

P2 Bridge Preservation - Replacement/Rehab Projects

2013-15 Bien Priority Array

(Sorted by Priority Number)

Priority #	Bridge Number	Bridge Name	Mile post	Region	Length	Future work Description
1	5/670W	STILLAGUAMISH R	209.35	Northwest	859	Rehabilitate Bridge
14	529/15E	UNION SL	5.13	Northwest	581	Rehabilitate Bridge
15	529/15W	UNION SLOUGH	5.13	Northwest	581	Rehabilitate Bridge
16	529/10E	SNOHOMISH RIVER BRIDGE	3.82	Northwest	2,680	Rehabilitate Bridge
20	9/208	NOOKACHAMPS CR	47.29	Northwest	70	Replace Bridge

Total Number of Bridges = 5



P2 Bridge Preservation - Replacement/Rehab Projects

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Priority #	Bridge Number	Bridge Name	Mile post	Region	Length	Future work Description
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20	9/208	NOOKACHAMPS CR	47.29	Northwest	70	Replace Bridge
16	529/10E	SNOHOMISH RIVER BRIDGE	3.82	Northwest	2,680	Rehabilitate Bridge
14	529/15E	UNION SL	5.13	Northwest	581	Rehabilitate Bridge
15	529/15W	UNION SLOUGH	5.13	Northwest	581	Rehabilitate Bridge

Total Number of Bridges = 5



Bridge Number: 5 / 670W	Structure ID 0001652A	Bridge Name: STILLAGUAMISH RIVER	Milepost: 209.35	Region: Northwest
Year Built / YR Widened: 1933	Bridge Type: Steel Thru Truss	Number of Main/Appr span 3 / 5	Sufficiency Rating: 53.87 SD	
Bridge Width (curb-curb): 48.0 ft	Bridge Length: 859 ft	Max Span: 200 ft	<p align="center">Bridge Deck View</p> 	
Average Daily Traffic: 39,733	Truck% 13%	Number of Lanes: 3		
Vertical Clearance: 16 FT 05 in	Detour Length (miles): 2	Appr Rdway Width: 58.0 ft		
Design Load: H 15	HS: 1.04	Load Restricted Bridge? <input type="checkbox"/>		
Op Rating: 35.00	A1: 1.38	BL Load:		
Inv Rating: 21.00	A2: 1.52	CL-8 Load:		
	A3: 1.64	SA Load:		
<p align="center">Bridge Inspection Information</p> Date Inspected: 4/9/2012 Structr Adequacy: 4 Superstr Code: 6 Safe Load: 5 Substr Code: 6 Deck Geometry: 4 Deck Code: 4 Underclearance: 3 Scour: 3 Waterway: 8			<p align="center">Bridge Profile View</p> 	
<p align="center">Proposed Bridge Replacement / Rehab Information</p> New Bridge Width: ft Bridge \$'s: New Bridge Length: ft. Total \$'s: \$12,711,343 Priority Array #: 1 PIN Number: 100553V Repl/Rehab Year: 2014 WIN Number: Ad Date: 2/10/2014 Contract Number: Funding Cat: P2				

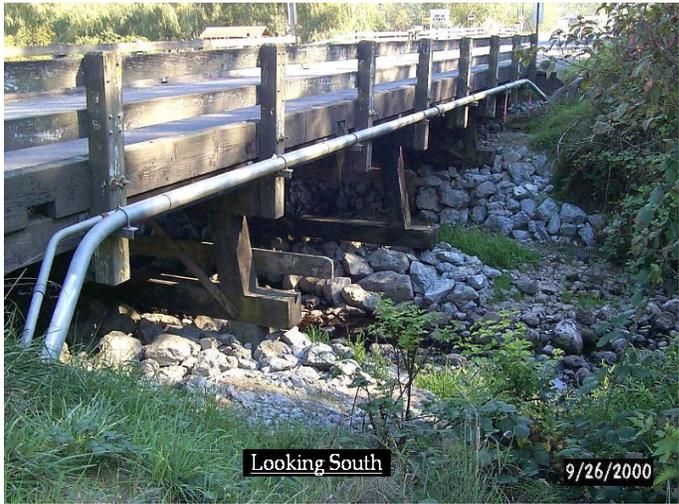
THIS BRIDGE IS CLASSIFIED "SD" BASED ON THE DECK CONDITION.
A modified concrete overlay was applied in 1992. The length of the 3 truss spans is 606 feet. Transverse hairline cracks in most panel points. Soffit: Transverse and map cracking in soffit, some were leaching or had rust stains throughout all steel truss spans of bridge; see photos #5 and #21. Some movement in the deck was observed under heavy traffic in areas of all truss spans, most notably between Panel Points L0 and L1. There are exposed rusty transverse bars with section loss, up to 6 ft. in length with 2" deep spalls; Some areas of delaminated and honeycombed concrete were observed between the stringers. Spalls, up to 10 ft. long, and longitudinal cracks were observed along the east edge of the deck. Spalls were also observed at the interface of the floorbeams and deck.

The proposed project will replace the concrete deck on the three steel truss spans and replace the overlay on the approach spans.



Bridge Preservation Program

Bridge Replacement Form

Bridge Number: 9 / 208	Structure ID 0004281A	Bridge Name: W FK NOOKACHAMPS CREEK	Milepost: 47.29	Region: Northwest
Year Built / YR Widened: 1952	Bridge Type: Treated Timber Long. Laminated		Number of Main/Appr span 4 / 0	Sufficiency Rating: 64.27 FO
Bridge Width (curb-curb): 25.5 ft	Bridge Length: 70 ft	Max Span: 17 ft	 <p style="text-align: center;">Bridge Deck View</p>	
Average Daily Traffic: 3,965	Truck% 10%	Number of Lanes: 2		
Vertical Clearance: NA	Detour Length (miles): 13	Appr Rdway Width: 24.0 ft		
Design Load: HS 15	HS: 1.52	Load Restricted Bridge? <input type="checkbox"/>		
Op Rating: 55.00	A1: 1.91	BL Load:	 <p style="text-align: center;">Bridge Profile View</p>	
Inv Rating: 40.00	A2: 2.00	CL-8 Load:		
	A3: 2.31	SA Load:		
Bridge Inspection Information				
Date Inspected: 4/23/2013	Structr Adequacy: 5			
Superstr Code: 6	Safe Load: 5			
Substr Code: 5	Deck Geometry: 2			
Deck Code: 6	Underclearance: 9			
Scour: 3	Waterway: 6			
Proposed Bridge Replacement / Rehab Information				
New Bridge Width: 40 ft	Bridge \$'s:			
New Bridge Length: 75 ft.	Total \$'s:			
Priority Array #: 20				
PIN Number:	Repl/Rehab Year:			
WIN Number:	Ad Date:			
Contract Number:	Funding Cat: P2			
<p>THIS BRIDGE IS CLASSIFIED "FO"</p> <p>This is a 4 span TTT built in 1952 with 3 interior piers in the waterway. The interior bents are supported on concrete blocks. A contract was completed to place rip rap around the exposed pedestals. Monitor the scour condition.</p>				



Bridge Preservation Program

Bridge Replacement Form

Bridge Number: 529 / 10E	Structure ID 0000965A	Bridge Name: SNOHOMISH RIVER BRIDGE	Milepost: 3.82	Region: Northwest
Year Built / YR Widened: 1927 / 1994	Bridge Type: Steel Lift Span	Number of Main/Appr span 1 / 30	Sufficiency Rating: 33.74 SD	
Bridge Width (curb-curb): 24.0 ft	Bridge Length: 2,680 ft	Max Span: 180 ft	Bridge Deck View	
Average Daily Traffic: 15,783	Truck% 5%	Number of Lanes: 2		
Vertical Clearance: 14 FT 03 in	Detour Length (miles): 2	Appr Rdway Width: 30.0 ft		
Design Load: H 20	HS: 0.82	Load Restricted Bridge? <input checked="" type="checkbox"/>		
Op Rating: 40.00	A1: 1.00	BL Load:	Bridge Profile View	
Inv Rating: 23.00	A2: 1.01	CL-8 Load:		
	A3: 0.95	SA Load:		
Bridge Inspection Information				
Date Inspected: 7/31/2012	Structr Adequacy: 4			
Superstr Code: 4	Safe Load: 5			
Substr Code: 5	Deck Geometry: 2			
Deck Code: 7	Underclearance: 4			
Scour: 8	Waterway: 8			
Proposed Bridge Replacement / Rehab Information				
New Bridge Width: ft	Bridge \$'s:			
New Bridge Length: ft.	Total \$'s:			
Priority Array #: 16	Repl/Rehab Year:			
PIN Number:	Ad Date:			
WIN Number:				
Contract Number:	Funding Cat:	P2		

THIS BRIDGE IS CLASSIFIED "SD" DUE TO THE SUPERSTRUCTURE CODE.

The steel towers in the Movable span have significant corrosion of the steel elements. A future project is needed to remove and replace or rehabilitate the steel tower members that are severely corroded.



Bridge Number: 529 / 15E	Structure ID 0004562A	Bridge Name: UNION SLOUGH	Milepost: 5.12	Region: Northwest
Year Built / YR Widened: 1954	Bridge Type: Concrete T-Beam	Number of Main/Appr span 12 / 0	Sufficiency Rating: 37.95 SD	
Bridge Width (curb-curb): 28.0 ft	Bridge Length: 633 ft	Max Span: 62 ft	<p align="center">Bridge Deck View</p> 	
Average Daily Traffic: 15,487	Truck% 5%	Number of Lanes: 2		
Vertical Clearance: NA	Detour Length (miles): 2	Appr Rdway Width: 34.0 ft		
Design Load: HS 20	HS: 0.87	Load Restricted Bridge? <input type="checkbox"/>		
Op Rating: 40.00	A1: 1.20	BL Load:	<p align="center">Bridge Profile View</p> 	
Inv Rating: 24.00	A2: 1.27	CL-8 Load:		
	A3: 1.38	SA Load:		
Bridge Inspection Information				
Date Inspected: 7/16/2011	Structr Adequacy: 4			
Superstr Code: 6	Safe Load: 5			
Substr Code: 4	Deck Geometry: 3			
Deck Code: 7	Underclearance: 9			
Scour: 5	Waterway: 8			
Proposed Bridge Replacement / Rehab Information				
New Bridge Width: ft	Bridge \$'s:			
New Bridge Length: ft.	Total \$'s:			
Priority Array #: 14				
PIN Number: 152906F	Repl/Rehab Year: 2018			
WIN Number:	Ad Date:			
Contract Number:	Funding Cat: P2			

THIS BRIDGE IS CLASSIFIED "SD" DUE TO THE SUBSTRUCTURE CODE.

The WSDOT BPO Dive Team completed an underwater interim inspection of the scour conditions at Pier 9 in 2009. Scour conditions have changed at Pier 9 since the previous underwater inspection on June 29, 2005.

Using a survey rod at the northeast corner, the diver was able to penetrate up to 11' at an approximate 45 degree angle. This penetration measured 7' at the same location in the previous report. Piers 5, 6, 8, and 9 have exposed footings seen in 2009. Footings at Piers 10 and 11 were not seen. The concrete columns at Piers 2 through 12 are submerged and are abraded to the high water line.

The columns have a reddish algae growth above the high water line and moderate barnacle growth from the high water line down. Most columns have vertical rusty edge cracks located around the upper splash zone. Most cracks are typically from hairline to wide, (open from 1/8" to 1/4"). The top edges of the cracked areas are delaminated.

This project will rehabilitate the columns and add riprap around the piers.



Bridge Preservation Program

Bridge Replacement Form

Bridge Number: 529 / 15W	Structure ID 0000965B	Bridge Name: UNION SLOUGH	Milepost: 5.13	Region: Northwest
Year Built / YR Widened: 1927	Bridge Type: Concrete T-Beam	Number of Main/Appr span 12 / 0	Sufficiency Rating: 50.84 SD	
Bridge Width (curb-curb): 24.0 ft	Bridge Length: 581 ft	Max Span: 50 ft	<p style="text-align: center;">Bridge Deck View</p> 	
Average Daily Traffic: 15,487	Truck% 5%	Number of Lanes: 2		
Vertical Clearance: NA	Detour Length (miles): 2	Appr Rdway Width: 28.0 ft		
Design Load: Unknown	HS: 1.02	Load Restricted Bridge? <input checked="" type="checkbox"/>		
Op Rating: 77.00	A1: 1.34	BL Load: 20,000	<p style="text-align: center;">Bridge Profile View</p> 	
Inv Rating: 46.00	A2: 1.47	CL-8 Load: 20,000		
	A3: 1.61	SA Load: 40,000		
Bridge Inspection Information				
Date Inspected: 6/22/2013	Structr Adequacy: 4			
Superstr Code: 4	Safe Load: 5			
Substr Code: 4	Deck Geometry: 2			
Deck Code: 6	Underclearance: 9			
Scour: 5	Waterway: 8			
Proposed Bridge Replacement / Rehab Information				
New Bridge Width: ft	Bridge \$'s:			
New Bridge Length: ft.	Total \$'s:			
Priority Array #: 15				
PIN Number: 152906E	Repl/Rehab Year:			
WIN Number:	Ad Date:			
Contract Number:	Funding Cat:	P2		
<p>THE BRIDGE IS CLASSIFIED "SD" DUE TO A SUPER and SUBSTRUCTURE CONDITION.</p> <p>Superstructure overall coded "4" due to girder deterioration. Substructure overall coded "4" due to the cracking of the columns. Hairline vertical and diagonal cracks in webs, hairline transverse cracks in bottom flange. Many diagonal leaching cracks at girder haunches. Many exposed rusty rebar in webs and in bottom flange. Small areas of honeycombing in webs and bottom flange. See attached spreadsheet, ""Girder Defects"" for specific defects. Four columns per bent at Piers 2 through 12 are submerged. All columns are heavily abraded to high water mark. Columns are water stained and have moss growth on west and east faces (along joint). Generally there are vertical cracks extending down from the split columns. Columns at continuous piers have cracks extending from bottom of diaphragm cracks. See attached spreadsheet, "Column Defects" for specific defects.</p>				



Special Bridge Repairs - 2013-15 Biennium - Northwest

(Sorted by Priority#)

2013-15 Priority#:	Bridge Number	Bridge Name	Milepost	Region	Repair Description	Total\$'s
1	005/536N-W	NB I5 to WB W SEA FRWY	162.98	Northwest	Replace Exp Jnt	\$375,000
1	005/538E	NB VIADUCT STA 2075	162.98	Northwest	Replace Exp Jnt	\$700,000
1	005/543E	KING-JACKSON ST OC	164.41	Northwest	Replace Exp Jnt	\$145,000
1	005/543NCD	NBCD KING JACKSON ST O	164.41	Northwest	Replace Exp Jnt	\$282,500
1	005/543SCD	SBCD KING JACKSON ST O	164.41	Northwest	Replace Exp Jnt	\$375,000
1	005/543W	KING-JACKSON ST OC	164.41	Northwest	Replace Exp Jnt	\$140,000
1	005/545NCD	NBCD VIADUCT STA 2195	165.69	Northwest	Replace Exp Jnt	\$240,000
1	005/545SCD	SBCD VIADUCT STA 2195	165.69	Northwest	Replace Exp Jnt	\$450,000
1	005/562E	NB LANES VIADUCT	166.98	Northwest	Replace Exp Jnt	\$225,000
1	090/040N	EAST CHANNEL-LK WASH	8.48	Northwest	Replace Modular Joints	\$1,077,723
3	090/025N	HOMER M. HADLEY	4.28	Northwest	Replace 11 Anchor Cables	\$2,300,000
4	090/025S	LACEY V. MURROW BRIDGE	4.47	Northwest	Replace 10 Anchor Cables	\$1,540,000
5	090/025S	LACEY V. MURROW BRIDGE	4.47	Northwest	Replace 15 Anchor Cables	\$3,300,000
6	090/025N	HOMER M. HADLEY	4.28	Northwest	Replace 11 Anchor Cables	\$2,300,000
7	090/025S	LACEY V. MURROW BRIDGE	4.47	Northwest	Replace 15 Anchor Cables	\$3,300,000
8	090/025N	HOMER M. HADLEY	4.28	Northwest	Replace 11 Anchor Cables	\$2,300,000
9	090/025S	LACEY V. MURROW BRIDGE	4.47	Northwest	Replace 16 Anchor Cables	\$3,500,000
10	090/025S	LACEY V. MURROW BRIDGE	4.47	Northwest	Electrical Rehab - Cathodic Protection	\$700,000
11	090/025N	HOMER M. HADLEY	4.28	Northwest	Electrical Rehab - Cathodic Protection	\$700,000
14	005/647E	UNION SLOUGH	197.09	Northwest	Replace Exp Jnt	\$360,000
15	099/530W	DUWAMISH RIVER	26.55	Northwest	Mechanical Rehab	\$600,000
16	099/530E	DUWAMISH R B	26.55	Northwest	Mechanical Rehab	\$400,000
17	529/020W	STEAMBOAT SLOUGH	5.42	Northwest	Mechanical Rehab	\$440,000
18	005/647W	UNION SLOUGH	197.09	Northwest	Replace Exp Jnt	\$360,000
19	005/648W	STEAMBOAT SLOUGH	197.90	Northwest	Replace Exp Jnt	\$240,000
20	005/650W	EBEY SL BN RY SR 529 OC	198.51	Northwest	Replace Exp Jnt	\$1,386,000
21	005/650E	EBEY SL BN RY SR 529 OC	198.50	Northwest	Replace Exp Jnt	\$1,800,000
22	529/020E	STEAMBOAT SL CS3115	5.44	Northwest	Mechanical Rehab	\$90,000
24	513/012	MONTLAKE BRIDGE CS1789	0.19	Northwest	Mechanical Rehab	\$100,000
25	005/536E	NB VIADUCT STA 2064	162.98	Northwest	Replace Hinge Bearings @ span 14	\$750,000
29	405/070E	SR 522 OC SAMMAMISH R	23.53	Northwest	Replace Exp Joints	\$300,000
30	405/070N-E	N-E RAMP SAMMAMISH R	23.53	Northwest	Replace Exp Joints	\$103,500
31	405/070N-W	N-W RAMP SAMMAMISH R	23.53	Northwest	Replace Exp Joints	\$180,000
32	405/070S-E	S-E RAMP BR	23.53	Northwest	Replace Exp Joints	\$75,000
33	405/070W	SR 522 OC SAMMAMISH R	23.53	Northwest	Replace Exp Joints	\$288,000
34	018/009	NP RY OC	3.82	Northwest	Replace Exp Jnts @ 6 locations	\$619,500
35	018/009	NP RY OC	3.82	Northwest	Clean and Paint Steel Hanger and Pin assembly	\$619,500
40	005/570	LAKE WASH SHIP CANAL	169.63	Northwest	Replace Exp Jnt	\$1,300,000
41	020/204	DECEPTION PASS	41.81	Northwest	Replace deteriorated steel truss braces	\$500,000

Special Bridge Repairs - 2013-15 Biennium - Northwest

(Sorted by Priority#)

2013-15 Priority#:	Bridge Number	Bridge Name	Milepost	Region	Repair Description	Total\$'s
42	020/207	CANOE PASS	44.70	Northwest	Replace deteriorated steel truss braces	\$400,000
53	018/017S	GREEN R (NEELEY BRIDGE)	6.62	Northwest	Repair cracking in steel stringers	\$500,000
55	509/101	F B HOIT	7.85	Northwest	Replace Deteriorated Steel	\$300,000
59	203/033	CHERRY CR	17.22	Northwest	Rehab deck sofit	
60	530/124	N FK STILLAGUAMISH R	28.78	Northwest	Repair cracks in steel elements	\$400,000
61	090/010W-S	I-5 OC, W-S RAMP	2.40	Northwest	Replace Exp Joints	\$410,000
65	005/553	I-5 OC, DENNY WAY	166.06	Northwest	Replace Exp Jnt	\$84,000
70	009/360	JOHNSON CR	97.81	Northwest	Add Sheet Pile Wall	\$350,000
72	099/508	PACIFIC HWY OC	22.94	Northwest	Replace Exp Jnt	\$340,500
73	099/507S-S	PACIFIC HWY OC	22.94	Northwest	Replace Exp Jnt	\$285,000
74	099/507W	S 116TH PL OC	22.94	Northwest	Replace Exp Jnt	\$162,000
75	099/507E	SR 599 OC	22.94	Northwest	Replace Exp Jnt	\$222,000
51	Repairs				Sum of Bridge \$'s =	\$37,915,223

Special Bridge Repairs - 2013-15 Biennium - Northwest

(Sorted by Bridge#)

2013-15 Priority#:	Bridge Number	Bridge Name	Milepost	Region	Repair Description	Total\$'s
25	005/536E	NB VIADUCT STA 2064	162.98	Northwest	Replace Hinge Bearings @ span 14	\$750,000
1	005/536N-W	NB I5 to WB W SEA FRWY	162.98	Northwest	Replace Exp Jnt	\$375,000
1	005/538E	NB VIADUCT STA 2075	162.98	Northwest	Replace Exp Jnt	\$700,000
1	005/543E	KING-JACKSON ST OC	164.41	Northwest	Replace Exp Jnt	\$145,000
1	005/543NCD	NBCD KING JACKSON ST O	164.41	Northwest	Replace Exp Jnt	\$282,500
1	005/543SCD	SBCD KING JACKSON ST O	164.41	Northwest	Replace Exp Jnt	\$375,000
1	005/543W	KING-JACKSON ST OC	164.41	Northwest	Replace Exp Jnt	\$140,000
1	005/545NCD	NBCD VIADUCT STA 2195	165.69	Northwest	Replace Exp Jnt	\$240,000
1	005/545SCD	SBCD VIADUCT STA 2195	165.69	Northwest	Replace Exp Jnt	\$450,000
65	005/553	I-5 OC, DENNY WAY	166.06	Northwest	Replace Exp Jnt	\$84,000
1	005/562E	NB LANES VIADUCT	166.98	Northwest	Replace Exp Jnt	\$225,000
40	005/570	LAKE WASH SHIP CANAL	169.63	Northwest	Replace Exp Jnt	\$1,300,000
14	005/647E	UNION SLOUGH	197.09	Northwest	Replace Exp Jnt	\$360,000
18	005/647W	UNION SLOUGH	197.09	Northwest	Replace Exp Jnt	\$360,000
19	005/648W	STEAMBOAT SLOUGH	197.90	Northwest	Replace Exp Jnt	\$240,000
21	005/650E	EBEY SL BN RY SR 529 OC	198.50	Northwest	Replace Exp Jnt	\$1,800,000
20	005/650W	EBEY SL BN RY SR 529 OC	198.51	Northwest	Replace Exp Jnt	\$1,386,000
70	009/360	JOHNSON CR	97.81	Northwest	Add Sheet Pile Wall	\$350,000
34	018/009	NP RY OC	3.82	Northwest	Replace Exp Jnts @ 6 locations	\$619,500
35	018/009	NP RY OC	3.82	Northwest	Clean and Paint Steel Hanger and Pin assembly	\$619,500
53	018/017S	GREEN R (NEELEY BRIDGE)	6.62	Northwest	Repair cracking in steel stringers	\$500,000
41	020/204	DECEPTION PASS	41.81	Northwest	Replace deteriorated steel truss braces	\$500,000
42	020/207	CANOE PASS	44.70	Northwest	Replace deteriorated steel truss braces	\$400,000
61	090/010W-S	I-5 OC, W-S RAMP	2.40	Northwest	Replace Exp Joints	\$410,000
3	090/025N	HOMER M. HADLEY	4.28	Northwest	Replace 11 Anchor Cables	\$2,300,000
6	090/025N	HOMER M. HADLEY	4.28	Northwest	Replace 11 Anchor Cables	\$2,300,000
8	090/025N	HOMER M. HADLEY	4.28	Northwest	Replace 11 Anchor Cables	\$2,300,000
11	090/025N	HOMER M. HADLEY	4.28	Northwest	Electrical Rehab - Cathodic Protection	\$700,000
4	090/025S	LACEY V. MURROW BRIDGE	4.47	Northwest	Replace 10 Anchor Cables	\$1,540,000
5	090/025S	LACEY V. MURROW BRIDGE	4.47	Northwest	Replace 15 Anchor Cables	\$3,300,000
7	090/025S	LACEY V. MURROW BRIDGE	4.47	Northwest	Replace 15 Anchor Cables	\$3,300,000
9	090/025S	LACEY V. MURROW BRIDGE	4.47	Northwest	Replace 16 Anchor Cables	\$3,500,000
10	090/025S	LACEY V. MURROW BRIDGE	4.47	Northwest	Electrical Rehab - Cathodic Protection	\$700,000
1	090/040N	EAST CHANNEL-LK WASH	8.48	Northwest	Replace Modular Joints	\$1,077,723
75	099/507E	SR 599 OC	22.94	Northwest	Replace Exp Jnt	\$222,000
73	099/507S-S	PACIFIC HWY OC	22.94	Northwest	Replace Exp Jnt	\$285,000
74	099/507W	S 116TH PL OC	22.94	Northwest	Replace Exp Jnt	\$162,000
72	099/508	PACIFIC HWY OC	22.94	Northwest	Replace Exp Jnt	\$340,500
16	099/530E	DUWAMISH R B	26.55	Northwest	Mechanical Rehab	\$400,000

Special Bridge Repairs - 2013-15 Biennium - Northwest

(Sorted by Bridge#)

2013-15 Priority#:	Bridge Number	Bridge Name	Milepost	Region	Repair Description	Total\$'s
15	099/530W	DUWAMISH RIVER	26.55	Northwest	Mechanical Rehab	\$600,000
59	203/033	CHERRY CR	17.22	Northwest	Rehab deck sofit	
29	405/070E	SR 522 OC SAMMAMISH R	23.53	Northwest	Replace Exp Joints	\$300,000
30	405/070N-E	N-E RAMP SAMMAMISH R	23.53	Northwest	Replace Exp Joints	\$103,500
31	405/070N-W	N-W RAMP SAMMAMISH R	23.53	Northwest	Replace Exp Joints	\$180,000
32	405/070S-E	S-E RAMP BR	23.53	Northwest	Replace Exp Joints	\$75,000
33	405/070W	SR 522 OC SAMMAMISH R	23.53	Northwest	Replace Exp Joints	\$288,000
55	509/101	F B HOIT	7.85	Northwest	Replace Deteriorated Steel	\$300,000
24	513/012	MONTLAKE BRIDGE CS1789	0.19	Northwest	Mechanical Rehab	\$100,000
22	529/020E	STEAMBOAT SL CS3115	5.44	Northwest	Mechanical Rehab	\$90,000
17	529/020W	STEAMBOAT SLOUGH	5.42	Northwest	Mechanical Rehab	\$440,000
60	530/124	N FK STILLAGUAMISH R	28.78	Northwest	Repair cracks in steel elements	\$400,000
51 Repairs					Sum of Bridge \$'s =	\$37,915,223

Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 5 / 536E		Structure ID 0007741A		Bridge Name: NB VIADUCT STA 2064		Milepost: 162.98		Region: Northwest	
Year Built / YR Widened: 1966 / 1992		Bridge Type: CS		Bridge Length: 746 ft		Bridge Width (curb-curb): 52.7 ft		Sufficiency Rating: 35.86 SD	
Average Daily Traffic 92,523		Truck% 7%		Freight Route T-1		Num of Lanes 4			
Date Inspected: 9/29/2010		Structr Adequacy: 4		Superstr Code: 4		Safe Load: 5			
Substr Code: 7		Scour: N		BMS Element Num: 311		BMS Element Descr: Movable Bearing			
BMS Element Quantity: 3		Project Number:		2013-15 Priority#: 12		2011-13 Priority#: 99			
Repair Year: 2014		CPMS Ad Date:		Bridge \$'s:		Repair Total\$'s: \$750,000			
<p>Repair Description: Repair Bearings in span 14.</p>		<p style="text-align: center;">COMMENTS</p> <p>This bridge was widened in 1990 and the bearings were installed incorrectly at that time. An analysis is needed to determine the proper repair to fix the bearings.</p>							

Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 5 / 570		Structure ID 0006080A		Bridge Name: LAKE WASH SHIP CANAL		Milepost: 169.63		Region: Northwest	
Year Built / YR Widened: 1962		Bridge Type: STrus CBox CS		Bridge Length: 4,429 ft		Bridge Width (curb-curb): 174.0 ft		Sufficiency Rating: 52.99 FO	
Average Daily Traffic 200,000	Truck% 6%	Freight Route T-1	Num of Lanes 12						
Date Inspected: 10/3/2009		Structr Adequacy: 3							
Superstr Code: 6		Safe Load: 5							
Substr Code: 7		Scour: 8							
BMS Element Num: 402		BMS Element Descr: Poured Joints							
BMS Element Quantity: 3,600									
Project Number:		2013-15 Priority#: 32							
Repair Year: 2016		2011-13 Priority#: 51							
CPMS Ad Date:		Bridge \$': \$360,000							
		Repair Total\$': \$500,000							
									
Repair Description:									
Replace poured joint sealant in deck joints of the lower deck express lanes.									
COMMENTS									
There are deck joints at 60 locations in the Steel Truss span. The poured joint sealant needs to be replaced to prevent water leakage and corrosion of the supporting steel elements. The roadway width is 60 feet.									
The bridge item cost is estimated to be \$100 per foot of joint									

Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 5 / 647E		Structure ID 0008226B		Bridge Name: UNION SLOUGH		Milepost: 197.09		Region: Northwest	
Year Built / YR Widened: 1968		Bridge Type: PCB CTB		Bridge Length: 396 ft		Bridge Width (curb-curb): 48.0 ft		Sufficiency Rating: 86.85	
Average Daily Traffic 55,401		Truck% 8%		Freight Route T-1		Num of Lanes 3			
Date Inspected: 6/23/2009		Structr Adequacy: 6		Superstr Code: 7		Safe Load: 5			
Substr Code: 6		Scour: 8							
BMS Element Num: 415		BMS Element Descr: Exp Jnt - Rubber Bolt down							
BMS Element Quantity: 240 Feet									
Project Number:		2013-15 Priority#: 6		Repair Year: 2014		2011-13 Priority#: 24		Bridge \$'s: \$120,000	
CPMS Ad Date:		Repair Total\$'s: \$360,000							
									
<p>Repair Description: Replace the Rubber Bolt Down expansion joints.</p>									
COMMENTS									
<p>The rubber bolt down expansion joints were installed in 1985 along with the modified concrete overlay. These joints have been repaired many times by Region Maintenance.</p> <p>Bridge Item cost based on \$500 / ft. Total project cost based on \$1,500 / ft.</p>									

Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 5 / 647W		Structure ID 0008226C		Bridge Name: UNION SLOUGH		Milepost: 197.09		Region: Northwest							
Year Built / YR Widened: 1968		Bridge Type: PCB CTB			Bridge Length: 396 ft		Bridge Width (curb-curb): 48.0 ft		Sufficiency Rating: 84.85						
Average Daily Traffic 55,401	Truck% 8%	Freight Route T-1		Num of Lanes 3											
Date Inspected: 6/23/2009		Structr Adequacy: 6		Superstr Code: 6						Safe Load: 5		Substr Code: 6		Scour: 8	
BMS Element Num: 415		BMS Element Descr: Exp Jnt - Rubber Bolt down								BMS Element Quantity: 240 Feet					
Project Number:		2013-15 Priority#: 7		Repair Year: 2014						2011-13 Priority#: 25		CPMS Ad Date:		Bridge \$'s: \$120,000	
						Repair Total\$'s: \$360,000									
															
Repair Description: Replace the Rubber Bolt Down expansion joints.															
COMMENTS															
The rubber bolt down expansion joints were installed in 1985 along with the modified concrete overlay. These joints have been repaired many times by Region Maintenance.															
Bridge Item cost based on \$500 / ft. Total project cost based on \$1,500 / ft.															

Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 5 / 648E		Structure ID 0008226D		Bridge Name: STEAMBOAT SLOUGH		Milepost: 197.90		Region: Northwest	
Year Built / YR Widened: 1968		Bridge Type: PCG		Bridge Length: 1,026 ft		Bridge Width (curb-curb): 48.0 ft		Sufficiency Rating: 84.30	
Average Daily Traffic 60,242	Truck% 8%	Freight Route T-1	Num of Lanes 3						
Date Inspected: 3/14/2010		Structr Adequacy: 6							
Superstr Code: 7		Safe Load: 5							
Substr Code: 6		Scour: 7							
BMS Element Num: 412				BMS Element Descr: Strip Seal Expansion Joint					
BMS Element Quantity: 96 Feet									
Project Number: 100512S		2013-15 Priority#: 9							
Repair Year: 2015		2011-13 Priority#:							
CPMS Ad Date: 5/4/2015		Bridge \$'s: \$144,000							
		Repair Total\$'s: \$240,000							
<p>Repair Description: Replace the Strip Seal expansion joints at two locations.</p>									
COMMENTS									
<p>The existing steel sliding plate expansion joints have failed and need to be replaced. These strip seal joints were installed in 1994 as part of contract 4481.</p> <p>Bridge item cost based on \$1,500 per foot. Total project cost based on \$2,500 per foot.</p>									

Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 5 / 648W		Structure ID 0008226E		Bridge Name: STEAMBOAT SLOUGH		Milepost: 197.90		Region: Northwest	
Year Built / YR Widened: 1968		Bridge Type: PCG		Bridge Length: 1,026 ft		Bridge Width (curb-curb): 48.0 ft		Sufficiency Rating: 81.44	
Average Daily Traffic 63,000	Truck% 8%	Freight Route T-1	Num of Lanes 3						
Date Inspected: 3/13/2010		Structr Adequacy: 6							
Superstr Code: 6		Safe Load: 5							
Substr Code: 7		Scour: 7							
BMS Element Num: 412		BMS Element Descr: Strip Seal Expansion Joint							
BMS Element Quantity: 96									
Project Number:		2013-15 Priority#: 8							
Repair Year: 2014		2011-13 Priority#: 26							
CPMS Ad Date:		Bridge \$'s: \$144,000							
		Repair Total\$'s: \$240,000							
									
Repair Description:									
Replace strip seal expansion joint at two locations.									
COMMENTS									
The existing steel sliding plate expansion joints have failed and need to be replaced.									
Bridge item cost based on \$1,500 per foot. Total project cost based on \$2,500 per foot.									

Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 5 / 650E		Structure ID 0008400A		Bridge Name: EBEY SL BN RY SR 529 OC			Milepost: 198.50		Region: Northwest			
Year Built / YR Widened: 1969		Bridge Type: PCG			Bridge Length: 2,062 ft		Bridge Width (curb-curb): 60.0 ft		Sufficiency Rating: 73.84 FO			
Average Daily Traffic 52,500		Truck% 8%	Freight Route T-1		Num of Lanes 4							
Date Inspected: 6/21/2010		Structr Adequacy: 5		Superstr Code: 6		Safe Load: 5						
Substr Code: 6		Scour: 3		BMS Element Num: 416		BMS Element Descr: Modular Expansion Joint						
BMS Element Quantity: 360		Project Number:		2013-15 Priority#: 10		2011-13 Priority#: 27						
Repair Year: 2014		Bridge \$'s: \$900,000		Repair Total\$'s: \$1,800,000								
CPMS Ad Date:		Repair Total\$'s: \$1,800,000										
<p>Repair Description: Replace Modular Expansion Joints and strip seal joints.</p>												
<p align="center">COMMENTS</p> <p>Sections of the existing steel sliding plate expansion joints have failed and need to be replaced.</p> <p>Bridge Item cost based on \$1,500 / ft. Total project cost based on \$3,000 / ft.</p>												

Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 5 / 650W	Structure ID 0004196A	Bridge Name: EBEY SL BN RY SR 529 OC	Milepost: 198.51	Region: Northwest
Year Built / YR Widened: 1954 / 1968	Bridge Type: SG CTB	Bridge Length: 1,920 ft	Bridge Width (curb-curb): 54.0 ft	Sufficiency Rating: 64.66 FO
Average Daily Traffic 52,500	Truck% 8%	Freight Route T-1	Num of Lanes 4	
Date Inspected: 9/25/2010	Structr Adequacy: 6	Superstr Code: 6	Safe Load: 5	
Substr Code: 6	Scour: 5			
BMS Element Num: 415	BMS Element Descr: Exp Jnt - Rubber Bolt down			
BMS Element Quantity: 924				
Project Number:	2013-15 Priority#: 11			
Repair Year: 2014	2011-13 Priority#: 28			
CPMS Ad Date:	Bridge \$'s: \$470,000			
	Repair Total\$'s: \$1,386,000			
				
<p>Repair Description: Replace the Rubber Bolt Down expansion joints.</p>				
<p>COMMENTS</p>				
<p>The rubber bolt down expansion joints were installed in 1985 along with the modified concrete overlay. These joints have been repaired many times by Region Maintenance.</p>				
<p>Bridge Item cost based on \$500 / ft. Total project cost based on \$1,500 / ft.</p>				

Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 18 / 9		Structure ID 0005082A		Bridge Name: NP RY OC		Milepost: 3.82		Region: Northwest	
Year Built / YR Widened: 1956 / 1975		Bridge Type: CBox		Bridge Length: 1,151 ft		Bridge Width (curb-curb): 69.2 ft		Sufficiency Rating: 81.11	
Average Daily Traffic 44,000		Truck% 6%		Freight Route T-1		Num of Lanes 5			
Date Inspected: 7/15/2009		Structr Adequacy: 6		Superstr Code: 6		Safe Load: 5			
Substr Code: 7		Scour: N		BMS Element Num: 415		BMS Element Descr: Rubber Bolt Down exp joints			
BMS Element Quantity: 413		Project Number:		2013-15 Priority#: 21		2011-13 Priority#: 30			
Repair Year: 2014		CPMS Ad Date:		Bridge \$'s: \$310,000		Repair Total\$'s: \$750,000			
<p>Repair Description: Replace Expansion Joints at 6 locations.</p>									
<p>COMMENTS</p>									
<p>The previous rubber bolt down expansion joints installed in 1984 have been mostly been replaced by NW Region Bridge Maintenance crews. The expansion joints need to be repaired with the same material and with a common design to provide 10+ years of service.</p> <p>Bridge Item cost based on \$750 / ft. Total project cost based on \$1,800 / ft.</p>									

Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 18 / 9	Structure ID 0005082A	Bridge Name: NP RY OC	Milepost: 3.82	Region: Northwest
Year Built / YR Widened: 1956 / 1975	Bridge Type: CBox	Bridge Length: 1,151 ft	Bridge Width (curb-curb): 69.2 ft	Sufficiency Rating: 81.11
Average Daily Traffic 44,000	Truck% 6%	Freight Route T-1	Num of Lanes 5	
Date Inspected: 7/15/2009	Structr Adequacy: 6	Superstr Code: 6	Safe Load: 5	
Substr Code: 7	Scour: N			
BMS Element Num: 161	BMS Element Descr: Steel Hanger Assembly			
BMS Element Quantity: 58				
Project Number:	2013-15 Priority#: 22			
Repair Year: 2014	2011-13 Priority#: 31			
CPMS Ad Date:	Bridge \$'s: \$250,000			
	Repair Total\$'s: \$450,000			
<p>Repair Description: Clean and Paint Steel Hanger and Pin assembly.</p>				
<p>COMMENTS</p>				
<p>The existing pins and hangers are rusty. They need to be cleaned and painted with an epoxy rust penetrating sealer.</p> <p>Use a lump sum bridge Item cost of \$4,000 for each or say \$250,000. Use \$200,000 for Region items. Use \$450,000 for total.</p>				

Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 20 / 204		Structure ID 0001929A		Bridge Name: DECEPTION PASS		Milepost: 41.81		Region: Northwest	
Year Built / YR Widened: 1935		Bridge Type: STrus CTB		Bridge Length: 976 ft		Bridge Width (curb-curb): 22.0 ft		Sufficiency Rating: 48.72 FO	
Average Daily Traffic 14,000	Truck% 6%	Freight Route T-2	Num of Lanes 2						
Date Inspected: 3/25/2009		Structr Adequacy: 5							
Superstr Code: 5		Safe Load: 5							
Substr Code: 7		Scour: 9							
BMS Element Num: 131		BMS Element Descr: Steel Deck Truss							
BMS Element Quantity: 0									
Project Number:		2013-15 Priority#: 33							
Repair Year: 2016		2011-13 Priority#: 52							
CPMS Ad Date:		Bridge \$':							
		Repair Total\$': \$500,000							



Repair Description:

Replace corroded secondary braces.

COMMENTS

A review of the most recent inspection report is needed to identify all the secondary members that need to be replaced.

Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 20 / 207		Structure ID 0001929B		Bridge Name: CANOE PASS		Milepost: 42.04		Region: Northwest	
Year Built / YR Widened: 1935		Bridge Type: SA CTB		Bridge Length: 511 ft		Bridge Width (curb-curb): 22.0 ft		Sufficiency Rating: 48.21 FO	
Average Daily Traffic 14,000	Truck% 6%	Freight Route T-2	Num of Lanes 2						
Date Inspected: 4/7/2009		Structr Adequacy: 5							
Superstr Code: 6		Safe Load: 5							
Substr Code: 7		Scour: 9							
BMS Element Num: 131									
BMS Element Descr: Steel Deck Truss									
BMS Element Quantity: 0									
Project Number:		2013-15 Priority#:		34					
Repair Year: 2016		2011-13 Priority#:		61					
CPMS Ad Date:		Bridge \$'s:		\$200,000					
		Repair Total\$'s:		\$400,000					
									
<p>Repair Description: Replace corroded secondary braces.</p>									
<p>COMMENTS</p>									
<p>A review of the latest bridge inspection report is needed to determine the total number of secondary members that need to be replaced.</p>									

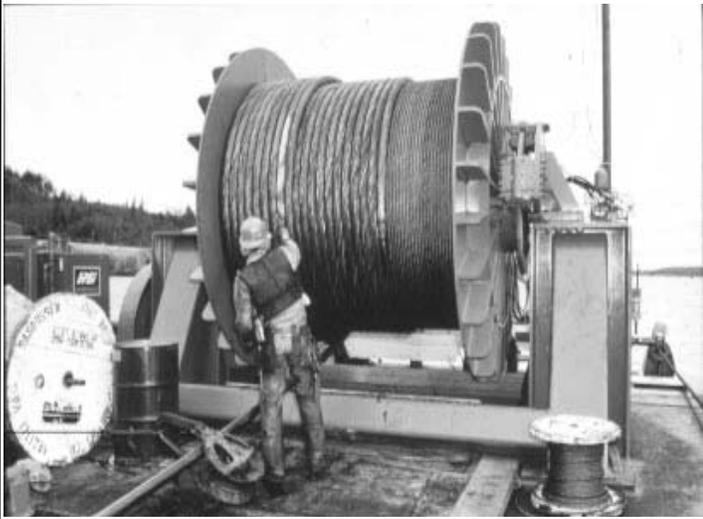
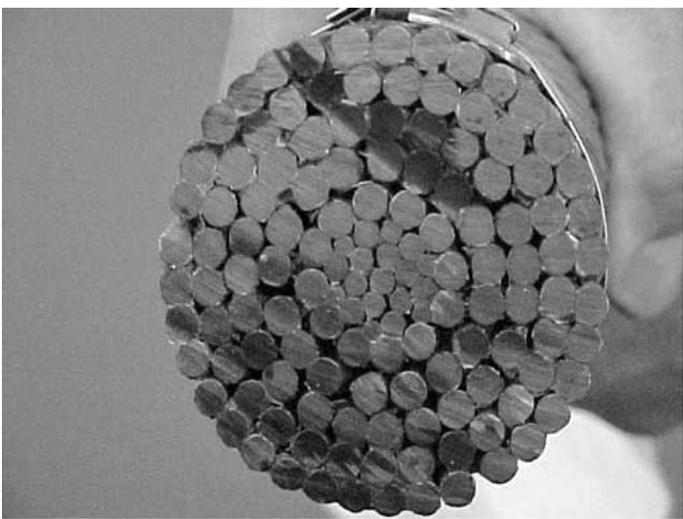
Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 90 / 25N		Structure ID 0012271A		Bridge Name: HOMER M. HADLEY		Milepost: 4.24		Region: Northwest	
Year Built / YR Widened: 1989		Bridge Type: CFP POBX SBOX			Bridge Length: 9,559 ft		Bridge Width (curb-curb): 92.0 ft		Sufficiency Rating: 50.79 SD
Average Daily Traffic 57,401		Truck% 		Freight Route T-1		Num of Lanes 7			
Date Inspected: 8/26/2009		Structr Adequacy: 4		Superstr Code: 7		Safe Load: 5			
Substr Code: 4		Scour: 8		BMS Element Num:		BMS Element Descr: Floating Bridge			
BMS Element Quantity:		Project Number:		2013-15 Priority#: 5		2011-13 Priority#: 21			
Repair Year: 2014		CPMS Ad Date:		Bridge \$'s:		Repair Total\$'s: \$750,000			
<h2>No Photo Available</h2>					<h2>No Photo Available</h2>				
Repair Description: Replace anodes and Medium Voltage Switchgear.									
COMMENTS									

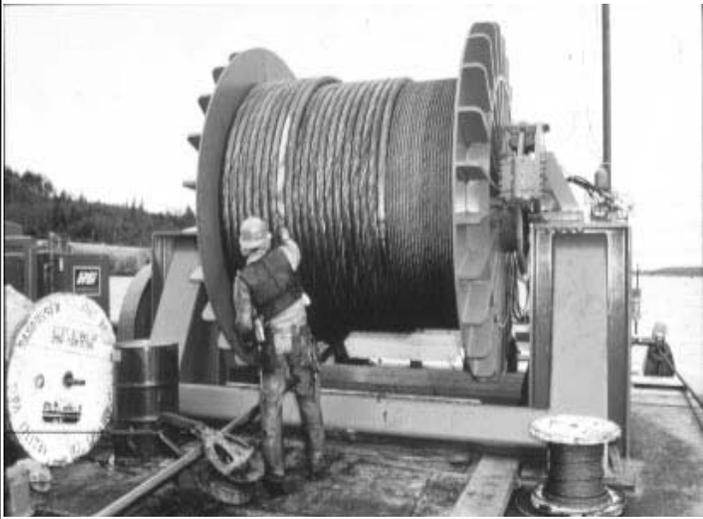
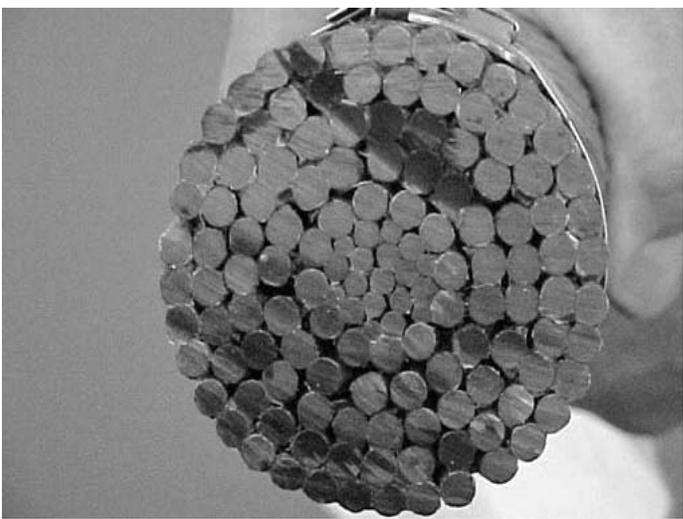
Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 90 / 25N		Structure ID 0012271A		Bridge Name: HOMER M. HADLEY		Milepost: 4.24		Region: Northwest	
Year Built / YR Widened: 1989		Bridge Type: CFP POBX SBOX		Bridge Length: 9,559 ft		Bridge Width (curb-curb): 92.0 ft		Sufficiency Rating: 50.79 SD	
Average Daily Traffic 57,401		Truck% 		Freight Route T-1		Num of Lanes 7			
Date Inspected: 8/26/2009		Structr Adequacy: 4		Superstr Code: 7		Safe Load: 5			
Substr Code: 4		Scour: 8		BMS Element Num: 148		BMS Element Descr: Floating Bridge - Anchor Cable			
BMS Element Quantity: 11		Project Number: 2013-15 Priority#: 2		Repair Year: 2015		2011-13 Priority#: 21			
CPMS Ad Date:		Bridge \$'s: \$1,980,000		Repair Total\$'s: \$2,280,000					
									
<p>Repair Description: Replace 11 anchor cables. Cables are 2 3/8 inches in diameter.</p>									
<p>COMMENTS</p>									
<p>The Bridge Office recommends the following 11 anchor cable (out of 52) be replaced in the 2013-15 biennium: Fn, Jn, L1n, L2n, L3n, L4n, L5n, L6n, Ms, Ns, Os</p> <p>Bridge Item cost uses \$180,000 for install and cost of each cable ...\$180k x 11 = \$1.98m Use \$300,000 to develop PS&E and construction engineering and contingencies.</p>									

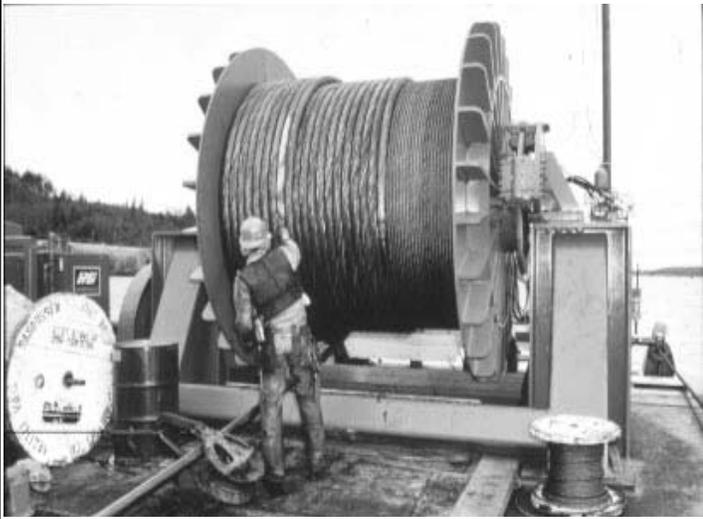
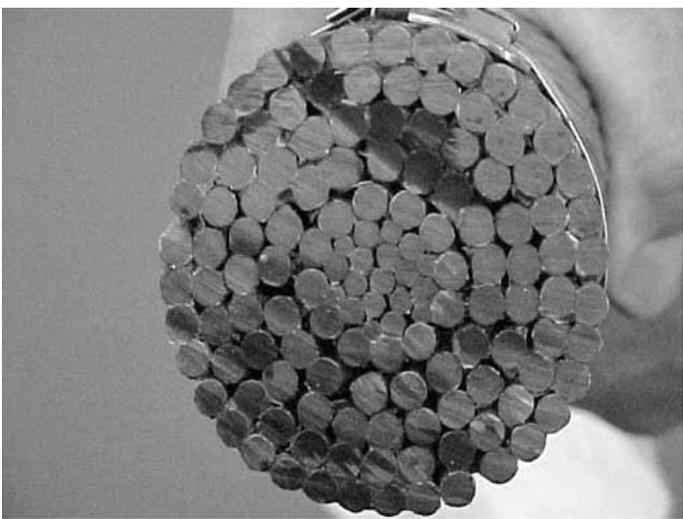
Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 90 / 25N		Structure ID 0012271A		Bridge Name: HOMER M. HADLEY		Milepost: 4.24		Region: Northwest	
Year Built / YR Widened: 1989		Bridge Type: CFP PTCBox SBox		Bridge Length: 9,559 ft		Bridge Width (curb-curb): 92.0 ft		Sufficiency Rating: 50.79 SD	
Average Daily Traffic 61,500	Truck% 0%	Freight Route T-1	Num of Lanes 7						
Date Inspected: 8/26/2009		Structr Adequacy: 4							
Superstr Code: 7		Safe Load: 5							
Substr Code: 4		Scour: 8							
BMS Element Num: 148 BMS Element Descr: Floating Bridge - Anchor Cable BMS Element Quantity: 10									
Project Number:		2013-15 Priority#: 23							
Repair Year: 2016		2011-13 Priority#: 44							
CPMS Ad Date:		Bridge \$'s: \$1,500,000							
		Repair Total\$'s: \$2,000,000							
									
Repair Description: Replace 10 anchor cables.									
COMMENTS									
There are 10 existing anchor cables (out of a total of 52) that were installed in 1983. These anchor cables need to be replaced in the 2015-17 biennium. Cables Ane, Ase, Bs, Pn, Ps, Qs, Rne, Rnw, Rse, Rsw									
The Bridge Item cost is estimated by using \$150,000 for the install and cable cost...\$150k x 10 = \$1.5m Use \$500,000 to develop PS&E and construction engineering and contingencies.									

Bridge Preservation Program (P2)

Bridge Repair Form

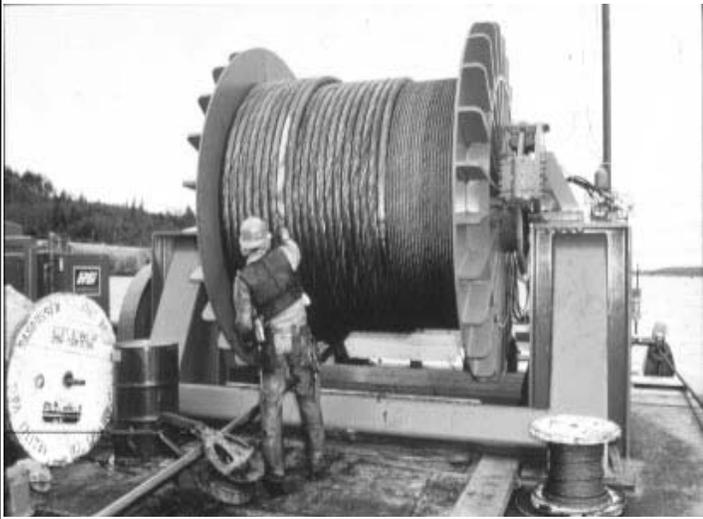
Bridge Number: 90 / 25N		Structure ID 0012271A		Bridge Name: HOMER M. HADLEY		Milepost: 4.24		Region: Northwest	
Year Built / YR Widened: 1989		Bridge Type: CFP PTCBox SBox		Bridge Length: 9,559 ft		Bridge Width (curb-curb): 92.0 ft		Sufficiency Rating: 50.79 SD	
Average Daily Traffic 61,500	Truck% 0%	Freight Route T-1	Num of Lanes 7						
Date Inspected: 8/26/2009		Structr Adequacy: 4							
Superstr Code: 7		Safe Load: 5							
Substr Code: 4		Scour: 8							
BMS Element Num: 148		BMS Element Descr: Floating Bridge - Anchor Cable							
BMS Element Quantity: 11									
Project Number:		2013-15 Priority#: 38							
Repair Year: 2022		2011-13 Priority#: 999							
CPMS Ad Date:		Bridge \$'s: \$1,650,000							
		Repair Total\$'s: \$2,150,000							
									
Repair Description:									
Replace 11 anchor cables.									
COMMENTS									
There are 11 existing anchor cables (out of a total of 52) that were installed in 1991. These anchor cables need to be replaced in the 2021-23 biennium. Cables Cs, Hs, Is, Js, Ks, L1s, L2s, L3s, L5s, L6s, Ls.									
The Bridge Item cost is estimated by using \$150,000 for the install and cable cost...\$150k x 11 = \$1.65m Use \$500,000 to develop PS&E and construction engineering and contingencies.									

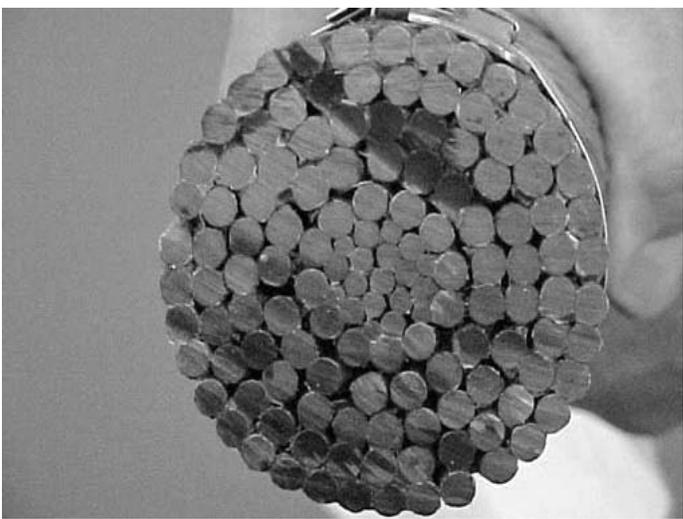
Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 90 / 25S		Structure ID 000000KN		Bridge Name: LACEY V. MURROW BR		Milepost: 4.24		Region: Northwest	
Year Built / YR Widened: 1940 / 1992		Bridge Type: CFP SA ST CBOX		Bridge Length: 8,981 ft		Bridge Width (curb-curb): 52.0 ft		Sufficiency Rating: 61.26 SD	
Average Daily Traffic 57,401		Truck% 4%		Freight Route T-1		Num of Lanes 3			
Date Inspected: 8/26/2009		Structr Adequacy: 4		Superstr Code: 7		Safe Load: 5		Substr Code: 4	
BMS Element Num: 148		BMS Element Descr: Floating Bridge - Anchor Cable							
BMS Element Quantity: 10									
Project Number:		2013-15 Priority#: 3		Repair Year: 2015		2011-13 Priority#: 22		Bridge \$'s: \$1,800,000	
CPMS Ad Date:		Repair Total\$'s: \$2,100,000							







Repair Description:
Replace 10 existing anchor cables and purchase and store 1 spare cable.

COMMENTS

The Bridge Office recommends the following 10 anchor cables (out of 56 total) be replaced along with the purchase of 1 spare cable. Cables: Es , L1n , L2n , L3n , L4n , L5n , L6n , L4s , L5s , L6s

Bridge Item cost uses \$180,000 for install of each cable and cable cost...\$180k x 10 = \$1.8m
Use \$300,000 to develop PS&E and construction engineering and contingencies and purchase 1 spare cable.

Bridge Preservation Program (P2)

Bridge Repair Form

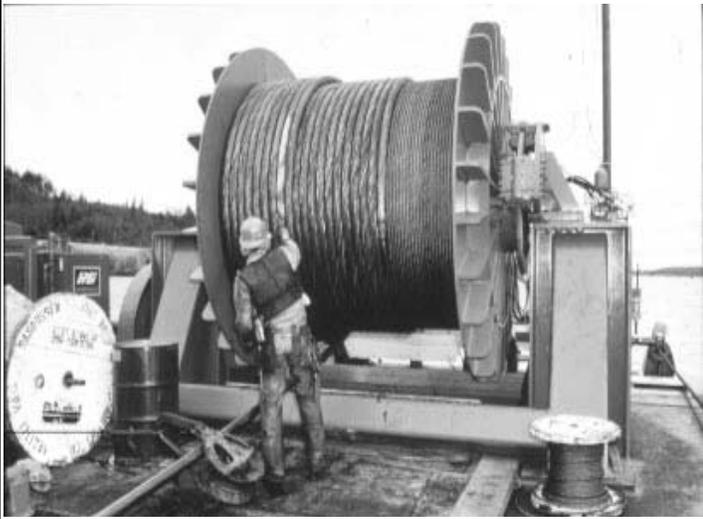
Bridge Number: 90 / 25S		Structure ID 000000KN		Bridge Name: LACEY V. MURROW BR		Milepost: 4.24		Region: Northwest	
Year Built / YR Widened: 1940 / 1992		Bridge Type: CFP SA ST CBOX S		Bridge Length: 8,981 ft		Bridge Width (curb-curb): 52.0 ft		Sufficiency Rating: 61.26 SD	
Average Daily Traffic 57,401		Truck% 4%		Freight Route T-1		Num of Lanes 3			
Date Inspected: 8/26/2009		Structr Adequacy: 4		Superstr Code: 7		Safe Load: 5			
Substr Code: 4		Scour: 8							
BMS Element Num:		BMS Element Descr: Floating Bridge		BMS Element Quantity:					
Project Number:		2013-15 Priority#: 4		Repair Year: 2014		2011-13 Priority#: 99			
CPMS Ad Date:		Bridge \$'s: \$434,000		Repair Total\$'s: \$650,000					
<h2>No Photo Available</h2>					<h2>No Photo Available</h2>				
Repair Description: Replace anodes and Medium Voltage Switchgear.									
COMMENTS									
The Bridge Office recommends th following based on inspections and recommendations fro thei consultant Hardesty & Hanover.									
1) "Upgrade all annodes to titanium anodes in the next 5 years. Upgrade the rectifiers to newer remotely controlled ones." 2) "Replace Medium Voltage Switchgear."									

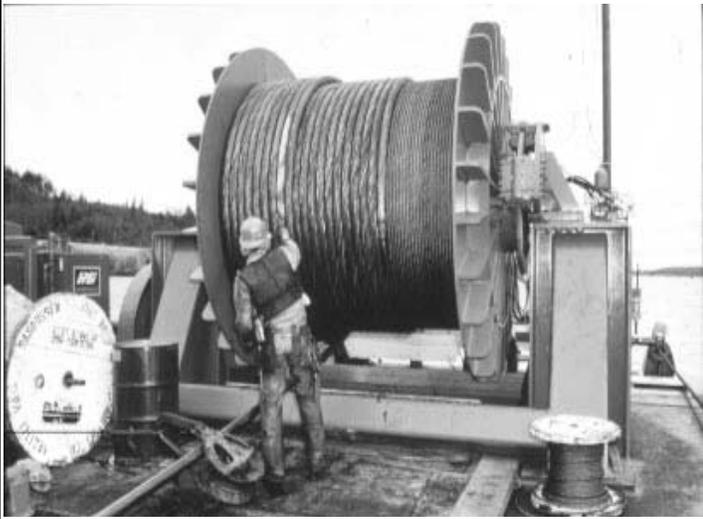
Bridge Preservation Program (P2)

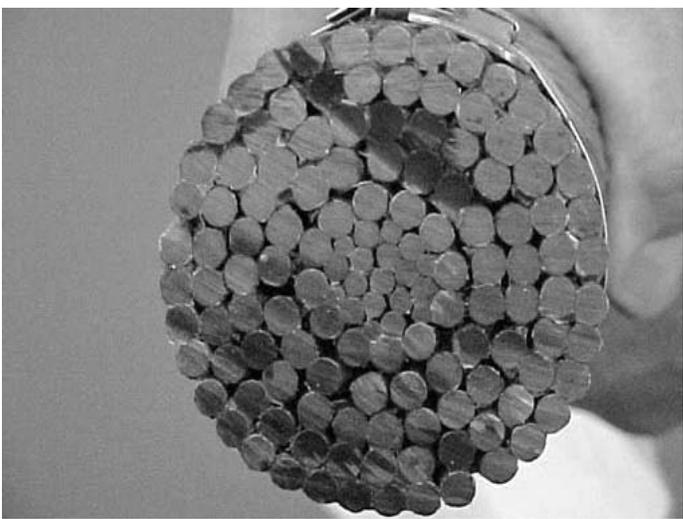
Bridge Repair Form

Bridge Number: 90 / 25S		Structure ID 000000KN		Bridge Name: LACEY V. MURROW BR		Milepost: 4.24		Region: Northwest	
Year Built / YR Widened: 1940 / 1992		Bridge Type: CFP SA ST CBOX S		Bridge Length: 8,981 ft		Bridge Width (curb-curb): 52.0 ft		Sufficiency Rating: 61.26 SD	
Average Daily Traffic 57,401		Truck% 4%		Freight Route T-1		Num of Lanes 3			
Date Inspected: 8/26/2009		Structr Adequacy: 4		Superstr Code: 7		Safe Load: 5		Substr Code: 4	
Scour: 8									
BMS Element Num: 148 BMS Element Descr: Floating Bridge - Anchor Cable BMS Element Quantity: 15									
Project Number:		2013-15 Priority#: 24							
Repair Year: 2016		2011-13 Priority#: 999							
CPMS Ad Date:		Bridge \$'s: \$2,250,000							
		Repair Total\$'s: \$2,850,000							









Repair Description:
Replace 15 anchor cables.

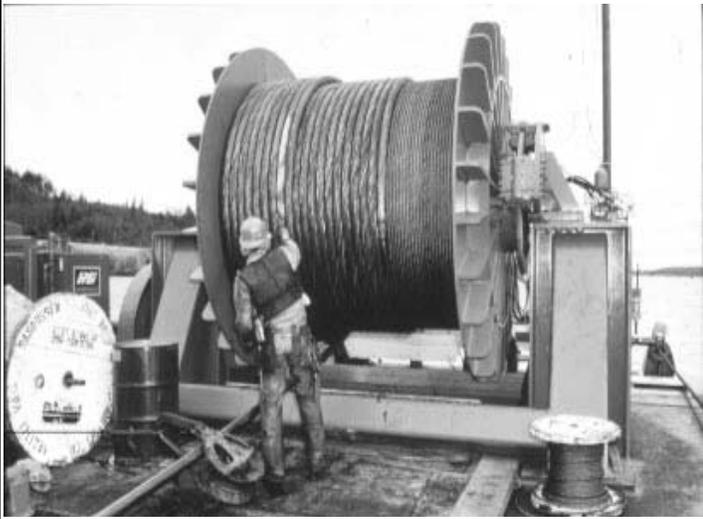
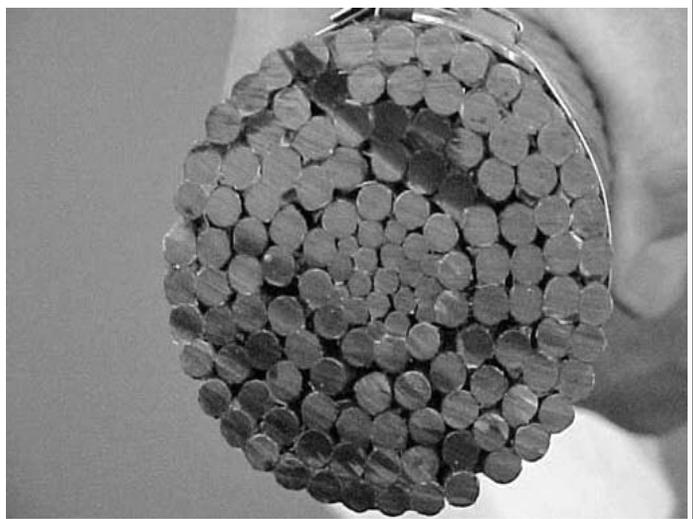
COMMENTS

The Bridge Office recommends the following 15 anchor cables (out of 56 total) be replaced in the 2015-17 biennium:

Bridge Item cost uses \$150,000 for install of each cable and cable cost...\$150k x 15 = \$2.25m
Use \$600,000 to develop PS&E and construction engineering and contingencies.

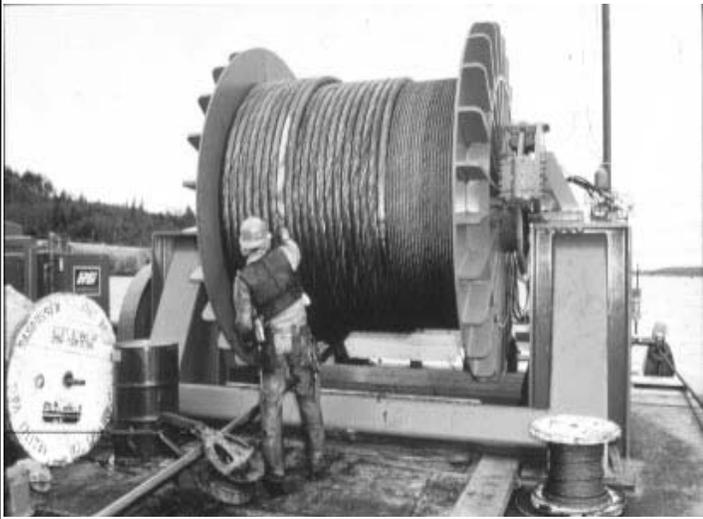
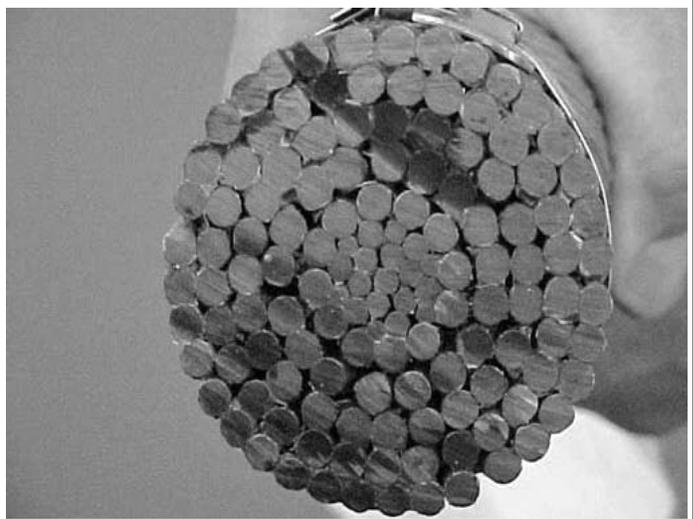
Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 90 / 25S		Structure ID 000000KN		Bridge Name: LACEY V. MURROW BR		Milepost: 4.24		Region: Northwest		
Year Built / YR Widened: 1940 / 1992		Bridge Type: CFP SA ST CBOX S		Bridge Length: 8,981 ft		Bridge Width (curb-curb): 52.0 ft		Sufficiency Rating: 61.26 SD		
Average Daily Traffic 57,401		Truck% 4%		Freight Route T-1		Num of Lanes 3				
Date Inspected: 8/26/2009		Structr Adequacy: 4		Superstr Code: 7		Safe Load: 5		Substr Code: 4		Scour: 8
BMS Element Num: 148		BMS Element Descr: Floating Bridge - Anchor Cable								
BMS Element Quantity: 15										
Project Number:		2013-15 Priority#: 37		Repair Year: 2018		2011-13 Priority#: 999		Bridge \$'s: \$2,250,000		
CPMS Ad Date:		Repair Total\$'s: \$2,850,000								
										
Repair Description: Replace 15 anchor cables.										
COMMENTS										
The Bridge Office recommends the following 15 (out of 56 total) existing anchor cables be replaced in the 2015-17 biennium:										
Bridge Item cost to purchase and install 15 cables is...\$150,000 x 15 = \$2,250,000 Use \$600,000 to develop PS&E and provide construction engineering and contingencies.										

Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 90 / 25S		Structure ID 000000KN		Bridge Name: LACEY V. MURROW BR		Milepost: 4.24		Region: Northwest	
Year Built / YR Widened: 1940 / 1992		Bridge Type: CFP SA ST CBOX S		Bridge Length: 8,981 ft		Bridge Width (curb-curb): 52.0 ft		Sufficiency Rating: 61.26 SD	
Average Daily Traffic 57,401		Truck% 4%		Freight Route T-1		Num of Lanes 3			
Date Inspected: 8/26/2009		Structr Adequacy: 4		Superstr Code: 7		Safe Load: 5		Substr Code: 4	
Scour: 8									
BMS Element Num: 148									
BMS Element Descr: Floating Bridge - Anchor Cable									
BMS Element Quantity: 16									
Project Number:		2013-15 Priority#: 39							
Repair Year: 2020		2011-13 Priority#: 999							
CPMS Ad Date:		Bridge \$'s: \$2,400,000							
		Repair Total\$'s: \$3,000,000							
									
Repair Description:									
Replace 16 anchor cables.									
COMMENTS									
The Bridge Office recommends the following 16 existing anchor cables (out of 56 total) be replaced in the 2019-21 biennium:									
Bridge Item cost to purchase and install 16 cables is...\$150,000 x 16 = \$2.4m									
Use \$600,000 to develop PS&E and provide construction engineering and contingencies									

Bridge Preservation Program (P2)

Bridge Repair Info Form

Bridge Number: 90 / 40N	Structure ID 0011490A	Bridge Name: EAST CHANNEL-LK WASH	Milepost: 8.48	Region: Northwest
Year Built / YR Widened: 1981	Bridge Type: Weathering Sbox	Bridge Length: 2,224 ft	Bridge Width (curb-curb): 80.0 ft	Sufficiency Rating: 68.74 FO
Average Daily Traffic: Truck% 67,000	Detour (miles)	Num of Lanes: 5		
Date Inspected: 9/20/2010	Structr Adequacy: 4			
Superstr Code: 6	Safe Load: 5			
Substr Code: 7	Scour: 8			
BMS Element Num: 416 BMS Element Descr: Modular Expansion Joint BMS Element Quantity: 160				
Project Number:	2013-15 Priority#: 1			
Repair Year: 2014	2011-13 Priority#:			
CPMS Ad Date:	Bridge \$'s:			
	Repair Total\$'s: \$1,600,000			
				
Repair Description: Replace the two 80 foot in length Modular expansion joints that carry westbound traffic.		Bridge Inspection Report Repair Number and Date: Repair Number: 13484 Repair Date: 9/17/2008		
COMMENTS				
The NW Region Maintenance crews performed a temporary emergency repair in Feb 2012. The expansion joint supports are deteriorating. The existing modular joints in the westbound lanes are showing signs of advanced deterioration and need to be replaced.				
Bridge Item cost based on \$2500 / ft. Total project cost based on \$10,000 / ft.				



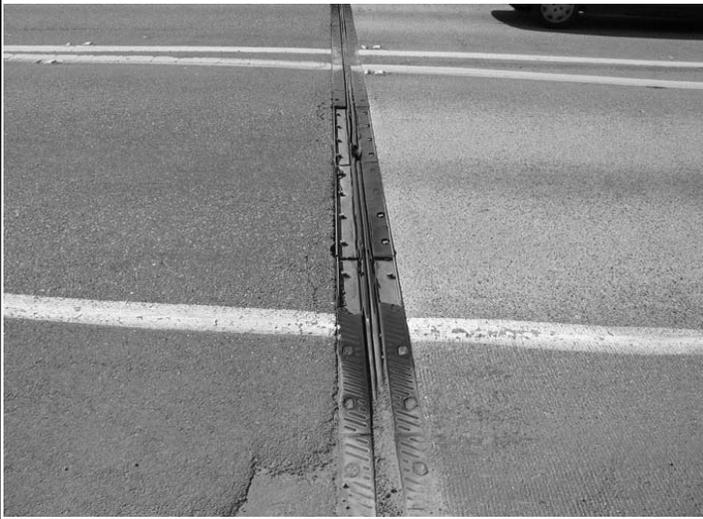
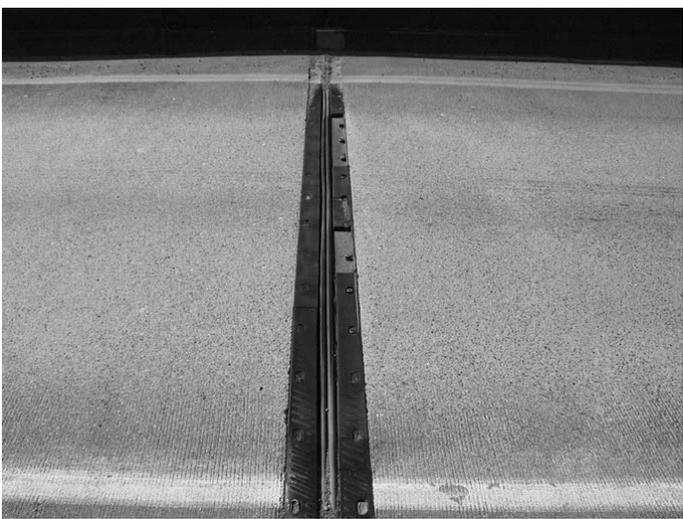
Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 405 / 70E		Structure ID 0008382A		Bridge Name: SR 522 OC SMMAMISH R		Milepost: 23.53		Region: Northwest	
Year Built / YR Widened: 1968		Bridge Type: CB0x		Bridge Length: 1,352 ft		Bridge Width (curb-curb): 40.0 ft		Sufficiency Rating: 71.17 FO	
Average Daily Traffic 67,000		Truck% 5%		Freight Route T-1		Num of Lanes 3			
Date Inspected: 11/2/2008		Structr Adequacy: 6		Superstr Code: 6		Safe Load: 5			
Substr Code: 7		Scour: 5		BMS Element Num: 415		BMS Element Descr: Exp Jnt - Rubber Bolt down			
BMS Element Quantity: 200		Project Number:		2013-15 Priority#: 16		2011-13 Priority#: 35			
Repair Year: 2014		CPMS Ad Date:		Bridge \$'s: \$100,000		Repair Total\$'s: \$300,000			
									
<p>Repair Description: Replace all rubber bolt down expansion joints. There are rubber bolt down expansion joints at 5 separate locations on the bridge.</p>									
<p>COMMENTS</p>									
<p>These expansion joints were installed in 1985 with the existing concrete overlay. Many sections of the joints are missing or have been repaired by Region Maintenance crews.</p> <p>Bridge Item cost based on \$500 / ft. Total project cost based on \$1,500 / ft.</p>									

Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 405 / 70N-E		Structure ID 0008382C		Bridge Name: N-E RAMP SAMMAMISH R		Milepost: 23.53		Region: Northwest	
Year Built / YR Widened: 1968		Bridge Type: CBox		Bridge Length: 709 ft		Bridge Width (curb-curb): 23.0 ft		Sufficiency Rating: 84.80	
Average Daily Traffic 15,791		Truck% 5%		Freight Route		Num of Lanes 1			
Date Inspected: 12/4/2008		Structr Adequacy: 6		Superstr Code: 6		Safe Load: 5			
Substr Code: 7		Scour: 5		BMS Element Num: 415		BMS Element Descr: Exp Jnt - Rubber Bolt down			
BMS Element Quantity: 69		Project Number:		2013-15 Priority#: 17		2011-13 Priority#: 36			
Repair Year: 2014		Bridge \$'s: \$34,500		Repair Total\$'s: \$103,500		CPMS Ad Date:			
									
<p>Repair Description: Replace all rubber bolt down expansion joints. There are rubber bolt down expansion joints at 3 separate locations on the bridge.</p>									
<p>COMMENTS</p>									
<p>These expansion joints were installed in 1985 with the existing concrete overlay. Many sections of the joints are missing or have been repaired by Region Maintenance crews.</p> <p>Bridge Item cost based on \$500 / ft. Total project cost based on \$1,500 / ft.</p>									

Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 405 / 70N-W		Structure ID 0008382D		Bridge Name: N-W RAMP SAMMAMISH R		Milepost: 23.53		Region: Northwest	
Year Built / YR Widened: 1968		Bridge Type: CBox		Bridge Length: 1,469 ft		Bridge Width (curb-curb): 24.0 ft		Sufficiency Rating: 91.02 FO	
Average Daily Traffic 6,569		Truck% 5%		Freight Route		Num of Lanes 1			
Date Inspected: 11/2/2008		Structr Adequacy: 6		Superstr Code: 6		Safe Load: 5			
Substr Code: 7		Scour: 5		BMS Element Num: 415		BMS Element Descr: Exp Jnt - Rubber Bolt down			
BMS Element Quantity: 120		Project Number:		2013-15 Priority#: 18		2011-13 Priority#: 37			
Repair Year: 2014		CPMS Ad Date:		Bridge \$'s: \$60,000		Repair Total\$'s: \$180,000			
									
<p>Repair Description: Replace all rubber bolt down expansion joints. There are rubber bolt down expansion joints at 5 separate locations on the bridge.</p>									
<p>COMMENTS</p>									
<p>These expansion joints were installed in 1985 with the existing concrete overlay. Many sections of the joints are missing or have been repaired by Region Maintenance crews.</p> <p>Bridge Item cost based on \$500 / ft. Total project cost based on \$1,500 / ft.</p>									

Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 405 / 70S-E		Structure ID 0008382E		Bridge Name: S-E RAMP BR		Milepost: 23.53		Region: Northwest	
Year Built / YR Widened: 1968		Bridge Type: CBox		Bridge Length: 433 ft		Bridge Width (curb-curb): 25.0 ft		Sufficiency Rating: 93.18 FO	
Average Daily Traffic 8,568		Truck% 5%		Freight Route		Num of Lanes 1			
Date Inspected: 7/15/2009		Structr Adequacy: 7		Superstr Code: 7		Safe Load: 5			
Substr Code: 7		Scour: N		BMS Element Num: 415		BMS Element Descr: Exp Jnt - Rubber Bolt down			
BMS Element Quantity: 50		Project Number:		2013-15 Priority#: 19		2011-13 Priority#: 38			
Repair Year: 2014		CPMS Ad Date:		Bridge \$'s: \$25,000		Repair Total\$'s: \$75,000			
									
<p>Repair Description: Replace all rubber bolt down expansion joints. There are rubber bolt down expansion joints at 2 separate locations on the bridge.</p>									
<p style="text-align: center;">COMMENTS</p> <p>These expansion joints were installed in 1985 with the existing concrete overlay. Many sections of the joints are missing or have been repaired by Region Maintenance crews.</p> <p>Bridge Item cost based on \$500 / ft. Total project cost based on \$1,500 / ft.</p>									

Bridge Preservation Program (P2)

Bridge Repair Form

Bridge Number: 405 / 70W		Structure ID 0008382B		Bridge Name: SR 522 OC SMMAMISH R		Milepost: 23.53		Region: Northwest	
Year Built / YR Widened: 1968		Bridge Type: CBox		Bridge Length: 1,410 ft		Bridge Width (curb-curb): 34.5 ft		Sufficiency Rating: 59.07 FO	
Average Daily Traffic 67,000	Truck% 5%	Freight Route T-1	Num of Lanes 3						
Date Inspected: 11/1/2008		Structr Adequacy: 5							
Superstr Code: 7		Safe Load: 5							
Substr Code: 7		Scour: 5							
BMS Element Num: 415		BMS Element Descr: Exp Jnt - Rubber Bolt down							
BMS Element Quantity: 192									
Project Number:		2013-15 Priority#: 20							
Repair Year: 2014		2011-13 Priority#: 39							
CPMS Ad Date:		Bridge \$'s: \$100,000							
		Repair Total\$'s: \$288,000							
									
Repair Description:									
Replace all rubber bolt down expansion joints. There are rubber bolt down expansion joints at 5 separate locations on the bridge.									
COMMENTS									
These expansion joints were installed in 1985 with the existing concrete overlay. Many sections of the joints are missing or have been repaired by Region Maintenance crews.									
Bridge Item cost based on \$500 / ft. Total project cost based on \$1,500 / ft.									

P2 Bridge Preservation - Moveable Bridge Projects

2013-15 Bien Priority Array

(Sorted by Priority Number)

13-15 #	Bridge Number	Bridge Name	Mile post	Region	Length	Bridge \$
1	529/10W	SNOHOMISH R CS3114	3.85	Northwest	2,465	\$1,850,000.00
4	513/12	MONTLAKE BRIDGE CS1789	0.19	Northwest	344	\$35,000.00
7	99/530E	DUWAMISH R B	26.55	Northwest	3,010	\$272,500.00
7	99/530W	DUWAMISH RIVER	26.55	Northwest	2,895	\$470,000.00
8	529/20W	STEAMBOAT SLOUGH	5.42	Northwest	853	\$220,000.00
9	529/20E	STEAMBOAT SL CS3115	5.44	Northwest	910	\$45,000.00

Total Number of Bridges = 6



P2 Bridge Preservation - Moveable Bridge Projects

2013-15 Bien Priority Array

(Sorted by Bridge Number)

13-15 #	Bridge Number	Bridge Name	Mile post	Region	Length	Bridge \$
7	99/530E	DUWAMISH R B	26.55	Northwest	3,010	\$272,500
7	99/530W	DUWAMISH RIVER	26.55	Northwest	2,895	\$470,000
4	513/12	MONTLAKE BRIDGE CS1789	0.19	Northwest	344	\$35,000
1	529/10W	SNOHOMISH R CS3114	3.85	Northwest	2,465	\$1,850,000
9	529/20E	STEAMBOAT SL CS3115	5.44	Northwest	910	\$45,000
8	529/20W	STEAMBOAT SLOUGH	5.42	Northwest	853	\$220,000

Total Number of Bridges = 6



*WSDOT Bridge Preservation Office
Movable Bridge Rehabilitation Recommendations*

First Ave South Bridge

99/530E

Northwest Region

Electrical

Item No	Description	Est. Cost	Date Completed
<i>Recommended By:</i> Hardesty & Hanover <i>Inspection Type:</i> In-Depth Electrical <i>Date of Recommendation:</i> 2011			
1	There are no electrical rehabilitation recommendations at this time.	\$0	
<i>Recommended By:</i> Systems Interface Inc. <i>Inspection Type:</i> Drive <i>Date of Recommendation:</i> 2011			
1	There are no electrical rehabilitation recommendations at this time.	\$0	
Subtotal:		\$0	

Mechanical

Item No	Description	Est. Cost	Date Completed
<i>Recommended By:</i> Parsons Brinckerhoff <i>Inspection Type:</i> In-Depth Mechanical <i>Date of Recommendation:</i> 2011			
1	Remove the existing trunnion girder tie pins where the bores are worn (four locations), ream the bores and provide new pins with the proper fit.	\$60,000	
Subtotal:		\$60,000	
Total All:			\$60,000

WSDOT Bridge Preservation Office
Movable Bridge Rehabilitation Recommendations

First Ave South Bridge

99/530W

Northwest Region

Electrical

Item No	Description	Est. Cost	Date Completed
<i>Recommended By:</i> Parsons Brinckerhoff <i>Inspection Type:</i> In-Depth Electrical <i>Date of Recommendation:</i> 2006			
1	Replace control and intercom conductors in the Utilidor with non-armored submarine cable assemblies with no splices.	\$220,000	
2	Replace fire signal conductors in the Utilidor with non-armored submarine cable assemblies with no splices.	\$205,200	
Subtotal:		\$425,200	

Mechanical

Item No	Description	Est. Cost	Date Completed
<i>Recommended By:</i> Hardesty & Hanover <i>Inspection Type:</i> Hydraulic <i>Date of Recommendation:</i> 2001			
1	Install suction line shut off & drain valves		2005
2	Install a circulating pump and auxiliary filtration in each main reservoir.		2005
3	Flush and fill main system and remove check valves SCV1 & SCV2		2005
4	Install new counterbalance manifolds with new counterbalance valves		2005
5	Install new lift cylinder manifolds		2005
6	Eliminate flow fuses and install lower fluid level sensors		2005
7	Modify main directional valve system		2005
8	Replace pump compensator relief valves with proportional valves and ramp cards.		2005
9	Replace #1 south lift cylinder with spare and disassemble and inspect the original.		2005
10	Add cross over flushing ball valves to center lock piping.		2005
11	Remove, disassemble and inspect one center lock hydraulic cylinder.		2005
12	Rewrite the PLC program.		2005
13	10% contingency		2005
<i>Recommended By:</i> Parsons Brinckerhoff <i>Inspection Type:</i> In-Depth Mechanical <i>Date of Recommendation:</i> 2006			
1	Replace main pumps on the operating machinery HPU's.	\$230,000	
2	Replace the cracked northeast live load shoe rocker plate.	\$7,000	

First Ave South Bridge**99/530W****Northwest Region**

3	Correct movement of span lock east jaw pins.		\$20,000
		Subtotal:	\$257,000
			<hr/>
		Total All:	\$682,200
			<hr/>

WSDOT Bridge Preservation Office
Movable Bridge Rehabilitation Recommendations

Montlake Bridge

513/12

Northwest Region

Electrical

Item No	Description	Est. Cost	Date Completed
<i>Recommended By: Systems Interface Inc. Inspection Type: In-Depth Electrical Date of Recommendation: 2010</i>			
1	There were no rehabilitation recommendations in this report.	\$0	
Subtotal:		\$0	

Mechanical

Item No	Description	Est. Cost	Date Completed
<i>Recommended By: Steward Machine Co. Inspection Type: In-Depth Mechanical Date of Recommendation: 2010</i>			
1	Replace the couplings on the center lock drive machinery.	\$20,000	
2	Restore the fits on the center lock drive mechanisms.	\$15,000	
Subtotal:		\$35,000	

Total All: \$35,000

*WSDOT Bridge Preservation Office
Movable Bridge Rehabilitation Recommendations*

Snohomish River Bridge

529/10W

Northwest Region

Mechanical

Item No	Description	Est. Cost	Date Completed
<i>Recommended By: Stafford Bandlow Inspection Type: Misc. Mechanical Date of Recommendation: 2010</i>			
1	Replace all counterweight trunnion shafts, bearings, sheaves and wire ropes by April 2012.	\$1,850,000	
		Subtotal:	\$1,850,000
		Total All:	\$1,850,000

WSDOT Bridge Preservation Office
Movable Bridge Rehabilitation Recommendations

Steamboat Slough Bridge

529/20E

Northwest Region

Electrical

Item No	Description	Est. Cost	Date Completed
<i>Recommended By:</i> Hardesty & Hanover <i>Inspection Type:</i> In-Depth Electrical <i>Date of Recommendation:</i> 2005			
1	No recommended rehabilitation items given in this inspection report.	\$0	
		Subtotal:	\$0

Mechanical

Item No	Description	Est. Cost	Date Completed
<i>Recommended By:</i> Hardesty & Hanover <i>Inspection Type:</i> In-Depth Mechanical <i>Date of Recommendation:</i> 2005			
1	Repair the End Lift Upper Wheel pin bores in the support steel.	\$45,000	
		Subtotal:	\$45,000

Total All: \$45,000

WSDOT Bridge Preservation Office
Movable Bridge Rehabilitation Recommendations

Steamboat Slough Bridge

529/20W

Northwest Region

Electrical

Item No	Description	Est. Cost	Date Completed
<i>Recommended By:</i> Hardesty & Hanover <i>Inspection Type:</i> In-Depth Electrical <i>Date of Recommendation:</i> 2005			
1	No recommended rehabilitation items given in this inspection report.	\$0	
		Subtotal:	\$0

Mechanical

Item No	Description	Est. Cost	Date Completed
<i>Recommended By:</i> Hardesty & Hanover <i>Inspection Type:</i> In-Depth Mechanical <i>Date of Recommendation:</i> 2005			
1	Rebalance the span.	\$20,000	
2	Rehabilitate the end lift machinery.	\$200,000	
3	Structural analysis of swing span. (Cost estimate not given, is engineering cost.)	\$0	
		Subtotal:	\$220,000
			Total All: \$220,000

P2 Bridge Preservation - Concrete Deck Repair / Overlay Projects

2013-15 Bien Priority Array

(Sorted by Priority Number)



13-15 #	Bridge Number	Bridge Name	Mile post	Region	Width	Length	Total\$'s
1	18/17S	GREEN R (NEELEY BRIDGE)	6.62	Northwest	29.5	371	\$1,235,000
1	90/78N	SR 18 OC	25.66	Northwest	70.0	158	\$906,000
2	5/534A	N-W RAMP AIRPORT W. OC	161.27	Northwest	43.0	636	\$2,096,820
2	5/534N-W	N-W RAMP RR OC	161.27	Northwest	21.0	291	\$465,960
2	5/534S-W	S-W RAMP LUCILE ST OC	161.28	Northwest	31.0	550	\$1,320,220
2	5/536N-W	NB I5 to WB W SEA FRWY	162.98	Northwest	21.0	1722	\$2,005,000
2	203/104	DRAINAGE OVERFLOW	22.05	Northwest	26.0	89	\$633,000
2	203/106	SKYKOMISH R	23.20	Northwest	28.0	582	\$1,724,000
12	18/31N	HOLDER CR HOBART RD OC	20.34	Northwest	40.3	304	\$830,030
21	9/315	N FK NOOKSACK R U S	78.87	Northwest	26.0	410	\$929,726
25	5/537E-E	6TH-N RAMP BR	162.98	Northwest	18.6	228	\$339,932
27	5/570	LAKE WASH SHIP CANAL	169.63	Northwest	174.0	4429	\$35,000,000
30	5/509W	S 272ND ST OC	146.81	Northwest	90.3	151	\$1,336,400
33	5/720W	SAMISH R	234.04	Northwest	33.5	187	\$626,400
38	5/537N	SPOKANE ST WB OVER I-5	162.99	Northwest	28.0	2885	\$8,078,000
40	542/31	CORNELL CR	32.51	Northwest	23.0	121	\$278,300
42	542/33	GLACIER CR	33.49	Northwest	26.0	84	\$218,400
46	5/539W	SB VIADUCT STA 2075	162.98	Northwest	68.0	6622	\$11,848,921
Total Number of Bridges = 18					Totals \$ =		\$69,872,110



P2 Bridge Preservation - Concrete Deck Repair / Overlay Projects



2013-15 Bien Priority Array

(Sorted by Bridge Number)



13-15 #	Bridge Number	Bridge Name	Mile post	Region	Width	Length	Total\$'s
30	5/509W	S 272ND ST OC	146.81	Northwest	90.3	151	\$1,336,400
2	5/534A	N-W RAMP AIRPORT W. OC	161.27	Northwest	43.0	636	\$2,096,820
2	5/534N-W	N-W RAMP RR OC	161.27	Northwest	21.0	291	\$465,960
2	5/534S-W	S-W RAMP LUCILE ST OC	161.28	Northwest	31.0	550	\$1,320,220
2	5/536N-W	NB I5 to WB W SEA FRWY	162.98	Northwest	21.0	1722	\$2,005,000
25	5/537E-E	6TH-N RAMP BR	162.98	Northwest	18.6	228	\$339,932
38	5/537N	SPOKANE ST WB OVER I-5	162.99	Northwest	28.0	2885	\$8,078,000
46	5/539W	SB VIADUCT STA 2075	162.98	Northwest	68.0	6622	\$11,848,921
27	5/570	LAKE WASH SHIP CANAL	169.63	Northwest	174.0	4429	\$35,000,000
33	5/720W	SAMISH R	234.04	Northwest	33.5	187	\$626,400
21	9/315	N FK NOOKSACK R U S	78.87	Northwest	26.0	410	\$929,726
1	18/17S	GREEN R (NEELEY BRIDGE)	6.62	Northwest	29.5	371	\$1,235,000
12	18/31N	HOLDER CR HOBART RD OC	20.34	Northwest	40.3	304	\$830,030
1	90/78N	SR 18 OC	25.66	Northwest	70.0	158	\$906,000
2	203/104	DRAINAGE OVERFLOW	22.05	Northwest	26.0	89	\$633,000
2	203/106	SKYKOMISH R	23.20	Northwest	28.0	582	\$1,724,000
40	542/31	CORNELL CR	32.51	Northwest	23.0	121	\$278,300
42	542/33	GLACIER CR	33.49	Northwest	26.0	84	\$218,400
Total Number of Bridges = 18					Totals \$ =		\$69,872,110





<p style="text-align: center;">BRIDGE DATA</p> <p>BRIDGE NUMBER: 5/534N-W MP: 161.27 BRIDGE NAME: N-W RAMP RR OC REGION: Northwest YEAR BUILT / YR WIDENED: 1967 SUFFICIENCY RATING: 91.66 BRIDGE TYPE: CBox BRIDGE WIDTH: 21.0 ft. BRIDGE LENGTH: 291 ft. AVERAGE DAILY TRAFFIC: 4,416 NUMBER OF LANES: 1 SIDEWALK / CURB WIDTH: 1.3 Lt 1.3 Rt CURB HEIGHT: in</p>	<p style="text-align: center;">BRIDGE PHOTO</p> 														
<p style="text-align: center;">PAVING VERTICAL CLEARANCE</p> <p>VC to pavement under bridge: Not Available VC over bridge deck: Not Available</p>	<p style="text-align: center;">WEARING SURFACE or DECK PROTECTION</p> <p>SURFACE TYPE: original concrete 1ST YEAR BRIDGE OVERLAY OVERLAY CONTRACT HISTORY</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:25%;">1/1/2004</td> <td style="width:25%;">016695</td> <td style="width:50%;">REMOVE THIN PC OVERLAY</td> </tr> <tr> <td>3/16/1990</td> <td>013737</td> <td>THIN PC OVERLAY</td> </tr> </table>	1/1/2004	016695	REMOVE THIN PC OVERLAY	3/16/1990	013737	THIN PC OVERLAY								
1/1/2004	016695	REMOVE THIN PC OVERLAY													
3/16/1990	013737	THIN PC OVERLAY													
<p style="text-align: center;">BRIDGE RAIL</p> <p>BRIDGE RAIL TYPE: Conc Base - Type R RAIL MEETS CURRENT STANDARDS? YES RAIL CONTRACT HISTORY</p>	<p style="text-align: center;">BRIDGE RESURFACING / DECK COMMENTS</p> <p>A 3/8 inch polymer overlay was applied in 1990 (Sika-epoxy) and was removed in 2004.</p> <p>This bridge has nearly 0.5% of the deck with patching and delaminations. In other cases we would wait to schedule a protective overlay until the amount is over 2% but this bridge is connected to Bridge 5/534S-W and 5/534N-W so all three bridges must be included together in the same project.</p>														
<p style="text-align: center;">EXPANSION JOINTS</p> <p>Coordinate with your Region's Maintenance Office to determine if any repairs are required. No modifications required at this time.</p> <p>EXPANSION JOINT CONTRACT HISTORY</p>															
<p>BRG NUMBER: 5 / 534N-W BRIDGE DECK HMA PAVING DESIGN OPTIONS Max. Bridge HMA Depth:</p>															
<table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">DESCRIPTION</th> <th rowspan="2">PAVING CLASSIFICATION</th> <th rowspan="2">EXISTING HMA DEPTH</th> <th colspan="2">MAX. PLANE DEPTH</th> <th rowspan="2">PAVING HMA DEPTH</th> </tr> <tr> <th>PART./FULL</th> <th>DEPTH</th> </tr> </thead> <tbody> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </tbody> </table>		DESCRIPTION	PAVING CLASSIFICATION	EXISTING HMA DEPTH	MAX. PLANE DEPTH		PAVING HMA DEPTH	PART./FULL	DEPTH						
DESCRIPTION	PAVING CLASSIFICATION				EXISTING HMA DEPTH	MAX. PLANE DEPTH		PAVING HMA DEPTH							
		PART./FULL	DEPTH												
<p style="text-align: center;">BRIDGE CONTACTS</p> <p>Bridge Projects and Design Ron Lewis 360.705.7396 Bridge Rail/Barrier and Retrofit David Sawahata 360.705.6941 Vertical Clearance George Comstock 360.570.2540 BCRs - Brg HMA - P2 Bruce Thill 360.705.7393 Bridge Website: http://wwwi.wsdot.wa.gov/eesc/bridge/</p>	<p>See Bridge website for information on Bridge HMA Overlay Policies/Specs, Scoping, Region Design, and Construction Inspection: http://wwwi.wsdot.wa.gov/eesc/bridge/bridgeoverlays/</p> <p>REVIEWED BY: <i>Bruce Thill</i> DATE: 6/21/2011</p>														



<p style="text-align: center;">BRIDGE DATA</p> <p>BRIDGE NUMBER: 5/534S-W MP: 161.28 BRIDGE NAME: S-W RAMP OVER LUCILE ST REGION: Northwest YEAR BUILT / YR WIDENED: 1967 SUFFICIENCY RATING: 69.86 SD BRIDGE TYPE: CBox BRIDGE WIDTH: 31.0 ft. BRIDGE LENGTH: 550 ft. AVERAGE DAILY TRAFFIC: 12,901 NUMBER OF LANES: 2 SIDEWALK / CURB WIDTH: 1.5 Lt 1.5 Rt CURB HEIGHT: in</p>	<p style="text-align: center;">BRIDGE PHOTO</p> 														
<p style="text-align: center;">PAVING VERTICAL CLEARANCE</p> <p>VC to pavement under bridge: Not Available VC over bridge deck: Not Available</p>	<p style="text-align: center;">WEARING SURFACE or DECK PROTECTION</p> <p>SURFACE TYPE: original concrete 1ST YEAR BRIDGE OVERLAY OVERLAY CONTRACT HISTORY</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:25%;">1/1/2004</td> <td style="width:25%;">016695</td> <td style="width:50%;">REMOVE THIN PC OVERLAY</td> </tr> <tr> <td>3/16/1990</td> <td>013737</td> <td>THIN PC OVERLAY</td> </tr> </table>	1/1/2004	016695	REMOVE THIN PC OVERLAY	3/16/1990	013737	THIN PC OVERLAY								
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<p style="text-align: center;">BRIDGE RAIL</p> <p>BRIDGE RAIL TYPE: Conc Base - Type R RAIL MEETS CURRENT STANDARDS? YES RAIL CONTRACT HISTORY</p>	<p style="text-align: center;">BRIDGE RESURFACING / DECK COMMENTS</p> <p>Deck Rehabilitation: Place 1.5" modified concrete overlay using hydromilling. Expansion Joint modification is required.</p>														
<p style="text-align: center;">EXPANSION JOINTS</p> <p>Coordinate with your Region's Maintenance Office to determine if any repairs are required. No modifications required at this time.</p> <p>EXPANSION JOINT CONTRACT HISTORY</p>															
<p>BRG NUMBER: 5 / 534S-W BRIDGE DECK HMA PAVING DESIGN OPTIONS Max. Bridge HMA Depth:</p>															
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<p style="text-align: center;">BRIDGE DATA</p> <p>BRIDGE NUMBER: 5/536N-W MP: 162.98 BRIDGE NAME: NB 15 to WB W SEA FRWY REGION: Northwest YEAR BUILT / YR WIDENED: 1967 SUFFICIENCY RATING: 75.02 SD BRIDGE TYPE: CBOX BRIDGE WIDTH: 21.0 ft. BRIDGE LENGTH: 1,722 ft. AVERAGE DAILY TRAFFIC: 15,185 NUMBER OF LANES: 1 SIDEWALK / CURB WIDTH: 1.5 Lt 1.5 Rt CURB HEIGHT: in</p>	<p style="text-align: center;">BRIDGE PHOTO</p> 														
<p style="text-align: center;">PAVING VERTICAL CLEARANCE</p> <p>VC to pavement under bridge: Not Available VC over bridge deck: Not Available</p>	<p style="text-align: center;">WEARING SURFACE or DECK PROTECTION</p> <p>SURFACE TYPE: original concrete 1ST YEAR BRIDGE OVERLAY OVERLAY CONTRACT HISTORY</p>														
<p style="text-align: center;">BRIDGE RAIL</p> <p>BRIDGE RAIL TYPE: Conc Base - Type R RAIL MEETS CURRENT STANDARDS? YES RAIL CONTRACT HISTORY</p>	<p style="text-align: center;">BRIDGE RESURFACING / DECK COMMENTS</p> <p>This structure has extremely large laminar spalling that is unique and the cause has yet to be determined.</p> <p>We recommend using a Hydromilling machine for scarifying and applying a 1.5" modified concrete overlay.</p> <p>Expansion Joints modification is required.</p>														
<p style="text-align: center;">EXPANSION JOINTS</p> <p>The steel sliding expansion joints need to be replaced.</p> <p>EXPANSION JOINT CONTRACT HISTORY</p>															
<p>BRG NUMBER: 5 / 536N-W BRIDGE DECK HMA PAVING DESIGN OPTIONS Max. Bridge HMA Depth:</p>															
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<p style="text-align: center;">BRIDGE DATA</p> <p>BRIDGE NUMBER: 5/570 MP: 169.63 BRIDGE NAME: LAKE WASH SHIP CANAL REGION: Northwest YEAR BUILT / YR WIDENED: 1962 SUFFICIENCY RATING: 52.99 FO BRIDGE TYPE: STrus CBox CS BRIDGE WIDTH: 174.0 ft. BRIDGE LENGTH: 4,429 ft. AVERAGE DAILY TRAFFIC: 198,025 NUMBER OF LANES: 12 SIDEWALK / CURB WIDTH: 0.0 Lt 0.7 Rt CURB HEIGHT: in</p>	<p style="text-align: center;">BRIDGE PHOTO</p> 														
<p style="text-align: center;">PAVING VERTICAL CLEARANCE</p> <p>VC to pavement under bridge: Not Available VC over bridge deck: Not Available</p>	<p style="text-align: center;">WEARING SURFACE or DECK PROTECTION</p> <p>SURFACE TYPE: LMC Overlay 1ST YEAR BRIDGE OVERLAY 1985 OVERLAY CONTRACT HISTORY</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:25%;">3/1/1985</td> <td style="width:25%;">012878</td> <td style="width:50%;">LMC OVERLAY</td> </tr> <tr> <td>5/1/1984</td> <td>012688</td> <td>LMC OVERLAY - NB</td> </tr> </table>	3/1/1985	012878	LMC OVERLAY	5/1/1984	012688	LMC OVERLAY - NB								
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<p style="text-align: center;">BRIDGE RAIL</p> <p>BRIDGE RAIL TYPE: New Jersey Barrier RAIL MEETS CURRENT STANDARDS? YES RAIL CONTRACT HISTORY</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:25%;">10/1/1986</td> <td style="width:25%;">013194</td> <td style="width:50%;">NEW JERSEY BARRIER</td> </tr> <tr> <td>4/1/1970</td> <td>008790</td> <td>TYPE-R RAIL RETROFIT</td> </tr> </table>	10/1/1986	013194	NEW JERSEY BARRIER	4/1/1970	008790	TYPE-R RAIL RETROFIT	<p style="text-align: center;">BRIDGE RESURFACING / DECK COMMENTS</p> <p>The upper deck has a LMC overlay that was applied in 1984. The combination of rutting and maintenance patching will likely require the modified concrete to need to be replaced by 2020.</p> <p>The lower deck does not have an overlay. A 3/4" polyester may be used to overlay this deck.</p>								
10/1/1986	013194	NEW JERSEY BARRIER													
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<p>BRG NUMBER: 5 / 570 BRIDGE DECK HMA PAVING DESIGN OPTIONS Max. Bridge HMA Depth:</p>															
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<p style="text-align: center;">BRIDGE DATA</p> <p>BRIDGE NUMBER: 9/315 MP: 78.87 BRIDGE NAME: N FK NOOKSACK R U S REGION: Northwest YEAR BUILT / YR WIDENED: 1954 SUFFICIENCY RATING: 44.48 SD BRIDGE TYPE: STrus CTB BRIDGE WIDTH: 26.0 ft. BRIDGE LENGTH: 410 ft. AVERAGE DAILY TRAFFIC: 3,600 NUMBER OF LANES: 2 SIDEWALK / CURB WIDTH: 2.5 Lt 2.5 Rt CURB HEIGHT: in</p>	<p style="text-align: center;">BRIDGE PHOTO</p> 														
<p style="text-align: center;">PAVING VERTICAL CLEARANCE</p> <p>VC to pavement under bridge: Not Available VC over bridge deck: Not Available</p>	<p style="text-align: center;">WEARING SURFACE or DECK PROTECTION</p> <p>SURFACE TYPE: 3/8" Polymer Overlay 1ST YEAR BRIDGE OVERLAY 1993 OVERLAY CONTRACT HISTORY</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:33%;">5/1/1993</td> <td style="width:33%;">014264</td> <td style="width:33%;">THIN PC OVERLAY</td> </tr> </table>	5/1/1993	014264	THIN PC OVERLAY											
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<p style="text-align: center;">BRIDGE RAIL</p> <p>BRIDGE RAIL TYPE: Steel Post - Thrie Beam RAIL MEETS CURRENT STANDARDS? YES RAIL CONTRACT HISTORY</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width:33%;">5/1/1993</td> <td style="width:33%;">014264</td> <td style="width:33%;">THRIE BEAM RETROFIT</td> </tr> </table>	5/1/1993	014264	THRIE BEAM RETROFIT	<p style="text-align: center;">BRIDGE RESURFACING / DECK COMMENTS</p> <p>A 3/8" Polymer overlay (Degussa-MMA) was applied to the concrete deck in 1993.</p> <p>Bridge Inspection data indicates over 6% of the overlay has deterioration and it is estimated that over 3% of the concrete deck has deterioration.</p> <p>We recommend hydromilling 1" of the existing concrete deck and applying a 1.5" modified concrete overlay.</p>											
5/1/1993	014264	THRIE BEAM RETROFIT													
<p style="text-align: center;">EXPANSION JOINTS</p> <p>Coordinate with your Region's Maintenance Office to determine if any repairs are required.</p> <p>EXPANSION JOINT CONTRACT HISTORY</p> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="height: 40px;"> </td> </tr> </table>															
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<p style="text-align: center;">BRIDGE DATA</p> <p>BRIDGE NUMBER: 18/17S MP: 6.62 BRIDGE NAME: GREEN R (NEELEY BRIDGE) REGION: Northwest YEAR BUILT / YR WIDENED: 1959 SUFFICIENCY RATING: 35.45 SD BRIDGE TYPE: STrus CBox BRIDGE WIDTH: 29.5 ft. BRIDGE LENGTH: 371 ft. AVERAGE DAILY TRAFFIC: 23,922 NUMBER OF LANES: 2 SIDEWALK / CURB WIDTH: 0.0 Lt 0.0 Rt CURB HEIGHT: in</p>	<p style="text-align: center;">BRIDGE PHOTO</p> 																				
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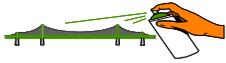


<p style="text-align: center;">BRIDGE DATA</p> <p>BRIDGE NUMBER: 542/33 MP: 33.49 BRIDGE NAME: GLACIER CR REGION: Northwest YEAR BUILT / YR WIDENED: 1956 SUFFICIENCY RATING: 48.98 FO BRIDGE TYPE: SG BRIDGE WIDTH: 26.0 ft. BRIDGE LENGTH: 84 ft. AVERAGE DAILY TRAFFIC: 1,720 NUMBER OF LANES: 2 SIDEWALK / CURB WIDTH: 0.0 Lt 0.0 Rt CURB HEIGHT: in</p>	<p style="text-align: center;">BRIDGE PHOTO</p> 																		
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7/1/2004	016821	THRIE BEAM RETROFIT																	
2/1/1985	012865	TYPE 6 BR RAIL																	
<p style="text-align: center;">EXPANSION JOINTS</p> <p>Coordinate with your Region's Maintenance Office to determine if any repairs are required.</p> <p>EXPANSION JOINT CONTRACT HISTORY</p> <table border="1" style="width:100%; height: 40px; border-collapse: collapse;"> <tr> <td style="width:33%;"></td> <td style="width:33%;"></td> <td style="width:33%;"></td> </tr> </table>																			
<p>BRG NUMBER: 542 / 033 Max. Bridge HMA Depth:</p> <p style="text-align: center;">BRIDGE DECK HMA PAVING DESIGN OPTIONS</p> <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">DESCRIPTION</th> <th rowspan="2">PAVING CLASSIFICATION</th> <th rowspan="2">EXISTING HMA DEPTH</th> <th colspan="2">MAX. PLANE DEPTH</th> <th rowspan="2">PAVING HMA DEPTH</th> </tr> <tr> <th>PART./FULL</th> <th>DEPTH</th> </tr> </thead> <tbody> <tr> <td></td> <td></td> <td style="text-align: center;">0.13</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>						DESCRIPTION	PAVING CLASSIFICATION	EXISTING HMA DEPTH	MAX. PLANE DEPTH		PAVING HMA DEPTH	PART./FULL	DEPTH			0.13			
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			PART./FULL	DEPTH															
		0.13																	
<p style="text-align: center;">BRIDGE CONTACTS</p> <p>Bridge Projects and Design Ron Lewis 360.705.7396 Bridge Rail/Barrier and Retrofit David Sawahata 360.705.6941 Vertical Clearance George Comstock 360.570.2540 BCRs - Brg HMA - P2 Bruce Thill 360.705.7393 Bridge Website: http://wwwi.wsdot.wa.gov/eesc/bridge/</p>	<p>See Bridge website for information on Bridge HMA Overlay Policies/Specs, Scoping, Region Design, and Construction Inspection: http://wwwi.wsdot.wa.gov/eesc/bridge/bridgeoverlays/</p> <p>REVIEWED BY: <i>Bruce Thill</i> DATE: 7/12/2011</p>																		

P2 Bridge Preservation - Steel Bridge Painting Projects

2013-15 Bien Priority Array

(Sorted by Priority Number)



13-15 #	Bridge Number	Bridge Name	Mile Post	Region	Yr Work Planned	Total Project\$
4	5/828W	NOOKSACK R	263.05	Northwest	2014	\$1,407,000
5	5/828E	NOOKSACK R	263.05	Northwest	2014	\$1,554,000
12	18/17S	GREEN R (NEELEY BRIDGE)	6.62	Northwest	2014	\$1,281,000
13	99/560	AURORA AVE-G WASH MEM	34.17	Northwest	2014	\$50,000,000
14	90/25S	LACEY V. MURROW BRIDGE	4.47	Northwest	2018	\$18,850,000
26	9/118	SNOHOMISH R	9.17	Northwest	2018	\$2,240,000
27	202/60	SNOQUALMIE R	26.00	Northwest	2018	\$1,491,000
28	9/122	SR 9 OC, BICKFORD AVE	10.87	Northwest	2018	\$196,000
29	5/670W	STILLAGUAMISH R	209.35	Northwest	2018	\$2,846,250
32	5/532W	SB VIADUCT STA 1918	160.07	Northwest	2020	\$1,146,750
33	5/650W	EBEY SL BN RY SR 529 OC	198.51	Northwest	2020	\$1,223,750
38	410/101	WHITE R	21.99	Northwest	2020	\$1,673,000
39	99/538	SPOKANE ST OC	28.61	Northwest	2020	\$863,500
40	167/127W	BN RR OC (NP)	20.96	Northwest	2020	\$412,500
41	167/127E	BN RR OC (NP)	20.96	Northwest	2020	\$412,500
48	2/40	S FK SKYKOMISH R	35.21	Northwest	2022	\$1,652,000
49	20/204	DECEPTION PASS	41.81	Northwest	2022	\$7,592,000
55	20/244	SCOTT PAPER RD OVR SR 20	76.94	Northwest	2024	\$200,000
56	5/526.1	ARCHIE CODIGA BRIDGE	156.48	Northwest	2024	\$682,000
59	202/66	S FK SNOQUALMIE R	29.50	Northwest	2024	\$214,500
Total Number of Bridges = 20					Total Project \$ =	\$95,937,750

P2 Bridge Preservation - Steel Bridge Painting Projects

2013-15 Bien Priority Array

(Sorted by Bridge Number)



13-15 #	Bridge Number	Bridge Name	Mile Post	Region	Yr Work Planned	Total Project\$
48	2/40	S FK SKYKOMISH R	35.21	Northwest	2022	\$1,652,000
56	5/526.1	ARCHIE CODIGA BRIDGE	156.48	Northwest	2024	\$682,000
32	5/532W	SB VIADUCT STA 1918	160.07	Northwest	2020	\$1,146,750
33	5/650W	EBEY SL BN RY SR 529 OC	198.51	Northwest	2020	\$1,223,750
29	5/670W	STILLAGUAMISH R	209.35	Northwest	2018	\$2,846,250
5	5/828E	NOOKSACK R	263.05	Northwest	2014	\$1,554,000
4	5/828W	NOOKSACK R	263.05	Northwest	2014	\$1,407,000
26	9/118	SNOHOMISH R	9.17	Northwest	2018	\$2,240,000
28	9/122	SR 9 OC, BICKFORD AVE	10.87	Northwest	2018	\$196,000
12	18/17S	GREEN R (NEELEY BRIDGE)	6.62	Northwest	2014	\$1,281,000
49	20/204	DECEPTION PASS	41.81	Northwest	2022	\$7,592,000
55	20/244	SCOTT PAPER RD OVR SR 20	76.94	Northwest	2024	\$200,000
14	90/25S	LACEY V. MURROW BRIDGE	4.47	Northwest	2018	\$18,850,000
39	99/538	SPOKANE ST OC	28.61	Northwest	2020	\$863,500
13	99/560	AURORA AVE-G WASH MEM	34.17	Northwest	2014	\$50,000,000
41	167/127E	BN RR OC (NP)	20.96	Northwest	2020	\$412,500
40	167/127W	BN RR OC (NP)	20.96	Northwest	2020	\$412,500
27	202/60	SNOQUALMIE R	26.00	Northwest	2018	\$1,491,000
59	202/66	S FK SNOQUALMIE R	29.50	Northwest	2024	\$214,500
38	410/101	WHITE R	21.99	Northwest	2020	\$1,673,000
Total Number of Bridges = 20					Total Project \$ =	\$95,937,750



Steel Bridge Paint Form

2013-15 Biennium Priorities

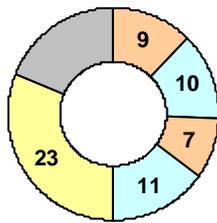


Bridge Number: 2 / 40		Bridge Name: S FK SKYKOMISH R		Milepost: 35.21	Region: Northwest
Year Built 1933	Bridge Type: ST CTB	Steel Span Length: 240 ft.	Width (curb-curb): 24 ft.	Steel Tonnage: 236	
Paint Age: 23	Paint Color: Evergreen	Steel Surf. Area: 35,400 sqft	BMS Cond State 2: 2,500 sqft	BMS Cond State 3: 1,000 sqft	
Next Paint Year: 2022	2013-15 Rank: 48	Past Due / Due / OK Due	CPMS Ad date:	Paint Pin Number:	Future Paint Cost: \$1,652,000

Past Paint History

Years	Cycle
1988	11
1977	7
1970	10
1960	9
1951	

Painting Cycle



■ = Current Paint Age



Bridge Inspection Notes:

Painted stringers, floorbeams, and truss has some peeling and curling paint. Paint protection has failed at the floorbeam and stringer top flange to deck interface. Rust with section loss, up to 5%, in top flanges of the stringers at interface with the deck. Floorbeams top flanges show up to 10% section loss.

Steel Bridge Paint Form

2013-15 Biennium Priorities

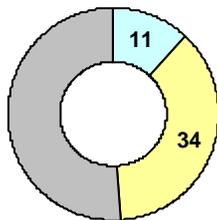


Bridge Number: 5 / 526.1		Bridge Name: ARCHIE CODIGA BRIDGE		Milepost: 156.48	Region: Northwest
Year Built 1966	Bridge Type: SB TTT		Steel Span Length: 645 ft.	Width (curb-curb): 26 ft.	Steel Tonnage: 248
Paint Age: 34	Paint Color: 26307 Light Gray	Steel Surf. Area: 27,280 sqft	BMS Cond State 2: 1,400 sqft	BMS Cond State 3: 1,300 sqft	
Next Paint Year: 2024	2013-15 Rank: 56	Past Due / Due / OK Due	CPMS Ad date:	Paint Pin Number:	Future Paint Cost: \$682,000

Past Paint History

Years	Cycle
1977	11
1966	

Painting Cycle



= Current Paint Age



Bridge Inspector's Notes:

Top flange rust in exterior stringers at sidewalk joints. Rust blooms in both top and bottom flanges. Large piles of pigeon guano on bottom lateral gusset plates. Fire damage at east abutment burnt an area of the paint but no significant damage. Peeling paint is more prevalent in Spans 1 and 2.

Bridge Office Recommendation:

Contain steel spans, use a SP7 Sweep blast, overcoat with a 2 coat moisture cured urethane.

Estimate Bridge Item costs using \$20/SF steel area. Total cost = Br\$ x 1.5

Steel Bridge Paint Form

2013-15 Biennium Priorities

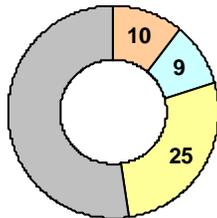


Bridge Number: 5 / 532W		Bridge Name: SB VIADUCT STA 1918		Milepost: 160.07	Region: Northwest
Year Built 1967	Bridge Type: SG		Steel Span Length: 529 ft.	Width (curb-curb): 76.9 ft.	Steel Tonnage: 417
Paint Age: 25	Paint Color: 26307 Light Gray	Steel Surf. Area: 45,870 sqft	BMS Cond State 2: 2,300 sqft	BMS Cond State 3: 800 sqft	
Next Paint Year: 2020	2013-15 Rank: 32	Past Due / Due / OK Due	CPMS Ad date:	Paint Pin Number:	Future Paint Cost: \$1,146,750

Past Paint History

Years	Cycle
1986	9
1977	10
1967	

Painting Cycle



= Current Paint Age



No Photo Available

This bridge was widened as part of contract #14543. Two new steel beams were added to the west outside of the bridge (131 tons). These new beams have a paint thickness of 7.0mils and used a "Washington Gray" color. The next paint project on this bridge should exclude the new beam since it was painted with a zinc primer and moisture cured urethane top coat.

Bridge Inspection Notes:

The paint is chalky throughout with areas that are peeling and flaking, especially along the bottom of the girder top flanges. There are many areas of spot rusting.

Steel Bridge Paint Form

2013-15 Biennium Priorities

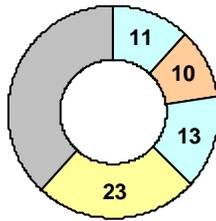


Bridge Number: 5 / 650W		Bridge Name: EBEY SL BN RY SR 529 OC		Milepost: 198.51	Region: Northwest
Year Built 1954	Bridge Type: SG CTB		Steel Span Length: 300 ft.	Width (curb-curb): 54 ft.	Steel Tonnage: 445
Paint Age: 23	Paint Color: 26307 Light Gray	Steel Surf. Area: 48,950 sqft	BMS Cond State 2: 2,500 sqft	BMS Cond State 3: 250 sqft	
Next Paint Year: 2020	2013-15 Rank: 33	Past Due / Due / OK Due	CPMS Ad date:	Paint Pin Number:	Future Paint Cost: \$1,223,750

Past Paint History

Years	Cycle
1988	13
1975	10
1965	11
1954	23

Painting Cycle



■ = Current Paint Age



The inspection report says:

"A few small areas of missing paint on the bottom flanges. Light top flange rust on beams and cross brace channels below the deck slab joint over piers 24 and 25. Pigeon nests and guano on lateral gusset plates and bottom flanges. Center wind locks over plate under south link & pins in span 24 is rusted and jammed with 5/8" of rust pack."

The cost to replace the steel spans is approximately 54'x 300'x \$400/SF = \$6.5 million.

Steel Bridge Paint Form

2013-15 Biennium Priorities

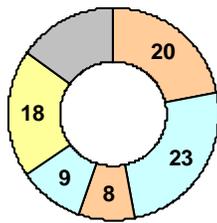


Bridge Number: 5 / 670W		Bridge Name: STILLAGUAMISH R		Milepost: 209.35	Region: Northwest
Year Built 1933	Bridge Type: ST CTB		Steel Span Length: 600 ft.	Width (curb-curb): 48 ft.	Steel Tonnage: 759
Paint Age: 18	Paint Color: Steel Gray	26329	Steel Surf. Area: 113,850 sqft	BMS Cond State 2: 3,500 sqft	BMS Cond State 3: 1,000 sqft
Next Paint Year: 2018	2013-15 Rank: 29	Past Due / Due / OK Due	CPMS Ad date:	Paint Pin Number:	Future Paint Cost: \$2,846,250

Past Paint History

Years	Cycle
1993	9
1984	8
1976	23
1953	20
1933	

Painting Cycle



■ = Current Paint Age



The 1993 painting contract was one of the first in the state that required the containment and disposal of the abrasives used to prepare the steel surfaces. The inspection report says that there is "small rust blooms scattered throughout. Some rust at bottom gusset connections to the bottom chord. Rust staining on top flanges of stringers and floorbeams." As part of the cost estimate for the next painting project, an assumption of 15% of the total steel area will need abrasive blasting.

The bridge deck is scheduled to be replaced in the 2013-15 biennium. The bridge painting should follow the deck replacement in a separate project.

Steel Bridge Paint Form

2013-15 Biennium Priorities

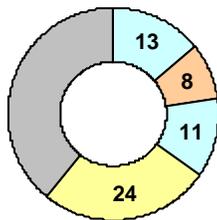


Bridge Number: 5 / 828E		Bridge Name: NOOKSACK R		Milepost: 263.05	Region: Northwest
Year Built 1955	Bridge Type: ST CTB		Steel Span Length: 220 ft.	Width (curb-curb): 28 ft.	Steel Tonnage: 222
Paint Age: 24	Paint Color: 26307 Light Gray	Steel Surf. Area: 28,500 sqft	BMS Cond State 2: 10,000 sqft	BMS Cond State 3: 3,330 sqft	
Next Paint Year: 2014	2013-15 Rank: 5	Past Due / Due / OK Past Due	CPMS Ad date:	Paint Pin Number: 100595E	Future Paint Cost: \$1,600,803

Past Paint History

Years	Cycle
1987	11
1976	8
1968	13
1955	24

Painting Cycle



■ = Current Paint Age



Bridge Inspection Notes:

The paint system is chalking, peeling, and curling. Paint has peeled up to 10% of area to exposed rusty metal. Paint has peeled up to 30% of area without exposed metal.

Steel Bridge Paint Form

2013-15 Biennium Priorities

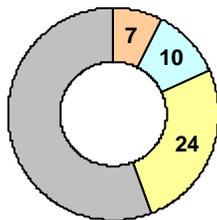


Bridge Number: 5 / 828W		Bridge Name: NOOKSACK R		Milepost: 263.05	Region: Northwest
Year Built 1971	Bridge Type: ST PCB		Steel Span Length: 220 ft.	Width (curb-curb): 38 ft.	Steel Tonnage: 201
Paint Age: 24	Paint Color: 26307 Light Gray	Steel Surf. Area: 30,150 sqft	BMS Cond State 2: 20,000 sqft	BMS Cond State 3: 500 sqft	
Next Paint Year: 2014	2013-15 Rank: 4	Past Due / Due / OK Past Due	CPMS Ad date:	Paint Pin Number: 100595E	Future Paint Cost: \$1,518,244

Past Paint History

Years	Cycle
1987	10
1977	7
1970	

Painting Cycle



■ = Current Paint Age



Bridge Inspection Notes:

STEEL STRINGERS - Some of the ends near the floor beams are rusting in the top flange.

FLOOR BEAMS - Top flange of the floor beams are rusting with up to 5% section loss. The top flange at the ends has the most advanced rusting.

TRUSS BOTTOM CHORD - Pack rust between the bottom lateral gusset plates and the bottom chord with a few starting to bulge. Paint is peeling with over 40% gone exposing the previous paint. The top paint is not adhering to the bottom paint. Pigeon quano noted.

Steel Bridge Paint Form

2013-15 Biennium Priorities

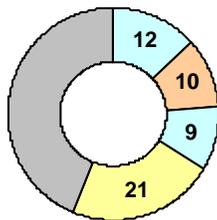


Bridge Number: 9 / 118		Bridge Name: SNOHOMISH R		Milepost: 9.17	Region: Northwest
Year Built 1959	Bridge Type: ST CBOX CTB	Steel Span Length: 300 ft.	Width (curb-curb): 29.3 ft.	Steel Tonnage: 320	
Paint Age: 21	Paint Color: Evergreen	34097	Steel Surf. Area: 48,000 sqft	BMS Cond State 2: 9,435 sqft	BMS Cond State 3: 1,572 sqft
Next Paint Year: 2018	2013-15 Rank: 26	Past Due / Due / OK Past Due	CPMS Ad date:	Paint Pin Number:	Future Paint Cost: \$2,240,000

Past Paint History

Years	Cycle
1990	9
1981	10
1971	12
1959	21

Painting Cycle



■ = Current Paint Age



No Photo Available

Bridge Inspection Notes:

Truss members are moss covered and have peeling paint. Inside faces have more peeling paint than the outside faces. There is bird guano and dirt accumulations up to 3" deep in joint areas. The gray primer is exposed and peeling paint as noted: Top Chord - 80% gone; Diagonals - 40% gone; Bottom Chord - 50% gone.

Full removal of the paint is warranted based on the condition of the existing paint.

Steel Bridge Paint Form

2013-15 Biennium Priorities

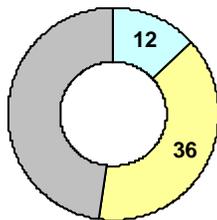


Bridge Number: 9 / 122		Bridge Name: SR 9 OC, BICKFORD AVE		Milepost: 10.87	Region: Northwest
Year Built 1963	Bridge Type: SB TTT		Steel Span Length: 64 ft.	Width (curb-curb): 30 ft.	Steel Tonnage: 28
Paint Age: 36	Paint Color: N/A	N/A	Steel Surf. Area: 3,080 sqft	BMS Cond State 2: 1,500 sqft	BMS Cond State 3: 600 sqft
Next Paint Year: 2018	2013-15 Rank: 28	Past Due / Due / OK Past Due	CPMS Ad date:	Paint Pin Number:	Future Paint Cost: \$196,000

Past Paint History

Years	Cycle
1975	12
1963	

Painting Cycle



■ = Current Paint Age



Bridge Inspector's Notes:

Spots of surface rust throughout. Peeled paint and sheet rust on girder end bottom flanges and on flange edges. Rust freckles on many bolts and end cross bracing elements.

Bridge Office Recommendation:

Use a containment system, prepare steel using SP7 Sweep blast, apply a three coat rust penetrating sealer paint system.

Steel Bridge Paint Form

2013-15 Biennium Priorities

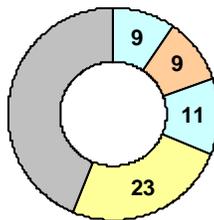


Bridge Number: 18 / 17S		Bridge Name: GREEN R (NEELEY BRIDGE)		Milepost: 6.62	Region: Northwest
Year Built 1959	Bridge Type: ST CBOX	Steel Span Length: 200 ft.	Width (curb-curb): 29.5 ft.	Steel Tonnage: 183	
Paint Age: 23	Paint Color: Evergreen	Steel Surf. Area: 27,450 sqft	BMS Cond State 2: 5,500 sqft	BMS Cond State 3: 3,700 sqft	
Next Paint Year: 2014	2013-15 Rank: 12	Past Due / Due / OK Past Due	CPMS Ad date:	Paint Pin Number:	Future Paint Cost: \$1,281,000

Past Paint History

Years	Cycle
1988	11
1977	9
1968	9
1959	

Painting Cycle



■ = Current Paint Age



Bridge Inspector's notes:

Rusting in sliding joints at stringers and on top flanges of stringer near floor beams. Rusting in several exposed areas at floor beams.

TRUSS: Mossy growth on paint with a few pits and rust blooms. Rust blooms on portals and top sways throughout. Paint peeling off in sheets on W. portal frame.

FLOOR BEAMS: Mud and rust staining on the top flanges, webs and bottom flanges. Sheet rust on the bottom side of the top flange up to 1/8" deep. Top flange has 5-10% section loss, mostly near the end of the floor beams.

Full removal of the paint is warranted based on existing paint condition.

Steel Bridge Paint Form

2013-15 Biennium Priorities

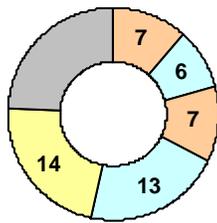


Bridge Number: 20 / 204		Bridge Name: DECEPTION PASS		Milepost: 41.81	Region: Northwest
Year Built 1935	Bridge Type: ST CTB	Steel Span Length: 900 ft.	Width (curb-curb): 22 ft.	Steel Tonnage: 1,168	
Paint Age: 14	Paint Color: Evergreen	Steel Surf. Area: 175,200 sqft	BMS Cond State 2: 87,600 sqft	BMS Cond State 3: 10,260 sqft	
Next Paint Year: 2022	2013-15 Rank: 49	Past Due / Due / OK Due	CPMS Ad date:	Paint Pin Number:	Future Paint Cost: \$7,592,000

Past Paint History

Years	Cycle
1997	13
1984	7
1977	6
1971	7
1954	

Painting Cycle



■ = Current Paint Age



Full removal of the existing paint was required to the floor beams and stringers in the last painting contract.

Up to 10% section loss was noted in the top and bottom flanges of the stringers prior to being painted in 1998. Rust at interface between top flanges and deck. Surface rust with some pitting. Pack rust in the bottom flanges and bearing seats with up to 50% section loss, especially Stringers A and E. There are many areas that are rusting through the paint. Paint preparation and thickness varied greatly throughout the bridge from several layers of paint protection to over spray with no preparation to the metal. Rust stains on several of the members. Surface rust on several of the stringers and truss members.

Steel Bridge Paint Form

2013-15 Biennium Priorities

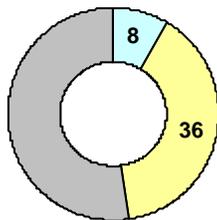


Bridge Number: 20 / 244		Bridge Name: SCOTT PAPER CO RD UC		Milepost: 76.94	Region: Northwest
Year Built 1967	Bridge Type: SB TTT	Steel Span Length: 41 ft.	Width (curb-curb): 14 ft.	Steel Tonnage: 7	
Paint Age: 36	Paint Color: Warm Brown	30099	Steel Surf. Area: 770 sqft	BMS Cond State 2: 77 sqft	BMS Cond State 3: 0 sqft
Next Paint Year: 2024	2013-15 Rank: 55	Past Due / Due / OK Due	CPMS Ad date:	Paint Pin Number:	Future Paint Cost: \$200,000

Past Paint History

Years	Cycle
1975	8
1967	

Painting Cycle



■ = Current Paint Age



No Photo Available

No Photo Available

The last inspection report says there are a few small paint blisters on the web of beam 3C. There is also light top flange rust on all stringers.

Steel Bridge Paint Form

2013-15 Biennium Priorities

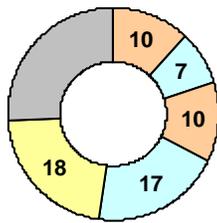


Bridge Number: 90 / 25S		Bridge Name: LACEY V. MURROW BRIDGE		Milepost: 4.24	Region: Northwest
Year Built 1940	Bridge Type: CFP SA ST CBOX S		Steel Span Length: 884 ft.	Width (curb-curb): 52 ft.	Steel Tonnage: 2,900
Paint Age: 18	Paint Color: Wa. Gray	N/A	Steel Surf. Area: 435,000 sqft	BMS Cond State 2: 145,000 sqft	BMS Cond State 3: 0 sqft
Next Paint Year: 2019	2013-15 Rank: 14	Past Due / Due / OK Due	CPMS Ad date:	Paint Pin Number:	Future Paint Cost: \$18,850,000

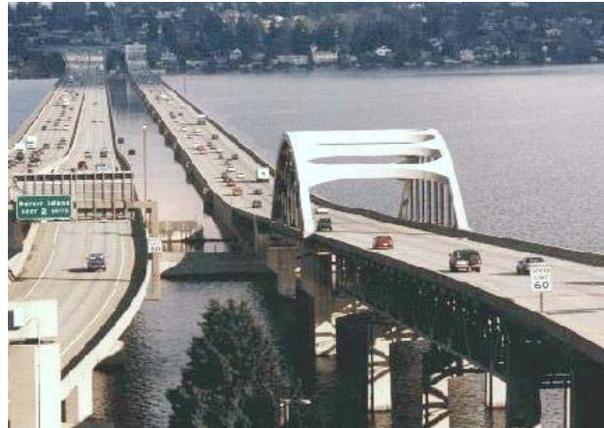
Past Paint History

Years	Cycle
1993	17
1976	10
1966	7
1959	10
1949	

Painting Cycle



■ = Current Paint Age



The steel truss spans were spread apart and rehabilitated as part of the bridge widening project in 1993. Full containment was used during the painting work.

Bridge Inspection Notes:

Exterior stringers in the deck truss have approximately 30% of the surface paint layer flaking off and areas of freckle rust. Stringers in the tied arch spans have approximately 50% of the top coat peeling throughout. Surface layer of paint is flaking off on approximately 5% of the truss members. Approximately 10% of the top coat of paint is peeling off of the outside flanges of the tied arch hangers, and 5% off of the arch ties. All floorbeams in deck truss have top layer of paint flaking off.

Steel Bridge Paint Form

2013-15 Biennium Priorities

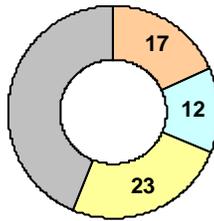


Bridge Number: 99 / 538		Bridge Name: SPOKANE ST OC		Milepost: 29.15	Region: Northwest
Year Built 1959	Bridge Type: SB CBOX TTT	Steel Span Length: 192 ft.	Width (curb-curb): 76 ft.	Steel Tonnage: 314	
Paint Age: 23	Paint Color: 26307 Light Gray	Steel Surf. Area: 34,540 sqft	BMS Cond State 2: 1,500 sqft	BMS Cond State 3: 1,000 sqft	
Next Paint Year: 2020	2013-15 Rank: 39	Past Due / Due / OK Due	CPMS Ad date:	Paint Pin Number:	Future Paint Cost: \$863,500

Past Paint History

Years	Cycle
1988	12
1976	17
1959	

Painting Cycle



■ = Current Paint Age

No Photo Available



No Photo Available

The paint thickness was not specified in contract 13456.

Steel Bridge Paint Form

2013-15 Biennium Priorities

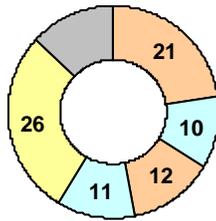


Bridge Number: 99 / 560		Bridge Name: AURORA AVE-G WASH MEM BR		Milepost: 34.14	Region: Northwest
Year Built 1931	Bridge Type: ST CG		Steel Span Length: 1950 ft.	Width (curb-curb): 56.5 ft.	Steel Tonnage: 7,983
Paint Age: 26	Paint Color: 26307 Light Gray	Steel Surf. Area: 1,197,450 sqft	BMS Cond State 2: 957 sqft	BMS Cond State 3: 120 sqft	
Next Paint Year: 2015	2013-15 Rank: 13	Past Due / Due / OK Past Due	CPMS Ad date:	Paint Pin Number: 109947B	Future Paint Cost: \$50,000,000

Past Paint History

Years	Cycle
1985	11
1974	12
1962	10
1952	21
1931	21

Painting Cycle



■ = Current Paint Age



In 1995 (C#14547) 0.75' of the sidewalk and 3.75' of the roadway slab on both sides of the bridge was removed and replaced. The steel supporting this area was rehabilitated and painted with a MC Urethane.

It is assumed that the next painting project will remove the existing paint and prepare the steel to SSPC-SP10 condition then apply a three coat paint system.

Steel Bridge Paint Form

2013-15 Biennium Priorities

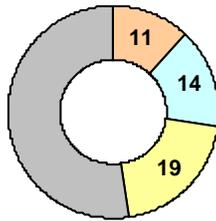


Bridge Number: 167 / 127E		Bridge Name: BN RR OC (NP)		Milepost: 20.96	Region: Northwest
Year Built 1967	Bridge Type: SB		Steel Span Length: 314 ft.	Width (curb-curb): 56 ft.	Steel Tonnage: 150
Paint Age: 19	Paint Color: 26307 Light Gray	Steel Surf. Area: 16,500 sqft	BMS Cond State 2: 2,000 sqft	BMS Cond State 3: 200 sqft	
Next Paint Year: 2020	2013-15 Rank: 41	Past Due / Due / OK Due	CPMS Ad date:	Paint Pin Number:	Future Paint Cost: \$412,500

Past Paint History

Years	Cycle
1992	14
1978	11
1967	

Painting Cycle



■ = Current Paint Age



No Photo Available

The thickness of the paint was not specified in contract 14057.

This bridge was widened as part of contract 14771. There are two new girders placed on the north side and one new girder placed on the south side. These girders should be excluded from the next paint contract.

Bridge Inspection Notes:

There are several areas of thin, peeling paint and spots of surface rust.

Steel Bridge Paint Form

2013-15 Biennium Priorities

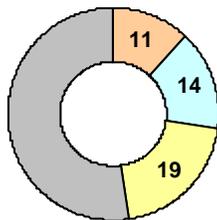


Bridge Number: 167 / 127W		Bridge Name: BN RR OC (NP)		Milepost: 20.96	Region: Northwest
Year Built 1967	Bridge Type: SB		Steel Span Length: 314 ft.	Width (curb-curb): 50 ft.	Steel Tonnage: 150
Paint Age: 19	Paint Color: 26307 Light Gray	Steel Surf. Area: 16,500 sqft	BMS Cond State 2: 800 sqft	BMS Cond State 3: 500 sqft	
Next Paint Year: 2020	2013-15 Rank: 40	Past Due / Due / OK Due	CPMS Ad date:	Paint Pin Number:	Future Paint Cost: \$412,500

Past Paint History

Years	Cycle
1992	14
1978	11
1967	

Painting Cycle



■ = Current Paint Age



The thickness of the paint was not specified in contract 14057. This bridge was widened as part of contract 14771. There are two new girders placed on the south side. These girders should be excluded from the next paint contract.

There are rust blooms throughout, especially on the bottom flanges. There is peeling paint in the webs and bottom flanges. Girders E and F were installed when the bridge was widened in 1998. There are a few spots of rust on the original girders where the paint is thin.

The cost estimate is based on overcoat. The quantity of steel used in 1967 is estimated to be about 14,500 sq ft.

Steel Bridge Paint Form

2013-15 Biennium Priorities

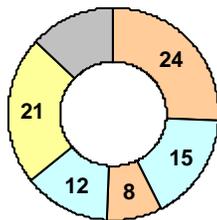


Bridge Number: 202 / 60		Bridge Name: SNOQUALMIE R		Milepost: 26.00	Region: Northwest
Year Built 1931	Bridge Type: ST CTB		Steel Span Length: 220 ft.	Width (curb-curb): 24 ft.	Steel Tonnage: 213
Paint Age: 21	Paint Color: Evergreen	34097	Steel Surf. Area: 31,950 sqft	BMS Cond State 2: 16,000 sqft	BMS Cond State 3: 1,500 sqft
Next Paint Year: 2018	2013-15 Rank: 27	Past Due / Due / OK Past Due	CPMS Ad date:	Paint Pin Number:	Future Paint Cost: \$1,491,000

Past Paint History

Years	Cycle
1990	12
1978	8
1970	15
1955	24
1931	

Painting Cycle



■ = Current Paint Age



The last paint contract (13767) did not specify the thickness of the paint.

Bridge Inspection Notes:

Steel truss has peeling and cracking paint throughout, and rusting in some of the members. Rust in the top and bottom flanges of stringers and floorbeams. Some rust staining along web of sidewalk stringers.

Steel Bridge Paint Form

2013-15 Biennium Priorities

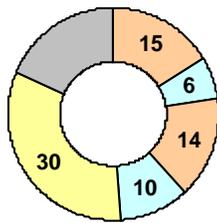


Bridge Number: 202 / 66		Bridge Name: S FK SNOQUALMIE R		Milepost: 29.50	Region: Northwest
Year Built 1936	Bridge Type: SG CS		Steel Span Length: 95 ft.	Width (curb-curb): 24 ft.	Steel Tonnage: 78
Paint Age: 30	Paint Color: 26307 Light Gray	Steel Surf. Area: 8,580 sqft	BMS Cond State 2: 1,000 sqft	BMS Cond State 3: 100 sqft	
Next Paint Year: 2024	2013-15 Rank: 59	Past Due / Due / OK Due	CPMS Ad date:	Paint Pin Number:	Future Paint Cost: \$214,500

Past Paint History

Years	Cycle
1981	10
1971	14
1957	6
1951	15
1936	

Painting Cycle



= Current Paint Age



Bridge Inspection Notes:

Paint has failed with many paint blister spots on the steel open girder top flanges over 15 percent of the area. The paint blisters range from 1" to 12" in diameter. The steel open girders have areas of surface rust with no section loss. The bottom flanges and crossbraces have built up debris. Girder 9A at Floorbeam 9-8 has minor pack rust pushing the bottom plate out 1/8". Girder 9A at Floorbeam 9-9 has a rivet with 50 percent section loss (not found in 2006). Girder 9B at Floorbeam 9-9 has a rivet with 15% section loss (not found in 2006)."

Steel Bridge Paint Form

2013-15 Biennium Priorities

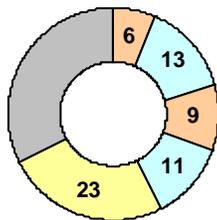


Bridge Number: 410 / 101		Bridge Name: WHITE R		Milepost: 21.99	Region: Northwest
Year Built 1949	Bridge Type: ST CTB	Steel Span Length: 200 ft.	Width (curb-curb): 32 ft.	Steel Tonnage: 239	
Paint Age: 23	Paint Color: Evergreen	Steel Surf. Area: 35,850 sqft	BMS Cond State 2: 17,000 sqft	BMS Cond State 3: 1,000 sqft	
Next Paint Year: 2020	2013-15 Rank: 38	Past Due / Due / OK Due	CPMS Ad date:	Paint Pin Number:	Future Paint Cost: \$1,673,000

Past Paint History

Years	Cycle
1988	11
1977	9
1968	13
1955	6
1949	

Painting Cycle



■ = Current Paint Age



Bridge Inspection Notes:

Paint is failing in several areas. The top flange of the bottom sway braces have areas of peeling paint. The top of truss has many rust blooms and areas of peeling paint - chalky throughout. Paint is chipped and peeling on bottom of diagonals and on verticals. Paint is peeling and failing on the bottom chord, bottom lateral gussets, top chord connections, floor beam to truss connections, and bottom of stringer to floor beam connections. There are areas of blistered and peeling paint on floorbeams.

Assume full paint removal to estimate next painting project cost.

P2 Bridge Preservation - Seismic Retrofit

2013-15 Bien Priority Array (priority 1-50)

(Sorted by priority Number)

13-15 #	Bridge Number	Bridge Name	Mile post	Region	Bridge Item\$'s	Total\$'s
3	522/138	SNOHOMISH R	20.50	Northwest	\$2,769,784	\$5,539,567
5	167/111W-N	W-N RAMP N-E RAMP OC	14.28	Northwest	\$118,602	\$237,204
9	509/126E-N	N-N RAMP BR SR 509 OC	29.37	Northwest	\$217,162	\$434,324
14	410/115	SCATTER CR	31.06	Northwest	\$258,374	\$516,747
15	5/570	LAKE WASH SHIP CANAL	169.63	Northwest	\$5,879,775	\$11,759,550
19	5/503E	SR 18 OC	142.00	Northwest	\$888,008	\$1,776,016
20	5/503W	SR 18 OC	142.00	Northwest	\$908,562	\$1,817,123
21	5/504E	S 336TH ST OC	142.79	Northwest	\$434,715	\$869,429
22	5/504W	S 336TH ST OC	142.79	Northwest	\$388,498	\$776,996
23	5/506E	MILITARY RD OC	144.65	Northwest	\$614,427	\$1,228,854
24	5/506W	MILITARY RD OC	144.65	Northwest	\$612,029	\$1,224,058
25	5/507E	S 288TH ST OC	145.79	Northwest	\$628,623	\$1,257,245
26	5/507W	S 288TH ST OC	145.79	Northwest	\$619,179	\$1,238,358
27	5/508W	MILITARY RD OC	146.43	Northwest	\$1,256,145	\$2,512,290
28	5/508E	MILITARY RD OC	146.44	Northwest	\$931,299	\$1,862,597
29	5/509E	S 272ND ST OC	146.81	Northwest	\$605,693	\$1,211,386
30	5/509W	S 272ND ST OC	146.81	Northwest	\$647,614	\$1,295,228
31	5/510E	S 260TH ST OC	147.64	Northwest	\$421,163	\$842,325
32	5/510W	S 260TH ST OC	147.64	Northwest	\$455,114	\$910,228
33	5/511E	SR 516 OC	149.17	Northwest	\$1,112,639	\$2,225,278
34	5/516E	ORILLA RD OC	152.26	Northwest	\$706,580	\$1,413,159
35	5/516W	ORILLA RD OC-SO188TH ST	152.26	Northwest	\$874,341	\$1,748,681
36	5/519E	SLIDE BRIDGE STA 2507	153.65	Northwest	\$2,293,907	\$4,587,814
37	5/520W	KLICKITAT DR OC	154.13	Northwest	\$869,968	\$1,739,936
38	5/521E	E-N S-N RAMPS OC	154.52	Northwest	\$783,470	\$1,566,939
39	5/521W	E-N RAMP OC	154.52	Northwest	\$593,340	\$1,186,680
40	5/531E	MILITARY RD OC	159.67	Northwest	\$652,102	\$1,304,204
41	5/531W	MILITARY RD OC	159.67	Northwest	\$615,478	\$1,230,955
42	5/533.5W	N-W RAMP OC	161.27	Northwest	\$1,815,638	\$3,631,276
43	5/534E	LUCILE ST OC	161.27	Northwest	\$1,060,351	\$2,120,701
44	5/534W	LUCILE ST OC	161.27	Northwest	\$939,791	\$1,879,581
45	5/535E	NB VIADUCT STA 2032	162.19	Northwest	\$3,632,646	\$7,265,291
46	5/535W	SB VIADUCT STA 2032	162.24	Northwest	\$2,851,596	\$5,703,192
47	5/536E	NB VIADUCT STA 2064	162.98	Northwest	\$2,494,492	\$4,988,984
48	5/536W	SB VIADUCT STA 2064	162.98	Northwest	\$3,080,231	\$6,160,462
49	5/538E	NB VIADUCT STA 2075	162.98	Northwest	\$3,980,669	\$7,961,338
50	5/539W	SB VIADUCT STA 2075	162.98	Northwest	\$29,495,857	\$58,991,713
Total Number of Bridges = 37				Total\$ =	\$76,507,855	\$153,015,709



P2 Bridge Preservation - Seismic Retrofit

2013-15 Bien Priority Array (priority 1-50)

(Sorted by Bridge Number)

13-15 #	Bridge Number	Bridge Name	Mile post	Region	Bridge Item\$'s	Total\$'s
19	5/503E	SR 18 OC	142.00	Northwest	\$888,008	\$1,776,016
20	5/503W	SR 18 OC	142.00	Northwest	\$908,562	\$1,817,123
21	5/504E	S 336TH ST OC	142.79	Northwest	\$434,715	\$869,429
22	5/504W	S 336TH ST OC	142.79	Northwest	\$388,498	\$776,996
23	5/506E	MILITARY RD OC	144.65	Northwest	\$614,427	\$1,228,854
24	5/506W	MILITARY RD OC	144.65	Northwest	\$612,029	\$1,224,058
25	5/507E	S 288TH ST OC	145.79	Northwest	\$628,623	\$1,257,245
26	5/507W	S 288TH ST OC	145.79	Northwest	\$619,179	\$1,238,358
28	5/508E	MILITARY RD OC	146.44	Northwest	\$931,299	\$1,862,597
27	5/508W	MILITARY RD OC	146.43	Northwest	\$1,256,145	\$2,512,290
29	5/509E	S 272ND ST OC	146.81	Northwest	\$605,693	\$1,211,386
30	5/509W	S 272ND ST OC	146.81	Northwest	\$647,614	\$1,295,228
31	5/510E	S 260TH ST OC	147.64	Northwest	\$421,163	\$842,325
32	5/510W	S 260TH ST OC	147.64	Northwest	\$455,114	\$910,228
33	5/511E	SR 516 OC	149.17	Northwest	\$1,112,639	\$2,225,278
34	5/516E	ORILLA RD OC	152.26	Northwest	\$706,580	\$1,413,159
35	5/516W	ORILLA RD OC-SO188TH ST	152.26	Northwest	\$874,341	\$1,748,681
36	5/519E	SLIDE BRIDGE STA 2507	153.65	Northwest	\$2,293,907	\$4,587,814
37	5/520W	KLICKITAT DR OC	154.13	Northwest	\$869,968	\$1,739,936
38	5/521E	E-N S-N RAMPS OC	154.52	Northwest	\$783,470	\$1,566,939
39	5/521W	E-N RAMP OC	154.52	Northwest	\$593,340	\$1,186,680
40	5/531E	MILITARY RD OC	159.67	Northwest	\$652,102	\$1,304,204
41	5/531W	MILITARY RD OC	159.67	Northwest	\$615,478	\$1,230,955
42	5/533.5W	N-W RAMP OC	161.27	Northwest	\$1,815,638	\$3,631,276
43	5/534E	LUCILE ST OC	161.27	Northwest	\$1,060,351	\$2,120,701
44	5/534W	LUCILE ST OC	161.27	Northwest	\$939,791	\$1,879,581
45	5/535E	NB VIADUCT STA 2032	162.19	Northwest	\$3,632,646	\$7,265,291
46	5/535W	SB VIADUCT STA 2032	162.24	Northwest	\$2,851,596	\$5,703,192
47	5/536E	NB VIADUCT STA 2064	162.98	Northwest	\$2,494,492	\$4,988,984
48	5/536W	SB VIADUCT STA 2064	162.98	Northwest	\$3,080,231	\$6,160,462
49	5/538E	NB VIADUCT STA 2075	162.98	Northwest	\$3,980,669	\$7,961,338
50	5/539W	SB VIADUCT STA 2075	162.98	Northwest	\$29,495,857	\$58,991,713
15	5/570	LAKE WASH SHIP CANAL	169.63	Northwest	\$5,879,775	\$11,759,550
5	167/111W-N	W-N RAMP N-E RAMP OC	14.28	Northwest	\$118,602	\$237,204
14	410/115	SCATTER CR	31.06	Northwest	\$258,374	\$516,747
9	509/126E-N	N-N RAMP BR SR 509 OC	29.37	Northwest	\$217,162	\$434,324
3	522/138	SNOHOMISH R	20.50	Northwest	\$2,769,784	\$5,539,567

Total Number of Bridges = 37

Total\$ =

\$76,507,855

\$153,015,709



Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0006078A		Bridge Name:		Route:	Milepost:	Region: Northwest
Bridge Number: 005/503E		SR 18 OC		00005	142	County: King
Location:		Longitude:	Latitude:	Structure Length:		Out to Out Width:
2.5 N PIERCE CO		122 18 22.5	47 17 21.6	206 ft.		101.8 ft.
Feature Intersected:		500 yr PGA:	1,000 yr PGA:	Span Type:	Main Spans: 4	
SR 18		28.8 %g	40.6%	PCG	Appr. Spans: 0	
Year Built: 1959	ADT: 86972	Detour Length:	Skew Angle:	Pier Type:	Footing Type:	
Year Rebuilt: 0	Truck Pct: 9 %	1 miles	12	Pier with more than two columns		



Bridge Notes:

Piers 2, 3, 4 and 5, each has three 3'-0" diameter columns. #3 hoops @ 12". #10 bars with 2'-2" splices. Footing without top mat. (E-21g)

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Longitudinal and Transverse Restrainers

Remaining Retrofit Notes:

All Bridge Retrofit Status: P

Special Br Retrofit Status:

Superstr Retrofit Status: C

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$888,008

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0006078B		Bridge Name:		Route:	Milepost:	Region: Northwest
Bridge Number: 005/503W		SR 18 OC		00005	142	County: King
Location:		Longitude:	Latitude:	Structure Length:		Out to Out Width:
2.5 N PIERCE CO		122 18 24.6	47 17 21.5	213 ft.		101.8 ft.
Feature Intersected:		500 yr PGA:	1,000 yr PGA:	Span Type:	Main Spans: 4	
SR 18		28.8 %g	40.6%	PCG	Appr. Spans: 0	
Year Built: 1959	ADT: 86972	Detour Length:	Skew Angle:	Pier Type:	Footing Type:	
Year Rebuilt: 2006	Truck Pct: 9 %	1 miles	12	Pier with more than two columns		



Bridge Notes:

Piers 2, 3 and 4, each has six 3'-0" diameter columns. #3 hoops @ 12". #10 bars with 2'-2" splices. Footing without top mat. (E-21g)

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Longitudinal and Transverse Restrainers

Remaining Retrofit Notes:

All Bridge Retrofit Status: P

Special Br Retrofit Status:

Superstr Retrofit Status: C

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$908,562

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0006094B		Bridge Name: S 336TH ST OC		Route: 00005	Milepost: 142.79	Region: Northwest County: King
Bridge Number: 005/504E						
Location: 0.8 N JCT SR 18		Longitude: 122 18 9.4	Latitude: 47 18 1.1	Structure Length: 198 ft.		Out to Out Width: 83 ft.
Feature Intersected: S 336TH ST		500 yr PGA: 28.8 %g	1,000 yr PGA: 40.8%	Span Type: CBox		Main Spans: 3 Appr. Spans: 0
Year Built: 1959	ADT: 80016	Detour Length: 1 miles	Skew Angle: 12	Pier Type: Pier with more than two columns		Footing Type:
Year Rebuilt: 2006	Truck Pct: 9 %					



Bridge Notes:

Piers 2 and 3, each has three 3'-0" diameter columns. #4 hoops @ 12". #8 bars with 3'-0" splices. Footing without top mat.

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Remaining Retrofit Notes:

All Bridge Retrofit Status: R

Special Br Retrofit Status:

Superstr Retrofit Status: N

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$434,715

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0006094C		Bridge Name: S 336TH ST OC		Route: 00005	Milepost: 142.79	Region: Northwest
Bridge Number: 005/504W						County: King
Location: 0.8 N JCT SR 18		Longitude: 122 18 6	Latitude: 47 18 6	Structure Length: 156 ft.		Out to Out Width: 83 ft.
Feature Intersected: S 336TH ST		500 yr PGA: 28.8 %g	1,000 yr PGA: 40.8%	Span Type: CS		Main Spans: 3 Appr. Spans: 0
Year Built: 1959	ADT: 80016	Detour Length: 1 miles	Skew Angle: 12	Pier Type: Pier with more than two columns		Footing Type:
Year Rebuilt: 2006	Truck Pct: 9 %					



Bridge Notes:

Piers 2 and 3, each has three 3'-0" diameter columns. #4 hoops @ 12". #11 bars with 4'-2" splices. Footing without top mat.

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Remaining Retrofit Notes:

All Bridge Retrofit Status: R

Special Br Retrofit Status:

Superstr Retrofit Status: N

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$388,498

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0006124A		Bridge Name: MILITARY RD OC		Route: 00005	Milepost: 144.65	Region: Northwest County: King
Bridge Number: 005/506E						
Location: 2.6 N JCT SR 18		Longitude: 122 17 36	Latitude: 47 19 36	Structure Length: 199 ft.		Out to Out Width: 77.4 ft.
Feature Intersected: MILITARY RD		500 yr PGA: 28.8 %g	1,000 yr PGA: 41.2%	Span Type: CBOX		Main Spans: 3 Appr. Spans: 0
Year Built: 1959	ADT: 87063	Detour Length: 1 miles	Skew Angle: 40	Pier Type: Pier with more than two columns		Footing Type:
Year Rebuilt: 2005	Truck Pct: 9 %					



Bridge Notes:

Piers 2 and 3, each has four 3'-0" diameter columns. #3 hoops @ 12". #11 bars with 4'-2" splices. Footing without top mat.

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Remaining Retrofit Notes:

All Bridge Retrofit Status: R

Special Br Retrofit Status:

Superstr Retrofit Status: N

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$614,427

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0006124B		Bridge Name:		Route:	Milepost:	Region: Northwest
Bridge Number: 005/506W		MILITARY RD OC		00005	144.65	County: King
Location:		Longitude:	Latitude:	Structure Length:		Out to Out Width:
2.6 N JCT SR 18		122 17 38.2	47 19 37.6	199 ft.		80.5 ft.
Feature Intersected:		500 yr PGA:	1,000 yr PGA:	Span Type:	Main Spans: 3	
MILITARY RD		28.8 %g	41.2%	CBOX	Appr. Spans: 0	
Year Built: 1959	ADT: 87063	Detour Length:	Skew Angle:	Pier Type:	Footing Type:	
Year Rebuilt: 2002	Truck Pct: 9 %	1 miles	40	Pier with more than two columns		



Bridge Notes:

Piers 2 and 3, each has six columns. Retrofit center four 3'-0" diameter columns only. These columns have #3 hoops @ 12". #11 bars with 4'-2" splices. Footing without top mat.

Retrofit Program Notes:

Bridge widened (c5981). Add one 3'-0" dia. Columns on 5'-0" drilled shafts at Piers 2 and 3 each side of bridge.

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Remaining Retrofit Notes:

All Bridge Retrofit Status: R

Special Br Retrofit Status:

Superstr Retrofit Status: N

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$612,029

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0006313A		Bridge Name: S 288TH ST OC		Route: 00005	Milepost: 145.79	Region: Northwest
Bridge Number: 005/507E						County: King
Location: 3.8 N JCT SR 18		Longitude: 122 17 30	Latitude: 47 20 36	Structure Length: 157 ft.		Out to Out Width: 80.5 ft.
Feature Intersected: S 288TH ST		500 yr PGA: 28.8 %g	1,000 yr PGA: 41.5%	Span Type: PCB		Main Spans: 3 Appr. Spans: 0
Year Built: 1961	ADT: 86000	Detour Length: 1 miles	Skew Angle: 0	Pier Type: Pier with more than two columns		Footing Type:
Year Rebuilt: 1994	Truck Pct: 8 %					



Bridge Notes:

Piers 2 and 3, each has six 3'-0" diameter columns. Retrofit 5 east columns per pier only, these columns has #3 hoops @ 12". #10 bars with 3'-8" splices. Footing without top mat. (E-23h)

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Longitudinal Rod restrainers at Piers 2 and 3, East side only. (Improvement)

Remaining Retrofit Notes:

All Bridge Retrofit Status: P

Special Br Retrofit Status:

Superstr Retrofit Status: C

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$628,623

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0006313B		Bridge Name: S 288TH ST OC		Route: 00005	Milepost: 145.79	Region: Northwest
Bridge Number: 005/507W						County: King
Location: 3.8 N JCT SR 18		Longitude: 122 17 34.4	Latitude: 47 20 35.4	Structure Length: 157 ft.		Out to Out Width: 80.5 ft.
Feature Intersected: S 288TH ST		500 yr PGA: 28.8 %g	1,000 yr PGA: 41.5%	Span Type: PCB		Main Spans: 3 Appr. Spans: 0
Year Built: 1961	ADT: 86000	Detour Length: 1 miles	Skew Angle: 0	Pier Type: Pier with more than two columns		Footing Type:
Year Rebuilt: 2002	Truck Pct: 8 %					



Bridge Notes:

Piers 2 and 3, each has seven columns. Retrofit five center 3'-0" diameter columns per pier only, these columns has #3 hoops @ 12". #10 bars with 3'-8" splices. Footing without top mat. (E-23h)

Retrofit Program Notes:

Bridge widened (c5981). Add one 3'-0" dia. Columns on 4'-6" drilled shafts at Piers 2 and 3 each side of bridge.

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

5 longitudinal restrainers at Piers 2 & 3. Girder stops at Piers 1, 2, 3 and 4. (Pierce Co. Line To Tukwila HOV Lane & Its - Stage 3.)

Remaining Retrofit Notes:

All Bridge Retrofit Status: P

Special Br Retrofit Status:

Superstr Retrofit Status: C

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$619,179

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0006207B		Bridge Name:		Route:	Milepost:	Region: Northwest
Bridge Number: 005/508E		MILITARY RD OC		00005	146.44	County: King
Location:		Longitude:	Latitude:	Structure Length:		Out to Out Width:
4.4 N JCT SR 18		122 17 43.8	47 21 8.4	243 ft.		73 ft.
Feature Intersected:		500 yr PGA:	1,000 yr PGA:	Span Type:	Main Spans: 3	
MILITARY RD		31.3 %g	41.8%	PCB	Appr. Spans: 0	
Year Built: 1960	ADT: 86000	Detour Length:	Skew Angle:	Pier Type:	Footing Type:	
Year Rebuilt: 1994	Truck Pct: 8 %	1 miles	41	Pier with more than two columns		



No Photo Available

Bridge Notes:

Piers 2 and 3, each has six columns. Retrofit five east 3'-0" diameter columns. #3 hoops @ 12". #10 bars with 2'-2" splices. Footing without top mat. (E-21g)

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Longitudinal Rod restrainers at Piers 2 and 3, East side only. (Improvement)

Remaining Retrofit Notes:

All Bridge Retrofit Status: P

Special Br Retrofit Status:

Superstr Retrofit Status: C

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$931,299

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0006207A		Bridge Name:		Route:	Milepost:	Region: Northwest
Bridge Number: 005/508W		MILITARY RD OC		00005	146.43	County: King
Location:		Longitude:	Latitude:	Structure Length:		Out to Out Width:
4.4 N JCT SR 18		122 17 44.5	47 21 7.4	243 ft.		97.5 ft.
Feature Intersected:		500 yr PGA:	1,000 yr PGA:	Span Type:	Main Spans: 3	
MILITARY RD		31.3 %g	41.7%	PCB	Appr. Spans: 0	
Year Built: 1960	ADT: 86000	Detour Length:	Skew Angle:	Pier Type:	Footing Type:	
Year Rebuilt: 2002	Truck Pct: 8 %	1 miles	40	Pier with more than two columns		



Bridge Notes:

Piers 2 and 3, each has eight columns. Retrofit five center 3'-0" diameter columns. #3 hoops @ 12". #10 bars with 2'-2" splices. Footing without top mat. (E-21g)

Retrofit Program Notes:

Bridge widened (c5981). Add two 3'-0" dia. Columns east side and one 3'-0" column west side on 5'-0" drilled shafts at Piers 2 and 3 each side of bridge.

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

8 longitudinal restrainers at Piers 2 & 3. Girder stops at Piers 1, 2, 3 and 4. (Pierce Co. Line To Tukwila HOV Lane & Its - Stage 3.)

Remaining Retrofit Notes:

All Bridge Retrofit Status: P

Special Br Retrofit Status:

Superstr Retrofit Status: C

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$1,256,145

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0006313C		Bridge Name:		Route:	Milepost:	Region: Northwest
Bridge Number: 005/509E		S 272ND ST OC		00005	146.81	County: King
Location:		Longitude:	Latitude:	Structure Length:		Out to Out Width:
4.8 N JCT SR 18		122 17 46	47 21 27.4	151 ft.		76.5 ft.
Feature Intersected:		500 yr PGA:	1,000 yr PGA:	Span Type:	Main Spans: 3	
S 272ND ST		31.3 %g	41.9%	PCB	Appr. Spans: 0	
Year Built: 1961	ADT: 81200	Detour Length:	Skew Angle:	Pier Type:	Footing Type:	
Year Rebuilt: 1994	Truck Pct: 8 %	1 miles	4	Pier with more than two columns		



No Photo Available

Bridge Notes:

Piers 2 and 3, each has six columns. Retrofit five east 3'-0" diameter columns. #3 hoops @ 12". #10 bars with 3'-8" splices. Footing without top mat. (E-23h)

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Longitudinal Rod restrainers at Piers 2 and 3, East side only. (Improvement)

Remaining Retrofit Notes:

All Bridge Retrofit Status: P

Special Br Retrofit Status:

Superstr Retrofit Status: C

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$605,693

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0006313D		Bridge Name:		Route:	Milepost:	Region: Northwest
Bridge Number: 005/509W		S 272ND ST OC		00005	146.81	County: King
Location:		Longitude:	Latitude:	Structure Length:		Out to Out Width:
4.8 N JCT SR 18		122 17 48	47 21 27.6	151 ft.		91.5 ft.
Feature Intersected:		500 yr PGA:	1,000 yr PGA:	Span Type:	Main Spans: 3	
S 272ND ST		31.3 %g	41.9%	PCB	Appr. Spans: 0	
Year Built: 1961	ADT: 81200	Detour Length:	Skew Angle:	Pier Type:	Footing Type:	
Year Rebuilt: 2002	Truck Pct: 8 %	1 miles	4	Pier with more than two columns		



Bridge Notes:

Piers 2 and 3, each has seven columns. Retrofit five east 3'-0" diameter columns. #3 hoops @ 12". #10 bars with 3'-8" splices. Footing without top mat. (E-23h)

Retrofit Program Notes:

Bridge widened (c5981). Add two 3'-0" dia. Columns West side on 4'-6" drilled shafts at Piers 2 and 3 each side of bridge.

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

5 longitudinal restrainers at Piers 2 & 3. Girder stops at Piers 1, 2, 3 and 4. (Pierce Co. Line To Tukwila HOV Lane & Its - Stage 3.)

Remaining Retrofit Notes:

All Bridge Retrofit Status: P

Special Br Retrofit Status:

Superstr Retrofit Status: C

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$647,614

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0006186A		Bridge Name: S 260TH ST OC		Route: 00005	Milepost: 147.64	Region: Northwest
Bridge Number: 005/510E						County: King
Location: 5.6 N JCT SR 18		Longitude: 122 17 36	Latitude: 47 22 12	Structure Length: 162 ft.		Out to Out Width: 68 ft.
Feature Intersected: S 260TH ST		500 yr PGA: 31.3 %g	1,000 yr PGA: 42.2%	Span Type: CS		Main Spans: 3 Appr. Spans: 0
Year Built: 1960	ADT: 96062	Detour Length: 1 miles	Skew Angle: 0	Pier Type: Pier with more than two columns		Footing Type:
Year Rebuilt: 1991	Truck Pct: 9 %					



Bridge Notes:

Piers 2 and 3, each has four columns. Retrofit three east 2'-9" diameter columns. #4 hoops @ 12". #9 bars with 3'-4" splices. Footing without top mat.

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Remaining Retrofit Notes:

All Bridge Retrofit Status: R

Special Br Retrofit Status:

Superstr Retrofit Status: N

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$421,163

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0006186B		Bridge Name:		Route:	Milepost:	Region: Northwest
Bridge Number: 005/510W		S 260TH ST OC		00005	147.64	County: King
Location:		Longitude:	Latitude:	Structure Length:		Out to Out Width:
5.6 N JCT SR 18		122 17 36	47 22 12	162 ft.		92.2 ft.
Feature Intersected:		500 yr PGA:	1,000 yr PGA:	Span Type:	Main Spans: 3	
S 260TH ST		31.3 %g	42.2%	CS	Appr. Spans: 0	
Year Built: 1960	ADT: 96062	Detour Length:	Skew Angle:	Pier Type:	Footing Type:	
Year Rebuilt: 2002	Truck Pct: 9 %	1 miles	0	Pier with more than two columns		



Bridge Notes:

Piers 2 and 3, each has five columns. Retrofit three center 2'-9" diameter columns. #4 hoops @ 12". #9 bars with 3'-4" splices. Footing without top mat.

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Remaining Retrofit Notes:

All Bridge Retrofit Status: R

Special Br Retrofit Status:

Superstr Retrofit Status: N

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$455,114

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0006820A		Bridge Name:		Route:	Milepost:	Region: Northwest
Bridge Number: 005/511E		SR 516 OC		00005	149.17	County: King
Location:		Longitude:	Latitude:	Structure Length:		Out to Out Width:
7.2 N JCT SR 18		122 17 17.45	47 23 50.3	269 ft.		90 ft.
Feature Intersected:		500 yr PGA:	1,000 yr PGA:	Span Type:	Main Spans: 4	
SR 516		31.3 %g	42.6%	PCG	Appr. Spans: 0	
Year Built: 1962	ADT: 94900	Detour Length:	Skew Angle:	Pier Type:	Footing Type:	
Year Rebuilt: 1991	Truck Pct: 8 %	1 miles	30	Pier with more than two columns		



Bridge Notes:

Piers 2, 3 and 4, each has seven 3'-0" diameter columns. Retrofit six east columns only. These columns have #3 hoops @ 12". #10 bars with 3'-8" splices. Footing without top mat. (E-23h)

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Longitudinal Restrainers at Piers 2, 3, & 4. (HOV)

Remaining Retrofit Notes:

All Bridge Retrofit Status: P

Special Br Retrofit Status:

Superstr Retrofit Status: C

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$1,112,639

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0007090B		Bridge Name: ORILLA RD OC		Route: 00005	Milepost: 152.26	Region: Northwest
Bridge Number: 005/516E						County: King
Location: 3.1 N JCT SR 516		Longitude: 122 16 12	Latitude: 47 25 54	Structure Length: 195 ft.		Out to Out Width: 79 ft.
Feature Intersected: ORILLA RD		500 yr PGA: 31.3 %g	1,000 yr PGA: 43.8%	Span Type: PCG		Main Spans: 3 Appr. Spans: 0
Year Built: 1963	ADT: 93172	Detour Length: 0 miles	Skew Angle: 1	Pier Type: Pier with more than two columns		Footing Type:
Year Rebuilt: 1994	Truck Pct: 9 %					



Bridge Notes:

Piers 2 and 3, each has seven 3'-0" diameter columns. Retrofit six east columns only. These 3'-0" diameter columns have #3 hoops @ 12" and longitudinal bars with lap splices. Footing without top mat. (E-54m)

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Install Longitudinal Rod restrainers at Piers 2 and 3, East side only. (Improvement)

Remaining Retrofit Notes:

All Bridge Retrofit Status: P

Special Br Retrofit Status:

Superstr Retrofit Status: C

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$706,580

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0007090C		Bridge Name:		Route:	Milepost:	Region: Northwest
Bridge Number: 005/516W		ORILLA RD OC-SO188TH ST		00005	152.26	County: King
Location:		Longitude:	Latitude:	Structure Length:		Out to Out Width:
3.1 N JCT SR 516		122 16 12	47 25 54	230 ft.		93.8 ft.
Feature Intersected:		500 yr PGA:	1,000 yr PGA:	Span Type:	Main Spans: 3	
ORILLA RD		31.3 %g	43.8%	PCG	Appr. Spans: 0	
Year Built: 1963	ADT: 93172	Detour Length:	Skew Angle:	Pier Type:	Footing Type:	
Year Rebuilt: 1997	Truck Pct: 9 %	0 miles	0	Pier with more than two columns		



Bridge Notes:

Piers 2 and 3, each has seven 3'-0" diameter columns. Retrofit six west columns only. These 3'-0" diameter columns have #3 hoops @ 12" and longitudinal bars with lap splices. Footing without top mat. (E-54m)

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

LONGITUDINAL Rod RESTRAINERS at Piers 2 & 3. (HOV)

Remaining Retrofit Notes:

All Bridge Retrofit Status: P

Special Br Retrofit Status:

Superstr Retrofit Status: C

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$874,341

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0007401B		Bridge Name:		Route:	Milepost:	Region: Northwest
Bridge Number: 005/519E		SLIDE BRIDGE STA 2507		00005	153.65	County: King
Location:		Longitude:	Latitude:	Structure Length:		Out to Out Width:
4.5 N JCT SR 516		122 15 48	47 27 6	515 ft.		79.8 ft.
Feature Intersected:		500 yr PGA:	1,000 yr PGA:	Span Type:	Main Spans: 5	
SLIDE BRIDGE STA 2507		33.1 %g	44.4%	PCG	Appr. Spans: 0	
Year Built: 1966	ADT: 105146	Detour Length:	Skew Angle:	Pier Type:	Footing Type:	
Year Rebuilt: 1994	Truck Pct: 9 %	4 miles	0	Crossbeam on Piles	Hollow P/S piles	



Bridge Notes:

Piers 2, 3, 4 and 5, each has four 4'-6" diameter prestressed conc. Piles and a 4'-6" diameter drilled shaft. Prestressed piles are hollow piles with 5" wall.

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Longitudinal Rod restrainers at Piers 2, 3, 4 and 5, East side only. (Improvement)

Remaining Retrofit Notes:

All Bridge Retrofit Status: H

Special Br Retrofit Status:

Superstr Retrofit Status: C

Substr Group 3 Status: N

Substr Group 4 Status: N

Estimated Bridge Item Cost: \$2,293,907

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns: 20

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0007401D		Bridge Name:		Route:	Milepost:	Region: Northwest
Bridge Number: 005/520W		KCLICKITAT DR OC		00005	154.13	County: King
Location:		Longitude:	Latitude:	Structure Length:		Out to Out Width:
5.0 N JCT SR 516		122 15 52.1	47 27 28.9	163 ft.		81.7 ft.
Feature Intersected:		500 yr PGA:	1,000 yr PGA:	Span Type:	Main Spans: 3	
KCLICKITAT DR		33.1 %g	44.6%	PCB	Appr. Spans: 0	
Year Built: 1965	ADT: 102900	Detour Length:	Skew Angle:	Pier Type:	Footing Type:	
Year Rebuilt: 1997	Truck Pct: 8 %	5 miles	0	Pier with more than two columns		



Bridge Notes:

Retrofit five 3'-0" diameter columns at Piers 2 and 3. These columns have #3 hoops @ 12". Longitudinal bars with lap splices. Footing without top mat. (E-54m)

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

LONGITUDINAL Rod RESTRAINERS at Piers 2 & 3. (HOV)

Remaining Retrofit Notes:

All Bridge Retrofit Status: P

Special Br Retrofit Status:

Superstr Retrofit Status: C

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$869,968

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0007401E		Bridge Name: E-N S-N RAMPS OC		Route: 00005	Milepost: 154.52	Region: Northwest
Bridge Number: 005/521E						County: King
Location: 5.2 N JCT SR 516		Longitude: 122 15 48	Latitude: 47 27 42	Structure Length: 217 ft.		Out to Out Width: 71.6 ft.
Feature Intersected: I-405 E-E S-E RAMP		500 yr PGA: 33.1 %g	1,000 yr PGA: 44.6%	Span Type: PCG		Main Spans: 4 Appr. Spans: 0
Year Built: 1966	ADT: 105146	Detour Length: 1 miles	Skew Angle: 0	Pier Type: Pier with more than two columns		Footing Type: Timber pile
Year Rebuilt: 0	Truck Pct: 9 %					



Bridge Notes:

Piers 2, 3 and 4, each has four 3'-0" diameter columns. #3 hoops @ 12". longitudinal bars with lap splices. Footing without top mat. (E-54m)

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Remaining Retrofit Notes:

All Bridge Retrofit Status: R

Special Br Retrofit Status:

Superstr Retrofit Status: N

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$783,470

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0007401F		Bridge Name: E-N RAMP OC		Route: 00005	Milepost: 154.52	Region: Northwest
Bridge Number: 005/521W						County: King
Location: 5.2 N JCT SR 516		Longitude: 122 15 54	Latitude: 47 27 42	Structure Length: 146 ft.		Out to Out Width: 81.6 ft.
Feature Intersected: I-405 E-E RAMP		500 yr PGA: 33.1 %g	1,000 yr PGA: 44.7%	Span Type: PCG		Main Spans: 3 Appr. Spans: 0
Year Built: 1966	ADT: 105146	Detour Length: 1 miles	Skew Angle: 13	Pier Type: Pier with more than two columns		Footing Type: Timber pile
Year Rebuilt: 0	Truck Pct: 9 %					



Bridge Notes:

Piers 2 and 3, each has four 3'-0" diameter columns. #3 hoops @ 12". longitudinal #9 bars with 3'-4" lap splices. Footing without top mat.

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Remaining Retrofit Notes:

All Bridge Retrofit Status: R

Special Br Retrofit Status:

Superstr Retrofit Status: N

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$593,340

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0007617C		Bridge Name: MILITARY RD OC		Route: 00005	Milepost: 159.67	Region: Northwest
Bridge Number: 005/531E						County: King
Location: 2.2 N JCT SR 900		Longitude: 122 17 37.3	Latitude: 47 31 49.7	Structure Length: 161 ft.		Out to Out Width: 83 ft.
Feature Intersected: MILITARY RD ROSE ST		500 yr PGA: 33.1 %g	1,000 yr PGA: 46.3%	Span Type: CS		Main Spans: 3 Appr. Spans: 0
Year Built: 1966	ADT: 108900	Detour Length: 1 miles	Skew Angle: 13	Pier Type: Pier with more than two columns		Footing Type: Steel pile
Year Rebuilt: 1991	Truck Pct: 8 %					



Bridge Notes:

Piers 2 and 3, each has five 3'-0" diameter columns. Retrofit four west columns only. These columns have #4 hoops @ 12". longitudinal #9 bars with 3'-4" lap splices. Footings without top mat.

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Remaining Retrofit Notes:

All Bridge Retrofit Status: R

Special Br Retrofit Status:

Superstr Retrofit Status: N

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$652,102

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0007617D		Bridge Name:		Route:	Milepost:	Region: Northwest
Bridge Number: 005/531W		MILITARY RD OC		00005	159.67	County: King
Location:		Longitude:	Latitude:	Structure Length:		Out to Out Width:
2.2 N JCT SR 900		122 17 36	47 31 48	149 ft.		81 ft.
Feature Intersected:		500 yr PGA:	1,000 yr PGA:	Span Type:	Main Spans: 3	
MILITARY RD ROSE ST		33.1 %g	46.3%	CS	Appr. Spans: 0	
Year Built: 1966	ADT: 108900	Detour Length:	Skew Angle:	Pier Type:	Footing Type:	
Year Rebuilt: 1995	Truck Pct: 8 %	1 miles	0	Pier with more than two columns		



Bridge Notes:

Piers 2 and 3, each has five 3'-0" diameter columns. Retrofit four east columns only. These columns have #4 hoops @ 12". longitudinal #9 bars with 3'-4" lap splices. Footings without top mat.

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Remaining Retrofit Notes:

All Bridge Retrofit Status: R

Special Br Retrofit Status:

Superstr Retrofit Status: N

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$615,478

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0007734A		Bridge Name: N-W RAMP OC		Route: 00005	Milepost: 161.27	Region: Northwest
Bridge Number: 005/533.5W						County: King
Location: 4.0 N JCT SR 900		Longitude: 122 19 0	Latitude: 47 33 6	Structure Length: 469 ft.		Out to Out Width: 84.8 ft.
Feature Intersected: N-W RAMP		500 yr PGA: 33.8 %g	1,000 yr PGA: 46.7%	Span Type: CBOX		Main Spans: 6 Appr. Spans: 0
Year Built: 1966	ADT: 95457	Detour Length: 4 miles	Skew Angle: 35	Pier Type: Multiple Column Pier		Footing Type:
Year Rebuilt: 1995	Truck Pct: 9 %					



No Photo Available

Bridge Notes:

Piers 2 thru 6, each has three columns. Retrofit two east columns per pier. 5'-0" diameter columns at piers 2, 3, 5 and 5. Pier 4 has 5'-0"x 6'-3" elliptical split columns. #4 ties @12". Lap splices at top of footings. Footings have top mats.

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Remaining Retrofit Notes:

Retrofit columns at Piers 2 thru 6. (2 ea. 10 total, 3' dia.). Max. 40 feet deep excavation.

All Bridge Retrofit Status: R

Special Br Retrofit Status:

Superstr Retrofit Status: N

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$1,815,638

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0007734B		Bridge Name: LUCILE ST OC		Route: 00005	Milepost: 161.27	Region: Northwest
Bridge Number: 005/534E						County: King
Location: 3.9 N JCT SR 900		Longitude: 122 19 0	Latitude: 47 33 12	Structure Length: 172 ft.		Out to Out Width: 93.6 ft.
Feature Intersected: LUCILE ST		500 yr PGA: 33.8 %g	1,000 yr PGA: 46.7%	Span Type: CS		Main Spans: 3 Appr. Spans: 0
Year Built: 1966	ADT: 95457	Detour Length: 1 miles	Skew Angle: 22	Pier Type: Pier with more than two columns		Footing Type:
Year Rebuilt: 0	Truck Pct: 9 %					



No Photo Available

Bridge Notes:

Piers 2 and 3, each has five 3'-0" diameter columns. #4 hoops @ 12". longitudinal #9 bars with 3'-4" lap splices. Footing without top mat.

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, catcher blocks, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Remaining Retrofit Notes:

All Bridge Retrofit Status: R

Special Br Retrofit Status:

Superstr Retrofit Status: R

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$1,060,351

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0007734C		Bridge Name: LUCILE ST OC		Route: 00005	Milepost: 161.27	Region: Northwest	
Bridge Number: 005/534W						County: King	
Location: 4.1 N JCT SR 900		Longitude: 122 19 6.2	Latitude: 47 33 11.5	Structure Length: 190 ft.		Out to Out Width: 79 ft.	
Feature Intersected: LUCILE ST		500 yr PGA: 33.8 %g	1,000 yr PGA: 46.7%	Span Type: CS		Main Spans: 3 Appr. Spans: 0	
Year Built: 1966	ADT: 95457	Detour Length: 1 miles	Skew Angle: 22	Pier Type: Pier with more than two columns		Footing Type:	
Year Rebuilt: 1995	Truck Pct: 9 %						



Bridge Notes:

Piers 2 and 3, each has five 3'-0" diameter columns. Retrofit four east columns per pier only. These columns have #4 hoops @ 12". longitudinal #9 bars with 3'-4" lap splices. Footing without top mat.

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, catcher blocks, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Remaining Retrofit Notes:

Retrofit columns at Piers 2 and 3. (4 ea. 8 total, 3' dia.). 12' excavation. Install catchers and stops at Piers 1 and 4 (22 degree skew).

All Bridge Retrofit Status: R

Special Br Retrofit Status:

Superstr Retrofit Status: R

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$939,791

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0007816A		Bridge Name:		Route:	Milepost:	Region: Northwest
Bridge Number: 005/535E		NB VIADUCT STA 2032		00005	162.19	County: King
Location:		Longitude:	Latitude:	Structure Length:		Out to Out Width:
4.5 N JCT SR 900		122 19 16.6	47 33 38	901 ft.		77.6 ft.
Feature Intersected:		500 yr PGA:	1,000 yr PGA:	Span Type:	Main Spans: 9	
NB VIADUCT STA 2032		33.8 %g	46.5%	PCB	Appr. Spans: 0	
Year Built: 1966	ADT: 116200	Detour Length:	Skew Angle:	Pier Type:	Footing Type:	
Year Rebuilt: 1992	Truck Pct: 8 %	1 miles	0	Pier with more than two columns	ollow P/S piles filled with cor	



Bridge Notes:

4'-6" (O.D.) x 5" wall prestressed concrete piles, filled with cylinder concrete after piles are set in place at piers 2 thru 9 (4 ea., 32 total). No retrofit recommended.

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Longitudinal Rod restrainers and concrete girder stops at Piers 4 and 7. Concrete Girder stops at Piers 1 and 10. (Seismic Retrofit)

Remaining Retrofit Notes:

All Bridge Retrofit Status: H

Special Br Retrofit Status:

Superstr Retrofit Status: C

Substr Group 3 Status: N

Substr Group 4 Status: H

Estimated Bridge Item Cost: \$3,632,646

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0007816B		Bridge Name:		Route:	Milepost:	Region: Northwest
Bridge Number: 005/535W		SB VIADUCT STA 2032		00005	162.24	County: King
Location:		Longitude:	Latitude:	Structure Length:		Out to Out Width:
4.5 N JCT SR 900		122 19 18.8	47 33 47	604 ft.		73 ft.
Feature Intersected:		500 yr PGA:	1,000 yr PGA:	Span Type:	Main Spans: 6	
SB VIADUCT STA 2032		33.8 %g	46.4%	PCB	Appr. Spans: 0	
Year Built: 1966	ADT: 113681	Detour Length:	Skew Angle:	Pier Type:	Footing Type:	
Year Rebuilt: 1992	Truck Pct: 9 %	1 miles	0	Pier with more than two columns		



Bridge Notes:

Piers 2 thru 5, each has six 4'-0" diameter columns. Pier 6 has six 4'-6" diameter columns. Retrofit four center columns per pier at piers 2 thru 5 only. These columns have #4 hoops @ 12". longitudinal bars with lap or/and welded splices. Footing with top mat. Pier 6 has four 4'-6" (O.D.) x 5" wall prestressed concrete piles, filled with cylinder concrete after piles are set in place. No retrofit recommended.

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Longitudinal Rod Restrainers and Transv. Pipe Restrainers at Pier 4. (HOV)

Remaining Retrofit Notes:

Retrofit columns at Piers 2, 3, 4 and 5. (4 ea. 16 total, 4' dia.). Deep excavation (38' max.)

All Bridge Retrofit Status: P

Special Br Retrofit Status:

Superstr Retrofit Status: C

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$2,851,596

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0007741B		Bridge Name:		Route:	Milepost:	Region: Northwest
Bridge Number: 005/536W		SB VIADUCT STA 2064		00005	162.98	County: King
Location:		Longitude:	Latitude:	Structure Length:		Out to Out Width:
5.2 N JCT SR 900		122 19 12.88	47 34 15.09	746 ft.		53.7 ft.
Feature Intersected:		500 yr PGA:	1,000 yr PGA:	Span Type:	Main Spans: 18	
SB VIADUCT STA 2064		33.8 %g	46.0%	CS	Appr. Spans: 0	
Year Built: 1967	ADT: 105100	Detour Length:	Skew Angle:	Pier Type:	Footing Type:	
Year Rebuilt: 1992	Truck Pct: 8 %	1 miles	0	Pier with more than two columns	Drilled shaft	

No Photo Available



Bridge Notes:

Piers 2 thru 5, each has four 3'-0" dia. columns on 3'-6" dia. drilled shafts. Pier 6 thru 18, each has three 3'-0" dia. columns on 3'-6" dia. drilled shafts. Hoops are #4 @ 12". Longitudinal bars insert 5'-0" into drilled shafts. Max. span length = 42'.

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Longitudinal and transverse rod restrainers at Piers 5, 9 and 15. See contract Dwg. Bridge Sheet No. A2 (WIDENING)

Remaining Retrofit Notes:

All Bridge Retrofit Status: P

Special Br Retrofit Status:

Superstr Retrofit Status: C

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$3,080,231

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0007741C		Bridge Name:		Route:	Milepost:	Region: Northwest
Bridge Number: 005/538E		NB VIADUCT STA 2075		00005	162.98	County: King
Location:		Longitude:	Latitude:	Structure Length:		Out to Out Width:
5.6 N JCT SR 900		122 19 11.26	47 34 27.03	872 ft.		60.7 ft.
Feature Intersected:		500 yr PGA:	1,000 yr PGA:	Span Type:	Main Spans: 21	
NB VIADUCT STA 2075		33.8 %g	45.9%	CS	Appr. Spans: 0	
Year Built: 1966	ADT: 92523	Detour Length:	Skew Angle:	Pier Type:	Footing Type:	
Year Rebuilt: 1992	Truck Pct: 9 %	1 miles	0	Pier with more than two columns	Drilled shaft	



Bridge Notes:

Max. span length = 45'. 4 columns per pier. Retrofit columns built in 1966 only (three west columns per pier). Piers 11 thru 15, each has three 4' dia. columns on 5' dis. drilled shafts. Piers 2 thru 9 and 16 thru 21, each has three 3' dia. columns on 3'-6" dia. drilled shafts. #4 hoops @ 12". Piers 10 thru 17 have horizontal struts.

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Longitudinal and transverse rod restrainers at Piers 5, 10, 14 and 18. See contract Dwg. Bridge Sheet No. A2 (WIDENING)

Remaining Retrofit Notes:

All Bridge Retrofit Status: P

Special Br Retrofit Status:

Superstr Retrofit Status: C

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$3,980,669

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0007741D		Bridge Name:		Route:	Milepost:	Region: Northwest
Bridge Number: 005/539W		SB VIADUCT STA 2075		00005	162.98	County: King
Location:		Longitude:	Latitude:	Structure Length:		Out to Out Width:
5.8 N JCT SR 900		122 19 6	47 34 30	6622 ft.		71 ft.
Feature Intersected:		500 yr PGA:	1,000 yr PGA:	Span Type:	Main Spans: 157	
SB VIADUCT STA 2075		33.8 %g	45.9%	CS	Appr. Spans: 0	
Year Built: 1967	ADT: 109480	Detour Length:	Skew Angle:	Pier Type:	Footing Type:	
Year Rebuilt: 1992	Truck Pct: 9 %	1 miles	0	Pier with more than two columns	Drilled shaft	



Bridge Notes:

Columns on drilled shafts. Contract 7741: Piers 2 thru 10, 16 thru 30, retrofit four columns each pier (3' dia. column on 3'-6" dia. drilled shaft), pier 11 thru 15, (four 4' dia. column on 5'-0" dia. drilled shaft). Piers 9 thru 18 have horizontal struts. Contract 7686: piers 25 thru 152, 3' dia. Columns except East columns at Piers 146 thru 152 are 4' diameter. Max. span =42'.

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, crossbeam bolsters, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Longitudinal and transverse rod restrainers at all expansion joints. See contract Dwg. Bridge Sheet No. A2 (WIDENING)

Remaining Retrofit Notes:

All Bridge Retrofit Status: P

Special Br Retrofit Status:

Superstr Retrofit Status: C

Substr Group 3 Status: N

Substr Group 4 Status: R

Estimated Bridge Item Cost: \$29,495,857

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0006080A		Bridge Name: LAKE WASH SHIP CANAL		Route: 00005	Milepost: 169.63	Region: Northwest
Bridge Number: 005/570						County: King
Location: 0.7 N JCT SR 520		Longitude: 122 19 18	Latitude: 47 39 12	Structure Length: 4429 ft.		Out to Out Width: 182 ft.
Feature Intersected: LAKE WASH SHIP CANAL		500 yr PGA: 32.1 %g	1,000 yr PGA: 42.4%	Span Type: STrus CBox CS		Main Spans: 6 Appr. Spans: 28
Year Built: 1962	ADT: 198025	Detour Length: 2 miles	Skew Angle: 0	Pier Type: Double Column Pier		Footing Type:
Year Rebuilt: 0	Truck Pct: 5 %					



Bridge Notes:

N.B.: Piers 2, 3, 4, 6, 7, 8, each has three 2'-6" sq. columns (E. cols w/2hinges). Pier 5 has three Split columns (2-2'6"x1'9"&2" gap, E. col. has two hinges). Pier 9 has three Split columns (2'6"x1'9", 2'6"x2'3" &2" gap). S.B.: Piers 2, 3, 4, 6, 7, 8, each has three 2'-6" sq. columns (W. cols w/2hinges). Pier 5 has three Split columns (2-2'6"x1'9"&2" gap). Pier 9 has three Split columns (2'6"x1'9", 2'6"x2'3" &2" gap).

Retrofit Program Notes:

Stage 1 and 2 retrofit completed.

Seismic analysis will be performed during design to determine seismic vulnerabilities of entire bridge.

The estimated bridge item cost shown below is based on adding steel column jackets to approach span columns... plus a \$3 Million place holder for other work.

Completed Retrofit Notes:

SEISMIC RETROFIT - STAGE 2. Install steel jackets for columns at piers 10 thru 18, 24 thru 31. Modify columns and replace bearings with TFE/Fabric Pad bearings at piers 11, 27 and 30. Prestressing X-beam using P/T tendons at piers 15, 16, 17, 25 and 26. Concrete catchers at pier 18 and 24 (conc. approach sides). X-beam connections (longitudinal restrainers) at pier 15.

Remaining Retrofit Notes:

Stage 3. Retrofit columns at SB Piers 2-9, 30-32 and NB Piers 31-34 (35 total, column size vary).

All Bridge Retrofit Status: P

Special Br Retrofit Status: P

Superstr Retrofit Status: N

Substr Group 3 Status: N

Substr Group 4 Status: N

Estimated Bridge Item Cost: \$5,879,775

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number:

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0009236D		Bridge Name: W-N RAMP N-E RAMP OC		Route: 00167	Milepost: 14.28	Region: Northwest County: King
Bridge Number: 167/111W-N						
Location: 2.7 N PIERCE CO		Longitude: 122 15 12	Latitude: 47 17 54	Structure Length: 273 ft.		Out to Out Width: 29.5 ft.
Feature Intersected: SR 167		500 yr PGA: 28.8 %g	1,000 yr PGA: 40.4%	Span Type: CBox		Main Spans: 3 Appr. Spans: 0
Year Built: 1975	ADT: 15983	Detour Length: 1 miles	Skew Angle: 0	Pier Type: Single Column Pier		Footing Type: Timber pile
Year Rebuilt: 0	Truck Pct: 5 %					



Bridge Notes:

Intermediate Piers, Piers 2 and 3, each has a 5'-0" diameter column on pile footing. #4 hoops spaced at 12" spacing. Vertical #18 bars have staggered field weld splices at 6'-7" above top of footings. Footings have no top mat. End Piers 1 and 4 are stub abutments.

Retrofit Program Notes:

SR 167 - 15th Street SW to 15th Street NW - HOV Nickel Project. Retrofit programmed under PIN 116703T. This bridge was renumbered from 167/112N-E.

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets and shear blocks at the abutments. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Remaining Retrofit Notes:

The bridge number changed from 167/112N-E. 15th Ave SW to 15th NW HOV Lanes - Stage 3. N-E /W-N Ramp U'x 167/112N-E Widening & Column Seismic Retrofit. Br. Office Shelf.

All Bridge Retrofit Status: R

Special Br Retrofit Status:

Superstr Retrofit Status: N

Substr Group 3 Status: R

Substr Group 4 Status: N

Estimated Bridge Item Cost: \$118,602

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number: 2

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0007789A		Bridge Name:		Route:	Milepost:	Region: Northwest
Bridge Number: 410/115		SCATTER CR		00410	31.06	County: King
Location:		Longitude:	Latitude:	Structure Length:		Out to Out Width:
6.2 E JCT SR 164		121 52 24	47 9 42	250 ft.		32.6 ft.
Feature Intersected:		500 yr PGA:	1,000 yr PGA:	Span Type:	Main Spans: 3	
SCATTER CR		25.3 %g	35.3%	PCB	Appr. Spans: 0	
Year Built: 1965	ADT: 2064	Detour Length:	Skew Angle:	Pier Type:	Footing Type:	
Year Rebuilt: 0	Truck Pct: 15 %	99 miles	0	Single Column Pier		



Bridge Notes:

End piers 1 and 4 are on 45 ton steel pile bents. Intermediate Piers, Piers 2 and 3, each has a 5'-0" diameter column on spread footing. #4 hoops spaced at 12" spacing. Vertical #11 bars have 4'-2" lap splices at top of footings. Footings have no top mat.

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets and shear blocks at the abutments. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Remaining Retrofit Notes:

Replace Riprap.

All Bridge Retrofit Status: R

Special Br Retrofit Status:

Superstr Retrofit Status: N

Substr Group 3 Status: R

Substr Group 4 Status: N

Estimated Bridge Item Cost: \$258,374

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number: 2

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0008276F		Bridge Name:		Route:	Milepost:	Region: Northwest
Bridge Number: 509/126E-N		N-N RAMP BR SR 509 0C		00509	29.37	County: King
Location:		Longitude:	Latitude:	Structure Length:		Out to Out Width:
4.6 N JCT SR 518		122 20 1	47 31 29.9	463 ft.		27 ft.
Feature Intersected:		500 yr PGA:	1,000 yr PGA:	Span Type:	Main Spans: 4	
N-N RAMP BR SR 509 0C		33.1 %g	46.8%	CBox	Appr. Spans: 0	
Year Built: 1968	ADT: 8371	Detour Length:	Skew Angle:	Pier Type:	Footing Type:	
Year Rebuilt: 0	Truck Pct: 5 %	2 miles	0	Single Column Pier	Cased concrete pile	



Bridge Notes:

Intermediate Piers, Piers 2, 3 and 4, each has a 8'-0"x3'-0" elliptical column on pile footing. #5 hoops @ 12" and 3 #5 ties @ 24". Vertical #14 bars have staggered field weld splices at 5'-0" above top of footing. Footings have top mat. End Piers 1 and 5 are "L" abutments. Column height various. 35' at pier 2, 20' at pier 4.

Retrofit Program Notes:

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets and shear blocks at the abutments. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Remaining Retrofit Notes:

All Bridge Retrofit Status: R

Special Br Retrofit Status:

Superstr Retrofit Status: N

Substr Group 3 Status: R

Substr Group 4 Status: N

Estimated Bridge Item Cost: \$217,162

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number: 3

Total Number of Columns:

Washington State Department of Transportation Bridge Seismic Retrofit Information

Structure ID: 0006980B		Bridge Name: SNOHOMISH R		Route: 00522	Milepost: 20.5	Region: Northwest County: Snohomish
Bridge Number: 522/138						
Location: 6.6 E JCT SR 9		Longitude: 122 2 56.6	Latitude: 47 49 51.8	Structure Length: 1679 ft.		Out to Out Width: 35.6 ft.
Feature Intersected: SNOHOMISH R		500 yr PGA: 27.2 %g	1,000 yr PGA: 36.3%	Span Type: SG CBox		Main Spans: 2 Appr. Spans: 7
Year Built: 1963	ADT: 26609	Detour Length: 14 miles	Skew Angle: 0	Pier Type: Single Column Pier		Footing Type:
Year Rebuilt: 0	Truck Pct: 11 %					



Bridge Notes:

Pier 1 is spill through abutment with two 3'-6" x 3'-3" columns on spread footings. Columns have hinge at top. Piers 2 thru 9 are on spread Piers 2 and 4, each has a 8'-0" dia. Column with #5 hoops @ 6". Piers 5, 6 and 7, each has a 7'-0" dia. column with #4 hoops @ 6". Piers 8 and 9, each has a 6'-0" dia. column with #4 hoops @ 6". Pier 3 has a 10'-0" dia. column with # 6 hoops @ 12". All columns are on spread footings. Vertical bars have staggered field weld splices. Footings have no top mat. In span hinges at spans 2 and 3.

Retrofit Program Notes:

Seismic work needs to be coordinated with Snohomish River Bridge to SR2, Stage 5A Project that will build a parallel bridge. Retrofit programmed under PIN 152236A

The estimated bridge item cost shown below is based on an assumed retrofit scope that includes steel column jackets, replacing steel crossframes, in-span hinge catcher system, and girder stops. A seismic analysis will be completed during design to determine the actual retrofit scope.

Completed Retrofit Notes:

Longitudinal Rod restrainers and Transverse Steel Bracket Restrainers at in-span hinges "A", "B" & "C". (Seismic Retrofit)

Remaining Retrofit Notes:

All Bridge Retrofit Status: P

Special Br Retrofit Status:

Superstr Retrofit Status: C

Substr Group 3 Status: R

Substr Group 4 Status: N

Estimated Bridge Item Cost: \$2,769,784

C=Complete P=Partially Complet

R=Required N=Not Required

D=Differed X=Excluded I=In Progress

Single Columns - Number: 8

Total Number of Columns:

WSDOT Scour Projects - 2013-15 Bien

(Sorted by Priority Number)



13-15 #	Bridge Number	Bridge Name	Length	Mile post	Region	PIN #	Year Planned	Project Total\$'s
3	410/125	GREENWATER R	93	42.75	Northwest		2014	\$801,616
10	002/039	ANDERSON CR	93	34.25	Northwest		2018	\$705,567
12	002/119	S FORK SKYKOMISH RI	260	51.02	Northwest		2018	\$744,640

Total Number of Bridges = 3

Total Bien\$'s = \$2,251,823

WSDOT Scour Projects - 2013-15 Bien

(Sorted by Bridge Number)



13-15 #	Bridge Number	Bridge Name	Length	Mile post	Region	PIN #	Year Planned	Project Total\$'s
10	002/039	ANDERSON CR	93	34.25	Northwest		2018	\$705,567
12	002/119	S FORK SKYKOMISH RI	260	51.02	Northwest		2018	\$744,640
3	410/125	GREENWATER R	93	42.75	Northwest		2014	\$801,616

Total Number of Bridges = 3

Total Bien\$'s = \$2,251,823

WSDOT Bridge over Water

Scour Form

Bridge ID: 0001706C	Bridge Number: 2/39	Bridge Name: ANDERSON CR	State Route: 2 Mile Post: 34.25	Region: Northwest Cnty: Snohomish
Year Built: 1933 Rebuilt:	Span Type: CTB	ADT: 6726 ADT Truck Pct: 10 %	Structure Length: 93 ft. Width: 25 ft.	main span 3 aprch: 0 Detour Length: 99 miles
Substructure Stability: Code: 1 Spread footing, simple spans.	Streambed Material: 3 Gravel	Scour History: Code: H History of scour problems but scour conditions are now stable.	Last Scour repair Project Yr: 1996 C#: 005000	
Scour Code: 3	Scour Rating Description: Bridge is scour critical; bridge foundations determined unstable for calculated scour depths: 1) Within limits of footings or piles (Figure WB 76-80B) 2) Below footing base or pile tips (Figure WB 76-80C).	Substr Code: 6	sufficiency_rating: 59.57 FO	



Deficiencies: Photo 1 shows bridge scour, 6/2006. Photo 2 shows exposed footing at SE retaining wall, 4/2004. Piers 2 and 3 are scour critical. Rip rap must be maintained. Thalweg elevation is less than 5' above footing bottom elevation. Last repair by contract was in 1996.	First Noted: 4/28/2004
	BPO Repair List Priority: 1
Recommended Action: BPO - Replace missing rip rap at SE retaining wall. Replace missing rip rap at the downstream side of P3.	Funding - P2 or M: P2
	BPO Repair Num: 11887
	Project PIN:
	11-13 Priority Rank:
	13-15 Priority Rank: 10
	Total Cost Estimate: \$705,567

WSDOT Bridge over Water

Scour Form

Bridge ID: 0002561B	Bridge Number: 2/119	Bridge Name: S FORK SKYKOMISH RIVER	State Route: 2 Mile Post: 51.02	Region: Northwest Cnty: King
Year Built: 1940 Rebuilt:	Span Type: CTB	ADT: 4882 ADT Truck Pct: 15 %	Structure Length: 260 ft. Width: 24 ft.	main span 5 aprch: 0 Detour Length: 4 miles
Substructure Stability: Code: 4 Pile foundation, continuous spans.	Streambed Material: 3 Gravel	Scour History: Code: C Current scour problems.	Last Scour repair Project Yr: 1996 C#: 005005	
Scour Code: 3	Scour Rating Description: Bridge is scour critical; bridge foundations determined unstable for calculated scour depths: 1) Within limits of footings or piles (Figure WB 76-80B) 2) Below footing base or pile tips (Figure WB 76-80C).	Substr Code: 7	sufficiency_rating: 75.15 FO	



Deficiencies: No rip rap along pier 3 columns. Up to 3 ft. exposed of face on Southeast corner. Top of pile cap is totally exposed. East face stream side footing is totally exposed. Sufficient pile length.	First Noted: 6/12/2006
	BPO Repair List Priority: 1
Recommended Action: BPO - Rip rap along Pier 3 columns. Up to 3 ft. exposed of face on southeast corner. Main Piers have timber pile foundations. Top of pile cap is totally exposed. East face stream side footing is totally exposed.	Funding - P2 or M: P2
	BPO Repair Num: 12912
	Project PIN:
	11-13 Priority Rank:
	13-15 Priority Rank: 12
	Total Cost Estimate: \$744,640

P2 Bridge Preservation - Misc Structures Projects

2013-15 Bien Priority Array - Northwest Region

(Sorted by Priority Number)

13-15 #	Bridge Number	Bridge Name	Mile post	Region	Length	Total \$
1	SB00389	Sign Bridge	169.99	Northwest	86	\$416,717
1	SB01373	Sign Bridge	170.25	Northwest	76	\$231,000
1	SB01607	Sign Bridge	165.30	Northwest	42	\$620,000
1	SB01797	Sign Bridge	166.17	Northwest	70	\$410,000
2	SB02054	Sign Bridge	153.91	Northwest	90	\$750,000
7	SB01047	Sign Bridge	188.79	Northwest	64	\$700,000
8	SB01114	Sign Bridge	1.28	Northwest	87	\$700,000
9	SB03940	Sign Bridge	1.78	Northwest	145	\$900,000
13	SB03201	Sign Bridge	154.04	Northwest	60	\$750,000
14	SB00061	Cantilever Sign Structure	164.88	Northwest	24	\$350,000
15	SB00817	Sign Bridge	0.10	Northwest	64	\$750,000
16	SB00690	SIGN BRIDGE	180.30	Northwest	105	\$450,000
17	SB00807	Cantilever Sign Structure	9.57	Northwest	19	\$350,000

Total Number of Bridges = 13



P2 Bridge Preservation - Misc Structures Projects

2013-15 Bien Priority Array - Northwest Region

(Sorted by Bridge Number)

13-15 #	Bridge Number	Bridge Name	Mile post	Region	Length	Total \$
14	SB00061	Cantilever Sign Structure	164.88	Northwest	24	\$350,000
1	SB00389	Sign Bridge	169.99	Northwest	86	\$416,717
16	SB00690	SIGN BRIDGE	180.30	Northwest	105	\$450,000
17	SB00807	Cantilever Sign Structure	9.57	Northwest	19	\$350,000
15	SB00817	Sign Bridge	0.10	Northwest	64	\$750,000
7	SB01047	Sign Bridge	188.79	Northwest	64	\$700,000
8	SB01114	Sign Bridge	1.28	Northwest	87	\$700,000
1	SB01373	Sign Bridge	170.25	Northwest	76	\$231,000
1	SB01607	Sign Bridge	165.30	Northwest	42	\$620,000
1	SB01797	Sign Bridge	166.17	Northwest	70	\$410,000
2	SB02054	Sign Bridge	153.91	Northwest	90	\$750,000
13	SB03201	Sign Bridge	154.04	Northwest	60	\$750,000
9	SB03940	Sign Bridge	1.78	Northwest	145	\$900,000

Total Number of Bridges = 13



P2 Misc Structures Program - Sign Support Structure

State Route 5	DIR NCD	Milepost: 164.88	Structure Number SB00061	Sign Structure Location: I-5 exit to James St.	
Year Built 1965	Sign Structure Type: Cantilever	Sign Struct Length: 20.0 ft	contract Number: 7878	County: King Region: Northwest	
Average Daily Traffic:	Freight Route #:	Num of Lanes under: 2			
Date Inspected: 3/9/2008	Insp Freq (months): 36	Superstr Code: 4			Foundation Code: 6
Substr Code: 6	Accessory Code: 6	Sign Structure Design: Cantilever			Sign Structure Material: Galvanized
# of Posts: 1	# of Bolts per Post: 4	Project Number:			2013-15 Priority#: 14
Repair Year:	2011-13 Priority#:	CPMS Ad Date:	Bridge \$'s: \$150,000	Repair Total\$'s: \$350,000	



Repair Description:

Replace Cantilever Sign Support

COMMENTS

Program due to bent beam, cracked welds, four bolt base. Two 10-1/2" diameter beams, with three truss panels of 2" angles. 22' 8" span, 4' between beams. The bottom beam is 5" out of plane from vertical, away from traffic. The end vertical is cracked/torn at the top and bottom, where it is welded to the two beams. The sign panels have been shimmed to provide a vertical sign.

First diagonal member is bent slightly.



P2 Misc Structures Program - Sign Support Structure

State Route 5	DIR S	Milepost: 169.99	Structure Number SB00389	Sign Structure Location: I-5 SB near MP 170 in Seattle area		
Year Built 1963	Sign Structure Type: Sign Bridge		Sign Struct Length: 86.5 ft	contract Number: 7211	County: King	Region: Northwest
Average Daily Traffic: 105,000	Freight Route #: T1	Num of Lanes under: 4				
Date Inspected: 11/23/2003	Insp Freq (months): 24	Superstr Code: 6	Foundation Code: 5			
Substr Code: 4	Accessory Code: 5	Sign Structure Design: Double Truss				
Sign Structure Material: Galvanized		# of Posts: 4	# of Bolts per Post: 4			
Project Number: 100521P	2013-15 Priority#: 1	Repair Year: 2012	2011-13 Priority#: 5	CPMS Ad Date: 9/4/2012		
		Bridge \$'s:	Repair Total\$'s: \$416,717			



Repair Description:

Replace Sign Bridge with a new Cantilever Sign Structure.

COMMENTS

Superstructure is a galvanized, 86' 6" span, 20 panel double truss, 3' 4" square. Chords are tapered from 4" to 7", diagonals are 2 1/2", tower diagonals are 3-1/2". Diagonals are notched for chord gussets. Three MSC, with 1 1/4" x 4-1/2" bolts, no markings, 2" head. There is an open hole in weld 1/4" x 4 1/8" where weld was terminated on L3S-U4S. Torqued in 2003 to 1/4 turn past snug tight, 2-3/8" insert.

Replacement of this structure is included in the "Downtown Seattle Sign Structures" project.



P2 Misc Structures Program - Sign Support Structure

State Route 5	DIR N	Milepost: 180.30	Structure Number SB00690	Sign Structure Location: I-5 NB @ M.P. 180.3 near Lynnwood		
Year Built 1964	Sign Structure Type: Sign Bridge		Sign Struct Length: 105.0 ft	contract Number: 7531	County: Snohomish	Region: Northwest
Average Daily Traffic: 100,000	Freight Route #: T1	Num of Lanes under: 5				
Date Inspected: 10/16/2004	Insp Freq (months): 36	Superstr Code: 4	Foundation Code: 5			
Substr Code: 4	Accessory Code: 5					
Sign Structure Design: Double Truss	Sign Structure Material: Galvanized	# of Posts: 4	# of Bolts per Post: 4			
Project Number:	2013-15 Priority#: 16	Repair Year:	2011-13 Priority#: 51	CPMS Ad Date:	Bridge \$'s: \$210,000	Repair Total\$'s: \$740,000



Repair Description:

Replace Sign Bridge

COMMENTS

17 panel, 105' span, galvanized double truss, 6'h x 6'w. 5-1/2" chords, 2-1/2" diagonals, 3-1/2" post diagonals. A325 MSC bolts are 3/4" x 3-3/4" with 1-1/4" head. Three MSC. Rust located near the lower north chord of the following members: U13N-L14N @ L14N, U11N-L12N @ L12N, U7N-L8N @ L8N. Four 1" x 33.18" anchor bolts per base. Standoff at east tower is 1-1/4". Standoff at west tower is 1-1/2". Threads are dinged up and filled with grout. Slight areas of rust on bolts below the baseplates. Cleaned and applied rust inhibitor. East tower is on 3' x 9' concrete foundation that is flush with the ground. West tower is on concrete pedestal that is 3' x 9' x 42" high. No UT indications. Program Replacement due to broken down galvanizing, rust holes in members, rusty anchor bolts.



P2 Misc Structures Program - Sign Support Structure

State Route 90	DIR WR	Milepost: 9.57	Structure Number SB00807	Sign Structure Location: mounted on left Shldr bridge 90/43WCD	
Year Built NA	Sign Structure Type: Cantilever		Sign Struct Length: 18.8 ft	contract Number: NA	County: King Region: Northwest
Average Daily Traffic:	Freight Route #: T1	Num of Lanes under: 1			
Date Inspected: 8/23/2000	Insp Freq (months): 24	Superstr Code: 6	Foundation Code: 4		
Substr Code: 6	Accessory Code: 4				
Sign Structure Design: Double Truss	Sign Structure Material: Galvanized	# of Posts: 1	# of Bolts per Post: 4		
Project Number:	2013-15 Priority#: 17	Repair Year:	2011-13 Priority#: 52	CPMS Ad Date:	Bridge \$'s: \$150,000 Repair Total\$'s: \$400,000
<h1>No Photo Available</h1>			<h1>No Photo Available</h1>		
Repair Description: Replace Cantilever Sign Support					
COMMENTS					
<p>Mounted on top of bridge 90/43WCD on the left shoulder of exit to Bellevue Way. Sign reads "Bellevue Way/ Exit Only". Four 1 3/4" x 42" anchor bolts ut'd with no indications. All bolts are very corroded below the leveling nuts, with complete loss of threads. 5 panel 4' x 3'-6" x 2'-6" truss made up of 3" dia top/bottom chords; 1 5/8" dia vertical/lateral diagonals. Galvanizing has light brown discoloration and alligating on top surfaces of members. 1" crack at end of truss from previous report considered.</p>					



P2 Misc Structures Program - Sign Support Structure

State Route 2	DIR W	Milepost: 0.10	Structure Number SB00817	Sign Structure Location: US2 WB off Ramp to I-5SB / to Everett	
Year Built 1967	Sign Structure Type: Sign Bridge	Sign Struct Length: 64.0 ft	contract Number: 8252	County: Snohomish	Region: Northwest
Average Daily Traffic:	Freight Route #:	Num of Lanes under: 3			
Date Inspected: 5/8/2004	Insp Freq (months): 24	Superstr Code: 4			Foundation Code: 5
Substr Code: 6	Accessory Code: 5				
Sign Structure Design: Double Truss	Sign Structure Material: Aluminum	# of Posts: 4			# of Bolts per Post: 4
Project Number:	2013-15 Priority#: 15	Repair Year:	2011-13 Priority#:		
CPMS Ad Date:	Bridge \$'s: \$300,000	Repair Total\$'s: \$750,000			
					
Repair Description: Replace Sign Bridge					
COMMENTS					
Program for replacement due to growing weld cracks in superstructure, incorrectly fabricated ECC plate, aluminum construction.					
Thirteen panel, 64' span, aluminum double truss, 5'h x 5'w. 4-3/4" chords, 2 1/2" vertical and 2-3/4" horizontal diagonals, tower diagonals. L12W-U13W is cracked for 75% of the weld circumference. L6W-U5W is cracked for 75% of the weld circumference. Both cracks have grown since the 2000 inspection. The ECC plate at L10W was not fabricated perpendicular, has a 3/8" gap.					



P2 Misc Structures Program - Sign Support Structure

State Route 5	DIR ND	Milepost: 188.79	Structure Number SB01047	Sign Structure Location: offramp to SR 526 and SR 527	
Year Built 1969	Sign Structure Type: Sign Bridge	Sign Struct Length: 64.0 ft	contract Number: 8707	County: Snohomish	Region: Northwest
Average Daily Traffic:	Freight Route #:	Num of Lanes under: 3			
Date Inspected: 8/10/2010	Insp Freq (months): 24				
Superstr Code: 4	Foundation Code: 6				
Substr Code: 5	Accessory Code: 6				
Sign Structure Design: Sign Structure Material: # of Posts: 4	Double Truss Aluminum # of Bolts per Post: 4				
Project Number:	2013-15 Priority#: 7				
Repair Year:	2011-13 Priority#:				
CPMS Ad Date:	Bridge \$'s: \$300,000	Repair Total\$'s: \$700,000			
					
Repair Description: Replace Sign Bridge					
COMMENTS					
13 panel, 63' 10" span, aluminum double truss, 5'h x 5'w. 5" chords, 2½" vertical and 3" horizontal diagonals, 3½" tower diagonals. There is a 6" long ice burst in vertical diagonal L11S-U12S. The 5" ice burst in bottom diagonal L6N-L7S listed in 1991 report has been repaired as of the 2000 inspection.					



P2 Misc Structures Program - Sign Support Structure

State Route 518	DIR W	Milepost: 1.28	Structure Number SB01114	Sign Structure Location: SR518 WB near SeaTac Airport		
Year Built 1969	Sign Structure Type: Sign Bridge		Sign Struct Length: 87.0 ft	contract Number: 8745	County: King Region: Northwest	
Average Daily Traffic: 25,000		Freight Route #:	Num of Lanes under: 3			
Date Inspected: 4/14/2007	Insp Freq (months): 12	Superstr Code: 5	Foundation Code: 3	Substr Code: 4		Accessory Code: 3
Sign Structure Design: Double Truss		Sign Structure Material: Galvanized		# of Posts: 4		# of Bolts per Post: 4
Project Number:	2013-15 Priority#: 8		Repair Year:	2011-13 Priority#: 53		
CPMS Ad Date:	Bridge \$'s: \$200,000		Repair Total\$'s: \$700,000			



Repair Description:

Replace Sign Bridge

COMMENTS

There are four 1" x 33" anchor bolts per tower post. The southeast and southwest anchor bolts of the northeast tower post have strong indications at 5.62" from top. The bolts have been bent and almost sheared from a traffic impact to the side of the post. The grout pads under north tower posts are all but gone. Posts are 10", webs are 3". Top web of south tower has rust holes, section loss minor to moderate. Final cap at southeast post is rusting through. 18 panel 5' x 5' truss. Chords are 4-1/2", diagonals are 2-1/2". Small gaps (1/32") exist in the inspan connections; U12E, U6E, and L6W. Some spots of surface rust on bottom horizontal diagonals on north end.



P2 Misc Structures Program - Sign Support Structure

State Route 5	DIR S	Milepost: 170.25	Structure Number SB01373	Sign Structure Location: I-5 SB Just south of Ravenna OC		
Year Built 1963	Sign Structure Type: Sign Bridge		Sign Struct Length: 75.8 ft	contract Number: NA	County: King	Region: Northwest
Average Daily Traffic: 115,000	Freight Route #: T1	Num of Lanes under: 4				
Date Inspected: 10/11/2003	Insp Freq (months): 12	Superstr Code: 3	Foundation Code: 6			
Substr Code: 5	Accessory Code: 6					
Sign Structure Design: Double Truss	Sign Structure Material: Galvanized	# of Posts: 4	# of Bolts per Post: 4			
Project Number: 100521P	2013-15 Priority#: 1	Repair Year: 2012	2011-13 Priority#: 7	CPMS Ad Date: 9/4/2012	Bridge \$'s:	Repair Total\$'s: \$231,000



Repair Description:

Replace Sign Bridge

COMMENTS

Replacement of this structure is included in the "Downtown Seattle Sign Structures" project. Superstructure is a galvanized, 75' 6" span, 18 panel double truss, 3' 4" square. Chords are tapered from 4" to 7", diagonals are 2 1/2", tower diagonals are 3-1/2". Diagonals are notched for chord gussets. Three MSC, with 1 1/4" x 4-3/4" bolts, no markings, 1-7/8" & 2" head. There is a 4" x 6" laminar rust spot on member U8-U9. The MSC bolts have very rusty nuts, and two of the bolt heads have fractures. Grout pad has been removed.



P2 Misc Structures Program - Sign Support Structure

State Route 5	DIR XP	Milepost: 165.30	Structure Number SB01607	Sign Structure Location: I-5 Exit/Entrance to Express Lanes
Year Built 1965	Sign Structure Type: Sign Bridge	Sign Struct Length: 42.0 ft	contract Number: 7581	County: King
Average Daily Traffic:	Freight Route #:	Num of Lanes under: 2	Region: Northwest	
Date Inspected: 10/4/2003	Insp Freq (months): 48	Superstr Code: 5	Foundation Code: 5	Substr Code: 5
Accessory Code: 5	Sign Structure Design: Double Truss			
Sign Structure Material: Aluminum				
# of Posts: 4	# of Bolts per Post: 4			
Project Number: 100521P	2013-15 Priority#: 1			
Repair Year: 2012	2011-13 Priority#:			
CPMS Ad Date: 9/4/2012	Bridge \$'s: Repair Total\$'s: \$620,000			



Repair Description:

Replace Sign Bridge

COMMENTS

Replacement of this structure is included in the "Downtown Seattle Sign Structures" project. Non-standard superstructure, ECC, and foundation. Many avenues for water entry into aluminum members. 4 & 3 panel, aluminum double truss, 4'h x 4'w. 3 1/2" chords, 3" diagonals. Superstructure is continuous for a 27' span and an 18' 6" cantilever. Members U2S-U3N, U3S-U3N, and U3N-U4S are split and flattened on the ends, bolted in place with aluminum hardware. Four 1-1/2" x 61" anchor bolts, right base. Four 1-1/2" x 8-1/8" anchor bolts, right base (double nutted). Bolts are in good condition. Washers are in place. Good nut engagement. No standoff. No UT indications. Right concrete foundation is 94" x 36" with no notable defects. Left steel plate foundation is 86" x 24".



P2 Misc Structures Program - Sign Support Structure

State Route 5	DIR N	Milepost: 166.17	Structure Number SB01797	Sign Structure Location: I-5 NB near downtown Seattle	
Year Built 1965	Sign Structure Type: Sign Bridge	Sign Struct Length: 69.5 ft	contract Number: 7878	County: King Region: Northwest	
Average Daily Traffic:	Freight Route #: T1	Num of Lanes under: 5			
Date Inspected: 5/3/2003	Insp Freq (months): 48	Superstr Code: 4			Foundation Code: 7
Substr Code: 6	Accessory Code: 7				
Sign Structure Design: Sign Structure Material:	Double Truss Aluminum				
# of Posts: 4	# of Bolts per Post: 4				
Project Number: 100521P	2013-15 Priority#: 1				
Repair Year: 2012	2011-13 Priority#: 4				
CPMS Ad Date: 9/4/2012	Bridge \$'s:				
	Repair Total\$'s: \$410,000				



Repair Description:

Replace Sign Bridge.

COMMENTS

Replacement of this structure is included in the "Downtown Seattle Sign Structures" project. 10 panel, 69' 6" span, aluminum double truss, 5.33'h x 5.33'w. 4 1/2" chords, 2 1/2" diagonals. Vertical member U5N-L5N is completely broken away at U5N, and the pipe is full of water. 4 bolts per post, left base. Right base/foundation is on the retaining wall, similar to 5/165.18NCD, SB01818. Four 1 1/2" x 34.5" anchor bolts per base at west tower. Bolts are in good condition. Washers are in place. Good nut engagement. Standoff is 1/4". Bolts were tightened past snug tight with hand wrench. No UT indications. East base has no foundation (ECC bolts to retaining wall).



P2 Misc Structures Program - Sign Support Structure

State Route 5	DIR N	Milepost: 153.91	Structure Number SB02054	Sign Structure Location: I-5 NB Lanes near South Center Mall
Year Built 1965	Sign Structure Type: Sign Bridge	Sign Struct Length: 42.0 ft	contract Number: 7581	County: King Region: Northwest
Average Daily Traffic:	Freight Route #: T1	Num of Lanes under: 6		
Date Inspected: 10/4/2003	Insp Freq (months): 48			
Superstr Code: 5	Foundation Code: 5			
Substr Code: 5	Accessory Code: 5			
Sign Structure Design: # of Posts: 4	Double Truss # of Bolts per Post: 4	Sign Structure Material: Aluminum		
Project Number: 100521P	2013-15 Priority#: 1	Repair Year: 2013		
CPMS Ad Date: 9/4/2012	2011-13 Priority#:	Bridge \$'s:		
	Repair Total\$'s: \$620,000			



Repair Description:

Replace Sign Bridge

COMMENTS

Aluminum truss with cracked welds. Picture above shows red highlighted aluminum members that are 100% disconnected, yellow that are 50%, green member has ice burst. One cracked weld noted in 2002 inspection, four in 2010 inspection.



P2 Misc Structures Program - Sign Support Structure

State Route 5	DIR N	Milepost: 153.91	Structure Number SB02054	Sign Structure Location: I-5 NB Lanes near South Center Mall
Year Built 1965	Sign Structure Type: Sign Bridge	Sign Struct Length: 42.0 ft	contract Number: 7581	County: King Region: Northwest
Average Daily Traffic:	Freight Route #: T1	Num of Lanes under: 6		
Date Inspected: 10/4/2003	Insp Freq (months): 48			
Superstr Code: 5	Foundation Code: 5			
Substr Code: 5	Accessory Code: 5			
Sign Structure Design: # of Posts: 4	Double Truss # of Bolts per Post: 4	Sign Structure Material: Aluminum		
Project Number: 100521P	2013-15 Priority#: 1	Repair Year: 2013		
CPMS Ad Date: 9/4/2012	2011-13 Priority#:	Bridge \$'s:		
	Repair Total\$'s: \$620,000			



Repair Description:

Replace Sign Bridge

COMMENTS

Aluminum truss with cracked welds. Picture above shows red highlighted aluminum members that are 100% disconnected, yellow that are 50%, green member has ice burst. One cracked weld noted in 2002 inspection, four in 2010 inspection.



P2 Misc Structures Program - Sign Support Structure

State Route 5	DIR NR	Milepost: 154.04	Structure Number SB03201	Sign Structure Location: I-5 Off ramp to Southcenter Pkwy	
Year Built 1976	Sign Structure Type: Sign Bridge		Sign Struct Length: 60.0 ft	contract Number: 10350	County: King Region: Northwest
Average Daily Traffic:	Freight Route #:	Num of Lanes under: 2			
Date Inspected: 3/13/2010	Insp Freq (months): 48	Superstr Code: 6	Foundation Code: 6		
Substr Code: 4	Accessory Code: 6				
Sign Structure Design: Double Truss	Sign Structure Material: Galvanized	# of Posts: 4	# of Bolts per Post: 4		
Project Number:	2013-15 Priority#: 13	Repair Year:	2011-13 Priority#:	Bridge \$'s: \$300,000	Repair Total\$'s: \$750,000
CPMS Ad Date:					
					
Repair Description:					
Replace Sign Bridge					
COMMENTS					
Twelve panel, 60' span, galvanized double truss, 5'h x 5'w. 4½" chords, 2½" diagonals, 3" post diagonals. One MSC. Contract 4812 included spot blasting and painting surface rust. The previous sign received a high load impact, bending the W4x13, in 2009.					
Reduced inspection frequency from standard 60 months due to damaged SW post, and impact to previous sign. Damage inspection performed 07/20/2009 after high load hit damaged previous sign.					



P2 Misc Structures Program - Sign Support Structure

State Route 526	DIR EW	Milepost: 1.78	Structure Number SB03940	Sign Structure Location: SR526 @ milepost 1.78	
Year Built 1968	Sign Structure Type: Sign Bridge	Sign Struct Length: 145.0 ft	contract Number: 8446	County: Snohomish	Region: Northwest
Average Daily Traffic:	Freight Route #:	Num of Lanes under: 8			
Date Inspected: 5/30/2009	Insp Freq (months): 60				
Superstr Code: 4	Foundation Code: 6				
Substr Code: 5	Accessory Code: 6				
Sign Structure Design: Sign Structure Material:	Double Truss Galvanized				
# of Posts: 4	# of Bolts per Post: 4				
Project Number:	2013-15 Priority#:	9			
Repair Year:	2011-13 Priority#:				
CPMS Ad Date:	Bridge \$'s:	\$400,000			
	Repair Total\$'s:	\$900,000			



Repair Description:

Replace Sign Bridge

COMMENTS

21 panel, 145' span, galvanized double truss, 7'h x 7'w. 6½" chords, 3" diagonals, 4" post diagonals. A325 MSC bolts are ½" x 2¾" with 7/8" head. Five MSC. Sections 1, 4, & 5 are 27' 7", sections 2, 3, & 6 are 20' 9". Diagonal members with localized significant corrosion include U7-L8E, L10-U11E, U10-L11W, U12-L13W, U15-L16E, L15-U16W. Several of these members show distress in more than one location.

