



## SKAGIT COUNTY DEPARTMENT OF PUBLIC WORKS

# 2025 ANNUAL BRIDGE REPORT



*Inspection of the 96-year-old Skagit River Marblemount Bridge (#40070) amid an ongoing rehabilitation project that includes strengthening, painting, and repairs.*

**SUBMITTED MARCH 2026**

**SKAGIT COUNTY DEPARTMENT OF PUBLIC WORKS**  
**2025 ANNUAL BRIDGE REPORT**

*Submitted March 2026*

**This bridge report is prepared annually by the Transportation Programs Section of Skagit County Public Works' Engineering Division to fulfill requirements of the Washington Administrative Code (WAC) 136-20-060. The WAC requires the County Engineer's report of bridge inspections as follows:**

*"Each county engineer shall furnish the county legislative authority with a written resume of the findings of the bridge inspection effort. This resume shall be made available to said authority and shall be consulted during the preparation of the proposed six-year transportation program revision. The resume shall include the county engineer's recommendations as to replacement, repair, or load restriction for each deficient bridge. The resolution of adoption of the six-year transportation program shall include assurances to the effect that the county engineer's report with respect to deficient bridges was available to said authority during the preparation of the program."*

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*04/01/2026*

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## ACRONYMS

The following are a list of common acronyms widely used in the Bridge Inspection field:

ADT	Average Daily Traffic
UAS	Unmanned Aircraft System
BIRM	Bridge Inspection Reference Manual
BAC	Bridge Advisory Committee
CFR	Code of Federal Regulations
CRAB	County Road Administration Board
EV#	Emergency Vehicle (# refers to number of axles)
FHWA	Federal Highway Administration
FLBP	Federal Local Bridge Program
NBIS	National Bridge Inventory System
NSTM	Non-redundant Steel Tension Members
PS/PT	Pre-stressed / Post-tensioned
RCW	Revised Code of Washington
SHV	Specialized Haul Vehicle
SU#	Single Unit (# refers to number of axles)
SID	Structure Identification Number
SNBI	Specifications for the National Bridge Inventory
UBIT	Under-Bridge Inspection Truck
WAC	Washington Administrative Code
WSBIM	Washington State Bridge Inspection Manual
WSBIS	Washington State Bridge Inventory System
WSDOT	Washington State Department of Transportation
TIP	Transportation Improvement Program

## EXECUTIVE SUMMARY

The 2025 Annual Bridge Report complies with WAC 136-20-060, which requires that each County Engineer furnish a written resume of the findings of the previous year's inspection effort. This report summarizes Skagit County's bridge inspection program, focusing on the Engineer's recommendations as to replacement, rehabilitation, repair, and load restrictions on the County's deficient bridges. This makes the Annual Bridge Report an important resource in the preparation of the Six Year Transportation Improvement Program and other short and long-term planning tools. Bridge replacement, rehabilitation, and repair projects are prioritized by a coding system that is based on a combination of factors including, but not limited to, an overall condition classification of Good/Fair/Poor, appraisal ratings, traffic data, safety factors, accident history, and funding availability.

For the purpose of national performance measures, the method of assessment to determine the condition classification (Good/Fair/Poor) of a bridge is the minimum (lowest) condition rating code from the following bridge components: Deck, Superstructure, Substructure, or culvert. A condition code of 4 (poor) or less in any of those will assess the entire bridge in Poor Condition.

There are four goals the report strives to attain:

1. Provide inspection findings ensuring safe use by the public.
2. Present proactive maintenance recommendations for maximizing the life of County assets.
3. Identify bridges that may need to be replaced or rehabilitated.
4. Satisfies the reporting requirements set forth by other government agencies.



Dalles Bridge near Concrete (Concrete-Sauk Valley Road)

**HIGHLIGHTS** from the 2025 bridge inspection season include:

- 74 bridge inspections were performed in Skagit County.
  - ❖ 48 routine inspections performed on Skagit County bridges.
  - ❖ 2 UBIT inspections performed by WSDOT for local agencies: City of Mount Vernon and Town of Concrete.
  - ❖ 2 Interim inspection of the temporary shoring on Old Hwy 99 at Thomas Creek bridge.
  - ❖ 12 routine inspections performed for local agencies: Cities of Mount Vernon & Burlington.
  - ❖ 9 scour monitoring inspections after the Dec-2025 extreme weather event, and
  - ❖ 1 Damage Report on the closure of Rockport Cascade Road.

- Construction was completed on the new Fisher Creek crossing on Cedardale Road. The new 136-foot prestressed concrete girder single span replaced a concrete box culvert and fish ladder that was preventing effective salmon migration. The structure was inspected, inventoried, and added to the National Bridge Inventory System. This project was funded by a PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation) grant that also replaced another Fisher Creek culvert on Starbird Road last year, upstream of the new bridge.



- Due to a massive debris blockage during the December 2025 extreme weather event, Jordan Creek migrated to the west and destroyed a portion of Rockport Cascade Road.



The bridge is structurally sound, but it did suffer an extensive amount of scouring around its pile foundation. The road will remain closed for an indeterminate amount of time until a new crossing is constructed over the current Jordan Creek location.

- Skagit County was awarded funding by the Federal Local Bridge Program for the Anacortes and Guemes Island Ferry Docks. This was a Preventative Maintenance Bundle application to make minor repairs, replace the transfer aprons, clean & paint, and replace the entire hydraulic and electrical systems. \$5.8 Million was awarded that funds 100% of the Design Phase and 86.5% of Construction Phase.



- Construction began on the Marblemount Bridge Rehabilitation Project (cover page), which is 1 of the 3 awarded projects from the 2022 Federal Local Bridge Program grant applications. \$18.6 Million was awarded to repair some damaged/deteriorating members as well as upgrading gusset plates and key members to increase the load carrying capacity. The bridge will also receive new rails, deck surface treatment, and protective paint coating. The other two awarded projects, Old Highway 99 at Thomas Creek (\$6 Million) and Deck Repair Bundle Project (\$1.6 Million), have been pushed to 2027 for construction.

# BRIDGE INVENTORY SUMMARY

**Skagit County Road Bridges:**

As of December 31, 2025, Skagit County has 111 bridges in the National Bridge Inventory System (NBIS) plus 3 short span bridges that we routinely inspect as well.

- ❖ The current inventory consists of:
  - 6 culverts (2 corrugated metal, 4 concrete)
  - 3 predominately timber bridges
  - 12 predominately steel bridges
  - 93 predominately concrete bridges
  
- ❖ 11 of Skagit County’s 114 bridges that are routinely inspected require special inspection needs. These inspections are contracted out to WSDOT who have the necessary equipment and expertise (see Specialized Inspections).
  
- Skagit County currently has 2 bridges with a condition rating of Poor (See Table 1).

*TABLE 1 – Skagit County bridges considered to be “Poor Condition”*

BRIDGE NUMBER	BRIDGE NAME	DEFICIENCY	FUNDING STATUS
40013	F&S GRADE SAMISH RIVER	Deck	Repair Funding Awarded – Const. 2027
40113	OLD HWY 99 at THOMAS CK	Deck/Substructure	Replacement Funding Awarded – Const. 2027

To see a full listing of the Skagit County Bridge Inventory and their statistics, please refer to “Appendix A – Bridge Inventory”.

**Specialized Inspections:**

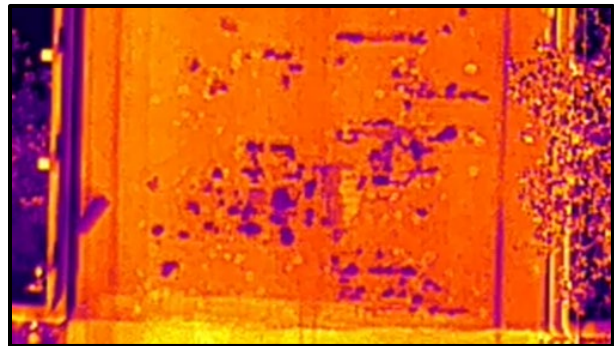
Skagit County currently has 11 structures that require specific access assistance, equipment, and professional services during the inspection process. We refer to these inspections as “specialized inspections” that typically involve three types of inspection: (1) **Under-Bridge Inspection Truck (UBIT)** is required for bridges that cannot be given an adequate visual inspection from the ground. (2) Steel bridges with **Nonredundant Steel Tension Members (NSTM)**, usually require the use of special inspection equipment. (3) Underwater (UW) inspections involve divers for bridges with piers that extend below ordinary low-water levels.



Skagit River Marblemount Bridge, UBIT inspection

Skagit County contracts with the State Bridge Preservation Office (BPO) to perform our specialized type inspections. In 2025, BPO performed 2 specialized inspections (UBIT) for local agencies. In 2026, BPO is scheduled to perform 9 UBIT / NSTM inspections for Skagit County. For more information on our upcoming inspection schedule, please refer to “Appendix B – Routine & Special Inspection Schedule” for details on all our bridges.

The County has added a new form of specialized inspection, a Small Unmanned Aircraft System (sUAS), to supplement our condition reporting with the recent acquisition of a drone by our Survey Department. Now we can utilize its capabilities to capture thermal imaging of the deck, as well as a live video and images from underneath the bridge to inspect the girders and soffit, allowing us to pinpoint defects for closer inspection. Genesis I can clearly provide an accurate size and location of existing patches and delamination as demonstrated below.



Thermal imaging of a portion of Lake Cavanaugh Road at Pilchuck Creek Bridge:

The patched spalls and delamination areas heat and cool at different rates than the concrete in good condition. The existing patches of spalled delamination (top photo) show up in the thermal imaging (bottom photo) as dark purple spots. The lighter yellow spots indicate delamination in the concrete that will eventually spall and need additional patching.

### **Overweight Loads & Load Restricted Bridges:**

The North Fork Bridge and the Dalles Bridge are popular routes for overweight loads. Due to the bridges’ NSTM status and deficiencies, all overweight load permits are reviewed on a case-by-case basis. County staff (along with contracted consultants) review the load configuration (number of axles, axle loading and spacing) to determine if the load is safe to cross all the bridges located along the proposed route. If not, restrictions and/or conditions can be put on the load, or an alternative route identified.



Super-load requiring bridge loading analysis.

TABLE 2 – Skagit County Load Restricted Bridges

LOAD RESTRICTIONS											
Bridge #	Bridge Name	AASHTO TRUCKS - 1,2,3			SU4	SU5	SU6	SU7	EV2	EV3	POSTED
		25T	36T	40T	27T	31T	34.7T	38.7T	28.7T	43T	
40001	Lake View Blvd at Nookachamps									36.6	N
40008	South Fork Bridge							27.3	37.0	Y*	
40039	Rainbow Bridge				29.4	30.5	32.5	27.3	28.0	Y	
40047	Lake Cavanaugh Rd at Pilchuck Cr					32.3	33.3	22.1	31.8	Y	
40063	Lyman-Hamilton Hwy at Childs Cr					33.0	34.8		30.5	Y	
40070	Skagit River Marblemount	23.8	24.8	24.4	23.5	23.6	24.0	24.0	23.5	23.7	N**
40090	Dalles Bridge		30.6	38.0		29.3	30.1	33.1		35.7	Y
40099	Government Bridge	24.0			22.6	23.8	23.9	24.8	24.1	23.2	Y
40114	Samish River Bridge					29.0	32.0	34.0	26.0	27.0	Y
40115	Old Hwy 99 at Friday Cr Bridge						31.3	32.2	25.0	31.0	Y
40130	Lyman-Hamilton Hwy at Red Cabin Cr									32.7	N
40131	Lyman-Hamilton Hwy at Mannser Cr				25.1	27.0	27.4	28.3	27.6	27.1	Y
40132	Lyman-Hamilton Hwy at Jones Cr				22.1	23.9	24.3	25.5	24.1	24.1	Y
40152	Anacortes Ferry Dock									37.4	N
40153	Guemes Island Ferry Dock									37.4	N
40156	Cedardale Rd at Carpenter Cr						32.3	34.4	25.0	31.4	Y*
40157	Benson Ridge Ln at Carpenter Cr						34.0	35.2		33.1	Y
* Bridge located within 1-mile of Interstate, therefore EV posting required.											
** Bridge load restriction mitigated by change from 2-lane to 1-lane bridge.											

**Vertical Clearance Limited Bridges:**

Steel Truss Bridges all have sway bracing across the top which creates a vertical limitation to vehicles traveling over the bridge. Below is a list of bridges that have vertical limitations and their vertical measurement which helps when reviewing the route of an oversized load application. Skagit County crews have also posted the height restriction on two of the bridges that are near or below legal height (See Table 3).

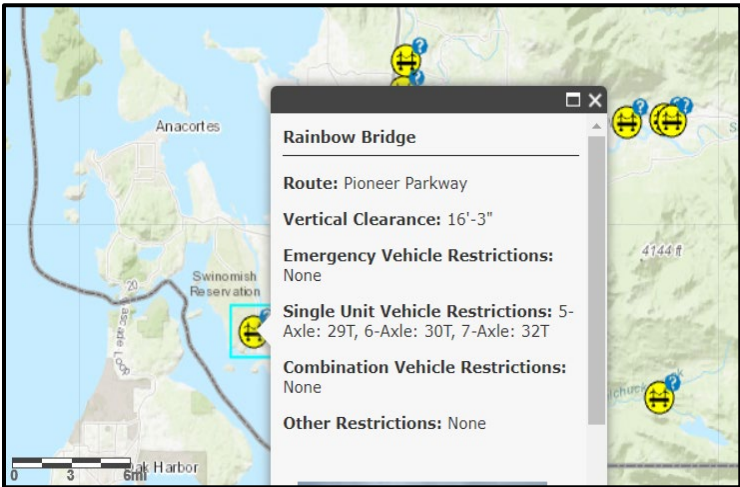


Samish River Bridge - Vertical Clearance Signage

TABLE 3 – Vertical Clearance Limited Bridges

Bridge Number	Bridge Name	Vertical Measurement	Posted Clearance
40114	SAMISH RIVER BRIDGE	14'-6"	14'-3"
40152	ANACORTES FERRY DOCK	16'-0"	
40153	GUEMES ISLAND FERRY DOCK	16'-0"	
40090	DALLES BRIDGE	16'-1"	15'-10"
40039	RAINBOW BRIDGE	16'-7"	
40070	SKAGIT RIVER MARBLEMOUNT	17'-9"	
40099	GOVERNMENT BRIDGE	18'-0"	

In 2022, Skagit County completed re-load ratings of all NBI bridges which revealed the need for load restricting and posting several County bridges (see Table 2). Due to the number of newly load restricted bridges, Public Works, with the assistance of the GIS Department, launched the interactive [Skagit County Bridge Restriction Map](#) (right) which shows the location, all current restrictions, and any clearance limits (vertical or horizontal) of that bridge. This map is intended to inform the trucking industry of possible restrictions and to plan routes accordingly before they embark. Over-legal truck configurations are still required to obtain a permit for travel on County roads.



The County was recently notified by FHWA that our bridges now also need to be reviewed, and rated for another legal truck configuration; the WA-105 which is an 8-axle tractor trailer with a gross vehicle weight of 105,500 lbs. This is an unfunded mandate; however, the County Road Administration Board (CRAB) is working with State Legislators to fund this effort for Washington State Counties.

**Local Agency Bridges:**

Skagit County Public Works provides inspection services to cities and towns within Skagit County on a reimbursable basis. The County works with the local agencies under agreement conditions set forth in RCW Chapter 39.34, the Interlocal Cooperation Act. The County’s services are provided primarily to those cities which lack resources and expertise to inspect and maintain their bridge inventory. Currently, the County provides routine inspection services on 17 local municipality bridges.

**No. of Local Agency Bridges Served by Skagit County:**

- ❖ City of Burlington – 2
- ❖ Town of Concrete – 1
- ❖ City of Mount Vernon – 12
- ❖ City of Sedro-Woolley – 2

**Short Span Bridges:**

Short span bridges are defined as spans that are 20-feet or less in length and over 4-feet for timber structures and over 6-feet for steel and concrete structures. Even though inspection reports and bridge information for short span bridges are not routinely reported to WSDOT or FHWA, Skagit County currently has three short span structures inventoried, like Campbell Lake Outlet pictured to the right, with plans to add more crossings that meet the short span definition. Once inventoried, Skagit County can schedule routine inspections and operate these crossings in the same manner as federally reported bridges in our inventory.



Campbell Lake Outlet slab girders put back in place after receiving new timber cap in 2013.



Cascade Trail Bridge at Jones Creek

**Parks Department Bridges:**

Skagit County Parks and Recreation Department has approached Public Works and requested assistance with a growing inventory of pedestrian bridges (27 total). These have been acquired either through new trail construction or by acquisition of abandoned railroad rights-of-way. Public Works will continue to work with the Parks and Recreation Department to inventory and inspect as staffing and workload allows.

## BRIDGE INSPECTION PROGRAM, FINDINGS, & RECOMMENDATIONS

Bridge inspections are performed in accordance with the Specifications for the National Bridge Inventory (SNBI) and with 23 CFR 650.3. All bridges reported to the NBIS in the United States are issued a structure identification number (SID). The standards mandate that all public agencies with a bridge inventory inspect and report the findings at a minimum of once every 24 months (routine inspection). The inspector uses these standards to document the current condition of each bridge element listed. The deficiencies are coded to the NBIS and show degree of deterioration in various elements. The three primary elements are the deck, superstructure, and substructure. As deterioration accelerates, the coding values will drop. Work orders for repairs may be issued. In cases where the coding factors are extremely low, recommendations are made for replacement or rehabilitation. Bridges with identified deficiencies may be inspected or monitored at more frequent intervals.

The results of our inspection program are forwarded on to the WSDOT Local Programs Office for review. Once the report has been accepted by WSDOT, it is available for the FHWA and others to use. A copy of all final inspection reports are kept on file with Skagit County Public Works and available online at [www.SkagitCounty.net](http://www.SkagitCounty.net)

FHWA has revamped its methodology used to categorize the overall condition of bridges. They have eliminated the calculated sufficiency rating and established a more simplified Good/Fair/Poor Rating that is a culmination of inspection findings and assigning condition codes to major components of the bridge: Deck, Superstructure, and Substructure.

### **Code Condition Rating**

G: Good - 7, or 8

F: Fair - 5 or 6

P: Poor - 4, 3, 2, 1, or 0

Currently, Skagit County's inventory consists of 2 Poor bridges, 64 bridges in Fair condition, and 48 bridges in Good condition.

The bridge inspection program recognizes that with limited funding, it is important to identify trends that are affecting the deficiencies of our bridge structures, such as age and materials used in construction. Skagit County Public Works will continue to apply for available funds to assist with deficient bridges that are eligible for Federal Local Bridge Program funds and Surface Transportation Program funds. County bridges not eligible for Federal funds, such as short-span bridges 20-feet in length or less, will have their replacement/rehabilitation needs prioritized by Public Works staff based on: condition rating, staff resource availability, and the Board of Skagit County Commissioners' funding authorization of such projects in the Annual Construction Program. Similarly, for maintenance, repair, and minor rehabilitation work, prioritization is based on County bridge maintenance funds and staff resource availability.

This report also documents projects that have been completed, those that are in the current Six-Year Transportation Improvement Program, and those bridges that are candidates for future replacement/rehabilitation.

## REPLACEMENT & REHABILITATION

The County's current focus is to replace or rehabilitate bridges that are classified as "Poor". We have received, or are currently seeking, funding for several bridges that need replacement, rehabilitation and/or preventative maintenance. The bridges identified below are Public Work's current focus.

### REPLACEMENT

#### **Old Hwy 99 at Thomas Creek Bridge #40113**

This bridge is determined to be in "Poor" condition which made it eligible for replacement funding. The bridge has a deteriorating pile that's been red tagged which would normally require a weight restriction or closure of the bridge. However, County forces were able to quickly permit and install temporary shoring to reduce the loading on the pile. Federal funding was awarded (**\$6 Million**) in 2022 to replace this structure with **construction currently scheduled for 2027**.

#### **Recommended Replacement candidates:**

#### **Rockport Cascade Rd at Jordan Creek #40095**

During the extreme weather event that occurred in December of 2025, Jordan Creek migrated to the west and destroyed the approach roadway leading up to the bridge and suffered an extensive amount of scouring around its pile foundation. The bridge remains structurally sound but will require grant funding support to design and construct a long term solution that will span the new channel width of Jordan Creek.



#### **South Skagit Highway at Mill Creek Bridge #40086**



Mill Creek channel upstream of bridge.

Environmental processes have rendered the Mill Creek crossing inadequate for its intended purpose. Mill Creek, located in an alluvial fan, has filled in with large aggregate and decreased the structures' available conveyance, causing the creek to overtop the roadway during the most minor rainfall events. Currently, the channel diverts flow to the east of the bridge and joins with Savage Creek, reducing salmonid habitat. The County was not awarded funding in the 2025 Call for Projects but plan to try again in the next call, expected in March of 2027.

### **North Fork Bridge #40037**

The North Fork Bridge has served the County well for 67 years, but its narrow configuration and limited load capacity have rendered it obsolete. Currently, the bridge is in Fair condition and not eligible for Federal Local Bridge Program replacement funds. However, given the importance of the route it serves (connecting Interstate-5 with State Route 20 and serving as an alternative trucking route to the Port of Skagit, the refineries, and Port of Anacortes) we are looking for infrastructure grants, coupled with non-motorized grants and salmon restoration / flood water conveyance grant opportunities.



North Fork Bridge looking downstream.

## **REHABILITATION**

### **Skagit River Marblemount Bridge #40070**

The 94-year-old steel truss bridge, providing access from SR-20 to the North Cascade Forest Lands received **\$18.6 Million** in Federal Local Bridge Program in 2022 funding to rehabilitate and strengthen the structure to handle current legal loads. **Construction began in early 2025 with a scheduled stoppage during the winter and will commence in spring of 2026.** However, the closure of Rockport Cascade Road due to the December-2025 extreme weather event has complicated the work schedule and may require additional time to complete.



Marblemount Bridge – Skagit River

The structure would be posted for load restrictions based upon its current rating, however, considering the low average daily traffic, Public Works elected to reduce the bridge to one-lane with signal controlled two-way traffic operation. With a one-lane configuration, legal trucks are allowed to cross one-at-a-time to avoid a 20-mile detour.

Rehabilitation of the structure will include cleaning and painting, replacement of damaged and/or deteriorating members of the truss and upgrading key members to increase the load carrying capacity of the truss system.

## Recommended Rehabilitation candidates:

### Rainbow Bridge #40039

The Rainbow Bridge (below) is rated in Fair condition and does not meet the eligibility requirements for rehabilitation funding, despite the paint/protective coating being considerably faded. However, the bridge has multiple minor repair needs so preventative maintenance funding could be an option to pursue, bundled with a cleaning and painting effort. County staff will continue to look for ways to fund these items.



## PREVENTATIVE MAINTENANCE

### Preventative Maintenance – Bridge Deck Repair Bundle

Like the Bay View-Edison at Joe Leary Slough Bridge, the County has several other bridges whose sub and superstructure are in good condition but have deteriorating decks. The bridges mentioned below were bundled together and received Federal Local Bridge Program Funding in 2022 in the amount of **\$1.6 Million** to receive deck maintenance and restore their surface conditions. **Construction is currently scheduled for 2027.**

- Cascade River Bridge #40071
- South Skagit Hwy at Pressentin Creek #40088
- F & S Grade Rd at Samish River #40013

### Recommended Deck Repair candidates:

- Lake Cavanaugh Rd at Pilchuck Creek #40047
- Cape Horn Road at Grandy Creek #40068
- South Skagit Hwy at O'Toole Creek #40084
- Benson Ridge Lane at Carpenter Creek #40157

**Paint/Protective Coating candidates:**

Painting of steel structures is not only for aesthetic purposes, but it also provides a protective coating to prevent corrosion. The **Guemes Island Ferry Dock #40153** (right) and Anacortes Ferry Dock #40154 have been **awarded \$5.8 Million** for a Preventative Maintenance Bundle to clean / paint, make minor repairs, and replace the entire hydraulic and electrical systems.



M/V Guemes Ferry Anacortes Terminal – Transfer Span

**MAINTENANCE AND REPAIR**

The majority of bridge maintenance and repair work is performed by County Forces. This includes cleaning, minor painting, deck repair/patching and rail repair. The major maintenance projects being worked on now include:



South Skagit Highway at Finney Creek

**Debris Removal:**

Debris is an ongoing issue for many of our bridges. To improve staff efficiency and response time, the County’s Environmental Services secured programmatic HPAs for clearing debris from problem bridges. Common debris locations include Farm-to-Market at Samish River Bridge (#40034) and South Skagit Hwy at Finney Creek (#40089) pictured left. That blockage required waiting for low flows and cutting the bigger key logs.

**Bridge Maintenance:**  
**Concrete-Sauk Valley Temporary Bridge**  
**#40091**

The temporary bridge was installed to maintain regionwide access when the culvert at North Osterman Creek failed due to storms and massive head cutting from the unpredictable geomorphology of the nearby Sauk River. Due to the bridge's lack of substructure, it is considered scour critical and has a Scour Plan of Action in place directing County staff to monitor site conditions during rainfall events. Recently, County Forces successfully permitted and installed Super Sacks, filled with river rock, along the banks of Osterman Creek to prevent further channel migration towards the ends of the bridge. The temporary structure will remain until the permanent crossing is designed and ready for construction. This crossing was submitted for FEMA funding and recently received more than \$770,000 in FEMA funding to begin design of a new bridge. Once the design is complete, the County will submit the estimated construction cost to FEMA to secure additional funding.



Temporary Bridge over North Osterman Creek, looking upstream.



Super-sacks filled with river rock are placed to armor bank and slow down channel migration. Photo taken from bridge looking upstream.

**General Maintenance:**

In addition to the above-mentioned repairs, Skagit County's staff perform various minor maintenance and repairs throughout the year. These maintenance and repair efforts include, but are not limited to:

- Patching decks due to spalling or material loss
- Replacing the loss of armor/rock around bridge abutments
- Repairing bridge rail and guardrail
- Leveling bridge approaches
- Spot repainting
- Removal of vegetation encroaching on or blocking access to the bridge for inspection purposes
- Replacing damaged or worn signage

Hard Creek Bridge on Cascade River Road experienced some scour along the eastern bank that is undermining the road base retaining wall. A temporary patch was installed by County crews in November to prevent further erosion. A permanent solution will be constructed in summer of 2026.



Cascade River Road at Hard Creek Bridge, looking north, upstream.



Scoured channel bank undermining retaining wall along east bank.

Refer to “Appendix C – Bridge Maintenance List” for a full listing of outstanding and recently completed repairs.

## GLOSSARY OF BRIDGE TERMINOLOGY

**Abutment**—a substructure supporting one end of a single-span, or the extreme end of a multi-span superstructure and, in general, retaining or supporting the approach fill.

**Backwall**—the top-most portion of an abutment functioning *primarily* as a retaining wall to contain approach roadway fill.

**Bent**—a supporting unit of the beams of a span made up of one or more column or column -like members connected at their top-most ends by a cap, strut, or other horizontal member.

**Bracing**—a system of tension or compression members, or a combination of these, connected to the parts to be supported or strengthened by a *truss* or frame. It transfers wind, dynamic, impact, and vibratory stresses to the substructure and gives rigidity throughout the complete assemblage. Can also refer to diagonal members that tie two or more columns of a bent together.

**Cap**—the horizontally-oriented, top-most piece or member of a bent sewing to distribute the beam loads upon the columns and to hold the beams in their proper relative positions.

**Chord**—in a truss, the upper-most and the lower-most longitudinal members, extending the full length of the truss.

**Compression**—a type of stress involving pressing together; tends to shorten a member; opposite of tension.

**Culvert**—a pipe or small structure used for drainage under a road, railroad or other embankment. A culvert with a span length greater than 20-feet is included in the National Bridge Inventory and receives a rating using the NBI scale.

**Deck**—portion of a bridge that provides direct support for vehicular and pedestrian traffic.

**Elastomeric pads**—rectangular pads made of neoprene, found between the substructures and superstructure, that bears the entire weight of the superstructure. Elastomeric pads can deform to allow for thermal movements of the superstructure.

**Endwall**—the wall located directly under each end of a bridge that holds back approach roadway fill. The endwall is part of the abutment.

**Pier**—a structure comprised of stone, concrete, brick, steel, or wood that supports the ends of the spans of a multi-span superstructure at an intermediate location between abutments. A pier is usually a solid structure as opposed to a bent, which is usually made up of columns.

**Pile**—a rod or shaft-like linear member of timber, steel, concrete, or composite materials driven into the earth to carry structure loads into the soil.

**Pin Pile**—a series of two-inch-diameter pipes driven in a line into the ground to support the timber planks of a small retaining wall, typically used to prevent erosion under a bridge abutment.

**Post or column**—a member that resists compressive stresses, in a vertical or near vertical position.

**Scour**—erosive action of removing streambed material around bridge substructure due to water flow. Scour is of particular concern during high-water events.

**Short-span bridge**—these bridges span 20 feet or less, have a single span and are typically supported by timber piles or shallow concrete footings. The term can also refer to a large diameter culvert.

**Soffit**—the underside of the bridge deck or sidewalk.

**Spall**—a concrete deficiency wherein a portion of the concrete surface is popped off from the main structure due to the expansive forces of corroding steel rebar underneath. This is especially common on older concrete bridges.

**Stringer**—a longitudinal beam (less than 30' long) supporting the bridge deck, and in large bridges, framed into or upon the floor beams.

**Substructure**—the abutment, piers, grillage, or other structure built to support the span or spans of a bridge's superstructure and distributes all bridge loads to the ground surface. Includes abutments, piers, bents, and bearings

**Superstructure**—the entire portion of a bridge structure which primarily receives and supports traffic loads and in turn transfers the reactions to the bridge substructure; usually consists of the deck and beams or, in the case of a truss bridge, the entire truss.

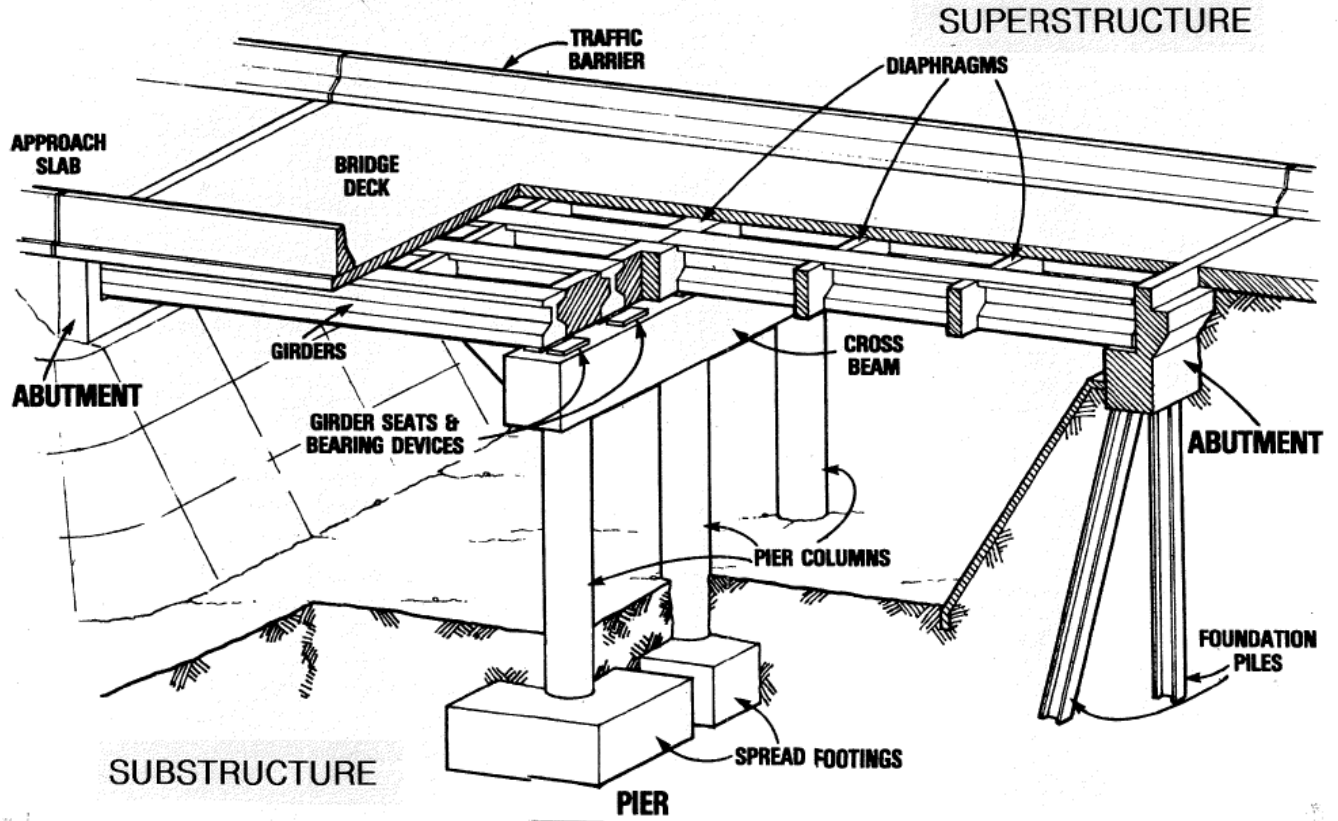
**Tension**—type of stress involving an action which pulls apart.

**Trestle**—a bridge structure consisting of beam spans supported upon bents. Trestles are usually made of timber and have numerous diagonal braces, both within each bent and from bent to bent.

**Wingwall**—walls that slant outward from the corners of the overall bridge that support roadway fill of the approach.

# ELEMENTS OF A BRIDGE

## BASIC BRIDGE PARTS



**APPENDIX A**  
**BRIDGE INVENTORY**

BRIDGE NUMBER	BRIDGE NAME	OVERALL CONDITION	LOWEST CODE*	YEAR BUILT /REBUILT	LENGTH (feet)	WIDTH (feet)	AVG DAILY TRAFFIC	TRUCK %	MAIN MATERIAL	DESIGN TYPE
40070	SKAGIT RIVER MARBLEMOUNT	Fair	5 (Super)	1930	662.0	20.0	608	11	Steel	Truss Thru
40099	GOVERNMENT BRIDGE	Fair	6 (Super)	1930	304.0	14.0	158	11	Steel	Truss Thru
40113	OLD HWY 99 at THOMAS CR	Poor	4 (Sub)	1934	52.0	30.0	5234	10	Timber	Girder
40156	CEDARDALE RD at CARPENTER CR	Fair	5 (Super)	1934	84.0	36.0	613	14	Timber	Girder
40116	OLD HWY 99 at SILVER CR	Fair	6 (Deck)	1934	38.0	25.0	1687	9	Concrete	Tee Beam
40114	SAMISH RIVER BRIDGE	Fair	6 (Super)	1934	385.0	24.0	3113	11	Steel	Truss Thru
40063	LYMAN HAMILTON HWY at CHILDS CR	Fair	6 (Super)	1948	32.0	24.0	525	8	Concrete	Tee Beam
40033	FARM-TO-MARKET at NEUMAN	Fair	6 (Deck)	1950	60.0	26.0	920	8	Concrete	Slab
40036	FARM-TO-MARKET JOE LEARY	Fair	6 (Deck)	1950	72.0	26.0	981	7	Concrete	Slab
40032	FARM-TO-MARKET S DITCH	Fair	6 (Super)	1950	21.0	26.0	920	8	Concrete	Slab
40026	FARM-TO-MARKET N DITCH	Fair	6 (Super)	1951	32.0	26.0	1231	7	Concrete	Channel Beam
40090	DALLES BRIDGE	Fair	6 (Super)	1952	506.0	26.0	2562	6	Steel	Arch Thru
40093	UPPER FINNEY CREEK BRIDGE	Good	7 (Super)	1952/2023	210.0	14.2	41	10	Concrete	Tee Beam
40001	LAKE VIEW BLVD/NOOKACHAMPS	Fair	5 (Super)	1954	77.0	25.5	690	8	Concrete	Tee Beam
40130	LYMAN HAMILTON HWY at RED CABIN	Fair	6 (Sub)	1954	23.0	26.0	253	6	Concrete	Slab
40131	LYMAN HAMILTON HWY at MANNSE	Fair	6 (Super)	1954	51.8	26.0	260	6	Concrete	Slab
40089	S SKAGIT HWY at FINNEY CR	Good	7 (Super)	1954	122.0	26.0	635	12	Steel	Girder
40031	PULVER ROAD at JOE LEARY	Fair	6 (Super)	1955	39.0	24.0	928	10	Concrete	Tee Beam
40132	LYMAN HAMILTON HWY at JONES	Good	7 (Sub)	1955	52.0	26.0	253	6	Concrete	Slab
40029	BAY VIEW-EDISON JOE LEARY	Good	7 (Super)	1955	100.2	29.8	588	8	Concrete	Tee Beam
40115	OLD HWY 99 at FRIDAY CR	Good	7 (Super)	1956	122.0	26.0	2682	8	Concrete	Slab
40055	PRAIRIE RD E at SAMISH R	Good	7 (Super)	1956	76.0	24.4	894	10	Concrete	Tee Beam
40042	MILLTOWN at BIG DITCH	Fair	6 (Deck)	1957	50.0	24.2	413	8	Concrete	Tee Beam
40039	RAINBOW BRIDGE	Fair	6 (Super)	1957	797.0	24.0	3101	7	Steel	Arch Thru
40004	FRANCIS RD at SLOUGH	Fair	6 (Deck)	1958	50.0	24.0	4694	4	Concrete	Tee Beam
40011	GREEN RD at THOMAS CR	Fair	6 (Super)	1958	51.0	24.0	54	7	Concrete	Tee Beam
40060	BURMASTER RD at COAL CR	Good	7 (Super)	1958	26.0	24.3	353	9	Concrete	Tee Beam
40084	S SKAGIT HWY at O'TOOLE CR	Fair	5 (Deck)	1959	66.0	24.0	635	12	PS/PT Concrete	Girder
40106	LAKE SAMISH RD at BEAR CR	Fair	6 (Deck)	1959	50.0	24.0	491	6	Concrete	Tee Beam
40037	NORTH FORK BRIDGE	Fair	6 (Super)	1959	726.0	24.0	3693	10	Steel	Girder
40126	MARCHS POINT PIPELINE	Good	7 (Super)	1960	44.3	28.4	678	14	Concrete	Slab
40081	S SKAGIT HWY at DAY CR	Fair	5 (Deck)	1961	160.0	24.0	825	11	PS/PT Concrete	Girder
40082	S SKAGIT HWY at LORETTA CR	Fair	6 (Deck)	1961	85.0	24.0	825	11	PS/PT Concrete	Girder
40083	S SKAGIT HWY at CUMBERLAND CR	Fair	6 (Deck)	1961	50.0	24.0	635	12	PS/PT Concrete	Girder
40021	FRIDAY CREEK 4TH BRIDGE	Fair	6 (Super)	1961	61.0	20.0	184	7	PS/PT Concrete	Tee Beam
40020	FRIDAY CREEK 3RD BRIDGE	Good	7 (Super)	1961	61.0	20.0	165	8	PS/PT Concrete	Tee Beam
40018	FRIDAY CREEK 1ST BRIDGE	Fair	6 (Super)	1962	61.0	20.0	165	8	PS/PT Concrete	Tee Beam
40038	LACONNER WHITNEY at SL	Good	7 (Super)	1962	68.0	26.0	5550	6	PS/PT Concrete	Girder
40142	CAMPBELL LAKE OUTLET	Good	7 (Super)	1962	19.0	20.0	57	4	Concrete	Channel Beam
40023	FRIDAY CREEK 6TH BRIDGE	Good	7 (Super)	1963	61.0	24.0	184	7	PS/PT Concrete	Tee Beam
40034	FARM-TO-MARKET SAMISH R	Good	7 (Super)	1963	158.0	26.0	920	8	Concrete	Slab
40024	FRIDAY CREEK 7TH BRIDGE	Fair	6 (Super)	1964	61.0	24.0	237	8	PS/PT Concrete	Tee Beam
40028	BAY VIEW-EDISON at SAMISH R	Fair	6 (Deck)	1965	222.7	26.0	1026	4	Concrete	Slab
40109	LAKE SAMISH RD at FRIDAY CR	Fair	6 (Deck)	1965	53.0	26.0	5124	6	PS/PT Concrete	Girder
40027	BAY VIEW-EDISON at SAMISH SL	Fair	6 (Super)	1965	38.0	26.5	1026	4	PS/PT Concrete	Channel Beam
40066	HAMILTON CEMETERY RD at MUDDY CR	Good	7 (Super)	1965	51.3	26.0	171	10	Concrete	Tee Beam
40088	S SKAGIT HWY at PRESENTIN CR	Fair	5 (Deck)	1966	85.0	26.6	635	12	PS/PT Concrete	Girder
40101	BAKER LAKE RD at BEAR CR	Fair	6 (Deck)	1966	85.0	26.0	714	23	PS/PT Concrete	Girder
40046	LK CAVANAUGH RD at BEAR	Fair	5 (Deck)	1967	51.8	28.0	578	10	PS/PT Concrete	Girder
40068	CAPE HORN RD at GRANDY CR	Fair	5 (Deck)	1967	51.0	28.0	391	6	PS/PT Concrete	Girder
40071	CASCADE RIVER BRIDGE	Fair	5 (Deck)	1967	180.0	26.3	294	7	PS/PT Concrete	Girder
40061	MINKLER RD at WISEMAN CR	Fair	6 (Deck)	1967	40.8	28.0	936	7	PS/PT Concrete	Girder
40140	BAKER LAKE RD at E GRANDY CR	Fair	5 (Super)	1968	40.8	28.0	725	18	PS/PT Concrete	Channel Beam
40120	BAKER LAKE RD at W FORK GRANDY CR	Fair	6 (Super)	1968	62.0	28.0	725	18	PS/PT Concrete	Girder
40086	S SKAGIT HWY at MILL CR	Fair	5 (Super)	1969	40.8	28.0	635	12	PS/PT Concrete	Channel Beam

BRIDGE NUMBER	BRIDGE NAME	OVERALL CONDITION	LOWEST CODE*	YEAR BUILT /REBUILT	LENGTH (feet)	WIDTH (feet)	AVG DAILY TRAFFIC	TRUCK %	MAIN MATERIAL	DESIGN TYPE
40141	BAYVIEW STATE PARK	Fair	6 (Deck)	1969	62.0	26.0	751	10	PS/PT Concrete	Girder
40095	ROCKPORT CASCADE RD at JORDAN CR	Good	7 (Deck)	1969	56.4	28.0	304	7	Concrete	Girder
40047	LK CAVANAUGH RD at PILCHUCK	Fair	5 (Deck)	1970	56.5	28.0	578	10	PS/PT Concrete	Girder
40094A	ROCKPORT CASCADE at ILLABOT CR	Fair	6 (Deck)	1970	92.5	28.0	262	15	Concrete	Girder
40008	SOUTH FORK BRIDGE	Fair	6 (Super)	1972	908.0	28.0	4719	12	Steel	Girder
40067	CAPE HORN RD at ALDER CR	Fair	6 (Super)	1972	41.0	28.0	227	5	PS/PT Concrete	Channel Beam
40030	THOMAS RD at SAMISH R	Good	7 (Super)	1973	91.0	28.0	216	23	PS/PT Concrete	Girder
40013	F&S GRADE SAMISH RIVER	Poor	4 (Deck)	1974	102.0	28.0	630	10	PS/PT Concrete	Girder
40015	PRAIRIE RD S at SAMISH R	Fair	5 (Deck)	1974	83.0	28.0	1583	9	PS/PT Concrete	Girder
40016	PRAIRIE RD W at SAMISH R	Fair	6 (Deck)	1975	104.0	28.0	1539	11	PS/PT Concrete	Girder
40017	PRAIRIE RD FRIDAY CR	Fair	6 (Super)	1975	78.0	28.0	2757	9	PS/PT Concrete	Girder
40014	GRIPP RD at SAMISH R	Fair	6 (Deck)	1976	83.5	28.0	679	12	PS/PT Concrete	Girder
40002	SWAN ROAD at NOOKACHAMPS	Fair	6 (Super)	1976	126.0	28.0	1100	8	Concrete	Girder
40152	ANACORTES FERRY DOCK	Fair	6 (Super)	1976	205.0	15.0	500	7	Steel	Movable Lift
40051	BEAVER LAKE RD at NOOKACHAMPS	Fair	5 (Deck)	1977	73.0	28.6	186	13	PS/PT Concrete	Girder
40022	FRIDAY CREEK 5TH BRIDGE	Fair	6 (Super)	1977	69.0	28.0	184	7	PS/PT Concrete	Girder
40025	FRIDAY CREEK 8TH BRIDGE	Fair	6 (Super)	1977	59.0	28.0	234	8	PS/PT Concrete	Girder
40054	KNAPP RD at NOOKACHAMPS	Good	7 (Super)	1977	73.0	28.2	405	10	PS/PT Concrete	Girder
40003	FRANCIS RD at NOOKACHAMPS CR	Fair	6 (Super)	1979	130.0	28.0	4694	4	Concrete	Girder
40072	CASCADE RIVER RD at MONOGRAM	Fair	6 (Super)	1979	22.0	26.0	188	4	Concrete	Slab
40019	FRIDAY CREEK 2ND BRIDGE	Good	7 (Super)	1979	74.0	28.0	184	7	PS/PT Concrete	Tee Beam
40151	NICHOLSON at CHILDS CR	Good	7 (Super)	1979	29.0	15.0	40	5	PS/PT Concrete	Slab
40043	CONWAY HILL at CARPENTER CR	Good	7 (Deck)	1980	60.0	14.0	95	8	PS/PT Concrete	Girder
40041	E JOHNSON RD at CARPENTER CR	Fair	6 (Super)	1981	50.1	24.0	85	14	PS/PT Concrete	Girder
40069	CONRAD RD at SWIFT CR	Fair	6 (Super)	1981	39.0	24.0	23	1	PS/PT Concrete	Girder
40153	GUEMES ISLAND FERRY DOCK	Fair	6 (Super)	1981	165.0	15.0	500	7	Steel	Movable Lift
40073	CASCADE RIVER RD AT LOOKOUT CR	Good	7 (Super)	1981	191.0	28.0	188	4	Steel	Girder
40074	CASCADE RIVER RD at MARBLE CR	Good	7 (Super)	1982	120.0	26.1	188	4	PS/PT Concrete	Girder
40157	BENSON RIDGE LN at CARPENTER CR	Fair	6 (Deck)	1983	52.2	30.0	46	4	Timber	Girder
40159	MINKLER RD at COAL CR	Fair	6 (Deck)	1984	29.0	34.0	1136	8	Concrete	Slab
40062	UTOPIA RD at BLACK SLOUGH	Fair	6 (Super)	1984	144.0	26.0	77	23	PS/PT Concrete	Girder
40052	TAYLOR RD at WALKER CR	Good	7 (Super)	1985	42.0	16.0	40	15	PS/PT Concrete	Girder
40077	CASCADE RIVER RD at MINERAL PARK	Fair	6 (Deck)	1986	71.0	18.0	84	4	PS/PT Concrete	Girder
40044	PIONEER HWY at BIG DITCH	Good	7 (Deck)	1987	81.0	37.2	9442	9	PS/PT Concrete	Slab
40045	PIONEER HWY at FISHER SL	Good	7 (Deck)	1987	114.0	37.2	9516	12	PS/PT Concrete	Slab
40035	BAY VIEW-EDISON / BIG INDIAN	Fair	6 (Super)	1992	71.0	34.1	1176	8	PS/PT Concrete	Girder
40117	ALGER CAIN LAKE RD at SILVER CR	Good	8 (Super)	1992	102.0	34.2	4286	5	PS/PT Concrete	Tee Beam
40080	S SKAGIT HWY at PARKER CR	Good	7 (Culvert)	1996	26.0	0.0	1437	17	Concrete	Culvert
40129	LYMAN HAMILTON HWY at MUDDY	Good	7 (Super)	1997	65.0	30.0	198	4	PS/PT Concrete	Girder
40075	CASCADE RIVER RD at SIBLEY CR	Good	7 (Super)	1997	23.8	28.0	188	4	Concrete	Slab
40076	CASCADE RIVER RD at HARD CR	Good	7 (Sub)	1997/2016	46.0	17.7	84	4	Concrete	Slab
40048	LK CAVANAUGH RD CULVERT	Good	7 (Culvert)	1998	21.5	0.0	604	16	Steel	Culvert
40092	CONCRETE-SAUK VALLEY at MILLER CR	Good	7 (Culvert)	1999	27.7	0.0	158	16	Concrete	Culvert
40009	COOK RD at DD14 DITCH	Good	7 (Super)	2000	37.5	40.0	16617	9	PS/PT Concrete	Girder
40012	COOK RD at BRICKYARD CR	Good	8 (Super)	2000	54.0	44.0	15887	8	PS/PT Concrete	Girder
40112	NEFFS CROSSING	Good	7 (Deck)	2006	107.8	41.0	4372	10	PS/PT Concrete	Slab
40161	FLINN ROAD at MCELROY SL	Good	7 (Super)	2006	48.0	19.6	20	0	PS/PT Concrete	Slab
40162	BLANCHARD RD at MCELROY SL	Good	7 (Culvert)	2007	28.6	26.0	40	1	Concrete	Culvert
40163	HELMICK RD at RED CR	Good	7 (Deck)	2007	150.0	36.0	642	8	PS/PT Concrete	Girder
40005	NOOKACHAMP HILLS CULVERT	Good	8 (Culvert)	2008	30.9	29.2	470	6	Steel	Culvert
40065	CONRAD RD at SUTTER CR	Good	8 (Super)	2011	73.0	15.7	23	1	PS/PT Concrete	Slab
40164	S LAVENTURE RD at MADDOX CR	Good	7 (Deck)	2013	80.0	50.0	8284	5	PS/PT Concrete	Girder
40085	S SKAGIT HWY at DAVIS SLOUGH	Good	8 (Deck)	2014	63.3	34.9	610	5	PS/PT Concrete	Girder
40110	BURLINGTON NORTHERN OVERPASS	Good	7 (Super)	2018	411.0	38.0	5771	15	PS/PT Concrete	Girder
40094B	RYAN CROSSING at ILLABOT CR	Good	8 (Super)	2018	105.0	27.4	262	15	PS/PT Concrete	Girder

BRIDGE NUMBER	BRIDGE NAME	OVERALL CONDITION	LOWEST CODE*	YEAR BUILT /REBUILT	LENGTH (feet)	WIDTH (feet)	AVG DAILY TRAFFIC	TRUCK %	MAIN MATERIAL	DESIGN TYPE
40094C	HOLLOW CEDAR at ILLABOT CR	Good	8 (Super)	2018	105.0	27.4	262	15	PS/PT Concrete	Girder
40091	CONCRETE-SAUK VALLEY TEMP BR	Good	7 (Super)	2021	131.0	13.7	158	11	Steel	Truss Thru
40147	STARBIRD RD at FISHER CR	Good	8 (Culvert)	2024	22.7	28.0	843	10	Concrete	Culvert
40146	CEDARDALE RD at FISHER CR	Good	8 (Super)	2025	136.0	34.1	618	5	PS/PT Concrete	Girder
<b>LOCAL AGENCY BRIDGES</b>										
<b>CITY OF BURLINGTON</b>										
BURLINN-2	NORTH BURLINGTON BLVD	Good	7 (Culvert)	1997	25.7	34.0	4635	12	PS/PT Concrete	Culvert
BURLINN-3	GOLDENROD BRIDGE	Good	7 (Deck)	2005	115.5	40.0	2679	9	PS/PT Concrete	Girder
<b>TOWN OF CONCRETE</b>										
CONCRETE1	BAKER RIVER	Fair	5 (Super)	1916/2004	269.0	18.0	150	12	Concrete	Arch Deck
<b>CITY OF MOUNT VERNON</b>										
MV-1	RIVERSIDE BRIDGE	Good	7 (Deck)	2004	850.0	60.0	21640	5	PS/PT Concrete	Girder
MV-2	HOAG STEWARD OVERPASS	Good	7 (Deck)	2003	60.2	64.5	21640	5	PS/PT Concrete	Girder
MV-3	ELEANOR LANE A	Good	7 (Super)	2006	29.7	30.0	460	7	Concrete	Culvert
MV-4	SKAGIT HIGHLANDS PARKWAY	Good	8 (Culvert)	2003	37.0	32.0	800	5	Concrete	Culvert
MV-5	LANDMARK DRIVE	Good	7 (Deck)	1994	52.0	28.0	500	5	PS/PT Concrete	Slab
MV-6	EAGLEMONT DRIVE	Fair	6 (Culvert)	1995	20.0	0.0	800	5	Steel	Culvert
MV-7	J OFF BEAVER POND DR S	Good	8 (Culvert)	2006	25.8	19.0	50	1	Aluminum	Culvert
MV-8	BEAVER POND DR SOUTH	Good	7 (Deck)	2004	30.0	28.0	200	5	PS/PT Concrete	Slab
MV-9	BEAVER POND DR NORTH B	Good	7 (Deck)	2002	54.0	28.0	300	5	PS/PT Concrete	Slab
MV-10	OLYMPIC LANE	Good	7 (Deck)	2004	67.3	22.0	50	5	Concrete	Slab
MV-11	BEAVER POND DR NORTH A	Good	7 (Deck)	2001	42.0	28.0	400	5	PS/PT Concrete	Slab
MV-12	LAVENTURE RD CULVERT	Good	7 (Culvert)	2010	29.0	44.0	8575	5	Concrete	Culvert
<b>CITY OF SEDRO WOOLLEY</b>										
SW-1	KLINGER STREET BRIDGE	Good	7 (Deck)	2002	34.1	36.0	1620	5	PS/PT Concrete	Slab
SW-2	NORTH REED STREET BRIDGE	Fair	6 (Super)	2002	30.0	40.0	906	5	PS/PT Concrete	Slab
* Lowest coding of components (Deck, Superstructure, Substructure, or Culvert) that is driving the "Good / Fair / Poor" overall condition.										

**APPENDIX B**  
**ROUTINE AND SPECIAL INSPECTION SCHEDULE**

BRIDGE NUMBER	BRIDGE NAME	LOCATION	LAST INSP	NEXT INSP.	INSP FREQ (months)	INSP HRS	INSP. TYPE
<b>2026 INSPECTION SEASON</b>							
40113	OLD HWY 99 at THOMAS CR	1.4 N JCT COOK RD.	29-Aug-25	<i>Feb-26</i>	6	0.5	Interim
40070	SKAGIT RIVER MARBLEMOUNT	0.03 E JCT SR 20	12-Mar-24	<i>Mar-26</i>	24	12	NSTM
40073	CASCADE RIVER ROAD AT LOOKOUT CR	7 MI E JCT SR 20	13-Mar-24	<i>Mar-26</i>	24	2	Routine
40037	NORTH FORK BRIDGE	5.5 W JCT INTERSTATE 5	18-Mar-24	<i>Mar-26</i>	24	5	NSTM
40099	GOVERNMENT BRIDGE	0.14 NW JCT SR 530	19-Mar-24	<i>Mar-26</i>	24	6	NSTM
40090	DALLES BRIDGE	1.5 S JCT SR 20	20-Mar-24	<i>Mar-26</i>	24	7	NSTM
40114	SAMISH RIVER BRIDGE	2.6 N JCT COOK RD.	21-Mar-24	<i>Mar-26</i>	24	4	NSTM
40008	SOUTH FORK BRIDGE	1.0 W JCT INTERSTATE 5	21-Mar-24	<i>Mar-26</i>	24	3	UBIT
40093	UPPER FINNEY CR BRIDGE	4.6 W CONC SAUK VALLEY RD	8-Apr-24	<i>Apr-26</i>	24	1.5	Routine
40039	RAINBOW BRIDGE	0.95 JCT MORRIS ON MAPLE	9-Apr-24	<i>Apr-26</i>	24	8	NSTM
40061	MINKLER RD at WISEMAN CR	0.5 W JCT SR 20	17-May-24	<i>May-26</i>	24	1	Routine
40151	NICHOLSON at CHILDS CR	0.1 S JCT SR 20	17-May-24	<i>May-26</i>	24	0.5	Routine
40159	MINKLER RD at COAL CR	0.1 E JCT SIMS ROAD	17-May-24	<i>May-26</i>	24	1	Routine
40060	BURMASTER RD at COAL CR	1.2 E JCT MINKLER	17-May-24	<i>May-26</i>	24	1	Routine
40063	LYMAN HAM HWY at CHILDS CR	0.8 E JCT SR 20	17-May-24	<i>May-26</i>	24	1	Routine
40132	LYMAN HAM HWY at JONES CR	0.28 E JCT PIPELINE ROAD	22-May-24	<i>May-26</i>	24	1.5	Routine
40129	LYMAN HAM HWY at MUDDY CR	0.3 M W HAMILTON	22-May-24	<i>May-26</i>	24	1	Routine
40130	LYMAN HAM HWY at RED CABIN CR	0.18 E JCT HEALY RD	22-May-24	<i>May-26</i>	24	1	Routine
40131	LYMAN HAM HWY at MANNSEY CR	0.17 W JCT HAMIL CEM RD	22-May-24	<i>May-26</i>	24	1.5	Routine
40066	HAM CEMETERY RD at MUDDY CR	0.5 W JCT SR 20	30-May-24	<i>May-26</i>	24	1	Routine
40067	CAPE HORN RD at ALDER CR	0.75 E JCT SR 20	30-May-24	<i>May-26</i>	24	1	Routine
40068	CAPE HORN RD at GRANDY CR	2.25 W JCT SR 20	30-May-24	<i>May-26</i>	24	1	Routine
40028	BAY VIEW-EDISON at SAMISH R	0.5 W JCT SR 537	5-Jun-24	<i>Jun-26</i>	24	2	Routine
40027	BAY VIEW-EDISON at SAMISH SL	0.4 W JCT FARM TO MARKET	5-Jun-24	<i>Jun-26</i>	24	1.5	Routine
40077	CASCADE RIVER RD at MINERAL PARK	16.02 E JCT SR 20	18-Jun-24	<i>Jun-26</i>	24	1	Routine
40076	CASCADE RIVER RD at HARD CR	12.7 E JCT SR 20	18-Jun-24	<i>Jun-26</i>	24	1	Routine
40075	CASCADE RIVER RD at SIBLEY CR	10 E JCT SR 20	18-Jun-24	<i>Jun-26</i>	24	1	Routine
40074	CASCADE RIVER RD at MARBLE CR	8.3 E JCT SR 20	18-Jun-24	<i>Jun-26</i>	24	1	Routine
40094A	ROCKPORT CASCADE at ILLABOT CR	4.2 E JCT SR 530	21-Jun-24	<i>Jun-26</i>	24	1	Routine
40069	CONRAD RD at SWIFT CR	0.2 E JCT SR 20	21-Jun-24	<i>Jun-26</i>	24	1	Routine
40095	ROCKPORT CASCADE RD at JORDAN CR	0.71 SW JCT N CASCADE HW	21-Jun-24	<i>Jun-26</i>	24	1	Routine
40092	CONCRETE-SAUK VALLEY at MILLER CR	9 MI SE OF SR 20	26-Jun-24	<i>Jun-26</i>	24	1	Routine
40101	BAKER LAKE RD at BEAR CR	9.5 NE JCT SR 20	4-Sep-24	<i>Jul-26</i>	24	1	Routine
40120	BAKER LAKE RD at W FORK GRANDY CR	2. NE JCT SR 20	4-Sep-24	<i>Jul-26</i>	24	1	Routine
40140	BAKER LAKE RD at E GRANDY CR	4.0 NE JCT SR 20	4-Sep-24	<i>Jul-26</i>	24	1	Routine
40080	S SKAGIT HWY at PARKER CR	7.25 E JCT SR-9	18-Jul-24	<i>Jul-26</i>	24	1	Routine
40081	S SKAGIT HWY at DAY CR	9.0 E JCT SR 9	18-Jul-24	<i>Jul-26</i>	24	3	Routine
40082	S SKAGIT HWY at LORETTA CR	11 MI E JCT SR9	18-Jul-24	<i>Jul-26</i>	24	1	Routine
40088	S SKAGIT HWY at PRESENTIN CR	18.5 E JCT SR9	23-Jul-24	<i>Jul-26</i>	24	1	Routine
40089	S SKAGIT HWY at FINNEY CR	19.0 E JCT SR 9	23-Jul-24	<i>Jul-26</i>	24	2	Routine
40084	S SKAGIT HWY at O'TOOLE CR	15.0 E JCT SR 9	24-Jul-24	<i>Jul-26</i>	24	1	Routine
40083	S SKAGIT HWY at CUMBERLAND CR	11.5 E JCT SR 9	24-Jul-24	<i>Jul-26</i>	24	1	Routine
40086	S SKAGIT HWY at MILL CR	17.0 E JCT SR9	24-Jul-24	<i>Jul-26</i>	24	1	Routine
40042	MILLTOWN at BIG DITCH	0.02 E JCT SR 530	31-Jul-24	<i>Jul-26</i>	24	1	Routine
40044	PIONEER HWY at BIG DITCH	0.23 E JCT MILLTOWN ROAD	31-Jul-24	<i>Jul-26</i>	24	1.5	Routine
40043	CONWAY HILL @ CARPENTER	0.5 E JCT INTERSTATE 5	31-Jul-24	<i>Jul-26</i>	24	1	Routine
40045	PIONEER HWY at FISHER SL	1.5 SW JCT INTERSTATE 5	31-Jul-24	<i>Jul-26</i>	24	1.5	Routine
40147	STARBIRD RD at FISHER CR	0.7 MI E OF CEDARDALE RD	29-Jan-25	<i>Aug-26</i>	24		Routine
40047	LK CAVANAUGH RD at PILCHUCK	8.7 E JCT SR 9	14-Aug-24	<i>Aug-26</i>	24	2	Routine
40048	LK CAVANAUGH RD CULVERT	1.1 SE JCT SR 9	14-Aug-24	<i>Aug-26</i>	24	1	Routine
40046	LK CAVANAUGH RD at BEAR	8.0 E JCT SR 9	14-Aug-24	<i>Aug-26</i>	24	1	Routine
40003	FRANCIS RD at NOOKACHAMPS CR	2.8 W JCT SR9	21-Aug-24	<i>Aug-26</i>	24	1	Routine
40004	FRANCIS RD at SLOUGH	2.0 W JCT SR9	21-Aug-24	<i>Aug-26</i>	24	1	Routine
40002	SWAN ROAD at NOOKACHAMPS	0.37W JCT BABCOCK/MUDLAKE	22-Aug-24	<i>Aug-26</i>	24	1	Routine
40146	CEDARDALE RD at FISHER CR	0.98 MI N OF STARBIRD RD	5-Dec-25	<i>Aug-26</i>	24	3	Routine
40113	OLD HWY 99 at THOMAS CR	1.4 N JCT COOK RD.	28-Aug-24	<i>Aug-26</i>	24	1	Routine
40051	BEAVER LAKE RD at NOOKACHAMPS	3.0 SE JCT SR 9	28-Aug-24	<i>Aug-26</i>	24	1	Routine
40052	TAYLOR RD at WALKER CK	4.3 E JCT SR 9	28-Aug-24	<i>Aug-26</i>	24	1	Routine
40156	CEDARDALE RD at CARPENTER CR	0.75 S JCT SR 534	28-Aug-24	<i>Aug-26</i>	24	1	Routine

BRIDGE NUMBER	BRIDGE NAME	LOCATION	LAST INSP	NEXT INSP.	INSP FREQ (months)	INSP HRS	INSP. TYPE
40094C	HOLLOW CEDAR at ILLABOT CR	4.2 E JCT SR 530	4-Sep-24	Sep-26	24	1	Routine
40094B	RYAN CROSSING at ILLABOT CR	4.2 E JCT SR 530	4-Sep-24	Sep-26	24	1	Routine
40011	GREEN RD at THOMAS CK	0.01 S KELLEHER RD	25-Sep-24	Sep-26	24	1	Routine
SW-1	KLINGER STREET BRIDGE	0.2 MI N of COOK ROAD	25-Sep-24	Sep-26	24	1	Routine
SW-2	NORTH REED STREET BRIDGE	0.4 MI N of SR20	25-Sep-24	Sep-26	24	1	Routine
40157	BENSON RIDGE LN at CARPENTER CR	1.2 E ON STACKPOLE	30-Sep-24	Sep-26	24	1	Routine
MV-12	LAVENTURE RD CULVERT	0.05 MI N OF BLACKBURN	30-Sep-24	Sep-26	24	1	Routine
40153	GUEMES ISLAND FERRY DOCK	GUEMES ISLAND	29-Oct-24	Oct-26	24	3	Complex
40152	ANACORTES FERRY DOCK	0.41 N JCT SR 20	29-Oct-24	Oct-26	24	3	Complex
<b>2027 INSPECTION SEASON</b>							
40018	FRIDAY CR 1ST BRIDGE	0.45 N JCT OLD HWY 99 N	7-May-25	May-27	24	1.5	Routine
40019	FRIDAY CR 2ND BRIDGE	0.55 N JCT OLD 99	7-May-25	May-27	24	1	Routine
40020	FRIDAY CR 3RD BRIDGE	0.3 N. of JCT w/ Old 99	7-May-25	May-27	24	1	Routine
40021	FRIDAY CR 4TH BRIDGE	1.2 MI N JCT OLD 99	7-May-25	May-27	24	1.5	Routine
40022	FRIDAY CR 5TH BRIDGE	2.1 MI N JCT Old 99	21-May-25	May-27	24	1	Routine
40023	FRIDAY CR 6TH BRIDGE	2.2 MI N JCT OLD 99 N	21-May-25	May-27	24	1	Routine
40024	FRIDAY CR 7TH BRIDGE	2.16 N JCT OLD 99 N	21-May-25	May-27	24	1	Routine
40025	FRIDAY CR 8TH BRIDGE	2.24 N JCT OLD 99 N	21-May-25	May-27	24	1	Routine
40109	LAKE SAMISH RD at FRIDAY CR	0.25 E JCT INTERSTATE 5	23-May-25	May-27	24	1	Routine
40117	ALGER CAIN LAKE RD at SILVER CR	0.34 E JCT OLD HWY 99	23-May-25	May-27	24	1	Routine
40106	LAKE SAMISH RD at BEAR CR	2.0 NW JCT I-5	23-May-25	May-27	24	1	Routine
40153	GUEMES ISLAND FERRY DOCK	GUEMES ISLAND	29-Oct-24	May-27	60	3	UW
40152	ANACORTES FERRY DOCK	0.41 N JCT SR 20	29-Oct-24	May-27	60	4	UW
40115	OLD HWY 99 at FRIDAY CR	4.3 N JCT COOK RD.	28-May-25	May-27	24	1.5	Routine
40116	OLD HWY 99 at SILVER CR	0.4 SE JCT LAKE SAMISH RD	28-May-25	May-27	24	1	Routine
40085	S SKAGIT HWY at DAVIS SLOUGH	13.9 E JCT SR-9	12-Jun-25	Jun-27	24	1	Routine
40065	CONRAD RD at SUTTER CR	0.59 E JCT SR20	12-Jun-25	Jun-27	24	1	Routine
40091	CONCRETE-SAUK VALLEY TEMP BR	13.2 MI SE OF SR 20	12-Jun-25	Jun-27	24	1	Routine
40071	CASCADE RIVER BRIDGE	0.04 S JCT CASCADE RD	12-Jun-25	Jun-27	24	1.5	Routine
40032	FARM-TO-MARKET S DITCH	7.5 N JCT SR 20	14-Jun-23	Jun-27	48	0.5	Short Span
40036	FARM-TO-MARKET JOE LEARY	5.0 N JCT SR 20	18-Jun-25	Jun-27	24	1.5	Routine
40161	FLINN ROAD at COLONY CR	300 Ft E Blanchard Rd	18-Jun-25	Jun-27	24	1.5	Routine
40026	FARM-TO-MARKET N DITCH	7.7 N JCT SR 20	18-Jun-25	Jun-27	24	1.5	Routine
40162	BLANCHARD RD at MCELROY SLOUGH	0.05 N JCT LEGG ROAD	18-Jun-25	Jun-27	24	1	Routine
40030	THOMAS RD at SAMISH R	0.3 N JCT ALLEN WEST RD	25-Jun-25	Jun-27	24	1	Routine
40033	FARM-TO-MARKET at NEUMAN	6.1 N JCT SR20	26-Jun-25	Jun-27	24	1	Routine
40034	FARM-TO-MARKET SAMISH R	5.9 N JCT SR 20	26-Jun-25	Jun-27	24	2.5	Routine
40163	HELMICK RD at RED CR	1.1 N JCT SR 20	9-Jul-25	Jul-27	24	1	Routine
40062	UTOPIA RD at BLACK SLOUGH	0.5 E JCT Hoehn Road	9-Jul-25	Jul-27	24	1	Routine
40110	BURLINGTON NORTHERN OVERPASS	0.25 N JCT COOK ROAD	23-Jul-25	Jul-27	24	8	Routine
40029	BAY VIEW-EDISON JOE LEARY	5.8 N JCT SR-20	25-Jul-25	Jul-27	24	1	Routine
40031	PULVER ROAD at JOE LEARY	0.6 S JCT SR 11	25-Jul-25	Jul-27	24	1	Routine
40141	BAYVIEW STATE PARK	3.5 N JCT SR 20	25-Jul-25	Jul-27	24	1	Routine
40035	BAY VIEW-EDISON RD at BIG INDIAN SL	0.4 N JCT SR20	25-Jul-25	Jul-27	24	1.5	Routine
40054	KNAPP RD at NOOKACHAMPS	0.1 E JCT SR 9	13-Aug-25	Aug-27	24	1	Routine
40005	NOOKACHAMP HILLS CULVERT	0.75 E JCT SR 9	13-Aug-25	Aug-27	24	0.5	Routine
40001	LAKE VIEW BLVD/NOOKACHAMPS	0.25 S JCT SR9	13-Aug-25	Aug-27	24	2	Routine
CONCRETE1	BAKER RIVER	0.1 N MAIN ST	18-Aug-25	Aug-27	24	1	Routine
MV-1	RIVERSIDE BRIDGE	0.7 N JCT SR 538	18-Aug-25	Aug-27	24	2	Routine
40012	COOK RD at BRICKYARD CK	MP 5.38 COOK RD	29-Aug-25	Aug-27	24	1	Routine
40112	NEFFS CROSSING	1.0 N JCT COOK RD.	29-Aug-25	Aug-27	24	1	Routine
40009	COOK RD at DD14 DITCH	0.5 E JCT INTERSTATE 5	29-Aug-25	Aug-27	24	1	Routine
40041	E JOHNSON RD at CARPENTER CK	1.0 E JCT CEDARDALE ROAD	11-Sep-25	Sep-27	24	1	Routine
40038	LACONNER WHITNEY at SL	3.83 S JCT SR 20	11-Sep-25	Sep-27	24	1	Routine
40126	MARCHS POINT PIPELINE	1.6 N JCT SR 20	11-Sep-25	Sep-27	24	1	Routine
40014	GRIPP RD at SAMISH R	0.1 E JCT PRAIRIE ROAD	17-Sep-25	Sep-27	24	1	Routine
40015	PRAIRIE RD S at SAMISH R	2.21 E JCT OLD HWY 99	17-Sep-25	Sep-27	24	1.5	Routine
40016	PRAIRIE RD W at SAMISH R	3.8 E JCT OLD HWY 99	17-Sep-25	Sep-27	24	1	Routine
40055	PRAIRIE RD E at SAMISH R	0.5 W JCT SR 9	17-Sep-25	Sep-27	24	1	Routine
40013	F&S GRADE SAMISH RIVER	0.14 S JCT PRAIRIE RD	17-Sep-25	Sep-27	24	1	Routine

BRIDGE NUMBER	BRIDGE NAME	LOCATION	LAST INSP	NEXT INSP.	INSP FREQ (months)	INSP HRS	INSP. TYPE
BURLINN-3	GOLDENROD BRIDGE	0.3 N. of W. MCCORQUEDALE	23-Sep-25	Sep-27	24	1	Routine
BURLINN-2	NORTH BURLINGTON BLVD	1.02 MI SO OF COOK RD	23-Sep-25	Sep-27	24	1	Routine
40017	PRAIRIE RD FRIDAY CK	0.17 Mi E of OLD HWY 99	23-Sep-25	Sep-27	24	1	Routine
40037	NORTH FORK BRIDGE	5.5 W JCT INTERSTATE 5	18-Mar-24	Sep-27	60	2	UW
MV-1	RIVERSIDE BRIDGE	0.7 N JCT SR 538	18-Aug-25	Sep-27	60	2.5	UW
MV-7	J OFF BEAVER POND DR S	0.07 SE JCT PARKVEIW LN	1-Oct-25	Oct-27	24	0.5	Routine
MV-8	BEAVER POND DR SOUTH	0.5 N JCT EAGLEMONT DR	1-Oct-25	Oct-27	24	0.5	Routine
MV-5	LANDMARK DRIVE	EAST OF JCT S WAUGH RD	1-Oct-25	Oct-27	24	1	Routine
MV-11	BEAVER POND DR NORTH A	0.2 N JCT EAGLEMONT DR	24-Oct-25	Oct-27	24	1	Routine
MV-10	OLYMPIC LANE	0.02 JCT BEAVER POND DR N	24-Oct-25	Oct-27	24	1	Routine
MV-9	BEAVER POND DR NORTH B	AT JCT PARKVEIW LN	24-Oct-25	Oct-27	24	1	Routine
MV-2	HOAG STEWARD OVERPASS	RIVERSIDE DR JCT HOAG ST	29-Oct-25	Oct-27	24	1	Routine
40164	S LAVENTURE RD at MADDOX CR	0.5 E JCT I-5	29-Oct-25	Oct-27	24	1.5	Routine
MV-3	ELEANOR LANE A	0.1 E JCT OLD HIGHWAY 99	30-Oct-25	Oct-27	24	1	Routine
MV-4	SKAGIT HIGHLANDS PARKWAY	0.4 N JCT E DIVISION ST	30-Oct-25	Oct-27	24	1	Routine
<b>FUTURE INSPECTIONS OF NOTE</b>							
40072	CASCADE RIVER RD at MONOGRAM	7.37 E JCT SR 20	18-Jun-24	Jun-28	48	0.5	Short Span
40008	SOUTH FORK BRIDGE	1.0 W JCT INTERSTATE 5	21-Mar-24	Sep-28	60	1	UW
MV-6	EAGLEMONT DRIVE	0.1 S JCT BEAVER POND N	1-Oct-25	Oct-30	48	0.5	Short Span
40142	CAMPBELL LAKE OUTLET	0.39 W JCT SR 20	11-Sep-25	Sep-31	48	0.5	Short Span

**APPENDIX C**  
**BRIDGE MAINTENANCE LIST**

BRIDGE NUMBER	BRIDGE NAME	PRI-ORITY	REPAIR DESCRIPTION	CLOSED OUT
40001	LAKE VIEW BLVD at NOOKACHAMPS	1	Brush exposed rebar and patch spalls in the soffit and girders.	
		2	Sidewalk: Repair sidewalk approach where rebar is exposed (north end).	
		2	Rebuild SW shoulder (sidewalk)	
		M	Vertical cracking in girder over pier caps	
40002	SWAN ROAD at NOOKACHAMPS	2	Replace rotted bridge rail post: #9 from NE corner. Rotted block out: #9 from SE corner.	
		3	Reapply protective coating to diaphragm / cross bracing.	
40003	FRANCIS RD at NOOKACHAMPS CR	3	Remove sand and rat droppings from abutments and pier caps	
40004	FRANCIS RD at SLOUGH	3	Rotten spacer block - 13th post from bridge, NW quadrant. Replace 1st post at NW Quad - Updated 2020	
40008	SOUTH FORK BRIDGE	2	Clean bird guano from lateral gusset plates and girder bottom flanges in steel Spans 1, 2 and 3.	
		2	Replace the following bolts and tighten to the proper torque: Girder 1C, first diaphragm west of Pier 2. Girder 2B, south side at the first lateral bracing east of Pier 2.	
		2	Remove loose concrete from girder ends, clean exposed reinforcement/strands and coat with a rust inhibitor and epoxy sealant at the following locations: Girder 4B and 4C at Pier 4	
		3	Ramp/feather patch east approach roadway with ACP to provide a smooth transition on and off the bridge.	
		M	Monitor movement of prestressed concrete girders at diaphragms over Piers 5 - 8.  Diaphragms are breaking up in a number of places along girder to diaphragm interfaces, exposing girder ends of bottom flanges. Girders 5B and 5C at Pier 6 have up to 1/4"	
40009	COOK RD at DD14 DITCH	1	Crack seal transverse cracks at both ends of bridge and cracking in the wheel paths.	
		3	Patch spall with grout in G2 near east abutment	
		3	Grout open crack in NE corner of concrete rail	
		3	SE guardrail is not fastened to 7th and 8th posts	
40011	GREEN RD at THOMAS CK	2	Wood piles holding guardrail and fill on abutments has failed and will need to be replaced	
40013	F&S GRADE SAMISH RIVER	1	Patch exposed rebar in deck, apprx 4 linear feet	17-Sep-25
40014	GRIPP RD at SAMISH R	2	Patch exposed rebar at east end of deck.	
		M	Upstream right bank has steep, exposed banks that are susceptible to continued erosion. MONITOR	17-Sep-25
		M	Replace 2nd post on both upstream and downstream sides. (Rewritten 2025)	
40015	PRAIRIE RD S at SAMISH R	1	Repair armoring along south abut (downstream end) and remove debris - rewrittin 2023.	
		2	Patch spalls (2) in deck.	
		3	Brush and patch exposed rebars in top flange of girders.	
40016	PRAIRIE RD W at SAMISH R	2	Approaches need new overlay. Existing patches are failing.	
		3	Deck in need of thin overlay.	
40017	PRAIRIE RD FRIDAY CK	M	Continue to monitor channel migration to the east.	
40018	FRIDAY CREEK 1ST BRIDGE	2	Patch exposed rebar in girders #1 #2 #3 & #4 and Soffits.	
		2	Replace failed armoring on abutment #2 (south)	
		3	Remove failing protective coating on rail posts. Repaint or upgrade bridge rails to current standards. Rewritten 2023	
40019	FRIDAY CREEK 2ND BRIDGE	3	Patch spalls in girders with exposed rebar	
40020	FRIDAY CREEK 3RD BRIDGE	2	Drain: repair drain downspout on upstream side - it has broken off.	
		3	Remove failed protective coating on guardrail posts and repaint or upgrade rails to standard	
		M	Monitor armor loss and scour hole under Abut#1	
40021	FRIDAY CREEK 4TH BRIDGE	1	Wire brush and patch exposed rusty rebar on girders 1, 2, and 4	
		3	Upgrade guardrail to standard.	
		3	SE drain pipe needs repairs	
		M	bank erosion 30' upstream	
40022	FRIDAY CREEK 5TH BRIDGE	2	Replace failed armoring along Abut #1 and backfill approach roadway material.	
		2	G4 - remove spalled concrete, wire brush 8' of exposed rusty rebar, cover with grout or epoxy.	
40023	FRIDAY CREEK 6TH BRIDGE	2	Brush and patch rusty exposed rebar in the girders.	
		3	Curbs covered with moss, clean for inspection.	
		3	Replace missing down spout on drain	
		M	Monitor deformation in bearing pads.	

BRIDGE NUMBER	BRIDGE NAME	PRI-ORITY	REPAIR DESCRIPTION	CLOSED OUT
40024	FRIDAY CREEK 7TH BRIDGE	2	Clean bridge joints and fill with joint sealer.	
		2	Wire brush and patch areas of rusty exposed rebar in girders	
		3	Remove failed protective coating on rail posts and reapply.	
		M	Armor sloughing under abutment#2, losing some approach road material	
40025	FRIDAY CREEK 8TH BRIDGE	M	bank erosion, undercutting vegetation upstream left bank	
		3	Previous asphalt patch at roadway approach has failed. Re-patch (2)	
		3	Wire brush and grout exposed rusty rebar in girders.	
40026	FARM-TO-MARKET N DITCH	M	Monitor exposed abutment #2 cap.	
40026	FARM-TO-MARKET N DITCH	3	Patch spall on outside of rail at connection (8th post from North)	
40027	BAY VIEW-EDISON at SAMISH SL	3	Brush and patch spalls with exposed rebar in the girders.	
40028	BAY VIEW-EDISON at SAMISH R	2	Brush and patch spalls with exposed rebar in the girders.	
		3	Paint guardrail posts	
40029	BAY VIEW-EDISON JOE LEARY	M	Monitor undermining of gabion baskets at Pier 1 and impacts on approach roadway fill.	
		1	Repair impacted guardrail	
40030	THOMAS RD at SAMISH R	M	Sink hole found along southern bank, just upstream of Pier 2	
		2	Replace missing bolts and nuts (3) on bridge rails.	
40031	PULVER ROAD at JOE LEARY	2	Brush and patch spalls in the girders	
		2	Brush and patch spalls in the girders.	
40032	FARM-TO-MARKET S DITCH	2	Brush and patch spalls in the girders.	
40033	FARM-TO-MARKET at NEUMAN	1	Patch potholes at south approach	
		2	Patch pothole in southeast corner	26-Jun-25
40034	FARM-TO-MARKET SAMISH R	M	Settlement at both approaches (rewritten 2023)	26-Jun-25
		2	Guardrail not attached to bridge, missing transition rails.	
		3	Damaged steel pedestrian rail mounted on conc rail (1 x 8 LF).	
40035	BAY VIEW-EDISON RD at BIG INDIAN SL	M	LWD under Span 5 causing local scour.	
		2	SE guardrail missing 4 nuts and 1 bolt.	
		3	Brush and patch exposed rebar in girders.	
40036	FARM-TO-MARKET JOE LEARY	M	Losing bank armoring at east end of south abutment	
		1	A/C Level Approach Roadway, south end, northbound lane.	18-Jun-25
		2	Sweep deck/unplug drains.	18-Jun-25
		3	Brush and patch spalls in slab	
40037	NORTH FORK BRIDGE	M	Repetitive issue of approach settlement. Long term repair may require dig out and install of a backwall support (gabion baskets), and backfill with suitable material.	
		1	Extend Pier 6 and 8 bearing base plates with steel plates, similar to the Pier 7 retrofit. Up to 40% of the bearing area has been lost.	
		1	Repair channel markers to restore them to a functional state.	
		2	Clean out the sand, gravel, and debris in Pier 1, west abutment.	
		2	Repair or replace both east and west abutment slope drains to prevent further erosion.	
40038	LACONNER WHITNEY at SL	M	Monitor flame cuts in the pin hanger plates at the following locations: Hanger at Girder 3C, west hinge, south plate has four flame cut notches, each 1/2" long by 1/16" deep. Hanger at Girder 3B, east hinge, north plate has a 1/2" long by 1/16" deep flame	
		M	Monitor the movement of the piers at the east end of the structure (Pier 7, 8 and 9) including the tipping of Pier 8 to the east. The current means of measurement with a plumb bob used over a 50-60 ft. height cannot be accurately reproduced which resulted	
40038	LACONNER WHITNEY at SL	1	Crack seal transverse cracks over the bridge joints.	
		2	Paint the bridge rail posts, are peeling and rusty.	

BRIDGE NUMBER	BRIDGE NAME	PRI-ORITY	REPAIR DESCRIPTION	CLOSED OUT
40039	RAINBOW BRIDGE	1	Remove debris from around the bearings at Piers 4 and 5 and at Span 4, Panel Points 4 and 17. Clean and remove laminar and pack rust down to solid steel and paint with a rust inhibitor.	
		1	Clean all the open panel joints over the floor beams and re-seal them with poured rubber or other flexible joint compound.	
		1	At the following locations, remove loose concrete from around the spalled areas in the soffit. Clean exposed rebar to bare metal and paint with epoxy. Do not patch. Span 4 Panel 2 Span 4 Panel 4 Span 4 Panel 5 Span 4 Panel 8 Span 4 Panel 12	
		1	Reposition the bronze bearing plates at Bearing 4-17C and Stringer Bearing 5A that extend beyond the bearing base plates. Add a keeper bar to the bearing plates to prevent the bronze plate from "walking out" after repositioning.	
		1	Remove loose and delaminated concrete from spalled areas in the deck. Clean and paint exposed reinforcement, and patch with an epoxy based compound or other approved material. Do not use asphalt. Spalled areas are located in: Span 4, Panel 2, SB and NB	
		1	Remove loose and delaminated concrete from deteriorating patching and spalled areas in the open concrete joints. Clean and paint exposed reinforcement with epoxy, reform joint to match existing gap and patch with concrete. Reseal joint with poured rubber	
		1	At the following locations, clean corrosion to bare steel and paint with organic zinc primer and urethane paint to match existing color. Pay special attention to the following locations: Stringer 13B cope at Floorbeam 13 Stringer 14D cope at Floorbeam 14	
		1	At the following locations, drill out the broken or missing rivets and replace with a an A325 bolt: West arch south face of the Panel Point 3 strut connection. (Two rivets) West arch U10 to U11 west face splice. (Three rivets)	
		1	At the top rib of the east arch, between U6 and U7, locate the end of the crack that is extending into the rib with dye penetrant. Stop drill a 13/16" diameter hole centered at the end of the crack. Provide a 3/4" A325 bolt.	
		2	Replace the missing bird screens throughout the arch. Verify locations prior to completing repair.	
		2	Remove material accumulated on bridge. Where corrosion is found, clean to bare steel and paint. See following locations: Box beam at PP 17, Arch bracing near Pier 5, Pier 4 and 5 footings, Inside arch ribs.	
		M	Monitor cracking around welded access holes in top rib of arch. At the east arch between U6 and U7, the cracking has spread into the arch. West Arch: U6-U7, U7-U8, U8-U9, U9-U10, U10-U11, U14-U15. East Arch: U3-U4, U6-U7, U7-U8, U10-U11, U14-U15. FPP/DWH	
		M	Monitor cracking of welds for connection of the lateral cross-bracing to the bottom flanges of the stringers in Panel 5. If cracks propagate into base metal, take corrective action to stop further propagation. FPP/DWH 2022 - No changes. DWH/PFK 2024 - N	
		40041	E JOHNSON RD at CARPENTER CK	2
3	Steel diaphragms need paint treatment.			
40042	MILLTOWN at BIG DITCH	2	Deck in need of seal coat.	
		3	Clean girders and pier caps of bird guano	
40043	CONWAY HILL @ CARPENTER	3	Guardrail posts need replaced - 2nd from east bank, downstream side. 4th post from west bank, upstream side.	
40044	PIONEER HWY at BIG DITCH	1	Replace rotten guardrail posts. NE Quad - Post 1 & 2, SE Quad - Posts 1, 2, & 3, SW Quad - Posts 1 & 2	
40045	PIONEER HWY at FISHER SL	2	Catch basin in NE corner needs to be vactored, also asphalt patching between grate and road shoulder.	
		3	Guardrail - Post 1 in SE and SW quads and Posts 2 & 3 in NW quad needs replaced. (updated 2024)	
		M	Scour hole from road runoff between Abut #2 and tidegate structrue	
40046	LK CAVANAUGH RD at BEAR	2	Add gabion baskets to both abutments to prevent loss of approach road fill.	
		2	Brush and patch rust exposed rebar in girders.	
		2	Dig out and patch areas of delamination.	

BRIDGE NUMBER	BRIDGE NAME	PRI-ORITY	REPAIR DESCRIPTION	CLOSED OUT
40047	LK CAVANAUGH RD at PILCHUCK	2	Install gabion baskets at both bridge abutments to retain road approach fill material.	
		3	Remove trees at NE and NW corners. Hindering inspections.	
40048	LK CAVANAUGH RD CULVERT	M	Debris accumulating at inlet and outlet. MONITOR	
40051	BEAVER LAKE RD at NOOKACHAMPS	M	Channel migrating to the east upstream of bridge.	
40052	TAYLOR RD at WALKER CK	M	Creek migrating towards western approach roadway.	
		M	Channel migration to the east. Continue to Monitor for lost armoring.	
40054	KNAPP RD at NOOKACHAMPS	2	Patch exposed rebar (6") in deck surface and seal transvers crack near west end.	
		M	Bank sloughing in NW corner under abutment.	
40055	PRAIRIE RD E at SAMISH R	1	Remove large woody debris from intermediate pier.	
		M	Monitor eastern channel migration upstream of bridge during high flows.	
		M	A/C level approach roadway at east end of bridge.	
40060	BURMASTER RD at COAL CREEK	3	Cover or cut away exposed rebar of damaged curbing at abutment #1.	
		3	Repair spalls in concrete curbing at rail posts (south side) approx. 2'.	
		3	Paint rail posts	
		M	Void in armoring along Abut #2, 3' deep - MONITOR	
40061	MINKLER RD at WISEMAN CREEK	2	Clean and seal spall in Girder #5.	
		2	Clean out organics, repair/replace joint seal. A/C level West approach, westbound lane.	
		2	Remove woody debris under the bridge. 2024 - most naturally removed from high flow velocities.	
		M	2 failed gabion baskets along Abut#2, quarry spalls dumped out.	
40062	UTOPIA RD at BLACK SLOUGH	1	Clean exposed strand and patch spalling occurring at the outside girder joints over intermediate bent (Rewritten 2025)	
		2	Clear vegetation growing through guardrail out into roadway.	
		3	Replace rotten blockout along guardrail in NW quadrant	
		3	Clear debris from joints, fill with asphalt bitumen	
40063	LYMAN HAMILTON HWY at CHILDS CREEK	2	Brush rebar and patch spall at NW abutment/girder joint.	
		3	Pressure wash balluster rails and sides.	
		M	Spacer blocks on bridge rail retrofit are showing signs of rot.	
40065	CONRAD RD at SUTTER CREEK	3	Cut down Maple tree saplings before they interfere with bridge.	
		M	Approach road settlement, west end.	
40066	HAMILTON CEMETERY RD at MUDDY CREEK	1	A/C level west approach - 2" of settlement.	
		3	Pressure wash curbs.	
40067	CAPE HORN RD at ALDER CREEK	1	Replace guardrail posts (2) - #3 upstream side, #2 downstream side.	
		1	Crackseal transverse cracks over bridge joints - 56 LF	
		2	Repair or replace damaged gabion basket	
		2	Brush and patch exposed rebar in girders (12 LF)	
		M	Upstream channel migration to the west. Stream approaching bridge at angle now with higher velocities at Abutment #2	
40068	CAPE HORN RD at GRANDY CREEK	2	Patch spalls with exposed rebar in the deck (6 SF).	
		M	Meandering channel upstream of bridge. Monitor for encroachment into approach roadway.	
40069	CONRAD RD at SWIFT CREEK	1	Replace lost grout in deck at girder pick points.	
		2	Brush and patch exposed rebar in girder channels.	

BRIDGE NUMBER	BRIDGE NAME	PRI-ORITY	REPAIR DESCRIPTION	CLOSED OUT
40070	SKAGIT RIVER MARBLEMOUNT	1	Install signage for Load Restrictions. Per Washington State Bridge Inspection Manual M 36-64.12; WSBIS Item 1293 Code "R" = "Posted for other load-capacity restriction (speed, number of vehicles on structure, etc.).	26-Mar-25
		1	Remove debris from upstream face of Pier 4. (This is a recurrent problem, consider the installation of a shark or debris deflector).	
		1	Replace split spacer block at northeast corner.	
		1	Remove loose or spalled concrete from the spalled deck surface over Span 1. Clean and paint any exposed rebar and patch with an approved material.	
		1	Bottom chords of both north and south trusses have a few areas of debris that inhibits inspection (areas are primarily over land at ends of truss spans). Clean debris from bottom chords prior to each UBIT inspection	
		1	Remove loose ACP and patch pothole at east abument joint in the eastbound lane. Feather patch both approaches to provide a smooth transition onto the structure.	
		2	Throughout the truss and floor system, scale rust down to bare metal, perform necessary corrosion repairs (See "Structural Steel Corrosion Repair" in the Files tab) and paint with organic zinc primer. Paint system failure is widespread, with numerous rust blooms.	
		2	Trim vegetation below Span 2 before next scheduled UBIT inspection in March, 2026.	
		2	Replace missing nut at Truss span Bearing 2A at the southwest corner for the masonry plate and tighten loose nut at the southeast corner.	
40071	CASCADE RIVER BRIDGE	1	Patch spalls in deck (8 SF)	12-Jun-25
		1	Rehabilitate deck	
		2	Clean drains - plugged with debris	12-Jun-25
		3	Replace thrie beam transition at nw corner. Damaged from fallen tree.	12-Jun-25
M	River mainstem appears to be shifting South, upstream of bridge - MONITOR			
40072	CASCADE RIVER RD at MONOGRAM	M	Upstream berm leaking water.	
		M	Impact damage to concrete channel liner, possible water penetration and losing material.	
40073	CASCADE RIVER ROAD AT LOOKOUT CREEK	1	Remove moss growth and debris from horizontal surfaces of the girders and steel columns, particularly the exterior girder bottom flanges and Pier 2 struts.	
		1	Design and install slope stabilization measures at the NW corner to prevent further rock fall damage to Pier 2. Remove the boulders resting against the base of the Pier 2 columns.	
		2	At both abutment approaches, patch the ACP pothole with ACP.	
		M	Monitor embankment erosion at the NW corner. Drain flow path has eroded bank and become very steep, and is causing boulders to let loose and impact the Pier 2 substructure. Continue to monitor until slope stability measures are installed. SMT/TRM 2020- No	
40074	CASCADE RIVER RD at MARBLE CREEK	3	SE guardrail endtreatment is damaged, but still functioning.	
		M	East abutment wingwalls both settling. Improve onsite drainage.	
40076	CASCADE RIVER RD at HARD CREEK	M	Abut#2 scour hole temporarily repaired. Continue to Monitor	
		M	Monitor Southwest retaining wall - slightly out of plum	
40077	CASCADE RIVER RD at MINERAL PARK	1	Sweep deck - 1" of mud and gravel.	
		1	Fill potholes in west approach. East approach repaired. (Rewritten 2024)	
		2	Spill through abutments need additional retaining material for approach roadway fill. Dig out approaches and back fill with large rock and material.	
40081	S SKAGIT HWY at DAY CREEK	1	Remove debris on Pier #3 (west intermediate pier)	
		2	Wire brush and patch exposed rusty rebar in the girders	
		2	Brush and patch spall with exposed rebar on outside pier restrainer.	
		M	Monitor for debris and localized scour.	
40082	S SKAGIT HWY at LORETTA CREEK	2	Wire brush and seal exposed rebar in girders.	
		2	Patch deck areas with exposed rebar, 20' from west end.	
		3	Reapply protective coating to steel rail posts.	
40083	S SKAGIT HWY at CUMBERLAND CREEK	2	Rails need a new protective coating applied and post #6, downstream side, is rotten and needs replaced.	
		2	Replace guardrail post: NW Quad, 5th post & SE quad, 3rd post.	
		M	Armoring at Abut#2 is failing and falling into the creek, causing settlement at approach roadway. - MONITOR	
40084	S SKAGIT HWY at O'TOOLE CREEK	2	Rail post protective coating failing - remove and reapply.	
		M	Loss of armoring is causing sloughing behind Abut #2. May be causing material loss and dips at the approaches. Updated 2020	
40086	S SKAGIT HWY at MILL CREEK	2	Patch exposed rebar in the girders.	

BRIDGE NUMBER	BRIDGE NAME	PRI-ORITY	REPAIR DESCRIPTION	CLOSED OUT
40088	S SKAGIT HWY at PRESSENTIN CREEK	1	Deck in need of sealing or rehabilitation. - Planned for 2025	
		2	Remove and reapply protective coating on steel rail posts.	
		2	A/C level east approach - Planned for 2025	
		M	Upstream channel migrated into east channel, west is filling with sediment - MONITOR	
40089	S SKAGIT HWY at FINNEY CREEK	1	Repair to West abutment seat under girder 1 failed. Rebar exposed.	
40090	DALLES BRIDGE	1	Remove accumulated debris from fixed bearings for inspection.	
		1	Truss members at both ends of the bridge have heavy moss growth that is blocking drainage, including the transverse member / restrainer block over Piers 3 and 4, (L3 and L15). Clean affected members and open drilled holes for drainage to prolong paint li	
40091	CONCRETE-SAUK VALLEY TEMPORARY BR	1	Install countermeasures to armor toe of bank and prevent further channel migration.	12-Jun-25
		2	Guardrail nuts and bolts loose/missing: Section 2 & Section 10/11	12-Jun-25
		M	Monitor North bank and migration towards abutment. Armoring may be necessary. Updated 12/7/21	
40093	UPPER FINNEY CREEK BRIDGE	2	Remove fallen boulders from behind Pier 3.	
40094A	ROCKPORT CASCADE at ILLABOT CREEK	2	Deck cracking needs sealing.	
		2	Alligator cracking and settlement at east approach	
		3	Replace rubber joints	
		M	Spread footings susceptible to erosion. Top of footing 12' below bottom of girder.	
40094B	RYAN CROSSING at ILLABOT CREEK	2	Crack seal transverse cracking in pavement over bridge joints.	
40094C	HOLLOW CEDAR at ILLABOT CREEK	1	Settlement in west bound approach with alligator cracking in asphalt.	
		2	Crack seal asphalt at bridge joints.	
40095	ROCKPORT CASCADE RD at JORDAN CREEK	3	Previous scour repair on east bank could use some additional rip-rap.	
		M	Settlement at west roadway approach.	

BRIDGE NUMBER	BRIDGE NAME	PRI-ORITY	REPAIR DESCRIPTION	CLOSED OUT
40099	GOVERNMENT BRIDGE	1	Replace steel sleeper channel in Span 3 (21st sleeper channel from the west end). Defect monitoring history: 2014: 12" and 4" tears. No changes. 2016: Horizontal web tears measure 12" and 7-3/4". Length increased by 3-3/4". 2018: Horizontal web tears mea	
		1	Remove corrosion and spot paint steel members that have rust pitting. See "VISUAL NSTM INSPECTION REPORT" for locations.	
		1	Secure or remove section of broken steel grid deck in Span 2, Panel 3.	
		2	Repair or replace the blocking and support for the north side metal bridge railing, in Span 2 between Panel Points L1 and L2.	
		M	Monitor the steel deck and sleeper channels in areas of cracked welds and laminar tears. Noted defects are in Span 1, Span 2 curb and grate to channel connections primarily within Panels 1 and 9, Span 3 sleeper channels. 2024 - DPV/MJA - No change.	
40101	BAKER LAKE RD at BEAR CREEK	3	Brush and patch exposed rusty rebar in girders and abutment.	
		M	Losing approach road fill material behind abutments.	
40106	LAKE SAMISH RD at BEAR CREEK	2	Abutment fill protection is sloughing. Reposition / replace gabion basket	
		2	Seal the deck with polymer overlay	
		3	Add material to shoulders at deck joint, 2" to 6" on both sides.	
		3	Remove failed protective coating and reapply.	
40109	LAKE SAMISH RD at FRIDAY CREEK	2	Brush and patch exposed rebar in girders.	
		3	Remove failed protective coating on rail posts and reapply or upgrade system.	
		M	Armoring sloughing along Abut #1 - Monitor	
40110	BURLINGTON NORTHERN OVERPASS	2	Seal cracks on deck over pier caps with epoxy resin	
		3	Clear debris from expansion joints on deck joint.	
		3	Tighten screws on multiple electrical panels located on concrete rails.	
		M	Monitor cracking occurring on bottom flange of girders, marked and dated.	
40112	NEFFS CROSSING	3	Sweep deck and clean out debris in expansion joints.	29-Aug-25
40113	OLD HWY 99 at THOMAS CREEK	1	Patches in driving surface are failing	
		2	Replace or reinforce rotted timber abutment planks along bottom of both abutments.	
		3	Replace rotten timber deck planks on each end of span 3	
		M	Crushing and bulging cap (Bent 4, Pile E)	
40114	SAMISH RIVER BRIDGE	1	Clean sand and debris from bottom chord. North half of bridge can probably be reached from below with a ladder.	
		1	Restore riprap around Pier 3.	
		1	Repair cope cracks at the following locations: Stringer 3A at FB 3: 1/2" crack.  See "Cope Crack Repair Detail" in the Files tab for repair procedure and other details.	
		2	At west truss, vertical L2-U2, tighten the bolt at the upper sway to the proper torque.	
40115	OLD HWY 99 at FRIDAY CREEK	1	Vactor out clogged drains (2)	28-May-25
		1	Realign NE drain shoot. Came apart and eroding bank.	
40116	OLD HWY 99 at SILVER CREEK	1	Seal deck cracking: thin polyester overlay or chipseal.	
		3	Brush and patch spalls/delam in girders (6 SF)	
40117	ALGER CAIN LAKE RD at SILVER CREEK	1	Patch exposed rebar in deck (1 SF)	
40120	BAKER LAKE RD at W FORK GRANDY CREEK	1	Replace failed armoring below west abutment.	
40126	MARCHS POINT PIPELINE	2	Wire brush and patch spalls in underside of span 2 & 3 slab.	
40129	LYMAN HAMILTON HWY at MUDDY CREEK	1	Clear debris hung up along west abutment.	
40130	LYMAN HAMILTON HWY at RED CABIN CREEK	2	East approach needs Asphalt patch and poured rubber joint seal.	
		2	NE guardrail end treatment damaged - Replace	
		3	Concrete baluster rail needs pressure washed.	
40131	LYMAN HAMILTON HWY at MANNSEER CREEK	2	Replace missing rubber joint filler.	
40132	LYMAN HAMILTON HWY at JONES CREEK	2	Apply new rubber joint sealer to east abutment.	
		3	Remove moss and debris from concrete bridge rails.	

BRIDGE NUMBER	BRIDGE NAME	PRI-ORITY	REPAIR DESCRIPTION	CLOSED OUT
40140	BAKER LAKE RD at E GRANDY CREEK	1	Wire brush and patch exposed rusty rebar. (60 LF)	
		2	Remove debris and vegetation along curbing	
		3	The SW rail and end treatment need to be raised. Currently top of rail is at 17"	
40141	BAYVIEW STATE PARK	2	Remove failed bridge rail paint and reapply protective coating.	
40142	CAMPBELL LAKE OUTLET	2	Wire brush and patch spalled out pick points.	11-Sep-25
40151	NICHOLSON at CHILDS CREEK	2	Clear vegetation and debris from expansion joints.	
		2	Rotten block out posts #'s 1 2 & 5 on downstream side, 6 & 7 on upstream side.	
40152	ANACORTES FERRY DOCK	1	Apron Repairs: Repair the Right apron to hinge beam stiffener vertical weld crack and bottom pipe to beam crack.	
		1	Girder 3A is gouged on the bottom flange. Grind and polish smooth. Touch-up protective coating on Girder 3A.	
		1	Replace the missing non-skid metal surfacing on the apron and walkways.	
		1	Clean exposed steel and coat with a rust inhibitor. Patch section loss with exposed rebar in Girder 2A along top flange and underneath steel header located at Pier 3.	
		2	Seal vertical crack located at Pier 2 diaphragm.	
		2	Replace bolts that have nuts with over 50% section loss. Paint new bolts and nuts to prevent corrosion.	
		2	At the Apron to transfer span hinge cover plate, reset the pin so it goes through all the cover plates.	
		2	Repair or replace breakwater connection plate at 8th pile.	
		2	Transfer span framing has scattered rust blooms in the girders, floorbeams, stringer clip angles, and bottom diagonals. Steel headframe has bolt heads and nuts with rust blooms. Clean to bright steel, prime, and spot paint.	
		2	Repair the crack in the connection of the grid deck to Stringer 4D at Floorbeam 3, near the centerline of the deck.	
		2	Left wingwall has portion of missing rub face material. Replace damaged area.	
3	Reset dislodged spacer blocks.			
40153	GUEMES ISLAND FERRY DOCK	1	Replace the missing non-skid surfacing on the Apron.	
		1	Apron crack repairs: Right Longitudinal Strut, outside face 5" vertical crack. Left longitudinal strut, at hinge beam bottom of pipe section 2.5" lateral crack and outside face 6" vertical crack. Apron beam/curb seaside stiffeners have corroded away, evalu	
		1	In the transfer span stringer to floorbeam connections, replace all nuts that have 30%-100% section loss after being cleaned.	
		1	Paint is breaking down throughout bridge elements and should be replaced. At very minimum, remove corrosion and paint the following locations: 8201 Steel Girder - 80% of bottom flange paint has failed. Left girder from FB0 to FB1, exterior face has comple	
		2	Apron lip repair Repair cracks in the welds in the horizontal bar. Remove all rust and debris form bottom of Apron Lips, paint and evaluate for need of replacement.	
		2	Replace upper clevis pin on right hoist platform. This pin has insufficient grip length causing threads in bearing.	
		2	Transfer span has several welded on attachments that have rusted off. Re weld or clamp attachments in place.	
40156	CEDARDALE RD at CARPENTER CREEK	1	Repair cable rail, sw quadrant.	
		2	Replace all block outs with 6" blocks on rails. Updated 2020	
40157	BENSON RIDGE LN at CARPENTER CREEK	1	Deck board SW End (8' x 10") and SE end (4' x 6") needs to be filled or replaced.	
		2	Clear debris from expansion joints.	
		3	Top rail on West side of bridge showing deterioration, replace beam	
		3	Tighten deck/girder cleats.	
40159	MINKLER RD at COAL CREEK	2	Asphalt joints need A/C leveling.	
		2	Clean and seal section loss on upstream side of slab.	
40161	FLINN ROAD at COLONY CREEK	3	Sweep deck	18-Jun-25
40162	BLANCHARD RD at MCELROY SLOUGH	2	Replace broken guardrail post on the NE end treatment.	18-Jun-25
		3	Replace grout in wingwall joints and around culverts.	
40163	HELMICK RD at RED CREEK	M	Creek eroding both banks and nearing abutment piles.	
40164	S LAVENTURE RD at MADDOX CREEK	1	Replace damaged guardrail in NW quad (2 sections)	29-Oct-25