

DEPARTMENT OF TRANSPORTATION

DIVISION OF MAINTENANCE
STRUCTURE MAINTENANCE & INVESTIGATIONS
1801 30th Street
Sacramento, CA 95816
PHONE (916) 227-8631
FAX (916) 227-8357

RECEIVED

MAR 09 2017

TOWN OF FAIRFAX



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February 28, 2017

Bridge Number: **27C0008**Bridge Name: **SAN ANSELMO CREEK**

Mr. Mark Lockaby
Public Works Manager
Town of Fairfax
142 Bolinas Road
Fairfax, CA 94930

Dear Mr. Lockaby:

In accordance with Title 23 of the Code of Federal Regulations (Federal Highway Act) and the National Bridge Inspection Standards (NBIS), Caltrans Structure Maintenance and Investigations performed a Routine Inspection for the above noted bridge. This bridge has been rated considering its deficiencies, structural adequacy, safe load carrying capacity and overall general condition.

New load capacity calculations have determined that the existing load carrying capacity of the structure has improved and the existing posting Order dated February 04, 1986 is no longer applicable and requires upgrading. The previous posting has been rescinded and a new posting order dated February 15, 2017 has been established.

Enclosed is a memorandum rescinding the previous load posting dated February 04, 1986, since the posting is no longer applicable to the structure at this site. Also enclosed is a copy of the new Order establishing load limits on the above-noted structure. This is to certify that the enclosed document is a copy of the original, dated February 15, 2017, on file in the Office of Structure Maintenance and Investigations.

It will be in order, accordingly, to secure and erect the signs necessary to legally post this structure for the load limits shown on the Order dated February 15, 2017.

Please direct any questions regarding this structure to Chappy Chapman @ (916) 227-8532 or Richard Jorgensen @ (916) 227-8229.

Sincerely,

A handwritten signature in blue ink, appearing to read "Erol C. Kaslan".

EROL C. KASLAN
Office Chief
Structure Maintenance & Investigations - (Investigations North)

Enclosures

Memorandum



*Flex your power!
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To: EROL C. KASLAN
Office Chief
Structure Maintenance & Investigations
(Investigations North)

Date: February 28, 2017

Bridge Number: 27C0008
Bridge Name: SAN ANSELMO CREEK

From: RICHARD JORGENSEN *RJ*
Area Senior
Structure Maintenance & Investigations

Subject: Posting Rescission

On February 04, 1986, an order was executed establishing load limits for the above noted structure.

New load capacity calculations have been performed and it has been determined that the existing Posting Order is no longer applicable and a new upgraded Order is required for this bridge.

It is recommended that the previous Order dated February 04, 1986, establishing load limits for this structure be rescinded and a new Order, dated February 15, 2017, establishing the upgraded load capacity of the structure be executed.

If you wish to discuss any aspects of the bridge, please call Chappy Chapman @ (916) 227-8532 or Richard Jorgensen @ (916) 227-8229.

RECOMMENDATION APPROVED:

A handwritten signature in blue ink, appearing to read "Erol C. Kaslan".

EROL C. KASLAN
Office Chief
Structure Maintenance & Investigations - (Investigations North)

ORDER ESTABLISHING LOAD LIMITS
on Bridge No. 27C0008 - SAN ANSELMO CREEK
in the Town of Fairfax

WHEREAS, in accordance with the National Bridge Inspection Standards, the California Department of Transportation caused an engineering investigation to be made of Bridge No. 27C0008, SAN ANSELMO CREEK, in the Town of Fairfax, to determine the maximum weight which such structure or bridge, with safety to itself, will sustain; and

WHEREAS, these findings are as follows:

18 TONS PER VEHICLE

28 TONS PER SEMI-TRAILER COMBINATION

35 TONS PER TRUCK AND FULL-TRAILER

NOW, THEREFORE, upon the basis of said engineering investigation, and the findings heretofore reported in writing.

IT IS HEREBY DETERMINED AND DECLARED, that the maximum load which said bridge or other structure will sustain, with safety to itself, is as herein before set forth in respect to such bridge or structure.

This order shall become effective upon the erection of signs in accordance with the provisions of Section 35752 of the Vehicle Code.

Dated at Sacramento, California February 15, 2017.

MALCOLM DOUGHERTY, Director
California Department of Transportation

By



DOLORES VALLS
Asst. Division Chief - Division of Maintenance
State Bridge Maintenance Engineer
Structure Maintenance & Investigations

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WEB SITES:

The National Bridge Inspection Standards (NBIS) Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges, Element Level Inspection, Structure Maintenance and Investigations Manuals, Local Assistance Program Guidelines and other related information are posted on Division of Maintenance, Structure Maintenance and Investigations; Division of Local Assistance, Local Highway Bridge Program (HBP) and FHWA websites.

The websites can be accessed at:

1. "Caltrans Structure Maintenance and Investigations" <http://www.dot.ca.gov/hq/structur/strmaint/>
2. "Caltrans Division of Local Assistance"
<http://www.dot.ca.gov/hq/LocalPrograms/hbrr99/hbrr99a.htm>
3. "FHWA" <http://www.fhwa.dot.gov/BRIDGE/mtguide.pdf>

Inspection Type Definitions**Routine Inspection:**

Routine Inspections consist of both the initial Inventory Inspection (the first inspection of the bridge that places it in the bridge inventory or when there has been a change in the configuration of the structure) and subsequent regularly scheduled inspections. The initial inspection provides all the Structural Inventory & Appraisal (SI&A) data required by federal and state regulations, determines the baseline structural conditions, lists any existing problems, and establishes the load capacity of the structure. Subsequent inspections consist of observations, measurements needed to determine the physical and functional condition of the bridge, to identify any changes from the previously recorded conditions, and verification of its load capacity. These inspections are generally conducted from the deck, ground and/or water level, and from permanent work platforms and walkways, if present. Inspection of underwater portions of the substructure is limited to observations during low-flow periods and/or probing for signs of undermining. Special equipment should be utilized in circumstances where its use provides the only practical access to areas of the structure.

Fracture Critical, Special Feature & Underwater Inspections:

Fracture Critical, Special Feature, and Underwater Inspections are up close, hands-on inspections of one or more members above or below the water level to identify any deficiencies not readily detectable using Routine Inspection procedures. These inspections generally require special equipment such as under-bridge inspection equipment, manlifts, boats, traffic control, and railroad flagging. Personnel with special skills such as divers or structural steel inspectors trained in non-destructive testing techniques may be required.

Other Inspections:

Other Inspections are conducted on damaged structures, structures that have developed specific problems, or structures suspected of developing problems. The scope of these investigations should be sufficient to determine the need for emergency load restrictions or closure of the structure, monitor a changing condition, and to assess the level of effort necessary to effect a repair.

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Bridge Report Transmittal Sheet

Batch 36783

Town of Fairfax

Bridge #	Bridge Name	Location	Inspection		Outstanding	
			Date	Type	Work	Cost
27C0008	SAN ANSELMO CREEK	IN FAIRFAX	09/28/2016	Routine	Y	\$

1 Bridge(s) in this Transmittal



DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 27C0008
Facility Carried: MEADOW WAY
Location : IN FAIRFAX
City : FAIRFAX
Inspection Date : 09/28/2016

Bridge Inspection Report

Inspection Type

Routine FC Underwater Special Other

STRUCTURE NAME: SAN ANSELMO CREEK

CONSTRUCTION INFORMATION

Year Built : 1950 Skew (degrees): 0
Year Modified: N/A No. of Joints : 0
Length (m) : 21.3 No. of Hinges : 0

Structure Description: 6-span timber girder (12 in Spans 1, 2, 3 and 4; 5 timber and 4 steel girder in Spans 5 and 6) bridge supported by timber bents(3) with timber bent caps and concrete abutments without monolithic wingwalls. Founded on timber piles. Spans 1 and 6 are short cantilevered end spans; Spans 2 through 5 are simply supported.

Span Configuration : 3.5 ft, 11 ft, 2 @ 14 ft, 23 ft, 2 ft.

SAFE LOAD CAPACITY AND RATINGS

Design Live Load: M-13.5 OR H-15
Inventory Rating: RF=0.41 =>13.3 metric tons Calculation Method: ALLOWABLE STRESS
Operating Rating: RF=0.57 =>18.5 metric tons Calculation Method: ALLOWABLE STRESS
Permit Rating : XXXXX
Posting Load : Type 3: 18 U.S. Tons Type 3S2: 28 U.S. Tons Type 3-3: 35 U.S. Tons

DESCRIPTION ON STRUCTURE

Deck X-Section: 0.68 ft br, 10.1 ft, 0.5 ft wg, 2.5 ft sw, 0.62 ft br
Total Width: 4.3 m Net Width: 3.0 m No. of Lanes: 1 Speed: 5 mph
Min. Vertical Clearance: Unimpaired AC Thickness: 0.0 Inches
Rail Code: 0000

Rail Type	Location	Length (ft)	Rail Modifications
Timber Rail	Right/Left	220	

DESCRIPTION UNDER STRUCTURE

Channel Description: Deep trapezoidal channel with steep slopes moderately vegetated with brush and trees. The channel bottom material consists of gravel and cobbles 1 inch to 6 inches (nominal). The slope between Pier 4 and Abutment 5 is protected with a concrete retention wall which has been undermined at the toe. The structure is on a leftward bend of the waterway.

NOTICE

The bridge inspection condition assessment used for this inspection is based on the American Association of State Highway and Transportation Officials (AASHTO) Bridge Element Inspection Manual 2013 as defined in Moving Ahead for Progress in the 21st Century (MAP-21) federal law. The new element inspection methodology may result in changes to related condition and appraisal ratings on the bridge without significant physical changes at the bridge.

The element condition information contained in this report represents the current condition of the bridge based on the most recent routine and special inspections. Some of the notes presented below may be from an inspection that occurred prior to the date noted in this report. Refer to the Scope and Access section of this inspection report for a description of which portions of the bridge were inspected on this date.

INSPECTION COMMENTARY

SCOPE AND ACCESS

INSPECTION COMMENTARY

There were no conditions inhibiting access and a complete inspection was conducted.

SAFE LOAD CAPACITY

A Load Rating Summary Sheet dated 07/02/2013 is on file for this structure. While this report does not include a check of that analysis, it does verify that the structural conditions observed during this inspection are consistent with those assumed in that analysis. The current rating is based on VIRTIS calculations dated 6/21/2012 which utilize the allowable strength method.

Load capacity calculations dated 6/21/2012 indicate the safe load-carrying capacity of this structure to be:

18 TONS PER VEHICLE
28 TONS PER SEMI-TRAILER COMBINATION
35 TONS PER TRUCK AND FULL TRAILER

The capacity is controlled by the Span 3 and 4 interior girders in bending. This was calculated using an allowable bending stress of 1600 psi for timber and an allowable yield stress of 33 ksi for steel with no overlay. No permit loads are allowed.

OPERATIONAL SIGNS

At the both ends:

"5 MPH"
"SLOW"
WEIGHT LIMIT
16 TONS PER VEHICLE
26 TONS PER SEMI-TRAILER COMBINATION
32 TONS PER TRUCK AND FULL TRAILER

EXISTING POSTING

This structure has been posted by an Order Establishing Load Limits from the Director of the California Department of Transportation dated 2/4/1986 for the following:

16 TONS PER VEHICLE
26 TONS PER SEMI-TRAILER COMBINATION
32 TONS PER TRUCK AND FULL TRAILER

RECOMMENDED POSTING

The existing posting is based on the Order Establishing Load Limits from the Director of the California Department of Transportation dated 2/4/1986 is no longer applicable to this bridge and needs to be upgraded. The new recommended load limits are:

18 TONS PER VEHICLE
28 TONS PER SEMI-TRAILER COMBINATION
35 TONS PER TRUCK AND FULL TRAILER

RESCIND POSTING

Rescind the existing posting dated 2/4/1986.

WATERWAY

NBI Item 113, 'Scour Critical Bridges', is rated `U, Bridge with unknown foundation that has not been evaluated for scour.' This rating is the result of no available plans to indicate the foundation type or the elevation of the assumed pile tips. The channel cross section was measured and significant changes from the previous channel cross section are apparent; that the thalweg has migrated from Bent 2 to Bent 5 and that the thalweg is 2.2 m deeper than recorded in the previous channel cross section. There is a scour plan of action dated 9/1/2010 archived in BIRIS, which recommends the installation

INSPECTION COMMENTARY

of scour countermeasures as well as visual monitoring during high flow events and measuring the channel cross sections after high flow events and during routine bridge inspections. There is also extensive lateral scour upstream of Abutment 5 which remains relatively unchanged as compared to the description from the scour plan of action

ELEMENT INSPECTION RATINGS AND COMMENTARY

Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each State	Condition	State
							St. 1	St. 2	St. 3 St. 4
31			Deck-Timber	2	92	sq.m	62	30	0 0
	1150		Check/Shake (Timber)	2	30		0	30	0 0
	513		Deck Wearing Surface-Timber	2	30	sq.m	0	30	0 0
	1140		Decay/Section Loss (Timber)	2	30		0	30	0 0
(31-1150)									
The timber deck planks typically exhibit minor checking consistent with thier ages over approximately 30% of the total deck area. Based upon field comparison with the archived report photographs, no significant changes are noted over the previous inspection interval.									
(31-513-1140)									
The timber running planks typically exhibit 0.25 to 0.5 inches of section loss from tire abrasion on the top surface. Additionally, approximately 30% of the planks exhibit longitudinal checking up to 0.5 inches wide. Based upon field comparison with the archived report photographs, no significant changes are noted over the previous inspection interval.									
107			Girder/Beam-Steel	2	29	m	0	29	0 0
	1000		Corrosion	2	29		0	29	0 0
(107-1000)									
All steel girders exhibit widespread surface corrosion with no measurable section loss. Based upon field comparison with the archived report photographs, no significant changes are noted over the previous inspection interval.									
111			Girder/Beam-Timber	2	190	m	190	0	0 0
(111)									
There were no significant defects noted.									
206			Column-Timber	2	12	each	11	0	0 1
	1170		Split/Delamination (Timber)	2	1		0	0	0 1
(206-1170)									
There are splits in the timber column at Column 3 of Pier 3. The splits are about 2 feet long by 2 inches deep around the perimeter. Although steel banding has been installed as a repair, this measure is temporary in nature and does not improve the condition state of the element.									
215			Abutment-RC	2	9	m	9	0	0 0
(215)									
There were no significant defects noted. Element pertains to the RC backwall of Abutment 5.									
228			Pile-Timber	2	1	ea.	1	0	0 0
(228)									
The pile element is included to indicate the presence of piles on this structure. The piles were not exposed for visual inspection. No indication of pile distress was noted in any substructure element.									
235			Pier Cap-Timber	2	27	m	5	18	0 4
	1140		Decay/Section Loss (Timber)	2	4		0	0	0 4

ELEMENT INSPECTION RATINGS AND COMMENTARY

Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units Qty in each Condition State			
						St. 1	St. 2	St. 3	St. 4
1150			Check/Shake (Timber)	2	18	0	18	0	0

(235-1140)

Bent Cap 5 exhibits a vertical split along its full length and has crushed approximately 1 inch vertically over Column 1. The interior of the cap exhibits decay (primarily along the vertical split) which affects approximately 50% of the cross section of the cap.

An auxiliary timber bent has been constructed adjacent to Bent 5 with columns and bent cap longitudinally connected to the original bent. This auxiliary bent was constructed of built-up timber members and utilizes light-weight connection hardware typically used for wood frame building construction. This repair is considered a "Temporary repair" and thus does not upgrade the condition state for the bent cap. Refer to Photograph No. 3.

(235-1150)

Bent Caps 2, 3 and 4 each exhibit full-length checks

Bent cap 4 has a full-length horizontal check up to 0.25 inches wide and with up to 2 inches of penetration. Based upon field comparison with the archived report photographs, no significant changes are noted since it was initially reported on 8/10/1999.

There is a vertical split in Bent cap 2, which extends from the left end to half length of the bent cap. Based on a field comparison of the photo from the 9/2010 report, this condition has not changed.

256	Slope Protection	2	1	ea.	0	0	1	0
6000	Scour	2	1		0	0	1	0

(256-6000)

The Abutment 5 concrete slope protection is undermined approximately 12 linear feet, up to 1.5 feet vertically with up to 3.5 feet of penetration. Based upon field comparison with the archived report photographs, no significant changes are noted over the previous inspection interval.

332	Railing-Timber	2	42	m	42	0	0	0
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(332)

There were no significant defects noted.

WORK RECOMMENDATIONS

RecDate: 09/28/2016	EstCost:	Replace weight limit signs at bridge per
Action : Bridge-Install Sign	StrTarget: 2 YEARS	the upgraded safe load capacity
Work By: LOCAL AGENCY	DistTarget:	calculations as follows:
Status : PROPOSED	EA:	18 TONS (Type 3)
		28 TONS (Type 3S2)
		35 TONS (Type 3-3)
RecDate: 07/16/2015	EstCost:	Replace timber bent cap at Pier 5 and
Action : Sub-Misc.	StrTarget: 6 MONTHS	Column 3 of Pier 3.
Work By: LOCAL AGENCY	DistTarget:	
Status : PROPOSED	EA:	

CHANNEL X-SECTION

Side : Upstream

X-Section Date: 09/28/2016

Measured From : Top of timber rail

Location	Horiz (m)	Vert (m)	Comments
Back of cantilever	0.00	1.80	

CHANNEL X-SECTION

Side : Upstream

X-Section Date: 09/28/2016

Measured From : Top of timber rail

Location	Horiz (m)	Vert (m)	Comments
A1	0.90	2.30	
B2	4.30	5.20	
B3	8.60	7.20	
B4	13.10	7.85	
	14.40	8.50	Thalweg
	15.10	6.55	Grade Break
A5	19.90	3.60	
Back of cantilever	20.80	2.90	

Team Leader : Jonathan Chapman

Report Author : Jonathan Chapman

Inspected By : J.Chapman/S.Hart



Jonathan Chapman 3/6/2017
 Jonathan Chapman (Registered Civil Engineer) (Date)

STRUCTURE INVENTORY AND APPRAISAL REPORT

***** IDENTIFICATION *****

(1) STATE NAME- CALIFORNIA 069
 (8) STRUCTURE NUMBER 27C0008
 (5) INVENTORY ROUTE (ON/UNDER) - ON 150000000
 (2) HIGHWAY AGENCY DISTRICT 04
 (3) COUNTY CODE 041 (4) PLACE CODE 23168
 (6) FEATURE INTERSECTED- SAN ANSELMO CREEK
 (7) FACILITY CARRIED- MEADOW WAY
 (9) LOCATION- IN FAIRFAX
 (11) MILEPOINT/KILOMETERPOINT 0
 (12) BASE HIGHWAY NETWORK- NOT ON NET 0
 (13) LRS INVENTORY ROUTE & SUBROUTE
 (16) LATITUDE 37 DEG 58 MIN 33.58 SEC
 (17) LONGITUDE 122 DEG 36 MIN 00.49 SEC
 (98) BORDER BRIDGE STATE CODE % SHARE %
 (99) BORDER BRIDGE STRUCTURE NUMBER

***** STRUCTURE TYPE AND MATERIAL *****

(43) STRUCTURE TYPE MAIN:MATERIAL- STEEL
 TYPE- STRINGER/MULTI-BEAM OR GDR CODE 302
 (44) STRUCTURE TYPE APPR:MATERIAL- WOOD OR TIMBER
 TYPE- STRINGER/MULTI-BEAM OR GDR CODE 702
 (45) NUMBER OF SPANS IN MAIN UNIT 1
 (46) NUMBER OF APPROACH SPANS 4
 (107) DECK STRUCTURE TYPE- TIMBER CODE 8
 (108) WEARING SURFACE / PROTECTIVE SYSTEM:
 A) TYPE OF WEARING SURFACE- TIMBER CODE 7
 B) TYPE OF MEMBRANE- NONE CODE 0
 C) TYPE OF DECK PROTECTION- NONE CODE 0

***** AGE AND SERVICE *****

(27) YEAR BUILT 1950
 (106) YEAR RECONSTRUCTED 0000
 (42) TYPE OF SERVICE: ON- HIGHWAY 1
 UNDER- WATERWAY 5
 (28) LANES:ON STRUCTURE 01 UNDER STRUCTURE 00
 (29) AVERAGE DAILY TRAFFIC 55
 (30) YEAR OF ADT 1981 (109) TRUCK ADT 0 %
 (19) BYPASS, DETOUR LENGTH 199 KM

***** GEOMETRIC DATA *****

(48) LENGTH OF MAXIMUM SPAN 7.0 M
 (49) STRUCTURE LENGTH 21.3 M
 (50) CURB OR SIDEWALK: LEFT 0.8 M RIGHT 0.0 M
 (51) BRIDGE ROADWAY WIDTH CURB TO CURB 3.0 M
 (52) DECK WIDTH OUT TO OUT 4.3 M
 (32) APPROACH ROADWAY WIDTH (W/SHOULDERS) 5.5 M
 (33) BRIDGE MEDIAN- NO MEDIAN 0
 (34) SKEW 0 DEG (35) STRUCTURE FLARED NO
 (10) INVENTORY ROUTE MIN VERT CLEAR 99.99 M
 (47) INVENTORY ROUTE TOTAL HORIZ CLEAR 3.0 M
 (53) MIN VERT CLEAR OVER BRIDGE RDWY 99.99 M
 (54) MIN VERT UNDERCLEAR REF- NOT H/RR 0.00 M
 (55) MIN LAT UNDERCLEAR RT REF- NOT H/RR 0.0 M
 (56) MIN LAT UNDERCLEAR LT 0.0 M

***** NAVIGATION DATA *****

(38) NAVIGATION CONTROL- NO CONTROL CODE 0
 (111) PIER PROTECTION- CODE
 (39) NAVIGATION VERTICAL CLEARANCE 0.0 M
 (116) VERT-LIFT BRIDGE NAV MIN VERT CLEAR M
 (40) NAVIGATION HORIZONTAL CLEARANCE 0.0 M

SUFFICIENCY RATING = 17.3
 STATUS STRUCTURALLY DEFICIENT
 HEALTH INDEX 91.6
 PAINT CONDITION INDEX = N/A

***** CLASSIFICATION *****

(112) NBIS BRIDGE LENGTH- YES Y
 (104) HIGHWAY SYSTEM- NOT ON NHS 0
 (26) FUNCTIONAL CLASS- LOCAL URBAN 19
 (100) DEFENSE HIGHWAY- NOT STRAHNET 0
 (101) PARALLEL STRUCTURE- NONE EXISTS N
 (102) DIRECTION OF TRAFFIC- 1 LANE, 2 WAY 3
 (103) TEMPORARY STRUCTURE-
 (105) FED.LANDS HWY- NOT APPLICABLE 0
 (110) DESIGNATED NATIONAL NETWORK - NOT ON NET 0
 (20) TOLL- ON FREE ROAD 3
 (21) MAINTAIN- CITY OR MUNICIPAL HIGHWAY AGENCY 04
 (22) OWNER- CITY OR MUNICIPAL HIGHWAY AGENCY 04
 (37) HISTORICAL SIGNIFICANCE- NOT ELIGIBLE 5

***** CONDITION *****

(58) DECK 5
 (59) SUPERSTRUCTURE 7
 (60) SUBSTRUCTURE 4
 (61) CHANNEL & CHANNEL PROTECTION 4
 (62) CULVERTS N

***** LOAD RATING AND POSTING *****

(31) DESIGN LOAD- M-13.5 OR H-15 2
 (63) OPERATING RATING METHOD- ALLOWABLE STRESS 2
 (64) OPERATING RATING- 18.5
 (65) INVENTORY RATING METHOD- ALLOWABLE STRESS 2
 (66) INVENTORY RATING- 13.3
 (70) BRIDGE POSTING- 30.0 - 39.9% BELOW 1
 (41) STRUCTURE OPEN, POSTED OR CLOSED- P
 DESCRIPTION- POSTED FOR LOAD

***** APPRAISAL *****

(67) STRUCTURAL EVALUATION 4
 (68) DECK GEOMETRY 2
 (69) UNDERCLEARANCES, VERTICAL & HORIZONTAL N
 (71) WATER ADEQUACY 5
 (72) APPROACH ROADWAY ALIGNMENT 4
 (36) TRAFFIC SAFETY FEATURES 0000
 (113) SCOUR CRITICAL BRIDGES U

***** PROPOSED IMPROVEMENTS *****

(75) TYPE OF WORK- REPLACE FOR DEFICIENC CODE 31
 (76) LENGTH OF STRUCTURE IMPROVEMENT 21.3 M
 (94) BRIDGE IMPROVEMENT COST \$209,300
 (95) ROADWAY IMPROVEMENT COST \$41,860
 (96) TOTAL PROJECT COST \$351,624
 (97) YEAR OF IMPROVEMENT COST ESTIMATE 2010
 (114) FUTURE ADT 107
 (115) YEAR OF FUTURE ADT 2034

***** INSPECTIONS *****

(90) INSPECTION DATE 09/16 (91) FREQUENCY 24 MO
 (92) CRITICAL FEATURE INSPECTION: (93) CFI DATE
 A) FRACTURE CRIT DETAIL- NO MO A)
 B) UNDERWATER INSP- NO MO B)
 C) OTHER SPECIAL INSP- NO MO C)

SAN ANSELMO CREEK

09/28/2016 [AAAN]

135 - PHOTO-Routine-Underside View



Photo No. 1

Routine underside view, looking northeast.

137 - PHOTO-Operational Signs



Photo No. 2

Weight Limit and Speed Reduction signs, looking east (typ).

SAN ANSELMO CREEK

IN FAIRFAX

09/28/2016 [AAAN]

27C0008

118 - PHOTO-Sub-Repairs



Photo No. 3

Abutment 5 repairs, looking southeast.

113 - PHOTO-Sub-Damage/Deterioration



Photo No. 4

Widespread checking in Bent Cap 3, looking north.

SAN ANSELMO CREEK

IN FAIRFAX

09/28/2016 [AAAN]

27C0008

113 - PHOTO-Sub-Damage/Deterioration

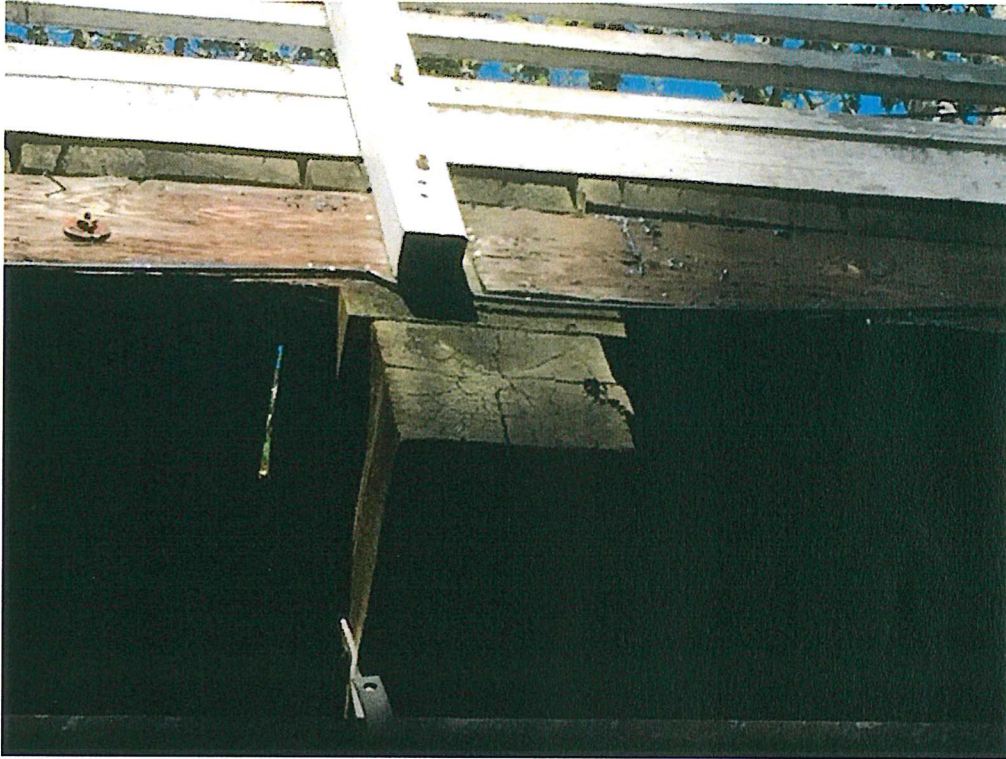


Photo No. 5

Widespread checking and shaking in Bent Cap 4, looking north.

130 - PHOTO-Hydraulic-Unusual Conditions



Photo No. 6

Concrete slope protection scour and undermining at the Abutment 5 embankment, looking south