



TOWN OF FAIRFAX

STAFF REPORT

September 2, 2015

TO: Mayor and Town Council

FROM: Garrett Toy, Town Manager 

SUBJECT: Adoption of a resolution declaring the existence of a local emergency at Meadow Way Bridge and authorizing the emergency procurement of materials and labor without competitive bidding.

RECOMMENDATION

- 1) Adopt a resolution declaring the existence of a local emergency at Meadow Way Bridge and authorizing the emergency procurement of materials and labor without competitive bidding.
- 2) Appropriate \$40,000 from General Fund Reserves to Meadow Way Bridge (Fund 51-856)

DISCUSSION

In October 2014, Caltrans conducted its biennial inspection of the Meadow Way Bridge. In July 2015, Caltrans returned and performed a more detailed inspection. As a matter of practice, Caltrans returns to certain at-risk bridges to conduct further investigations for additional quality assurance. This time Caltrans staff discovered a rotten wooden bent cap beam (i.e., support beam for girders that support the deck) that needs to be replaced and a split timber pile head (i.e., column) that needs to be steel-banded (see photos attached to Caltrans' report). Caltrans informed staff and our consulting engineer (via phone) of their findings and the need for immediate repairs.

Caltrans has since issued a revised Bridge Inspection Report (BIR) for Meadow Way Bridge. The BIR provides for a six (6) month window (i.e., Aug 2015-Feb. 2016) to perform the work to allow the Town to secure permits from the California Department of Fish and Wildlife. If the repairs are not completed by Feb. 2016, Caltrans has indicated that they would rate the bridge as inoperable and will close it to traffic. In order to make the repairs, we will need to work in the creek. Per state regulations, work is only allowed in the creek between mid-April and mid-October. If we wait until April 2016, Caltrans will close the bridge in February. In addition, the possibility exists that if the timbers' condition significantly worsen, the bridge could be closed sooner than February 2016. Thus, there is a great need to complete the work by the October deadline.

The work itself is fairly straight-forward. The preparations, the actual repair work and demobilization of equipment and workers will take up to 7 days. The actual repairs will be done from underneath the bridge. We do not anticipate the need to limit any traffic on the bridge during the repair.

The Town finds that in order to repair the bridge to prevent its closure and mitigate potential loss or impairment of life, health, and property, it must act in an expeditious manner.

Specifically, the following conditions support the declaration of a local emergency regarding the Meadow Way Bridge:

- Meadow Way Bridge is the only access route to the neighborhood. Closure of the bridge would create a perilous situation in which emergency vehicles could not access the neighborhood. Emergency personnel would be required to walk into the neighborhood, seriously impacting response times and public health and safety.
- Fire and Police state we need Meadow Way bridge as an access route in and out of the neighborhood.
- The Town's consulting engineer states it would be best to address the situation sooner rather than later due to uncertainty of how the future rainy season would impact the existing damage.
- Closure would mean no vehicles, such as Marin Sanitary Service trucks, PG&E vehicles, delivery vehicles, and post office service would be able to access and/or serve the neighborhood. Obviously, residents would need to park their vehicles across the bridge which would impact the adjacent Cascade neighborhood.
- Following the regular public bidding process would eliminate any ability of the Town to complete the work by mid-October 2015 and force the Town to wait until April 2016, due to restrictions by the California Department of Fish and Wildlife. April is beyond the six (6) month window granted by Caltrans and they would be forced to close the bridge in February.

The adoption of the resolution authorizes the Town Manager to do everything necessary and appropriate, including exceeding the Town Manager's purchasing authority, to let contracts pursuant to Public Contract Code Section 22035 to repair the bridge as soon as possible.

FISCAL IMPACT:

The estimated total cost of design and repairs is approximately \$40,000 including a project contingency. These costs are not eligible for any funding by Caltrans.

ATTACHMENTS

1. Resolution
2. Bridge Inspection Report dated August 3, 2015

EMERGENCY RESOLUTION 15-__

**A RESOLUTION OF THE TOWN COUNCIL OF THE TOWN OF FAIRFAX
DECLARING THE EXISTENCE OF A LOCAL EMERGENCY
AT OR ON THE MEADOW WAY BRIDGE AND AUTHORIZING THE EMERGENCY
PROCUREMENT OF MATERIALS AND LABOR WITHOUT COMPETITIVE BIDDING**

WHEREAS, "Emergency," is defined in Public Contract Code Section 1102 as "a sudden, unexpected occurrence that poses a clear and imminent danger, requiring immediate action to prevent or mitigate the loss or impairment of life, health, property, or essential public services"; and

WHEREAS, Caltrans conducted a detailed inspection of the Meadow Way Bridge in July 2015 and issued a revised Bridge Inspection Report in August 2015 providing that if the recommended repairs are not made to the bridge by February 2016, they will close the bridge; and

WHEREAS, per the California Department of Fish and Wildlife regulations, work is only allowed in the creek below Meadow Way Bridge between mid-April and mid-October, creating a mid-October deadline for the bridge repair work to be completed; and

WHEREAS, the Meadow Way Bridge is the only access route to the Meadow Way neighborhood; and

WHEREAS, closure of the bridge would create a perilous situation in which emergency vehicles could not access the neighborhood, forcing emergency personnel to walk into the neighborhood, seriously impacting response times and public health and safety; and

WHEREAS, Fire and Police state the Meadow Way bridge is a necessary access route in and out of the neighborhood; and

WHEREAS, the Town's consulting engineer states it would be best to address the situation sooner rather than later due to uncertainty of how the future rainy season would impact the existing damage; and

WHEREAS, closure would mean no vehicles, such as Marin Sanitary Service trucks, PG&E vehicles, delivery vehicles, and postal service, would be able to access and/or serve the neighborhood; and

WHEREAS, closure would mean residents would need to park their vehicles across the bridge, creating a problem for physically challenged residents; and

WHEREAS, following the regular public bidding process would eliminate any ability of the Town to complete the work by mid-October 2015 and force the Town to wait until April 2016, due to restrictions by the California Department of Fish and Wildlife; and

WHEREAS, the Town finds that in order to repair the Bridge to prevent and mitigate loss or impairment of life, health, property, and reopen the Bridge to the public, it must act in an expeditious manner; and

WHEREAS, Public Contract Code Section 22035 provides alternative procedure for public projects in cases of emergency;

NOW, THEREFORE, BE IT RESOLVED that the Town Council of the Town of Fairfax hereby declares the existence of a local emergency at or in the vicinity of the Meadow Way Bridge, Fairfax, and authorizes the Town Manager to do everything necessary and appropriate, including exceeding the Town Manager's purchasing authority, to let contracts pursuant to Public Contract Code Section 22035 to procure materials and labor without competitive bidding.

The foregoing resolution was duly passed and adopted at a special meeting of the Town Council of the Town of Fairfax held in said Town on the 2nd day of September 2015 by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

BARBARA COLER, Mayor

Attest: _____
Michele Gardner, Town Clerk

DEPARTMENT OF TRANSPORTATION

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

TOWN OF FAIRFAX

AUG 14 2015



*Flex your power!
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RECEIVED

August 03, 2015

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

Dear Mr. Lockaby:

In accordance with Title 23 of the Code of Federal Regulations (Federal Highway Act) and the National Bridge Inspection Standards (NBIS), Caltrans Structure Maintenance and Investigations performed an Other inspection of 1 bridge(s) under your jurisdiction. The bridges have been rated to indicate their deficiencies, structural adequacy, safe load carrying capacity and overall general condition.

Enclosed are copies of the Bridge Inspection Reports for the structures noted on the attached transmittal sheet. These reports contain descriptions of physical changes to the structures since the last inspection, recommendations for work to be done, and additional information not recorded in the previous Bridge Reports.

Your attention is directed to the requirements of Title 23, Part 650 of the Code of Federal Regulations, where newly completed structures or any modification of existing structures shall be entered in the inventory within 90 days. Please notify this office of any newly constructed bridge or culvert within your jurisdiction, more than 20 feet measured along the center of the roadway and carrying public vehicular traffic or over a public roadway, in order that it may be entered in the inventory of bridge structures in compliance with Federal requirements.

Should you have any questions regarding the enclosed Bridge Inspection Report(s), please contact Richard Jorgensen @ (916) 227-8229.

Sincerely,

A handwritten signature in black ink, appearing to read "Richard Hunt".

RICHARD HUNT
Office Chief (Acting)
Structure Maintenance & Investigations - (Investigations - North)

Enclosures

ATTACHMENT 2

DEPARTMENT OF TRANSPORTATION

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WEB SITES:

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

The websites can be accessed at:

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

Inspection Type Definitions**Routine Inspection:**

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

Fracture Critical, Special Feature & Underwater Inspections:

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

Other Inspections:

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

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Bridge Report Transmittal Sheet**Batch** 32644

Br. Number	Bridge Name	Inspection		Outstanding Work
		Date	Type	
27C0008	SAN ANSELMO CREEK	07/16/2015	Other	Y

1 Bridge(s) in this Transmittal



DEPARTMENT OF TRANSPORTATION
Structure Maintenance & Investigations

Bridge Number : 27C0008
Facility Carried: MEADOW WAY
Location : IN FAIRFAX
City : FAIRFAX
Inspection Date : 07/16/2015

Bridge Inspection Report

Inspection Type
Routine FC Underwater Special Other
 Other

STRUCTURE NAME: SAN ANSELMO CREEK

CONSTRUCTION INFORMATION

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

Structure Description: A 5 span simply supported timber girder (12 in Spans 1, 2, 3 and 4; 5 timber and 4 steel girder in Span 4) supported by timber bents(3) with timber bent caps and concrete abutments without monolithic wingwalls. Founded on timber piles.

Span Configuration : 0.30 m, 3.35 m, 2 @ 4.27, 7.01 m.

SAFE LOAD CAPACITY AND RATINGS

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

DESCRIPTION ON STRUCTURE

Deck X-Section: 0.21 m br, 3.08 m, 0.15 m wg, 0.76 m sw, 0.19 m br
Total Width: 4.3 m Net Width: 3.0 m No. of Lanes: 1 Speed: 5 mph
Min. Vertical Clearance: Unimpaired Overlay Thickness: 0.0 Inches
Rail Code: 0000

Rail Type	Location	Length (ft)	Rail Modifications
Timber Rail	Right/Left	151	

DESCRIPTION UNDER STRUCTURE

Channel Description: Natural creek channel - soil, sand and rock.

NOTICE

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

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

INSPECTION COMMENTARY

SCOPE AND ACCESS

A field investigation was performed on 7/16/2015 to investigate the timber columns at Pier 3 and timber Bent cap 5 at Abutment 5. A Quality Assurance Review prompted this investigation. The channel was dry. The timber bent caps and timber columns were drilled to determine the extent of the dry rot condition. The findings are recorded in the

INSPECTION COMMENTARY

Element Condition of this report.

MISCELLANEOUS

Nader Tamannaze, the consulting engineer for the Town of Fairfax, was contacted on 7/20/2015, and informed about the condition of the defects at the timber column at Pier 3 and timber bent cap at Abutment 5.

SAFE LOAD CAPACITY

A Load Rating Summary Sheet dated 7/02/2013 is on file for this structure. While this inspection does not include a check of that analysis, it does verify that the structure conditions observed during this inspection are consistent with those assumed in that analysis. The current rating is based on VIRTIS calculations dated 6/21/2012.

OPERATIONAL SIGNS

At both ends:

"5 MPH"

"SLOW"

WEIGHT LIMIT

16 TONS PER VEHICLE

26 TONS PER SEMI-TRAILER COMBINATION

32 TONS PER TRUCK AND FULL-TRAILER

EXISTING POSTING

The following posting has been placed as per the Order of Director of Transportation dated 2/4/1986:

16 TONS PER VEHICLE

26 TONS PER SEMI-TRAILER COMBINATION

32 TONS PER TRUCK AND FULL-TRAILER

RECOMMENDED POSTING

Retain existing posting.

ELEMENT INSPECTION RATINGS AND COMMENTARY

Elem No.	Defect /Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each State	St. 1	St. 2	St. 3	St. 4
31		Deck-Timber		2	92	sq.m	62	30	0	0	0
	1170	Split/Delamination (Timber)		2	30		0	30	0	0	0
(31-1170)											
Thirty percent (30%) of the deck runner planks have split. Based on a field comparison of the photo from the 9/2010 report, this condition has not changed.											
107		Girder/Beam-Steel		2	29	m	0	29	0	0	0
	1000	Corrosion		2	29		0	29	0	0	0
(107-1000)											
All steel girders are covered with blanket rust. No section loss is observed. Based on a field comparison of the photo from the 9/2010 report, this condition has not changed.											
111		Girder/Beam-Timber		2	190	m	190	0	0	0	0
(111)											
There were no significant defects noted.											
206		Column-Timber		2	12	each	11	0	0	0	1
	1170	Split/Delamination (Timber)		2	1		0	0	0	0	1

ELEMENT INSPECTION RATINGS AND COMMENTARY

Elem No.	Defect /Prot	Element Description	Env	Total Qty	Units Qty in each Condition State			
					St. 1	St. 2	St. 3	St. 4
(206-1170)								
There are splits in the timber column at Column 3 of Pier 3. The splits are about 2 feet long by 2 inches deep around the perimeter. Currently, this condition does not affect the load capacity, but it is recommended to be repaired; install steel banding at the top of the column.								
215		Abutment-RC	2	9 m	9	0	0	0
(215)								
There were no significant defects noted.								
228		Pile-Timber	2	1 ea.	1	0	0	0
(228)								
The pile element is included to indicate the presence of piles on this structure. The piles were not exposed for visual inspection. No indication of pile distress was noted in any substructure element.								
235		Pier Cap-Timber	2	27 m	5	18	0	4
1140		Decay/Section Loss (Timber)	2	4	0	0	0	4
1150		Check/Shake (Timber)	2	18	0	18	0	0
(235-1140)								
There is a vertical split in Bent cap 5, which extends from the left end to half length of the bent cap. Dry rot has occurred inside the bent cap along the vertical split. Approximately 50 percent of the timber cap has rotted. The bent cap portion at Column 1 has crushed about 1 inch. See attached photos.								
(235-1150)								
Bent cap 4 has a horizontal check full length. This condition was first noted in the 8/10/1999 report and has not significantly changed at this time. Based on a field comparison of the photo from the 9/2010 report, this condition has not changed.								
There is a vertical split in Bent cap 2, which extends from the left end to half length of the bent cap. Based on a field comparison of the photo from the 9/2010 report, this condition has not changed.								
332		Railing-Timber	2	42 m	42	0	0	0
(332)								
There were no significant defects noted.								

WORK RECOMMENDATIONS

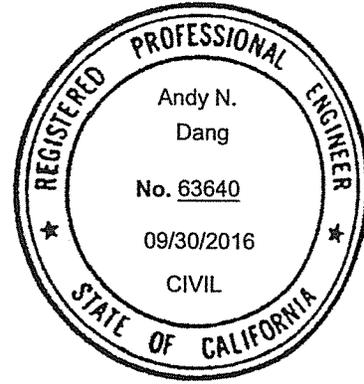
RecDate: 07/16/2015
Action : Sub-Misc.
Work By: LOCAL AGENCY
Status : PROPOSED

EstCost:
StrTarget: 6 MONTHS
DistTarget:
EA:

Replace timber bent cap at Pier 5.
Provided steel banding for Column 3 of
Pier 3.

Team Leader : Andy N. Dang
Report Author : Andy N. Dang
Inspected By : AN.Dang/B.Trinh

Andy N. Dang 8/10/15
Andy N. Dang (Registered Civil Engineer) (Date)



STRUCTURE INVENTORY AND APPRAISAL REPORT

***** IDENTIFICATION *****

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

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

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

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

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

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

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

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

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

SUFFICIENCY RATING = 47.5
 STATUS FUNCTIONALLY OBSOLETE
 HEALTH INDEX 91.6
 PAINT CONDITION INDEX = N/A

***** CLASSIFICATION *****

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

***** CONDITION *****

(58) DECK 7
 (59) SUPERSTRUCTURE 7
 (60) SUBSTRUCTURE 6
 (61) CHANNEL & CHANNEL PROTECTION 6
 (62) CULVERTS N

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

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

***** APPRAISAL *****

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

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

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

***** INSPECTIONS *****

(90) INSPECTION DATE 10/14 (91) FREQUENCY 24 MO
 (92) CRITICAL FEATURE INSPECTION: (93) CFI DATE
 A) FRACTURE CRIT DETAIL- NO MO A)
 B) UNDERWATER INSP- NO MO B)
 C) OTHER SPECIAL INSP- NO MO C)

SAN ANSELMO CREEK

IN FAIRFAX

07/16/2015 [AAAM]

27C0008

113 - PHOTO-Sub-Damage/Deterioration



Photo No. 1

Timber cap crushing at Pier 5 Column 1.

113 - PHOTO-Sub-Damage/Deterioration



Photo No. 2

Timber cap split at Pier 5.

SAN ANSELMO CREEK

IN FAIRFAX

07/16/2015 [AAAM]

27C0008

113 - PHOTO-Sub-Damage/Deterioration

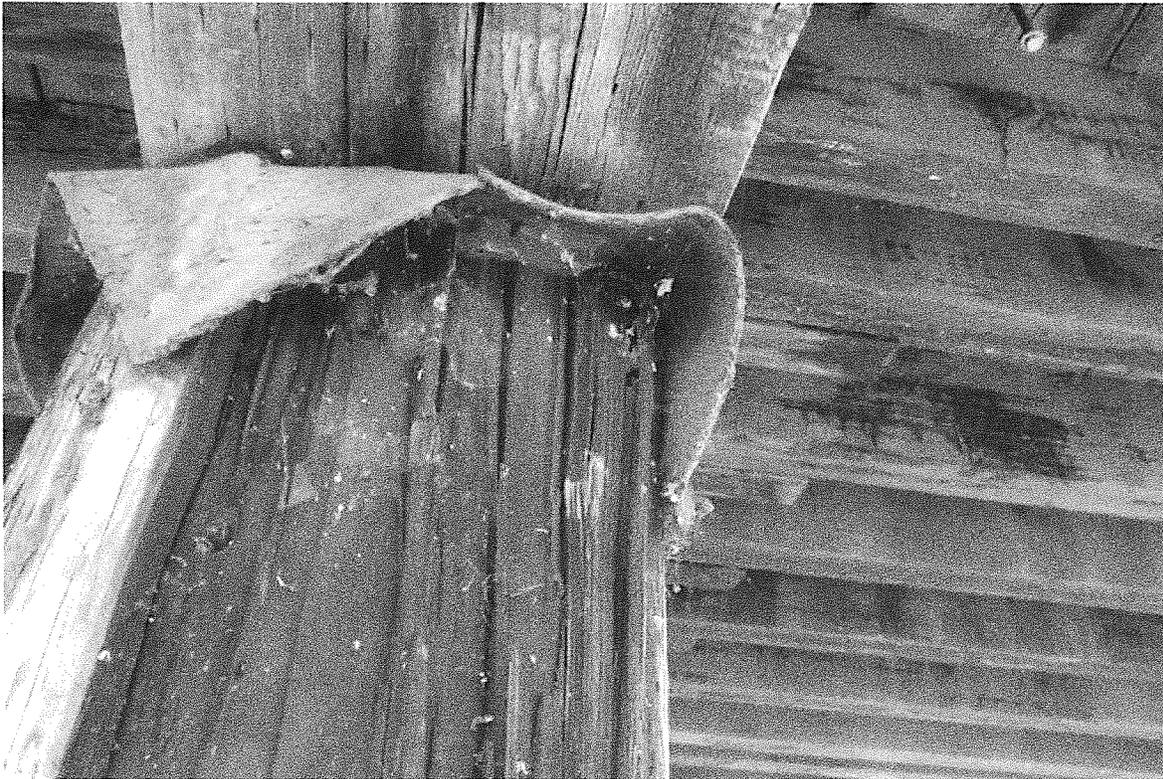


Photo No. 3

Timber splits at Column 3 of Pier 3.

113 - PHOTO-Sub-Damage/Deterioration



Photo No. 4

Timber splits at Column 3 of Pier 3.