth hole in the top face of the cap between Beams 3 and 4, adjacent to Pile 1 (CS4 = 2 LF). There is an area of severe rot with section loss (4'-0" long x up to full-width x full-depth) with full-depth holes in the top face of the cap between Beams 6 and 8, at Pile 2 (CS4 = 4 LF). There is an area of severe rot with section loss (8'-0" long x up to full-width x full-depth) with full-depth holes in the top face of the cap between Beams 10 and 14, adjacent to Pile 3 and at Pile 4 (CS4 = 8 LF).

South Abutment: The pile cap exhibits minor checks (up to 1/16" wide) scattered throughout. The cap exhibits hollow-sounding areas (full-height x full-width) with surface rot throughout and up to 1/2" deep pick penetrations in the top face (CS3 = 21 LF). The north face of the cap (timber plate) exhibits an area of checks (up to 3'-0" long) below the hardware at Pile 3. The cap exhibits evidence of movement (north) with a gap between the cap and the backwall that is 7/8" wide at the west end and up to 3 3/8" wide at the east end. There is a vertical differential (1/2") between the top of the beams and the backwall (beams higher) along the length of the abutment.

Refer to the "2025 UWI Sketches" for additional details.

228 - Timber Pile

1 - Ben.	20	each	0	13	4	3

☐ Eng Req ☐ FYI ☐ District ☐ Inaccessible? ☐ Eng Comments

The timber piles exhibit up to 1/8" wide checks and hollow-sounding areas throughout. There are typical pick penetrations of 1/4" deep and up to 1/2" marine growth. The hardware on the piles exhibits severe corrosion with up to 30% section loss. There are up to 1/16" to 1/8" wide gaps between the piles and caps at the piers. There are old piles present in Spans 1 and 4.

North Abutment: The piles exhibit full-circumference hollow-sounding area with surface rot starting at the cap that extends below the mud line. There are minor checks in the top of Pile 1. Pile 4 exhibits a gap/void (2 1/2" wide x 1/2" high x 2" deep) between the top of the pile and the cap due to crushing of the south edge, resulting in approximately 15% loss of bearing (CS3 = 1 EA).

Bent 1: Pile 1 exhibits checks (up to 1/2" wide x 1'-3" high x 3" deep) throughout and a hollow-sounding area (10" high

x full-circumference) with surface rot at the waterline. Pile 3 exhibits a check (6" high x 1/8" wide) in the south face at the waterline and a hollow-sounding area (1'-0" high x full-circumference) in the top. There is a gap between the top of Pile 4 and the bottom of the cap due to movement (west), resulting in approximately 20% loss of bearing (CS3 = 1 EA). Pile 4 exhibits a full-circumference hollow sounding area with surface rot starting at the waterline and extending below the mud line.

Bent 2: Piles 1 and 2 exhibit full-circumference hollow-sounding areas starting at the cap and extending below the mud line. The south face of Pile 1 exhibits a check (1" high x 2 1/2" deep x 1/8" wide) at the waterline. There is a gap (10” long x 3” wide x 1” deep) between the top of Pile 2 and the bottom of the cap due to crushing and movement (west), resulting in approximately 30% loss of bearing (CS4 = 1 EA). There is a check (3/8" wide x 3" high x 1" deep) in the top of the east face of Pile 4 (CS3 = 1 EA). Pile 4 exhibits a full-circumference hollow sounding area (6" high x full-width) with surface rot in the top.

Bent 3: Pile 1 exhibits a full-circumference hollow-sounding area with core rot starting at the cap and extending below the mud line (CS3 = 1 EA). Pile 1 exhibits an area of crushing in the top of the east face with 3" deep pick penetration and a splinter (3" high x 1/8" deep) extending down from the cap. The cross-bracing has been removed between Piles 3 and 4. Pile 4 exhibits minor surface rot throughout.

South Abutment: Pile 1 exhibits a full-circumference hollow sounding area with surface rot starting at the cap and extending below the mud line. Pile 1 exhibits an area of crushing in the top of the north face with 2 1/2" deep pick penetration and approximately 25% loss of bearing (CS4 = 1 EA). Pile 4 exhibits minor surface rot throughout. Pile 4 exhibits a full-circumference hollow sounding area with surface rot extending 3" above the mud line.

The following previously reported defects were not observed: There is a 1/4” wide gap between the piles and the bent cap for Piles 2 through 4 at the South Abutment. The gap results in a 100% loss of bearing at Pile 2 and 80% loss of bearing at Piles 3 and 4.

Refer to the "2025 UWI Sketches" for additional details.

235 - Timber Pier Cap

1 - Ben.	63	ft.	0	34	23	6

☐ Eng Req ☐ FYI ☐ District ☐ Inaccessible? ☐ Eng Comments

The timber bent caps exhibit hollow-sounding areas with surface rot throughout, with the worst deterioration at the piles. The bent caps have previously been retrofitted with sister boards on the vertical faces. There are up to 10” long x 2” wide x 1 1/2” high shakes and checks throughout, with up to 2" pick penetration in the west ends of the caps. There is minor to moderate surface rust and delamination in the connection hardware.

The top face of the cap at Bent 1 was visible from the topside at the time of the inspection due to the removed deck planks. The top face of the cap at Bents 2 and 3 was not visible at the time of the inspection.

Bent 1: There is corrosion with up to 40% section loss in the hardware. The pile cap exhibits hollow-sounding areas with severe rot and up to 1/2" deep pick penetrations throughout (CS3 = 17 LF) with areas of up to 75% section loss inside the cap adjacent to and/or at the piles (detailed below). There is an area of severe rot with section loss (1'-0" long x up to full-width x full-depth) and a full-depth hole in the top face of the cap between Beams 2 and 3, adjacent to Pile 1 (CS4 = 1 LF). There is an area of severe rot with section loss (3'-0" long x up to full-width x full-depth) and full-depth holes in the top face of the cap between Beams 6 and 8, at Pile 2 (CS4 = 3 LF).

Bent 2: The west face of the cap exhibits rot with up to 3” deep pick penetration (CS3 = 1 LF). The cap exhibits hollow-sounding areas (up to 2’-0” long x full-height x full-width) with surface rot at Piles 1 and 4. The cap exhibits hollow-sounding areas (up to 2’-0” long x full-height x full-width) with core rot at Pile 3 (CS4 = 2 LF). The east end of the cap exhibits a splinter (6" long x 2 1/2" wide) in the bottom edge.

The following previously reported defect was not observed: “There is a 10" long x 3" wide x 1" deep shake at Pile 2 at the Bent Cap 2.”

Bent 3: The west face of the cap exhibits an area of rot (0.5 SF) with 1/2" deep pick penetration and 3/4" wide splinters in the bottom face (CS3 = 1 LF). The cap exhibits hollow-sounding areas (up to 2’-0” long x full-height x full-width) with

surface rot at Piles 1 and 3 (CS3 = 4 LF).

The defects in the top face of the bent caps were discovered when the deck planks were removed during construction. The top face of the caps at Bents 2 and 3 may exhibit similar deterioration, but were not visible at the time of the inspection.

Refer to the "2025 UWI Sketches" for additional details.

330 - Metal Bridge Railing

1 - Ben.	99	ft.	54	30	15	0

☐ Eng Req ☐ FYI ☐ District ☐ Inaccessible? ☐ Eng Comments

The steel W-beam bridge railings are double nested and set to a substandard height of 27”. There are minor scrapes scattered throughout. Railing connection hardware exhibits minor corrosion throughout. The W-beam is disconnected from Posts 1 through 8 along the East Railing and Posts 1 through 7 along the West Railing as part of the deck repairs (CS3 = 15 LF). There are two (2) thru-bolts connecting the traffic barrier posts to the timber beams.

West Bridge Railing: The curb and beam to post connections exhibit one (1) missing bolt at Post 1, one (1) missing bolt at Post 3, and one (1) missing bottom bolt at Posts 5 through 16.

East Bridge Railing: The curb and beam to post connections exhibit one (1) missing bolt at Post 3 and a missing bottom bolt at Post 2, and Posts 5 through 16. There is a loose thru-bolt connecting the traffic barrier posts to the timber beam at Post 1. The W-beam splice at Post 1 exhibits one (1) loose and one (1) missing bolt. The W-beam splice at Post 9 is missing four (4) of eight (8) splice bolts and is detached from the post.

8322 - Roadway Approach Transition

1 - Ben.	2	Each	2	0	0	0

☐ Eng Req ☐ FYI ☐ District ☐ Inaccessible? ☐ Eng Comments

Approach Roadway: The asphalt pavement on the approaches exhibits up to 1/8” wide map cracking with edge chipping throughout. There is a 1/16” wide x 4’-0” long transverse crack in the North Approach Transition. There is a full-width x up to 8” long asphalt patch that is up to 1/2" higher than the deck planks at the South Approach Transition.

The following previously noted defect was not observed due to the timber deck repairs: “There is an up to 1 1/4" gap between the asphalt and the timber deck planks in the North Approach Transition.

Traffic Barriers: The approach traffic barriers consist of steel W-beam supported by steel posts. The approach traffic barriers are single nested and stiffened with reduced post spacing. The traffic barriers are set to a substandard height. The W-beam is continuous across the bridge. The Northwest, Northeast, and Southwest Traffic barriers are parallel with the roadway and terminate with a flared and turned-down end treatment (Type-G). The Southeast Traffic Barrier is parallel with the roadway and then turns back along a parking lot entrance with a blunt end and cable anchorage end treatment (Type-L). There is minor impact damage in both the North Approach End Treatments. There is a 1” long x 1/2" high tear due to impact damage in the Northwest Approach Traffic Barrier End Treatment. Post 5 along the Southeast Traffic Barrier is leaning north.

Embankment: The Northeast Embankment exhibits an area of erosion (2’-0” long x 2’-6” wide x 1’-6” high) at the abutment, exposing a 10” high x 9” wide area of the back face of the backwall.

Signs: Bridge object markers are in place on the approaches. The object markers are set to a substandard height and exhibit cracks and fading.

The bridge is currently posted for 20,000-lb Single Unit Vehicles and 49,000-lb Combination Unit Vehicles. Load posting signs are in place at the bridge. Advance posting signs are in place at the intersection with Public Landing Road on the North Approach and at the intersection with Stagg Road on the South Approach. The posting signs at the bridge have been replaced since the previous inspection.

The bridge is currently closed to traffic for deck repairs, and there are temporary “Road Closed” signs with traffic barrels on the approaches. There are also temporary “Road Closed Ahead” signs at the intersection with Public Landing Road

Bridge Inspection Report
Element Form

Bridge No: WO0202001 **Inspection Date:** 08/06/2025

BAYSIDE ROAD OVER TANHOUSE CREEK **Milepoint:** 0001320

on the North Approach and at the intersection with Stagg Road on the South Approach. Temporary detour signs are in place along the detour route.

The following previously reported defect was repaired: “The object markers at the northwest and southeast corners share a pole with the load posting signs.”

8340 - Utilities and OverHead Signs

1 - Ben.	0	Entire Bridge	0	0	0	0

☐Eng Req ☐FYI ☐District ☐Inaccessible? ☐Eng Comments

There is a PVC conduit attached to the east side of the bridge that exhibits a broken bracket at Bent Cap 2.

8344 - Drainage Devices

1 - Ben.	0	Entire Bridge	0	0	0	0

☐Eng Req ☐FYI ☐District ☐Inaccessible? ☐Eng Comments

This element is not applicable and should be removed during the subsequent inspection.

8345 - Stream Channel

1 - Ben.	0	Entire Bridge	0	0	0	0

☐Eng Req ☐FYI ☐District ☐Inaccessible? ☐Eng Comments

Tanhouse Creek has tidal flow at the bridge that floods to the west and ebbs to the east. The channel alignment is perpendicular to the bridge. The bridge is a low-level bridge with only 1’-2” of clearance between the superstructure and the water at the time of the inspection. The streambed consists of soft mud and silt up to 1’-0” deep. The stream banks are well vegetated. Class I riprap is in place on the Northeast and Southeast Embankments.

CONDITION RATINGS BY SUBSTRUCTURE UNIT

Substructure Unit	Type	Remarks	Condition Rating
North Abutment	Timber Pile Bent	Poor Condition with severe rot and section loss	3
Bent 1	Timber Pile Bent	Poor Condition with severe rot and section loss	3
Bent 2	Timber Pile Bent	Poor Condition with severe rot	4
Bent 3	Timber Pile Bent	Fair Condition with hollow sounding areas	5
South Abutment	Timber Pile Bent	Poor Condition with severe rot	3

UNDERWATER INSPECTION FINDINGS AND SKETCHES

TYPICAL INSPECTION FINDINGS

Timber Cross-bracing:

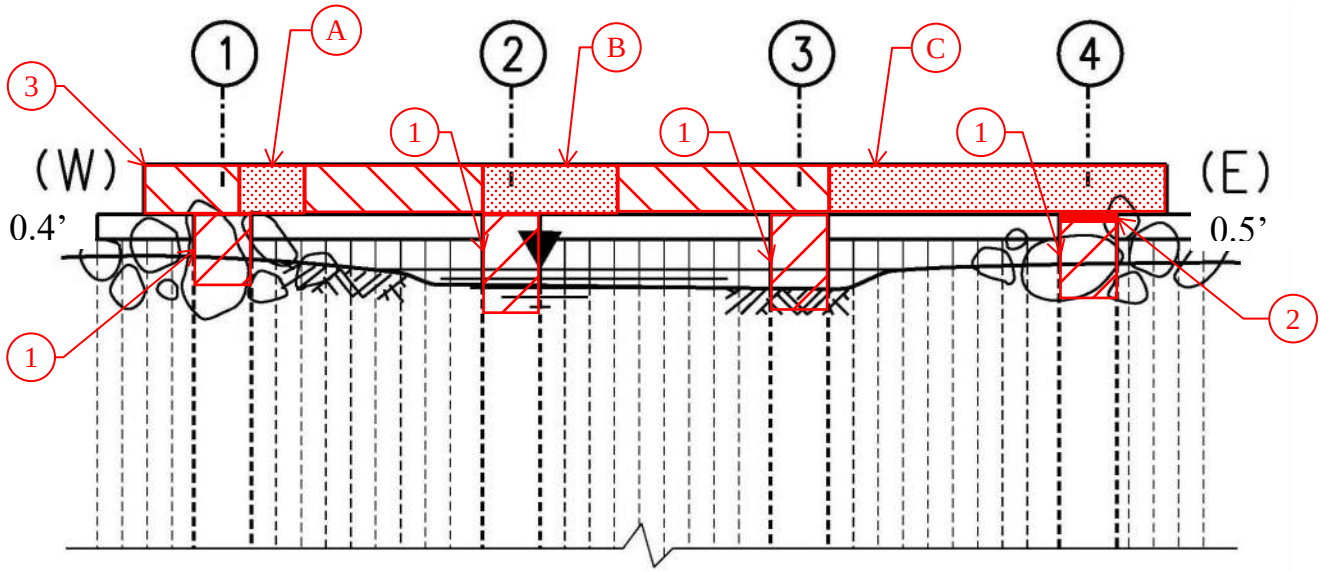
The cross-bracing exhibits typical pick penetration of 1/4” deep. The crossbracing hardware has severe corrosion with up to 30% section loss. At Bent 3, Piles 3 and 4 there is 100% section loss to connection hardware and the cross bracing is detached from piles.

Timber Piles:

The piles exhibits minor checks up to 1/8” wide. The hardware on the piles has severe corrosion with up to 60% section loss. Typical pick penetration of 1/4” deep.

Timber Pile Caps:

The pile caps exhibit hollow-sounding areas with rot scattered throughout. The top faces of the exposed caps exhibit up to 1/2" deep pick penetrations throughout. The previous report states that the vertical faces of the caps have been retrofitted with timber planks.



Pick Penetrations	@WL	0"	1/16"	1/16"	1/8"
	@ML	0"	1/16"	1/16"	1/16"

NORTH ABUTMENT
SOUTH ELEVATION
(N.T.S.)

1. Full-circumference hollow-sounding area with surface rot in the piles starting at the cap that extends below the mud line.

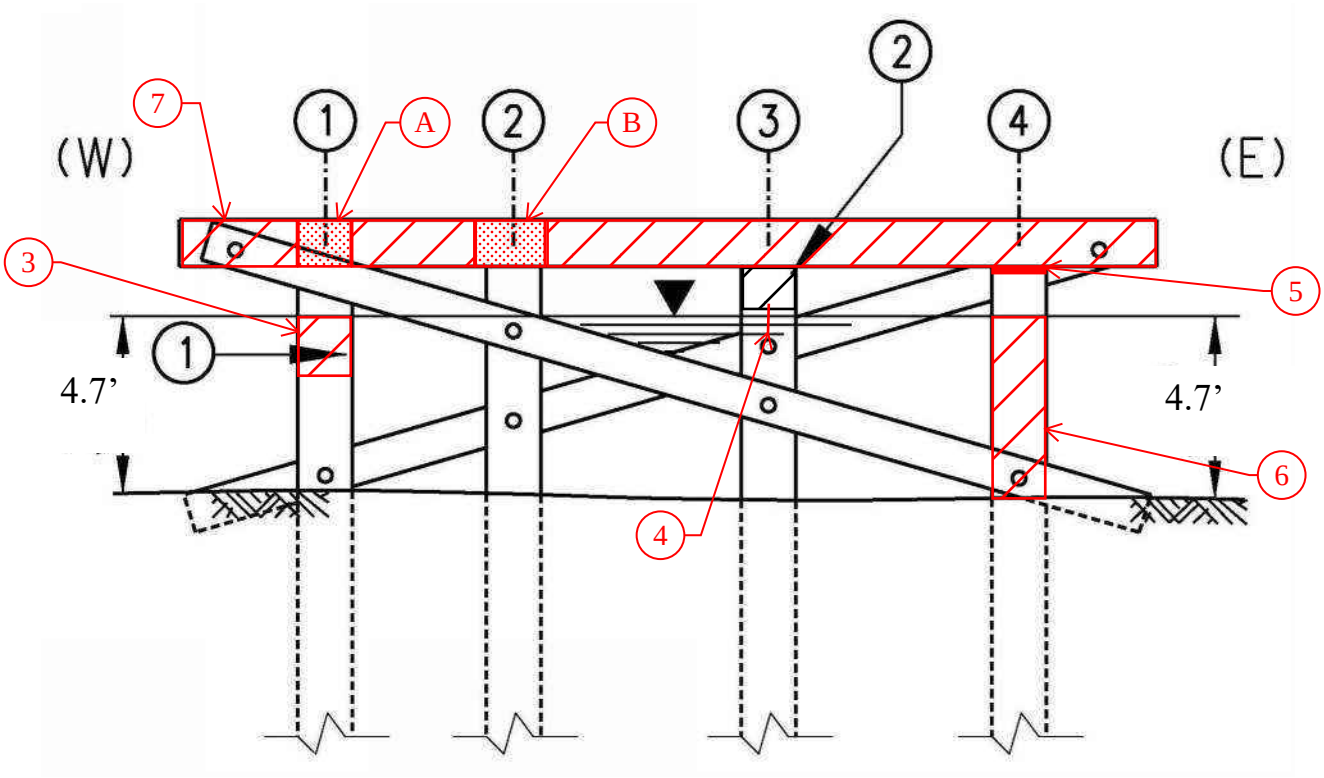
2. Gap/void (2 1/2" wide x 1/2" high x 2" deep) between the top of Pile 4 and the cap due to crushing of the south edge (~15% bearing loss).

3. Hollow-sounding area with severe rot and up to 1/2" deep pick penetrations throughout the cap with areas of severe section loss adjacent to and/or at the piles.

   A. Area of severe rot (2'-0" long x up to full-width x full-depth) with a full-depth hole in the top face of the cap between Beams 3 and 4, adjacent to Pile 1.

   B. Area of severe rot (4'-0" long x up to full-width x full-depth) with full-depth holes in the top face of the cap between Beams 6 and 8, at Pile 2.

   C. Area of severe rot (8'-0" long x up to full-width x full-depth) with full-depth holes in the top face of the cap between Beams 10 and 14, adjacent to Pile 3 and at Pile 4.



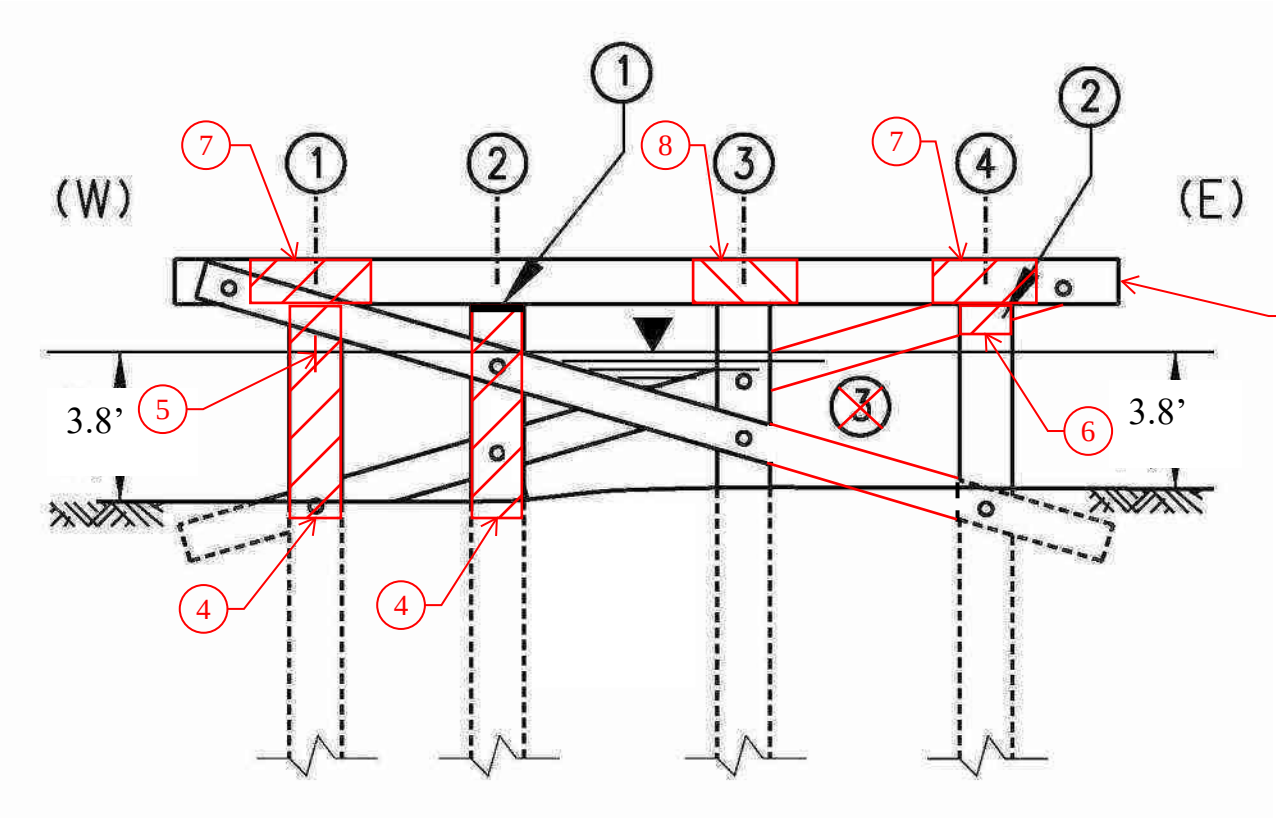
Pick Penetrations	@WL	1/8"	0"	0"	1/8"
	@ML	1/16"	0"	0"	1/16"

BENT 1
SOUTH ELEVATION
(N.T.S.)

1. Multiple checks up to 1/2" wide x 1'-3" high x 3" deep.
2. 1'-0" high x full circumference area of shallow hollow-sounding areas in the top.
3. Full-circumference hollow-sounding area (10" high) with surface rot in Pile 1 at the waterline.
4. Check (6" high x 1/8" wide) in the south face of Pile 3 at the waterline.
5. Gap between the top of Pile 4 and the bottom of the cap (~20% loss of bearing).
6. Full-circumference hollow-sounding area with surface rot in Pile 4 starting at the waterline and extending below the mud line.
7. Hollow-sounding area with severe rot and up to 1/2" deep pick penetrations throughout the cap with areas of severe section loss adjacent to and/or at the piles.

A. Area of severe rot (1'-0" long x up to full-width x full-depth) with a full-depth hole in the top face of the cap between Beams 2 and 3, adjacent to Pile 1.

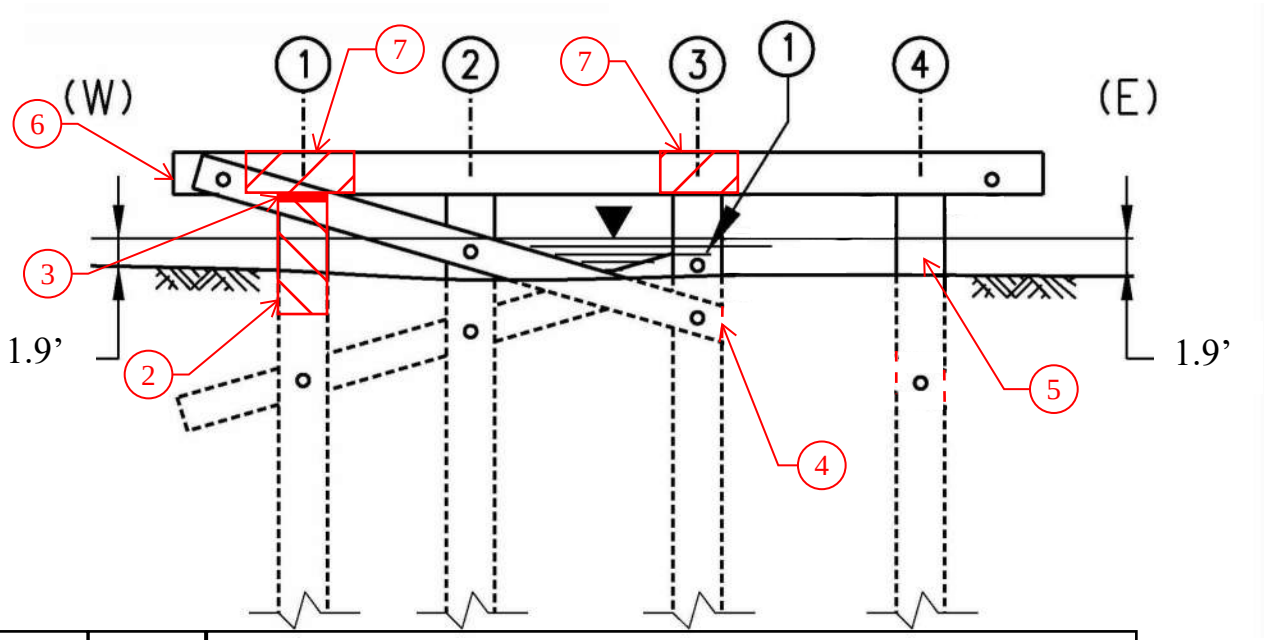
B. Area of severe rot (3'-0" long x up to full-width x full-depth) with full-depth holes in the top face of the cap between Beams 6 and 8, at Pile 2.



Pick Penetrations	@WL	1/8"	0"	0"	1/8"
	@ML	1/16"	0"	0"	1/16"

BENT 2
SOUTH ELEVATION
(N.T.S.)

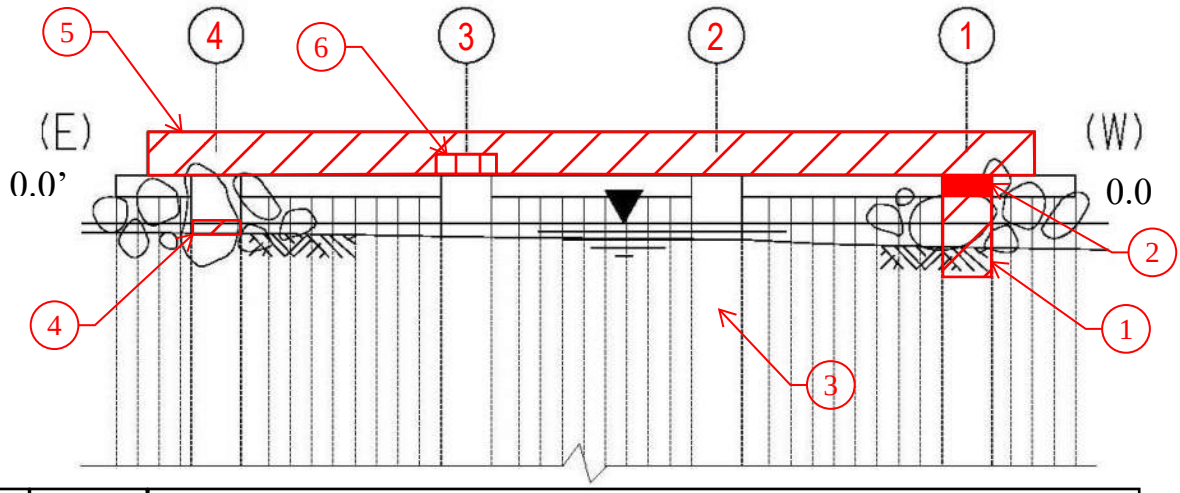
1. The bottom of the pile cap at Pile 2 has a 10" long x 3" wide x 1" deep void (~30% loss of bearing).
2. The East Face has a 3/8" wide x 3" high x 1" deep check at the top.
3. There is no cross-bracing between Piles 3 and 4 (Not observed).
4. Full-circumference hollow-sounding area in Piles 1 and 2 starting at the cap and extending below the mud line.
5. Check (1" high x 2 1/2" deep x 1/8" wide) in the south face of Pile 1 at the waterline.
6. Full-circumference hollow-sounding area (6" high x full-width) with surface rot in the top of Pile 4.
7. Hollow-sounding area (full-height x full-width) with surface rot in the cap at Piles 1 and 4.
8. Hollow-sounding area (full-height x full-width) with core rot in the cap at Pile 3.
9. Splinter (6" long x 2 1/2" wide) in the bottom of the east face of the cap.



Pick Penetrations	@WL	1/4"	0"	1/8"	1/8"
	@ML	1/16"	0"	1/16"	1/8"

BENT 3
SOUTH ELEVATION
(N.T.S.)

1. The hardware on the crossbracing has severe corrosion with up to 30% section loss.
2. Full-circumference hollow-sounding area with core rot in Pile 1 starting at the cap and extending below the mud line.
3. Area of crushing in the top of the east face of Pile 1 with 3" deep pick penetration and a splinter (3" high x 1/8" deep) extending down from the cap.
4. The cross-bracing has been removed between Piles 3 and 4.
5. Minor surface rot throughout Pile 4.
6. Area of rot (0.5 SF) with 1/2" deep pick penetration and 3/4" wide splinters in the west face of the cap.
7. Hollow-sounding area (full-height x full-width) with surface rot in the cap at Piles 1 and 3.



Pick Penetrations	@WL	1/4"	1/16"	0"	1/8"
	@ML	1/4"	1/16"	0"	1/4"

SOUTH ABUTMENT
NORTH ELEVATION
(N.T.S.)

1. Full-circumference hollow sounding area with surface rot in Pile 1 starting at the cap and extending below the mud line.
2. Area of crushing in the top of the north face of Pile 1 with 2 1/2" deep pick penetration and approximately 25% loss of bearing.
3. Minor surface rot throughout Pile 2.
4. Full-circumference hollow sounding area with surface rot in Pile 4 extending 3" above the mud line.
5. Hollow sounding area (full-height x full-width) with surface rot throughout the cap and up to 1/2" deep pick penetrations in the top face.
6. Area of checks (up to 3'-0" long) below the hardware in the north face of the cap at Pile 3.

1: BRIDGE IDENTIFICATION

1.1: Identification

B.ID.01: Bridge Number 200000WO0202010

B.ID.02: Bridge Name ..... Bayside Road over Tanhouse Creek

B.ID.03: Previous Bridge Number 0

1.2: Location

B.L.01: State Code ..... 24 - Maryland

B.L.02: County Code ..... 047 - Worcester

B.L.03: Place Code 0

B.L.04: Highway Agency District ..... 01 - District 1

B.L.05: Latitude 38.133215

B.L.06: Longitude ..... -75.299176

B.L.07: Border Bridge Number ..... N

B.L.08: Border Bridge State/Country Code .....

B.L.09: Border Bridge Insp. Responsibility .....

B.L.10: Border Bridge Designated Lead State .....

B.L.11: Bridge Location

1.29 miles southwest of MD 365

B.L.12: Metropolitan Planning Organization

N

1.3: Classification

B.CL.01: Owner ..... L01 - County highway agency

B.CL.02: Maintenance Responsibility ..... L01 - County highway agency

B.CL.03: Federal / Tribal Land Access ..... N - Not applicable

B.CL.04: Historic Significance ..... N - Bridge is not eligible for the National Register, and is not in a historic district eligible for the National Register

B.CL.05: Toll ..... N - Bridge does not carry a toll road and is not a toll bridge

B.CL.06: Emergency Evacuation Designation ..... N - Not an emergency evacuation route

2: BRIDGE MATERIAL AND TYPE

2.1: Span Material and Type

B.SP.01: Span Configuration Designation M01

B.SP.02: Number of Spans 4

B.SP.03: Number of Beam Lines 14

B.SP.04: Span Material ..... T03 - Timber - solid sawn

B.SP.05: Span Continuity ..... 1 - Simple or single span

B.SP.06: Span Type ..... G02 - Girder/beam - I-shaped spread

B.SP.07: Span Protective System ..... 0 - None

B.SP.08: Deck Interaction ..... NC - Non-composite

B.SP.09: Deck Material and Type ..... T03 - Timber - solid sawn

B.SP.10: Wearing Surface ..... T01 - Timber - running planks

B.SP.11: Deck Protective System ..... 0 - None

B.SP.12: Deck Reinforcing Protective System ..... 0 - None

B.SP.13: Deck Stay-In-Place Forms ..... 0 - None

2.2: Substructure Material and Type

B.SB.01: Substructure Configuration Designation A01
B.SB.02: Number of Substructure Units 2
B.SB.03: Substructure Material ..... T03 - Timber - solid sawn
B.SB.04: Substructure Type ..... A08 - Abutment - pile bent with lagging
B.SB.05: Substructure Protective System ..... 0 - None
B.SB.06: Foundation Type ..... P05 - Pile - timber
B.SB.07: Foundation Protective System ..... 0 - None

B.SB.01: Substructure Configuration Designation P01
B.SB.02: Number of Substructure Units 3
B.SB.03: Substructure Material ..... T03 - Timber - solid sawn
B.SB.04: Substructure Type ..... B03 - Bent - pile
B.SB.05: Substructure Protective System ..... 0 - None
B.SB.06: Foundation Type ..... P05 - Pile - timber
B.SB.07: Foundation Protective System ..... 0 - None

2.3: Roadside Hardware

B.RH.01: Bridge Railings I

B.RH.02: Transitions I

3: GEOMETRY

B.G.01: NBIS Bridge Length 47.1

B.G.02: Total Bridge Length 49.5

B.G.03: Maximum Span Length 12.1

B.G.04: Minimum Span Length 12.0

B.G.05: Bridge Width Out-to-Out 21.5

B.G.06: Bridge Width Curb-to-Curb 19.3

B.G.07: Left Curb or Sidewalk Width 0.5

B.G.08: Right Curb or Sidewalk Width 0.5

B.G.09: Approach Roadway Width 19.0

B.G.10: Bridge Median ..... 0 - No median

B.G.11: Skew 0

B.G.12: Curved Bridge ..... N - Not curved

B.G.13: Maximum Bridge Height 2

B.G.14: Sidehill Bridge ..... N - Not a sidehill bridge

B.G.15: Irregular Deck Area .....

B.G.16: Calculated Deck Area 1064.3

4: FEATURES

4.1: Feature Identification

B.F.01: Feature Type H01

B.F.02: Feature Location ..... C - Carried on bridge

B.F.03: Feature Name ..... Bayside Road

4.3: Highways

B.H.01: Functional Classification ..... 7 - Local

B.H.02: Urban Code .....

B.H.03: NHS Designation ..... N - Non-NHS

B.H.04: National Highway Freight Network ..... N - Not on the NHFN

B.H.05: STRAHNET Designation ..... N - Not a STRAHNET route

B.H.06: LRS Route ID 23000CO00101--1-----

B.H.07: LRS Mile Point 1.320

B.H.08: Lanes on Highway 2

B.H.09: Annual Average Daily Traffic 240

B.H.10: Annual Average Daily Truck Traffic 24

B.H.11: Year of Annual Average Daily Traffic 2022

B.H.12: Highway Maximum Usable Vertical Clearance 99.9

B.H.13: Highway Minimum Vertical Clearance 99.9

B.H.14: Highway Minimum Horizontal Clearance, Left .....

B.H.15: Highway Minimum Horizontal Clearance, Right .....

B.H.16: Highway Maximum Usable Surface Width 19.3

B.H.17: Bypass Detour Length 4

B.H.18: Crossing Bridge Number .....

4.4: Railroads

B.RR.01: Railroad Service Type .....

B.RR.02: Railroad Minimum Vertical Clearance .....

B.RR.03: Railroad Minimum Horizontal Offest .....

4.5: Navigable Waterways

B.N.01: Navigable Waterway .....

B.N.02: Navigation Minimum Vertical Clearance .....

B.N.03: Movable Bridge Max Navigation Vert Clearance .....

B.N.04: Navigation Channel Width .....

B.N.05: Navigation Channel Min Horizontal Clearance .....

B.N.06: Substructure Navigation Protection .....

4.1: Feature Identification

B.F.01: Feature Type W01

B.F.02: Feature Location ..... B - Below bridge

B.F.03: Feature Name ..... Tanhouse Creek

4.3: Highways

B.H.01: Functional Classification .....

B.H.02: Urban Code .....

B.H.03: NHS Designation .....

B.H.04: National Highway Freight Network .....

B.H.05: STRAHNET Designation .....

B.H.06: LRS Route ID .....

B.H.07: LRS Mile Point .....

B.H.08: Lanes on Highway .....

B.H.09: Annual Average Daily Traffic .....

B.H.10: Annual Average Daily Truck Traffic .....

B.H.11: Year of Annual Average Daily Traffic .....

B.H.12: Highway Maximum Usable Vertical Clearance .....

B.H.13: Highway Minimum Vertical Clearance .....

B.H.14: Highway Minimum Horizontal Clearance, Left .....

B.H.15: Highway Minimum Horizontal Clearance, Right .....

B.H.16: Highway Maximum Usable Surface Width .....

B.H.17: Bypass Detour Length .....

B.H.18: Crossing Bridge Number .....

4.4: Railroads

B.RR.01: Railroad Service Type .....

B.RR.02: Railroad Minimum Vertical Clearance .....

B.RR.03: Railroad Minimum Horizontal Offest .....

4.5: Navigable Waterways

B.N.01: Navigable Waterway ..... N - Not navigable waters

B.N.02: Navigation Minimum Vertical Clearance .....

B.N.03: Movable Bridge Max Navigation Vert Clearance .....

B.N.04: Navigation Channel Width .....

B.N.05: Navigation Channel Min Horizontal Clearance .....

B.N.06: Substructure Navigation Protection .....

4.2: Routes

Route 1

Highway Feature ..... H01 - Highway 1

B.RT.01: Route Designation R01

B.RT.02: Route Number 101

B.RT.03: Route Direction ..... NS - Northbound and Southbound

B.RT.04: Route Type ..... 4 - County route

B.RT.05: Service Type ..... 1 - Mainline

5: LOADS, LOAD RATINGS, AND POSTING

5.1: Loads and Load Rating

B.LR.01: Design Load ..... HS15 - HS-15

B.LR.02: Design Method ..... ASD - Allowable Stress Design

B.LR.03: Load Rating Date 12/01/2013

B.LR.04: Load Rating Method ..... ASR - Allowable Stress Rating

B.LR.05: Inventory Load Rating Factor 0.57

B.LR.06: Operating Load Rating Factor 0.78

B.LR.07: Controlling Legal Load Rating Factor 0.55

B.LR.08: Routine Permit Loads ..... C - Bridge does not carry routine permit loads. Routine permit loads are restricted from the bridge.

5.2: Load Posting Status

B.PS.01: Load Posting Status: PP - Weight

B.PS.02: Posting Status Change Date: 12/01/2013

5.3: Load Evaluation and Posting

	B.EP.01: Legal Load Configuration	B.EP.02: Legal Load Rating Factor	B.EP.03: Posting Type	B.EP.04: Posting Value
Legal Vehicles	(3) Type 3	0.41	A - Single Axle Load	13 Tons
	(3S2) Type 3S2	0.46	D - Tandem Axle Load	24 Tons
	(3-3) Type 3-3			Tons
Specialized Hauling Vehicles (SHV)	(SU4) SU4 truck			Tons
	(SU5) SU5 truck			Tons
	(SU6) SU6 truck			Tons
	(SU7) SU7 truck			Tons
	(NRL) Notional Rating Load			Tons
Emergency Vehicles	(EV2) Type EV2 emergency vehicle			Tons
	(EV3) Type EV3 emergency vehicle			Tons
	(NRL) Notional Rating Load			Tons
State Vehicles				Tons
				Tons
				Tons
				Tons

6: INSPECTIONS

6.1: Inspection Requirements

B.IR.01: NSTM Inspection Required ..... N - NSTM inspection not required
B.IR.02: Fatigue Details .....
B.IR.03: Underwater Inspection Required ..... Y - Underwater inspection required
B.IR.04: Complex Feature ..... N - Bridge does not have complex feature

Team Leader: Wesley Young, P.E

Additional Inspectors on-site: Paul Bullock

6.2: Inspection Events

Initial

B.IE.01: Inspection Type ..... (1) Initial
B.IE.02: Inspection Begin Date .....
B.IE.03: Inspection Completion Date .....
B.IE.04: Nationally Certified Bridge Inspector .....
B.IE.05: Inspection Interval .....
B.IE.06: Inspection Due Date .....
B.IE.07: Risk-Based Inspection Interval Method ..
B.IE.08: Inspection Quality Control Date .....
B.IE.09: Inspection Quality Assurance Date .....
B.IE.10: Inspection Data Update Date .....
B.IE.11: Inspection Note .....
B.IE.12: Inspection Equipment .....

Routine

B.IE.01: Inspection Type ..... (2) Routine
B.IE.02: Inspection Begin Date 08/06/2025
B.IE.03: Inspection Completion Date 08/06/2025
B.IE.04: Nationally Certified Bridge Inspector WY001
B.IE.05: Inspection Interval 12
B.IE.06: Inspection Due Date 08/06/2026
B.IE.07: Risk-Based Inspection Interval Method ..
B.IE.08: Inspection Quality Control Date 08/18/2025
B.IE.09: Inspection Quality Assurance Date 08/18/2025
B.IE.10: Inspection Data Update Date .....
B.IE.11: Inspection Note ..... Portions of deck removed during deck repairs.
B.IE.12: Inspection Equipment ..... A09 - Surface supplied air

Underwater

B.IE.01: Inspection Type ..... (3) Underwater
B.IE.02: Inspection Begin Date 08/06/2025
B.IE.03: Inspection Completion Date 08/06/2025
B.IE.04: Nationally Certified Bridge Inspector WY001
B.IE.05: Inspection Interval 48
B.IE.06: Inspection Due Date 08/06/2029
B.IE.07: Risk-Based Inspection Interval Method ..
B.IE.08: Inspection Quality Control Date 08/18/2025
B.IE.09: Inspection Quality Assurance Date 08/18/2025
B.IE.10: Inspection Data Update Date .....
B.IE.11: Inspection Note .....
B.IE.12: Inspection Equipment ..... A09 - Surface supplied air

NSTM	**B.IE.01: Inspection Type .....** (4) NSTM **B.IE.02: Inspection Begin Date .....** **B.IE.03: Inspection Completion Date .....** **B.IE.04: Nationally Certified Bridge Inspector .....** **B.IE.05: Inspection Interval .....** **B.IE.06: Inspection Due Date .....** **B.IE.07: Risk-Based Inspection Interval Method ..** **B.IE.08: Inspection Quality Control Date .....** **B.IE.09: Inspection Quality Assurance Date .....** **B.IE.10: Inspection Data Update Date .....** **B.IE.11: Inspection Note .....** **B.IE.12: Inspection Equipment .....**
Damage	**B.IE.01: Inspection Type .....** (5) Damage **B.IE.02: Inspection Begin Date .....** **B.IE.03: Inspection Completion Date .....** **B.IE.04: Nationally Certified Bridge Inspector .....** **B.IE.05: Inspection Interval .....** **B.IE.06: Inspection Due Date .....** **B.IE.07: Risk-Based Inspection Interval Method ..** **B.IE.08: Inspection Quality Control Date .....** **B.IE.09: Inspection Quality Assurance Date .....** **B.IE.10: Inspection Data Update Date .....** **B.IE.11: Inspection Note .....** **B.IE.12: Inspection Equipment .....**
In-Depth	**B.IE.01: Inspection Type .....** (6) Ultrasonic Pin Testing **B.IE.02: Inspection Begin Date .....** **B.IE.03: Inspection Completion Date .....** **B.IE.04: Nationally Certified Bridge Inspector .....** **B.IE.05: Inspection Interval .....** **B.IE.06: Inspection Due Date .....** **B.IE.07: Risk-Based Inspection Interval Method ..** **B.IE.08: Inspection Quality Control Date .....** **B.IE.09: Inspection Quality Assurance Date .....** **B.IE.10: Inspection Data Update Date .....** **B.IE.11: Inspection Note .....** **B.IE.12: Inspection Equipment .....**

Special	**B.IE.01: Inspection Type .....** (7) Monitor **B.IE.02: Inspection Begin Date .....** **B.IE.03: Inspection Completion Date .....** **B.IE.04: Nationally Certified Bridge Inspector .....** **B.IE.05: Inspection Interval .....** **B.IE.06: Inspection Due Date .....** **B.IE.07: Risk-Based Inspection Interval Method ..** **B.IE.08: Inspection Quality Control Date .....** **B.IE.09: Inspection Quality Assurance Date .....** **B.IE.10: Inspection Data Update Date .....** **B.IE.11: Inspection Note .....** **B.IE.12: Inspection Equipment .....**
Service or Frontage Road	**B.IE.01: Inspection Type .....** (8) Service or frontage road **B.IE.02: Inspection Begin Date .....** **B.IE.03: Inspection Completion Date .....** **B.IE.04: Nationally Certified Bridge Inspector .....** **B.IE.05: Inspection Interval .....** **B.IE.06: Inspection Due Date .....** **B.IE.07: Risk-Based Inspection Interval Method ..** **B.IE.08: Inspection Quality Control Date .....** **B.IE.09: Inspection Quality Assurance Date .....** **B.IE.10: Inspection Data Update Date .....** **B.IE.11: Inspection Note .....** **B.IE.12: Inspection Equipment .....**
Scour Monitoring	**B.IE.01: Inspection Type .....** (9) Scour Monitoring **B.IE.02: Inspection Begin Date .....** **B.IE.03: Inspection Completion Date .....** **B.IE.04: Nationally Certified Bridge Inspector .....** **B.IE.05: Inspection Interval .....** **B.IE.06: Inspection Due Date .....** **B.IE.07: Risk-Based Inspection Interval Method ..** **B.IE.08: Inspection Quality Control Date .....** **B.IE.09: Inspection Quality Assurance Date .....** **B.IE.10: Inspection Data Update Date .....** **B.IE.11: Inspection Note .....** **B.IE.12: Inspection Equipment .....**
Hands On Railroad	**B.IE.01: Inspection Type .....** **B.IE.03: Inspection Completion Date .....** **B.IE.05: Inspection Interval .....** N **B.IE.06: Inspection Due Date .....**
Confined Space	**B.IE.01: Inspection Type .....** **B.IE.03: Inspection Completion Date .....** **B.IE.05: Inspection Interval .....** N **B.IE.06: Inspection Due Date .....**
Movable Bridge	**B.IE.01: Inspection Type .....** **B.IE.03: Inspection Completion Date .....** **B.IE.05: Inspection Interval .....** N **B.IE.06: Inspection Due Date .....**

Post Tensioning Bar	**B.IE.01: Inspection Type .....** **B.IE.03: Inspection Completion Date .....** **B.IE.05: Inspection Interval .....** N **B.IE.06: Inspection Due Date .....**
Flood	**B.IE.01: Inspection Type .....** **B.IE.03: Inspection Completion Date .....**
Inquiry	**B.IE.01: Inspection Type .....** **B.IE.03: Inspection Completion Date .....**

7: BRIDGE CONDITION

7.1: Component Condition Ratings

B.C.01: Deck Condition Rating ..... 5 - FAIR - Some moderate defects; strength and performance of the component are not affected.

B.C.02: Superstructure Condition Rating ..... 5 - FAIR - Some moderate defects; strength and performance of the component are not affected.

B.C.03: Substructure Condition Rating ..... 1 - IMMINENT FAILURE - Bridge is closed to traffic due to component condition. Repair or rehabilitation may return the bridge to service.

B.C.04: Culvert Condition Rating ..... N - NOT APPLICABLE - Component does not exist.

B.C.05: Bridge Railing Condition Rating ..... 5 - FAIR - Some moderate defects; strength and performance of the component are not affected.

B.C.06: Bridge Railing Transitions Condition Rating .. 7 - GOOD - Some minor defects.

B.C.07: Bridge Bearings Condition Rating ..... N - NOT APPLICABLE - Component does not exist.

B.C.08: Bridge Joints Condition Rating ..... N - NOT APPLICABLE - Bridge does not have deck joints.

B.C.09: Channel Condition Rating ..... 7 - GOOD - Some minor defects.

B.C.10: Channel Protection Condition Rating ..... 7 - GOOD - Some minor defects.

B.C.11: Scour Condition Rating ..... 6 - SATISFACTORY - Widespread minor or isolated moderate scour.

B.C.12: Bridge Condition Classification ..... P

B.C.13: Lowest Condition Rating Code 1

B.C.14: NSTM Inspection Condition ..... N - NOT APPLICABLE - Component does not exist.

B.C.15: Underwater Inspection Condition ..... 5 - FAIR - Some moderate defects; strength and performance of the component are not affected.

7.4: Appraisal

B.AP.01: Approach Roadway Alignment ..... G - Good

B.AP.02: Overtopping Likelihood ..... 1 - Remote - once every 100 years or less frequently

B.AP.03: Scour Vulnerability ..... A - Scour appraisal completed. Bridge determined to be stable for scour.

B.AP.04: Scour Plan of Action ..... 0 - A scour POA is not required.

B.AP.05: Seismic Vulnerability ..... N - Bridge does not require seismic evaluation due to low anticipated ground motion or agency prioritization.

7.5: Work Events

B.W.01: Year Built 1970

B.W.02: Year Work Performed ... 1992

B.W.03: Work Performed .....

B.W.02: Year Work Performed ... 2025

B.W.03: Work Performed ..... ["DK3"]