

APPENDIX A: AASHTO CONTROLLING DESIGN CRITERIA REPORT

Attachment 1 - Vertical Curve Inventory

Project Name: I-40, Bellemont to Winona (EB MAINLINE VERTICAL CURVES)
Project No: 040 CN 183 H7586 01L
Roadway Type: Divided Roadway (Uni-directional)

VPI Station (ft)	Milepost		Grade (%)		Curve Length (ft)	Curve Type	Stopping Sight Distance (ft)		Speed (mph)	
	Begin	End	Approach	Departure			Existing	Required	Existing	Posted
1490+00.00	182.46	182.65	-0.8225	-0.2220	800.00	Sag	+9999	828	+100	75
1515+00.00	182.94	183.13	-0.2220	-1.8000	1200.00	Crest	1284	844	96	75
1535+00.00	183.32	183.51	-1.8000	-0.9900	800.00	Sag	+9999	844	+100	75
1555+00.00	183.70	183.88	-0.9900	-1.5000	800.00	Crest	2516	839	+100	75
1565+00.00	183.88	184.07	-1.5000	-0.6452	800.00	Sag	+9999	839	+100	75
1611+00.00	184.53	185.08	-0.6452	0.5329	3000.00	Sag	+9999	825	+100	75
1639+00.00	185.27	185.46	0.5329	-0.3374	1200.00	Crest	1840	820	+100	75
1666+00.00	185.75	186.03	-0.3374	0.6000	1200.00	Sag	+9999	820	+100	75
1687+00.00	186.22	186.32	0.6000	-0.4167	800.00	Crest	1461	821	+100	75
1699+00.00	186.41	186.60	-0.4167	1.2000	1200.00	Sag	+9999	821	+100	75
1746+00.00	186.98	187.74	1.2000	0.0000	4000.00	Crest	2682	815	+100	75
1794+00.00	188.21	188.40	0.0000	3.9689	800.00	Sag	* 806	815	74	75
1807+00.00	188.40	188.69	3.9689	0.6875	1200.00	Crest	888	804	80	75
1823+00.00	188.78	188.97	0.6875	1.5500	800.00	Sag	+9999	804	+100	75
1837+00.00	188.97	189.26	1.5500	-0.0713	1200.00	Crest	1266	816	97	75
1853+00.00	189.35	189.54	-0.0713	2.3448	1200.00	Sag	2477	816	+100	75
1882+00.00	189.82	190.11	2.3448	-2.4320	1400.00	Crest	* 795	855	72	75
1909+50.00	190.39	190.58	-2.4320	2.5000	700.00	Sag	* 593	855	60	75
1918+08.68	190.58	190.68	2.5000	0.1404	617.34	Crest	* 766	813	72	75
1922+92.35	190.68	190.77	0.1404	-1.3306	350.00	Crest	909	836	79	75
1937+00.00	190.96	191.06	-1.3306	-0.1889	800.00	Sag	+9999	836	+100	75
1967+00.00	191.24	191.90	-0.1889	-4.0000	3200.00	Crest	1346	885	96	75

Meaning Of Symbols:
* = Existing Stopping Sight Distance less than AASHTO required value
Note:
Input grade with direction of traffic for one-way traffic

Attachment 1 - Vertical Curve Inventory (Contd.)

Project Name: I-40, Bellemont to Winona (EB MAINLINE VERTICAL CURVES)
Project No: 040 CN 183 H7586 01L
Roadway Type: Divided Roadway (Uni-directional)

VPI Station (ft)	Milepost		Grade (%)		Curve Length (ft)	Curve Type	Stopping Sight Distance (ft)		Speed (mph)	
	Begin	End	Approach	Departure			Existing	Required	Existing	Posted
1999+26.00	192.09	192.28	-4.0000	-2.0000	800.00	Sag	4000	885	+100	75
2031+37.00	192.66	192.94	-2.0000	2.0000	1400.00	Sag	1330	668	98	65
2056+00.00	193.04	193.51	2.0000	-2.5000	2600.00	Crest	1117	675	88	65
2074+00.00	193.51	193.70	-2.5000	0.1000	800.00	Sag	1459	675	+100	65
2084+00.00	193.70	193.89	0.1000	-2.6000	1200.00	Crest	979	676	81	65
2094+00.00	193.89	194.08	-2.6000	0.0000	800.00	Sag	1459	676	+100	65
2109+00.00	194.08	194.46	0.0000	-5.0218	2200.00	Crest	972	712	78	65
2143+80.40	194.74	195.12	-5.0218	1.3554	1800.00	Sag	1091	712	84	65
2193+32.62	195.69	195.97	1.3554	-0.5000	1600.00	Crest	1364	650	+100	65
2224+00.00	196.35	196.54	-0.5000	-3.0000	1400.00	Crest	1099	682	86	65
2241+00.00	196.73	196.82	-3.0000	-1.2132	800.00	Sag	+9999	682	+100	65
0+00.00	197.07	197.07	-1.2132	-1.3500	GB	GB	GB	GB	GB	65
4+00.00	197.07	197.17	-1.3500	-0.5000	800.00	Sag	+9999	660	+100	65
36+50.00	197.68	197.88	-0.5000	0.9035	1200.00	Sag	+9999	650	+100	65
44+26.55	197.88	197.88	0.9035	1.0000	GB	GB	GB	GB	GB	65
59+00.00	198.02	198.30	1.0000	-0.7561	1600.00	Crest	1402	653	+100	65
100+00.00	198.87	198.96	-0.7561	1.5000	800.00	Sag	2178	653	+100	65
114+00.00	199.06	199.34	1.5000	-2.2500	1800.00	Crest	1018	672	83	65
133+00.00	199.44	199.72	-2.2500	0.5114	1400.00	Sag	2109	672	+100	65
155+00.00	199.82	200.10	0.5114	-1.3750	1400.00	Crest	1266	660	96	65
195+00.00	200.57	200.86	-1.3750	1.6667	1200.00	Sag	1568	660	+100	65
222+00.00	201.14	201.33	1.6667	-2.0000	1400.00	Crest	908	668	78	65

Meaning Of Symbols:
GB = Grade Break - Stopping Sight Distance and Speed not calculated
Note:
Input grade with direction of traffic for one-way traffic

Attachment 1 - Vertical Curve Inventory

Project Name: I-40, Bellemont to Winona (WB MAINLINE VERTICAL CURVES)

Project No: 040 CN 183 H7586 01L

Roadway Type: Divided Roadway (Uni-directional)

VPI Station (ft)	Milepost		Grade (%)		Curve Length (ft)	Curve Type	Stopping Sight Distance (ft)		Speed (mph)	
	Begin	End	Approach	Departure			Existing	Required	Existing	Posted
1509+00.00	182.84	183.03	1.8053	0.3500	1000.00	Crest	1241	809	97	75
1524+00.00	183.13	183.32	1.0000	1.8053	800.00	Sag	+9999	800	+100	75
1536+00.00	183.41	183.51	1.5000	1.0000	800.00	Crest	2558	800	+100	75
1558+00.00	183.79	183.98	0.7500	1.5000	800.00	Sag	+9999	803	+100	75
1610+00.00	184.53	185.18	-0.5676	0.7500	3600.00	Sag	+9999	824	+100	75
1641+00.00	185.18	185.56	0.3676	-0.5676	2000.00	Crest	2154	824	+100	75
1666+00.00	185.75	186.03	-0.6000	0.3676	1200.00	Sag	+9999	824	+100	75
1687+00.00	186.22	186.32	-0.0833	-0.6000	800.00	Crest	2488	824	+100	75
1699+00.00	186.41	186.60	-1.4000	-0.0833	800.00	Sag	+9999	837	+100	75
1744+00.00	186.69	188.03	0.2500	-1.4000	6800.00	Crest	2982	837	+100	75
1790+00.00	188.12	188.31	-4.7500	0.2500	800.00	Sag	* 657	900	62	75
1820+00.00	188.40	189.16	1.7543	-4.7500	4000.00	Crest	1152	900	87	75
1856+00.00	189.45	189.54	-3.4000	1.7543	800.00	Sag	* 640	873	62	75
1881+00.00	189.73	190.20	2.9837	-3.4000	2800.00	Crest	973	873	80	75
1909+00.00	190.39	190.58	-1.9987	2.9837	750.00	Sag	* 623	848	62	75
1921+00.00	190.58	190.87	1.0000	-1.9987	1200.00	Crest	929	848	79	75
1977+00.00	191.62	192.00	4.0000	1.0000	2000.00	Crest	1199	800	95	75
2005+27.50	192.19	192.37	2.0000	4.0000	800.00	Sag	4000	785	+100	75
2032+36.25	192.66	192.94	-2.0038	2.0000	1800.00	Sag	1681	669	+100	65
2060+00.00	193.04	193.61	2.5000	-2.0038	3000.00	Crest	1199	669	92	65
2092+00.00	193.89	193.98	-0.1794	2.5000	800.00	Sag	1368	646	+100	65
2109+00.00	194.08	194.46	4.6380	-0.1794	2200.00	Crest	993	646	84	65

Meaning Of Symbols: * = Existing Stopping Sight Distance less than AASHTO required value
Note: Input grade with direction of traffic for one-way traffic

Attachment 1 - Vertical Curve Inventory (Contd.)

Project Name: I-40, Bellemont to Winona (WB MAINLINE VERTICAL CURVES)

Project No: 040 CN 183 H7586 01L

Roadway Type: Divided Roadway (Uni-directional)

VPI Station (ft)	Milepost		Grade (%)		Curve Length (ft)	Curve Type	Stopping Sight Distance (ft)		Speed (mph)	
	Begin	End	Approach	Departure			Existing	Required	Existing	Posted
2146+00.00	194.84	195.12	-1.4869	4.6380	1600.00	Sag	1017	662	84	65
2187+41.23	195.50	195.97	0.6400	-1.4869	2400.00	Crest	1560	662	+100	65
2238+00.00	196.54	196.82	2.9927	0.6400	1600.00	Crest	1211	636	96	65
2261+75.42	197.07	197.07	-0.4840	2.9927	1000.00	Sag	1123	649	90	65
64+00.00	198.11	198.40	1.2352	-0.4840	1600.00	Crest	1417	649	+100	65
98+00.00	198.77	198.96	-2.5000	1.2352	1000.00	Sag	1042	675	84	65
114+00.00	198.96	199.34	2.0000	-2.5000	2000.00	Crest	979	675	81	65
136+00.00	199.53	199.72	-0.1250	2.0000	1200.00	Sag	3933	645	+100	65
160+00.00	199.91	200.19	2.0000	-0.1250	1600.00	Crest	1275	645	98	65
173+00.00	200.19	200.38	-0.2500	2.0000	800.00	Sag	2200	647	+100	65
185+00.00	200.38	200.67	2.0000	-0.2500	1600.00	Crest	1239	647	96	65
198+00.00	200.67	200.86	-1.9348	2.0000	1000.00	Sag	992	668	82	65
221+00.00	201.05	201.33	2.0565	-1.9348	1400.00	Crest	870	668	76	65
248+00.00	201.52	201.90	-1.0000	2.0565	1800.00	Sag	2259	656	+100	65
284+00.00	202.09	202.74	2.5002	-1.0000	3200.00	Crest	1405	656	+100	65
307+00.00	202.74	202.92	-0.2143	2.5002	800.00	Sag	1333	646	100	65
321+00.00	202.92	203.30	3.1428	-0.2143	1800.00	Crest	1076	646	88	65
335+00.00	203.30	203.39	-0.1620	3.1428	800.00	Sag	979	646	84	65
372+00.00	203.87	204.25	3.0000	-0.1620	1600.00	Crest	1045	646	87	65
385+00.00	204.25	204.44	0.2163	3.0000	1000.00	Sag	1540	641	+100	65
422+50.00	204.91	205.10	3.5100	0.2163	1400.00	Crest	958	811	83	75
429+50.00	205.10	205.10	3.5792	3.5100	GB	GB	GB	GB	GB	75

Meaning Of Symbols: GB = Grade Break - Stopping Sight Distance and Speed not calculated
Note: Input grade with direction of traffic for one-way traffic

Winona (WB MAINLINE VERTICAL CURVES)

Project No: 040 CN 183 H7586 01L

Project No: 040 CN 183 H7586 01L

Roadway Type: Divided Roadway (Uni-directional)

Meaning Of Symbols:
 * = Existing Stopping Sight Distance less than AASHTO required value
 Note: Input grade with direction of traffic for one-way traffic

Note:
Input grade with direction of traffic for one-way traffic

Vinona (WB MAINLINE VERTICAL CURVES)

Project No: 040 CN 183 H7586 01L

Roadway Type: Divided Roadway (Uni-directional)

Meaning Of Symbols:
 GB = Grade Break - Stopping Sight Distance and Speed not calculated
 * = Existing Stopping Sight Distance less than AASHTO required value
 Note:
 Input grade with direction of traffic for one-way traffic

Attachment 2 - Horizontal Curve Inventory

Project Name: I-40, Bellemont to Winona (EB MAINLINE HORIZONTAL CURVES)
Project No: 040 CN 183 H7586 01L

HPI Station (ft)	Milepost		Superelevation (ft/ft)		Degree Of Curve		Speed (mph)	HSO (ft)	Grade (%)	Horizontal SSD (ft)	
	Begin	End	Existing	AASHTO Min	RDG Max	Existing				AASHTO Max	Method 2
1516+43.79	181.80	184.26	0.020	0.015	0.06	0° 20'-00"	2° 18'	75	NA	-1.5000	
1723+97.17	186.60	187.36	0.020	0.016	0.06	0° 24'-00"	2° 18'	75	NA	1.2000	
1758+05.42	187.36	187.84	*0.033	0.037	0.06	1° 00'-01"	2° 18'	90	NA	0.0000	
1792+30.88	188.12	188.31	*0.053	0.060	0.06	2° 09'-51"	2° 18'	75	NA	0.0000	
1798+81.48	188.31	188.50	*0.053	0.060	0.06	2° 15'-09"	2° 18'	74	NA	3.9689	
1815+97.20	188.69	188.69	*0.046	0.054	0.06	1° 40'-00"	2° 18'	80	NA	0.6875	
1820+60.84	188.78	188.88	*0.046	0.054	0.06	1° 40'-00"	2° 18'	80	NA	0.6875	
1831+25.90	188.88	189.16	*0.046	0.054	0.06	1° 40'-05"	2° 18'	80	NA	1.5500	
1876+52.68	189.73	190.01	*0.033	0.037	0.06	1° 00'-02"	2° 18'	90	NA	2.3448	
1908+93.61	190.20	190.68	*0.038	0.044	0.06	1° 14'-57"	2° 18'	86	NA	-2.4320	
1932+56.08	190.77	190.96	*0.038	0.059	0.06	2° 00'-00"	2° 18'	75	NA	-1.3306	
2045+37.44	192.84	193.13	0.020	0.016	0.06	0° 30'-00"	3° 27'	>100	65	NA	2.0000
2126+34.44	194.36	194.74	0.020	0.016	0.06	0° 30'-00"	3° 27'	>100	65	NA	-5.0218
2201+00.54	195.22	196.54	*0.015	0.030	0.06	1° 00'-00"	3° 27'	85	65	NA	-3.0000
31+08.62	197.48	197.78	0.025	0.020	0.06	0° 37'-30"	3° 27'	98	65	NA	-0.5000
62+84.32	198.11	198.40	*0.015	0.016	0.06	0° 30'-00"	3° 27'	99	65	NA	-0.7561
229+05.51	199.91	202.55	0.015	0.015	0.06	0° 24'-10"	3° 27'	>100	65	NA	-2.9997
341+35.03	203.30	203.58	0.015	0.015	0.06	0° 06'-01"	3° 27'	>100	65	NA	-3.6250
433+33.81	205.00	205.38	*0.015	0.020	0.06	0° 30'-00"	2° 18'	99	75	NA	-2.9888
462+10.96	205.67	205.86	*0.015	0.020	0.06	0° 30'-00"	2° 18'	99	75	NA	-2.9888
539+97.96	206.99	207.47	*0.015	0.029	0.06	0° 45'-00"	2° 18'	91	75	NA	-2.0000
568+81.06	207.56	207.94	*0.015	0.020	0.06	0° 30'-00"	2° 18'	99	75	NA	0.2500

Of Symbols:
Requires a design exception

Note:
AASHTO Minimum superlevation derived from Method 5 to meet posted speed.
Roadway Engineering Design Guidelines (RDG) Maximum is based on elevation (See RDG Table 202.1A).
Input grade with respect to traffic for inside lane of curve; if both - & + grades within the curve, choose the negative grade;
if all negative grades, choose the largest negative grade; if all positive grades, choose the smallest positive grade.
(See Help file under Help Topics/Approach Grade)
HSO = Horizontal Sightline Offset

Attachment 2 - Horizontal Curve Inventory (Contd.)

Project Name: I-40, Bellemont to Winona (EB MAINLINE HORIZONTAL CURVES)
Project No: 040 CN 183 H7586 01L

[illegible]

Of Symbols:
Requires a design exception

Note:
AASHTO Minimum superelevation derived from Method 5 to meet posted speed.
Roadway Engineering Design Guidelines (RDG) Maximum is based on elevation (See RDG Table 202.1A).
Input grade with respect to traffic for inside lane of curve; if both - & + grades within the curve, choose the negative grade;
if all negative grades, choose the largest negative grade; if all positive grades, choose the smallest positive grade.
(See Help file under Help Topics/Approach Grade)
H50 = Horizontal Sightline Offset

Attachment 2 - Horizontal Curve Inventory

Project Name: I-40, Bellmont to Winona (WB MAINLINE HORIZONTAL CURVES)
Project No: 040 CN 183 H7586 01L

HPI Station (ft)	Milepost		Superelevation (ft/ft)		Degree Of Curve		Speed (mph)	HSO (ft)	Grade (%)	Horizontal SSD (ft)	
	Begin	End	Existing	AASHTO Min	RDG Max	Existing	AASHTO Max			Method 2	Posted
1516+23.60	181.99	184.07	0.020	0.016	0.06	0°24'-00"	2°18'	75	NA	0.7500	
1724+24.35	186.60	187.36	0.020	0.016	0.06	0°24'-00"	2°18'	75	NA	-1.4000	
1758+17.12	187.36	187.84	*0.033	0.037	0.06	0°59'-58"	2°18'	90	NA	0.2500	
1797+28.00	188.12	188.50	*0.052	0.059	0.06	2°00'-08"	2°18'	77	NA	-4.7500	
1827+83.01	188.69	189.07	*0.046	0.054	0.06	1°39'-55"	2°18'	80	NA	1.7543	
1876+26.45	189.73	190.01	*0.033	0.037	0.06	0°59'-58"	2°18'	90	NA	-3.4000	
1907+87.44	190.20	190.68	*0.038	0.044	0.06	1°15'-02"	2°18'	86	NA	-1.9987	
1930+54.12	190.77	190.87	*0.015	0.059	0.06	2°00'-00"	2°18'	70	NA	1.0000	
2039+45.80	192.85	193.04	0.020	0.016	0.06	0°30'-00"	3°27'	>100	NA	-2.0038	
2121+77.05	194.17	194.74	0.020	0.016	0.06	0°30'-00"	3°27'	>100	NA	-0.1794	
2210+84.44	195.12	196.82	*0.015	0.030	0.06	1°00'-00"	3°27'	85	NA	-1.4869	
2265+67.67	196.92	197.00	0.031	0.025	0.06	0°47'-25"	3°27'	95	NA	2.9927	
58+74.12	197.43	198.40	*0.015	0.016	0.06	0°30'-00"	3°27'	99	NA	-0.4840	
230+14.53	199.91	202.64	0.015	0.015	0.06	0°23'-50"	3°27'	>100	NA	-1.9348	
341+36.45	203.30	203.58	0.015	0.015	0.06	0°05'-59"	3°27'	>100	NA	-0.1620	
433+35.73	205.00	205.38	0.020	0.020	0.06	0°30'-00"	2°18'	>100	NA	0.7653	
461+60.41	205.67	205.86	0.020	0.020	0.06	0°30'-00"	2°18'	>100	NA	0.5000	
542+88.19	206.99	207.47	0.037	0.037	0.06	1°00'-00"	2°18'	91	NA	-1.6338	
565+02.80	207.66	207.75	0.051	0.051	0.06	1°30'-00"	2°18'	84	NA	-1.6338	
693+53.39	210.02	210.31	*0.033	0.037	0.06	1°00'-00"	2°18'	90	NA	2.7391	
732+56.18	210.50	211.16	*0.031	0.037	0.06	1°00'-00"	2°18'	89	NA	-4.7804	

Meaning Of Symbols :
* Requires a design exception

Note:
AASHTO Minimum superlevation derived from Method 5 to meet posted speed.
Roadway Engineering Design Guidelines (RDG) Maximum is based on elevation (See RDG Table 202.1A).
Input grade with respect to traffic for inside lane of curve; if both - & + grades within the curve, choose the negative grade;
if all negative grades, choose the largest negative grade; if all positive grades, choose the smallest positive grade.
(See Help file under Help Topics/Approach Grade)
HSO = Horizontal Sightline Offset

ROADWAY ENGINEERING GROUP
ROADWAY PREDESIGN SECTION

TO: SUNIL ATHALYE
BRIDGE GROUP
BRIDGE MANAGEMENT SECTION, MD 635E

DATE: 2/9/2010

FEDERAL REFERENCE NO: STP-040-C(BBR)
HIGHWAY: INTERSTATE 40 EB & WB
LOCATION: BELLMONT TO WINONA
MP LIMITS: 183.00 TO: 214.00

TRACS NO: 040 CN 183 H7586 01L

FROM: ALAN FERREIRA
STANLEY CONSULTANTS, INC.
1661 E. CAMELBACK RD STE 400

PROJECT DESCRIPTION: DCR AND EA: I-40

SUBJECT: BRIDGE EVALUATION REQUEST

Please evaluate the following structures per AASHTO guidelines:

ROUTE NO	MILEPOST	STR NO AND NAME	BRIDGE LENGTH	BRIDGE ROADWAY WIDTH	BRIDGE RAIL / BARRIER			AC OVERLAY		VERTICAL CLEARANCE (MINIMUM)		BRIDGE LOAD RATING	BRIDGE SUFFICIENCY RATING
					TYPE	GEOM. OK	STRUCT OK	THICKNESS (EXISTING)	REMOVE (MINIMUM)	REPLACEMENT (MAXIMUM)	NB/EB	SB/WB	
40	184.93	5914 RCB EB 3-10X5'											82.13
Comments: Culvert not at grade													
40	184.93	5915 RCB WB & NFR 3-10X5'										HS20	82.13
Comments: Culvert not at grade													
40	185.15	783 BELLMONT TI UP EB	155'	34'	H-1-1 on conc. parapet.	No	No	0"	-	-	EB: 17.92'	HS15.55*	S 91.85
Comments: Replace deck. *The structure is currently carrying legal load w/o showing any significant distress. Repair approach roadway AC cover. If I-40 to be overlaid, measure new minimum clearances for both traffic directions after new overlay and report them to Bridge Management Section													
40	185.15	1083 BELLMONT TI UP WB	155'	34'	H-1-1 on conc. parapet.	No	No	0"	-	-	WB: 17.26'	HS15.55*	S 85.47
Comments: Replace deck. *The structure is currently carrying legal load w/o showing any significant distress. If I-40 to be overlaid, measure new minimum clearances for both traffic directions after new overlay and report them to Bridge Management Section.													
40	185.90	5916 RCB EB 4-10' x 4'										HS20	97.19
Comments: Culvert not at grade													

Evaluation Completed by: Homer Saidi, P.E. Date: 2/10/2010

ROADWAY ENGINEERING GROUP
ROADWAY PREDESIGN SECTION

TO: SUNIL ATHALYE
BRIDGE GROUP
BRIDGE MANAGEMENT SECTION, MD 635E

DATE: 5/5/2009

FROM: ALAN FERREIRA
STANLEY CONSULTANTS, INC.
1661 E. CAMELBACK RD STE 400

FEDERAL REFERENCE NO: STP-040-C(BBR)

SUBJECT: BRIDGE EVALUATION REQUEST

TRACS NO: 040 CN 183 H7586 01L

MP LIMITS: 183.00 TO: 214.00

PROJECT DESCRIPTION: DCR AND EA: I-40

HIGHWAY: INTERSTATE 40 EB & WB

LOCATION: BELLMONT TO WINONA

SUBJECT: BRIDGE EVALUATION REQUEST

Please evaluate the following structures per AASHTO guidelines:

ROUTE NO	MILEPOST	STR NO. AND NAME	BRIDGE LENGTH	BRIDGE ROADWAY WIDTH	BRIDGE RAIL / BARRIER		AC OVERLAY		VERTICAL CLEARANCE (MINIMUM)		BRIDGE LOAD RATING	BRIDGE SUFFICIENCY RATING		
					TYPE	GEOM. OK	STRUCT OK	THICKNESS (EXISTING)	REMOVE (MINIMUM)	REPLACE/NEW (MAXIMUM)			NB/EB	SB/WB
40	185.9	5917 RCB WB 4-10' X 4'									HS20	97.19		
Comments: Culvert not at grade														
40	190.54	896 A1 MOUNTAIN TI UP	302'	28'	H-1-1 on conc. parapet	No	No	0"	-	EB: 16.63'	WB: 16.60'	HS20	96.95	
Comments: Seal deck cracks & repair deck spalls /delamination. If I-40 to be overlaid, measure new minimum clearances for both traffic directions after new overlay and report them to Bridge Management Section.														
40	190.86	332 RIORDAN AT SFRR OP EB	507'	42'	Conc barrier	Yes	Yes	0"	-	NB: 26.68'	SB: 26.29'	HS20+	95.24	
Comments: Repair rutting approach roadway AC and edge spill. Seal deck top cracks. Replace joint seal at joint #2 from west RR vertical clearance: 22.51'														
40	190.86	897 RIORDAN AT SFRR OP WB	396'	42.2'	Conc barrier	Yes	Yes	0"	-	NB: 28.58'	SB: 28.58'	HS20+	96.24	
Comments: Repair the broken and missing joint armor at pier #1, pier #4 and east abutment. Repair random cracks, spill and scaling in deck. RR vertical clearance: 22.04'. Repair rutting and spalls of approach roadway AC near west abutment.														
40	191.69	1128 W FLAGSTAFF TI OP EB	123'	38.2'	Conc barrier	Yes	Yes	2"	2"	1"	NB: 15.02'	SB: 15.96'	HS15**	86.84
Comments: *Existing AC overlay on bridge deck should be removed full depth, bare concrete deck top to be inspected and then be overlaid with 1 inch thick AR-ACFC. Rehabilitate the bridge deck. **The structure is currently carrying legal load w/o showing any significant distress. Repair spalls on girders.														

Evaluation Completed by: Homer Saidi, P.E. Date: 2/10/2010

ROADWAY ENGINEERING GROUP
ROADWAY PREDESIGN SECTION

TO: SUNIL ATHALYE
BRIDGE GROUP
BRIDGE MANAGEMENT SECTION, MD 635E

DATE: 5/5/2009

FROM: ALAN FERREIRA
STANLEY CONSULTANTS, INC.
1661 E. CAMELBACK RD STE 400

FEDERAL REFERENCE NO: STP-040-C(BBR)

SUBJECT: BRIDGE EVALUATION REQUEST

TRACS NO: 040 CN 183 H7586 01L

MP LIMITS: 183.00 TO: 214.00

PROJECT DESCRIPTION: DCR AND EA: I-40

HIGHWAY: INTERSTATE 40 EB & WB

LOCATION: BELLMONT TO WINONA

Please evaluate the following structures per AASHTO guidelines:															
ROUTE NO	MILEPOST	STR. NO. AND NAME	BRIDGE LENGTH	ROADWAY WIDTH	BRIDGE RAIL / BARRIER			AC OVERLAY			VERTICAL CLEARANCE (MINIMUM)		BRIDGE LOAD RATING	BRIDGE SUFFICIENCY RATING	
					TYPE	GEOM. OK	STRUC OK	THICKNESS (EXISTING)	REMOVE (MINIMUM)	REPLACEMENT (MAXIMUM)	NB/EB	SB/WB			
40	191.69	1129 W FLAGSTAFF TI OP WB	121'	38'	Conc barrier	Yes	Yes	2"	2"	1"	NB: 15.27'	SB: 15.42'	HS14.44**	86.55	
Comments: *Existing AC overlay on bridge deck should be removed full depth, bare concrete deck top to be inspected and then be overlaid with 1 inch thick AR-ACFC. Patch the girder spalls. **The structure is currently carrying legal load w/o showing any significant distress.															
40	192.56	2020 FLAG RANCH TI OP WB	160'	42'	Conc barrier	Yes	Yes	1"	1"	1"	NB: 15.69'	SB: 15.69'	HS20+	97.31	
Comments: Rehabilitate the bridge deck. Repair/replace deteriorated compression joints. Approach slabs need to be patched and repaved. *Existing AC overlay on bridge deck should be removed full depth, bare concrete deck top to be inspected and then be overlaid with 1 inch thick AR-ACFC.															
40	192.56	2027 FLAG RANCH TI OP EB	160'	42'	Conc barrier	Yes	Yes	2"	2"	1"	NB: 16.67'	SB: 16.67'	HS20+	97.31	
Comments: Various random and longitudinal cracks in deck surface prior to AC overlay. Repair/replace deteriorated compression joints. Box soffit has hairline longitudinal & random cracks with a 12"x12" area of efflorescence in mid span on the south edge. Soffit also has several patched areas. *Existing AC overlay on bridge deck should be removed full depth, bare concrete deck top to be inspected and then be overlaid with 1 inch thick AR-ACFC.															
40	193.47	1132 WOODY MTN RD UP EB	178'	26'	H-2-1 on conc. parapet	No	No	2"	2"	1"	EB: 16.52'		HS19.44**	89.60	
Comments: Extensive random & transverse cracks in concrete deck under AC overlay. **The structure is currently carrying legal load w/o showing any significant distress. Girders have hairline sized vertical flexural and diagonal shear cracks. Several spalls at the bottom stem edge of the west exterior girder over the right lane. *Existing AC overlay on bridge deck should be removed full depth, bare concrete deck top to be inspected and then be overlaid with 1 inch thick AR-ACFC.															
40	193.47	1133 WOODY MTN RD UP WB	176'	26'	Conc barrier	Yes	Yes	2"	2"	1"	WB: 16.27'		HS20	88.96	
Comments: Extensive random & transverse cracks on concrete deck surface now covered by AC overlay. Girders have hairline sized vertical flexural cracks in all spans. *Existing AC overlay on bridge deck should be removed full depth, bare concrete deck top to be inspected and then be overlaid with 1 inch thick AR-ACFC.															

Evaluation Completed by: Homer Saidi, P.E. Date: 2/10/2010

ROADWAY ENGINEERING GROUP
ROADWAY PREDESIGN SECTION

TO: SUNIL ATHALYE
BRIDGE GROUP
BRIDGE MANAGEMENT SECTION, MD 635E

DATE: 5/5/2009

FEDERAL REFERENCE NO: STP-040-C(BBR)

FEDERAL REFERENCE NO: 040 CN 183 H7586 01L

FROM: ALAN FERREIRA
STANLEY CONSULTANTS, INC.
1661 E. CAMELBACK RD STE 400

LOCATION: BELLMONT TO WINONA

MP LIMITS: 183.00 TO: 214.00

PROJECT DESCRIPTION: DCR AND EA: I-40

SUBJECT: BRIDGE EVALUATION REQUEST

Please evaluate the following structures per AASHTO guidelines:

ROUTE NO.	MILEPOST	STR. NO. AND NAME	BRIDGE LENGTH	BRIDGE ROADWAY WIDTH	BRIDGE RAIL / BARRIER			AC OVERLAY		VERTICAL CLEARANCE (MINIMUM)		BRIDGE LOAD RATING	BRIDGE SUFFICIENCY RATING
					TYPE	GEOM. OK	STRUC OK	THICKNESS (EXISTING)	REMOVE (MINIMUM)	REPLACE/NEW (MAXIMUM)	NB/EB		
40	195.22	1261 SR 89A OP EB	347'	44'	Conc barrier	Yes	Yes	2"	2"	1"	NB: 24.62' SB: 24.34'	HS20+	95.29
Comments: *Existing AC overlay on bridge deck should be removed full depth, bare concrete deck top to be inspected and then be overlaid with 1 inch thick AR-ACFC. Box exterior webs have hairline sized vertical flexural and diagonal shear cracks. Repair patches at east abutment joint.													
40	195.22	1262 HWY 89A OP WB	347'	63.4'	Conc barrier	Yes	Yes	2"	2"	1"	NB: 23.06' SB: 22.54'	HS20+	91.26
Comments: *Existing AC overlay on bridge deck should be removed full depth, bare concrete deck top to be inspected and then be overlaid with 1 inch thick AR-ACFC. Install a drainage system at north curb to mitigate the runoff flow to span #4 joint. Repair failing joint in span #4. Some minor spalls in edges of box girder. Scuff and fascia have extensive scaling with brown stain along the hinge joint in span #4.													
40	196.26	1180 LONE TREE RD OP EB	107'	37.5'	Conc barrier	Yes	Yes	2"	2"	1"	NB: 15.64' SB: 15.62'	HS20+	F 91.96
Comments: If road under bridge to be overlaid, measure new minimum clearances for both traffic directions after new overlay and report them to Bridge Management Section.													
40	196.26	1181 LONE TREE RD OP WB	107'	37.5'	Conc barrier	Yes	Yes	2"	2"	1"	NB: 15.79' SB: 15.79'	HS20+	F 91.96
Comments: If road under bridge to be overlaid, measure new minimum clearances for both traffic directions after new overlay and report them to Bridge Management Section.													
40	197.43	1482 RIO DE FLAG BR EB	312'	60'	Conc barrier	Yes	Yes	2"	2"	1"	N.A.	HS20+	95.02
Comments: Repair concrete spill (3x1'x1') adjacent to west joint in left lane.													
*Existing AC overlay on bridge deck should be removed full depth, bare concrete deck top to be inspected and then be overlaid with 1 inch thick AR-ACFC.													

Evaluation Completed by: Homer Saidi, P.E.

Date: 2/10/2010

ROADWAY ENGINEERING GROUP
ROADWAY PREDESIGN SECTION

TO: SUNIL ATHALYE
BRIDGE GROUP
BRIDGE MANAGEMENT SECTION, MD 635E

DATE: 5/5/2009

FEDERAL REFERENCE NO: STP-040-C(BBR)

FEDERAL REFERENCE NO: 040 CN 183 H7586 01L

FROM: ALAN FERREIRA
STANLEY CONSULTANTS, INC.
1661 E. CAMELBACK RD STE 400

LOCATION: BELLMONT TO WINONA

MP LIMITS: 183.00 TO: 214.00

PROJECT DESCRIPTION: DCR AND EA: I-40

SUBJECT: BRIDGE EVALUATION REQUEST

Please evaluate the following structures per AASHTO guidelines:

ROUTE NO.	MILEPOST	STR. NO. AND NAME	BRIDGE LENGTH	BRIDGE ROADWAY WIDTH	BRIDGE RAIL / BARRIER			AC OVERLAY		VERTICAL CLEARANCE (MINIMUM)		BRIDGE LOAD RATING	BRIDGE SUFFICIENCY RATING
					TYPE	GEOM. OK	STRUC OK	THICKNESS (EXISTING)	REMOVE (MINIMUM)	REPLACE/NEW (MAXIMUM)	NB/EB		
40	197.43	1483 RIO DE FLAG BR WB	324'	60'	Conc barrier	Yes	Yes	2"	2"	1"	N.A.	HS20+	95.02
Comments: New bridge.													
40	198.28	2076 BUTLER AVE TI OP EB	247'	42'	Conc barrier	Yes	Yes	0"	-	-	NB: 16.4' SB: 16.4'	HS20+	96.01
Comments: Repair deck surface cracks and spalls. The structure has noticeable deflection and vibration under heavy live load. Span #2 has a sag if road under bridge to be overlaid, measure new minimum clearances for both traffic directions after new overlay and report them to Bridge Management Section.													
40	198.28	2077 BUTLER AVE TI OP WB	252'	42'	Conc barrier	Yes	Yes	0"	-	-	NB: 16.4' SB: 16.31'	HS20+	96.01
Comments: If road under bridge is overlaid, measure new minimum clearances for both traffic directions after new overlay and report them to Bridge Management Section. Noticeable deflection under heavy live load. Excessive vibration as well. The top and bottom of the abutments are not valid. Repair all erosion and undermining in slope paving at NE corner. Replace joint seals between anchor slab and approach slab.													
40	199	5918 RCB EB 2-10' x 8'										HS20	96.20
Comments: Culvert not at grade.													
40	199.00	5919 RCB WB 2-10' x 8'										HS20	96.20
Comments: Culvert not at grade.													

Evaluation Completed by: Homer Saidi, P.E.

Date: 2/10/2010

ROADWAY ENGINEERING GROUP
ROADWAY PREDESIGN SECTION

TO: SUNIL ATHALYE
BRIDGE GROUP
BRIDGE MANAGEMENT SECTION, MD 635E

FEDERAL REFERENCE NO: STP-040-C(BBR) TRACS NO: 040 CN 183 H7586 01L
HIGHWAY: INTERSTATE 40 EB & WB
LOCATION: BELLMONT TO WINONA
MP LIMITS: 183.00 TO: 214.00
PROJECT DESCRIPTION: DCR AND EA: I-40

FROM: ALAN FERREIRA
STANLEY CONSULTANTS, INC.
1661 E. CAMELBACK RD STE 400

SUBJECT: BRIDGE EVALUATION REQUEST

Please evaluate the following structures per AASHTO guidelines:

ROUTE NO	MILEPOST	STR. NO. AND NAME	BRIDGE LENGTH	BRIDGE ROADWAY WIDTH	BRIDGE RAIL / BARRIER			AC OVERLAY		VERTICAL CLEARANCE (MINIMUM)		BRIDGE LOAD RATING	BRIDGE SUFFICIENCY RATING
					TYPE	GEOM. OK	STRUC OK	THICKNESS (EXISTING)	REMOVE (MINIMUM)	REPLACEMENT (MAXIMUM)	NB/EB		
40	199.3	1182 4TH ST UP EB	119'	40'	H-2-1 on conc. parapet	No	No	0"	-	-	EB: 19.97' WB: 16.62'	HS20+	92.93
Comments: The south abutment joint at the southwest corner is closed up. A large adjacent spill with exposed rebar exist in the deck and abutment backwall. Girder #3 bearing at south abutment sole plate is lifting off backside of bearing where the board has broken. There is settlement and erosion at SW corner of approach. Abutment corners have significant spalls and delaminations. Large spall and delamination of backwall at the southeast and southwest corners of the south abutment.													
40	199.3	1183 4TH ST UP WB	119'	40'	H-2-1 on conc. parapet	No	No	0"	-	-	WB: 16.62'	HS20+	92.93
Comments: Deck surface has hairline transverse and map cracks. Upfit in Girder 3 bearing at South Abutment. North edge shimmed with washers, washers are loose. Approach roadway AC has heavy density of map cracks and rutting, some pothole patches between EB and WB bridges.													
40	201.1	1926 COUNTRY CLUB RD TI UP	367'	68'	Conc barrier	Yes	Yes	0"	-	-	EB: 18.00' WB: 16.23'	HS20	89.84
Comments: Monitor movement of southwest and northwest wingwalls. Seal deck top cracks. If I-40 to be overlaid, measure new minimum clearances for both traffic directions after new overlay and report them to Bridge Management Section. Repair compression seal.													
40	201.97	5920 RCB EB 5-10' x 8'										HS20	96.63
Comments: Culvert not at grade													
40	201.97	5921 RCB WB 5-10' x 8'										HS20	96.63
Comments: Culvert not at grade													

Evaluation Completed by: Homer Saidi, P.E.

Date: 2/10/2010

ROADWAY ENGINEERING GROUP
ROADWAY PREDESIGN SECTION

TO: SUNIL ATHALYE
BRIDGE GROUP
BRIDGE MANAGEMENT SECTION, MD 635E

FEDERAL REFERENCE NO: STP-040-C(BBR) TRACS NO: 040 CN 183 H7586 01L
HIGHWAY: INTERSTATE 40 EB & WB
LOCATION: BELLMONT TO WINONA
MP LIMITS: 183.00 TO: 214.00
PROJECT DESCRIPTION: DCR AND EA: I-40

FROM: ALAN FERREIRA
STANLEY CONSULTANTS, INC.
1661 E. CAMELBACK RD STE 400

SUBJECT: BRIDGE EVALUATION REQUEST

Please evaluate the following structures per AASHTO guidelines:

ROUTE NO	MILEPOST	STR. NO. AND NAME	BRIDGE LENGTH	BRIDGE ROADWAY WIDTH	BRIDGE RAIL / BARRIER			AC OVERLAY		VERTICAL CLEARANCE (MINIMUM)		BRIDGE LOAD RATING	BRIDGE SUFFICIENCY RATING
					TYPE	GEOM. OK	STRUC OK	THICKNESS (EXISTING)	REMOVE (MINIMUM)	REPLACEMENT (MAXIMUM)	NB/EB		
40	204.87	1270 WALNUT CANYON TI UP EB	144'	33'	Conc barrier	Yes	Yes	0"	-	-	NB: 16.00' SB: 16.00'	HS18.33*	F 94.4
Comments: Seal deck top cracks. *The structure is currently carrying legal load w/o showing any significant distress. If I-40 to be overlaid, measure new minimum clearances for both traffic directions after new overlay and report them to Bridge Management Section. If I-40 to be overlaid, the sole plate does not bear equally on the elastomeric pad, there is a small gap between the plate and the pad on the west end of Management Section. Girder 3, Pier 1.													
40	204.87	1271 WALNUT CANYON TI UP WB	144'	33'	Conc barrier	Yes	Yes	0"	-	-	NB: 16.2' SB: 16.2'	HS18.33*	F 94.4
Comments: Seal deck top cracks. *The structure is currently carrying legal load w/o showing any significant distress. If I-40 to be overlaid, measure new minimum clearances for both traffic directions after new overlay and report them to Bridge Management Section. If I-40 to be overlaid, the sole plate does not bear equally on the elastomeric pad, there is a small gap between the plate and the pad on the west end of Management Section. Girder 3, Pier 1.													
40	206.52	5922 RCB EB 2-10' x 8'										HS20	96.76
Comments: Culvert not at grade													
40	206.52	5923 RCB WB 2-10' x 8'										HS20	96.76
Comments: Culvert not at grade													
40	207.24	1361 COSMINO RD TI UP	311'	26'	Conc barrier	Yes	Yes	0"	-	-	EB: 16.36' WB: 15.8'	HS20	F 94.94
Comments: Deck surface has hairline sized transverse cracks and moderate surface wear. If I-40 to be overlaid, measure new minimum clearances for both traffic directions after new overlay and report them to Bridge Management Section. Span 4, Girder 4, over the right lane, appears to be heat straightened. The diaphragm at this location is rewelded. The new weld on the stiffener is of marginal quality.													

Evaluation Completed by: Homer Saidi, P.E.

Date: 2/10/2010

ROADWAY ENGINEERING GROUP
ROADWAY PREDESIGN SECTION

TO: SUNIL ATHALYE
BRIDGE GROUP
BRIDGE MANAGEMENT SECTION, MD 635E

DATE: 5/5/2009

FEDERAL REFERENCE NO: STP-040-C/BBR)
HIGHWAY: INTERSTATE 40 EB & WB
LOCATION: BELLMONT TO WINONA
MP LIMITS: 183.00 TO: 214.00
PROJECT DESCRIPTION: DCR AND EA: I-40

FROM: ALAN FERREIRA
STANLEY CONSULTANTS, INC.
1661 E. CAMELBACK RD STE 400

SUBJECT: BRIDGE EVALUATION REQUEST

FEDERAL REFERENCE NO: STP-040-C/BBR)
HIGHWAY: INTERSTATE 40 EB & WB
LOCATION: BELLMONT TO WINONA
MP LIMITS: 183.00 TO: 214.00
PROJECT DESCRIPTION: DCR AND EA: I-40

TRACS NO: 040 CN 183 H7586 01L

SUBJECT: BRIDGE EVALUATION REQUEST

Please evaluate the following structures per AASHTO guidelines:

ROUTE NO	MILEPOST	STR. NO AND NAME	BRIDGE LENGTH	BRIDGE ROADWAY WIDTH	BRIDGE RAIL / BARRIER			THICKNESS (EXISTING)	AC OVERLAY		VERTICAL CLEARANCE (MINIMUM)			BRIDGE LOAD RATING	BRIDGE SUFFICIENCY RATING
					TYPE	GEOM. OK	STRUC. OK		REMOVE (MINIMUM)	REPLACE NEW (MAXIMUM)	NB/EB	SB/WB			
40	210.24	2431 WALNUT CANYON BR WB	306'	42'	Conc barrier	Yes	Yes	0"	-	-	N.A.	N.A.	HS20+	97.33	
Comments: Replace joint seals at both abutments. Missing about 20' long section of guard angle at west approach slab. Also, there is ising about 14' section of approach slab joint armor at canteline of east approach slab															
Repair embankment fill erosion at northwest side															
40	210.24	2588 WALNUT CANYON BR EB	283'	42'	Conc barrier	Yes	Yes	0"	-	-	N.A.	N.A.	HS20	97.30	
Comments: Relatively new bridge															
40	211.16	1084 WINONA TI UP	278'	31'	Conc barrier	Yes	Yes	0"	-	-	EB: 17.20'	WB: 16.00'	HS16.66*	F 91.65	
Comments: Approach barrier at northeast corner has impact damage over 20' long section. If I-40 to be overlaid, measure new minimum clearances for both traffic directions after new overlay and report them to Bridge Management Section. *This structure is currently carrying legal load w/o showing any significant distress.															
40	213.13	5924 YOUNGS CYN RCBC EB & WB 3-10'x8"											HS20	81.44	
Comments: Culvert not at grade															
17	340.01	2448 RAMP E-S OVER US 89 A	433'	27.6'	Conc barrier	Yes	Yes	0"	-	-	NB: 19.33'	SB: 19.50'	HS20+	98.00	
Comments: Relatively new structure If SR 69A to be overlaid, measure new minimum clearances for both traffic directions after new overlay and report them to Bridge Management Section.															

Evaluation Completed by: Homer Saidi, P.E.

Date: 2/10/2010

ROADWAY ENGINEERING GROUP
ROADWAY PREDESIGN SECTION

TO: SUNIL ATHALYE
BRIDGE GROUP
BRIDGE MANAGEMENT SECTION, MD 635E

DATE: 5/5/2009

FEDERAL REFERENCE NO: STP-040-C/BBR)
HIGHWAY: INTERSTATE 40 EB & WB
LOCATION: BELLMONT TO WINONA
MP LIMITS: 183.00 TO: 214.00
PROJECT DESCRIPTION: DCR AND EA: I-40

FROM: ALAN FERREIRA
STANLEY CONSULTANTS, INC.
1661 E. CAMELBACK RD STE 400

SUBJECT: BRIDGE EVALUATION REQUEST

FEDERAL REFERENCE NO: STP-040-C/BBR)
HIGHWAY: INTERSTATE 40 EB & WB
LOCATION: BELLMONT TO WINONA
MP LIMITS: 183.00 TO: 214.00
PROJECT DESCRIPTION: DCR AND EA: I-40

TRACS NO: 040 CN 183 H7586 01L

Please evaluate the following structures per AASHTO guidelines:

ROUTE NO.	MILEPOST	STR. NO. AND NAME	BRIDGE LENGTH	BRIDGE ROADWAY WIDTH	BRIDGE RAIL / BARRIER			THICKNESS (EXISTING)	AC OVERLAY		VERTICAL CLEARANCE (MINIMUM)		BRIDGE LOAD RATING	BRIDGE SUFFICIENCY RATING
					TYPE	GEOM. OK	STRUC. OK		REMOVE (MINIMUM)	REPLACE NEW (MAXIMUM)	NB/EB	SB/WB		
17	340.01	2449 RAMP E-S OVER LAKE MARY RD	252'	27.6'	Conc barrier	Yes	Yes	0"	-	-	EB: 17.08'	WB: 16.92'	HS20+	97.55
Comments: Repair the impact damage to the SW guardrail.														
17	340.01	2450 RAMP E-N OVERPASS	37'	40'	Conc barrier	Yes	Yes	0"	-	-	EB: 16.49'		HS20+	95.81
Comments: Extensive transverse and map cracks with heavy efflorescence and rust staining are present in the soffit. If the road under the bridge is overlaid, measure the new minimum vertical clearances after overlay and report them to Bridge Management Section.														
17	340.02	1263 I-40 TI OP EB	213'	45'	Conc barrier	Yes	Yes	*2"	*2"	*1"	NB: 16.67'	SB: 16.25'	HS20+	F 89.9
Comments: Fire shear cracks and scaling are present in the girders near the supports. Spalling is present in the exterior south web of Span 2. Abrasiively clean and paint the exposed rebar at the southeast and southwest abutment corners. Remove unsound concrete and patch as needed. *Existing AC overlay on bridge deck should be removed full depth, bare concrete deck top to be inspected and then be overlaid with 1 inch thick AR-ACFC.														
17	340.02	1264 I-40 TI OP WB	213'	44'	Conc barrier	Yes	Yes	*2"	*2"	*1"	NB: 18.20'	SB: 17.74'	HS20+	F 72.32
Comments: Patch the spalled concrete at the East Abutment (Abutment 2). Or, abrasively clean exposed reinforcing steel and paint the spalled area. Fire shear cracks & scaling are present in girders near supports. Spalling is present in exterior S web of Span 2. Delaminations are present at N exterior web of Span 1. *Existing AC overlay on bridge deck should be removed full depth, bare concrete deck top to be inspected and then be overlaid with 1 inch thick AR-ACFC.														
17	339.16	2554 RAMP W-S OVER LAKE MARY RD	2280'	35.4'	Conc barrier	Yes	Yes	0"	-	-	-	-	HS20+	98.00
Comments: Minimum vertical clearance from ramp I-17 S to I-40 E= 17.09'. Bridge is a fairly new structure. If the ramp under the bridge is overlaid, measure the new minimum vertical clearance after overlay and report them to Bridge Management Section.														

Evaluation Completed by: Homer Saidi, P.E.

Date: 2/10/2010