
Montgomery County
Department of Transportation
Division of Transportation Engineering



2023 BIENNIAL BRIDGE INSPECTION REPORT
July 26, 2023



BRIDGE NO. M-0194001
DENNIS AVENUE
OVER
SLIGO CREEK TRIBUTARY

Prepared by

VOLKERT

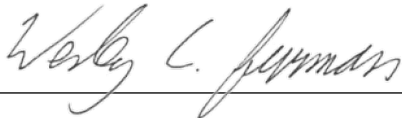
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VOLKERT



Inspection Team Leader: Wesley C. Furman, P.E.

8/25/2023

Date



Quality Assurance: David L. McDonald, P.E.

8/25/2023

Date



Professional Engineer: David L. McDonald, P.E.



8/25/2023

Date

I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 45659. Expiration Date: July 31, 2024.

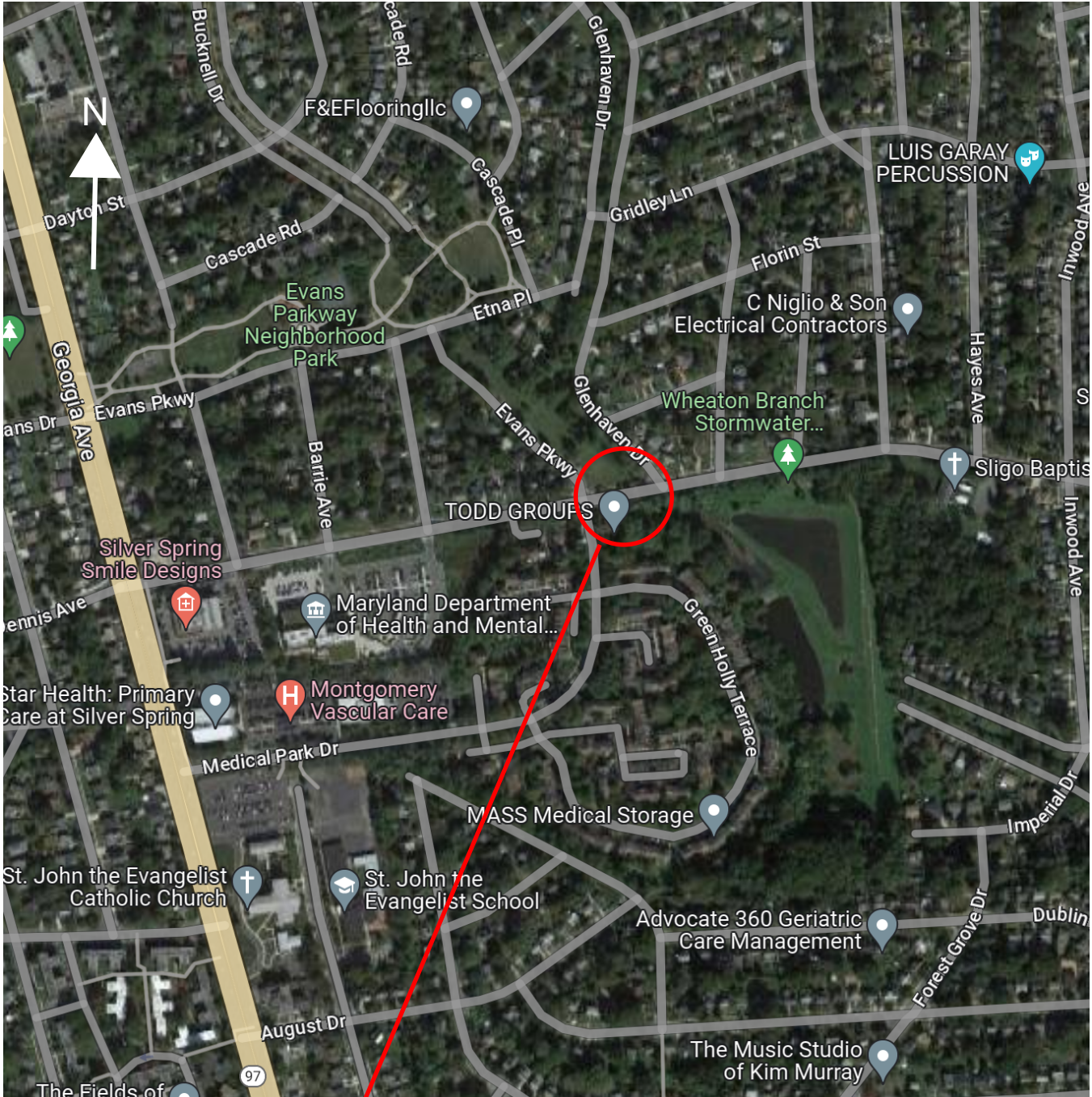
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2023 BRIDGE INSPECTION REPORT

BRIDGE DESCRIPTION SUMMARY

Roadway	DENNIS AVENUE
Bridge Orientation	East-West
Crossing	Sligo Creek Tributary
Crossing Orientation	North-South
Inspection Date	7/26/2023
Inspected By	Volkert, Inc.
Spans	1
Type	Prestressed Voided Slab Beams
Structure Organization	The numbering convention for reporting purposes is from the south and the east
Deck	N/A
Railing	Metal Railing
Abutments	Concrete Cantilever
Wing Walls	Concrete
Piers	N/A
Overall Length	34'-0"+/-
Clear Roadway	36'-0"+/-
No. of Lanes	2
Out-to-Out Width	47'-4"+/-
Year Built	1961
Year Reconstructed	N/A
Approach Section	36'-0"
Shoulders	No
Alignment	The west and east approaches are tangent. There is an intersection at the east approach.
Profile	The bridge is located at the bottom of a vertical curve.
Guardrail	None
Current Postings	52,000 lbs. G.V.W. 80,000 lbs. G.C.W.
Overall Condition	Fair
Remarks	None

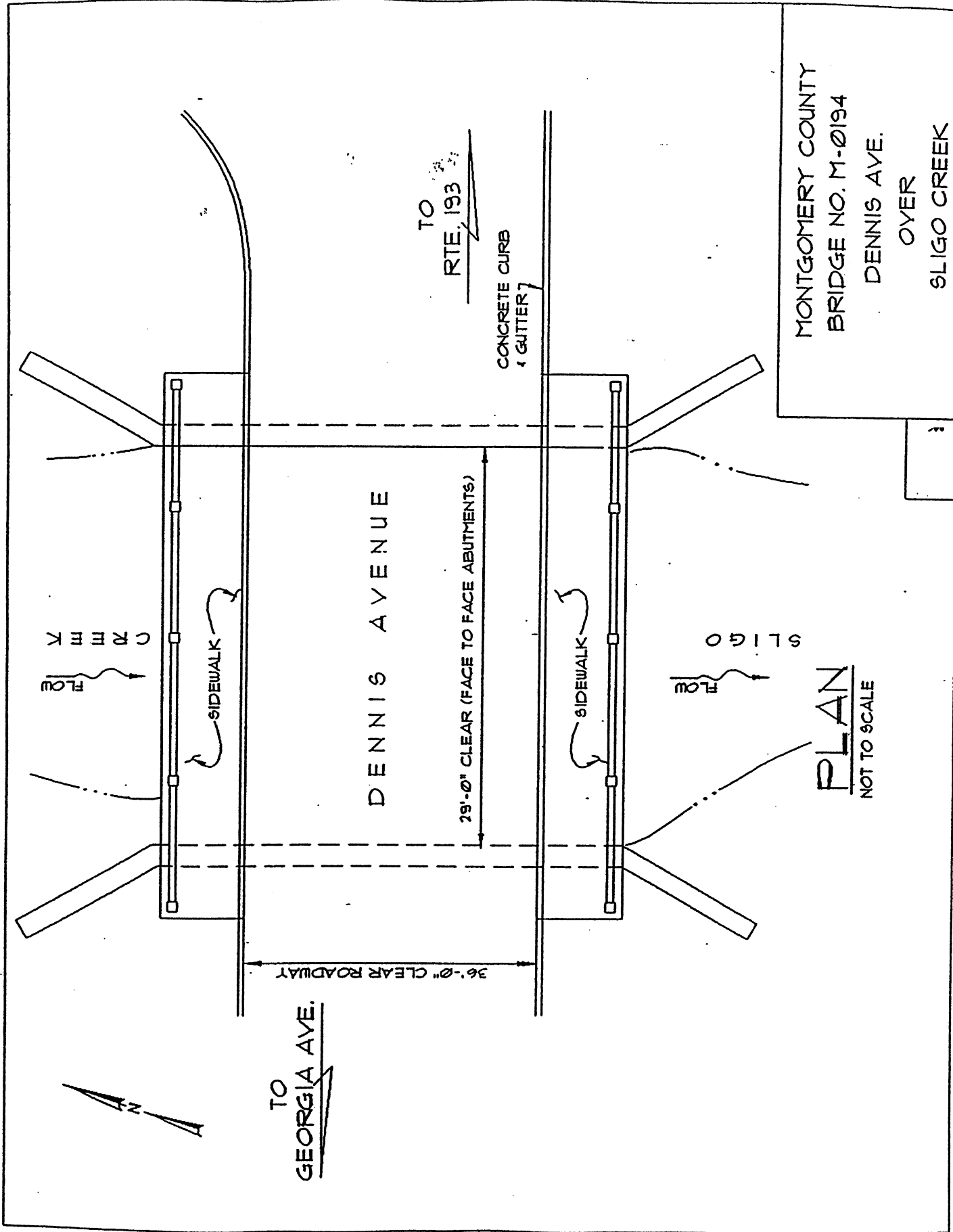


Bridge No. M-0194001
Dennis Avenue over
Sligo Creek Tributary

Latitude: 39° 01' 34.07"N
Longitude: 77° 02' 25.47"W

LOCATION MAP

MONTGOMERY COUNTY
BRIDGE NO. M-0194
DENNIS AVE.
OVER
SLIGO CREEK



CRANK FLOOR

SIDEWALK

DENNIS AVENUE

29'-0" CLEAR (FACE TO FACE ABUTMENTS)

36'-0" CLEAR ROADWAY

TO
GEORGIA AVE.

TO
RTE. 193

CONCRETE CURB
& GUTTER

SIDEWALK

SLIGO

PLAN
NOT TO SCALE

ALCOA ALUMINUM RAILING

TOP OF SIDEWALK

29'-0" CLEAR

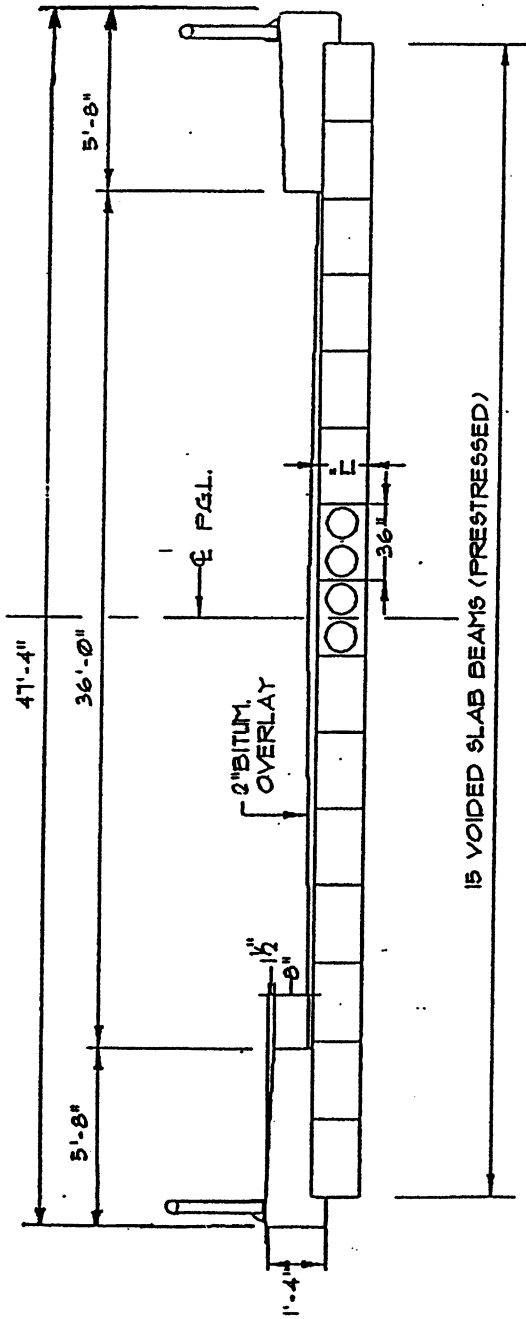
ELEVATION

NOT TO SCALE

MONTGOMERY COUNTY
BRIDGE NO. M-0194

DENNIS AVE.

OVER
SLIGO CREEK



SECTION

NOT TO SCALE

MONTGOMERY COUNTY
 BRIDGE NO. M-0194
 DENNIS AVENUE

OVER
 SLIGO CREEK

2023 BRIDGE INSPECTION REPORT

COMPARATIVE EVALUATION SUMMARY TABLE

<u>PONTIS ELEMENT</u>	<u>STATUS</u>	<u>CONDITION</u>	<u>REMARKS</u>
Roadway Approach (8322)		Good	
Prestressed Concrete Top Flange (015)		Good	
Sidewalks (8062)		Fair	
Metal Bridge Railings (330)		Fair	
Prestressed Concrete Closed Girder (104)		Poor	
Abutments (215)		Fair	
Wingwalls (8251)		Fair	
Channel (8345)		Satisfactory	
Elastomeric Bearings (310)		Good	
Overall		Fair	



= Condition Improved



= Condition Unchanged



= Condition Worse

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CONDITION SUMMARY

Roadway Approach (8322)

Asphalt roadway

The approach roadways are in good condition.

Load posting signs for 52,000 lbs GVW and 80,000 GCW are in place at both approaches and in advance of the structure.

Prestressed Concrete Top Flange (015)

Prestressed concrete with asphalt wearing surface

The prestressed concrete top flanges are in good condition. The tops of the prestressed concrete beams are covered with an asphalt wearing surface and are not visible for inspection.

Wearing surface is in good condition.

Sidewalks (8062)

Reinforced concrete

The sidewalks over the bridge are in fair condition. Both sidewalks have moderate wear, scaling, and isolated hairline cracking. There is a vertical differential at the west end of the north sidewalk and both ends of the south sidewalk. The fascia and soffit of the south sidewalk have hairline map cracking with efflorescence.

Metal Bridge Railings (330)

Metal bridge rail

The bridge railings are in fair condition. The north railing has cracked and missing nuts and a sheared bolt. The south railing has movement due to missing washers and loose nuts. The west section of the south railing has moderate corrosion and the west two (2) baseplates are lifted.

Prestressed Concrete Closed Girder (104)

Prestressed concrete voided slab

The prestressed concrete beams are in poor condition. There are hairline longitudinal cracks in most beams, especially near the abutments. There is water leakage and efflorescence between the last four (4) beams on the north and south ends of the bridge. All the beams have spalls with exposed and corroded reinforcement and areas of delamination.

Abutments (215)

Reinforced concrete

The abutments are in fair condition. The abutment stems have heavy scaling and water leakage stains with moderate efflorescence. There are up to 1/16" wide vertical and horizontal cracks with efflorescence and corrosion staining throughout both abutment stems. There are areas of delamination below the beams along both abutments. There are spalls with exposed and corroded reinforcement at the interface of the northwest, southwest, and northeast wing walls.

Wingwalls (8251)

Reinforced concrete

The wing walls are in fair condition. The wing walls have isolated hairline cracking and the joint material is missing or deteriorated at the interfaces with the abutments. The northwest wing wall has a moderate spall and is separated from the west abutment.

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CONDITION SUMMARY

Channel (8345)

Concrete Invert

The stream channel is in satisfactory condition. The channel protection is typically fractured along the south embankments and scaled and uneven below the structure. The upstream end of the channel protection is vertically exposed up to 1'-4" with no undermining.

Elastomeric Bearings (310)

Neoprene

The elastomeric bearing pads are in good condition with no defects observed. Only the front faces of the bearings are visible for inspection.

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BRIDGE DESCRIPTION SUMMARY

LOAD RATING SUMMARY

Bridge No. M-0194001 is currently posted at 52,000 lbs for Single Unit Vehicles and 80,000 lbs for Combination Unit Vehicles. The current load rating analysis was performed by The Wilson T. Ballard Company in July 2014. The load ratings for the Maryland Legal Load Vehicles are as follows:

Vehicle	Gross Vehicle Weight (Tons)	Inventory Rating (Tons)	Operating Rating (Tons)
H-15	15	30	50
HS-20	36	47	78
MD Type 3	33	N/A	N/A
MD Type 3S2	40	61	99

Note: MD Type 3 is no longer considered for posting.

Vehicle	Gross Vehicle Weight (Tons)	Inventory Rating (Tons)	Operating Rating (Tons)
MD Type 4	35	36	60

Based on the above chart and in accordance with Montgomery County's current posting policy, no posting is required.

Volkert, Inc. recommends removing the posting signs at the bridge and in advance of the bridge.

After reviewing the existing bridge conditions, it was determined that no significant changes in condition have occurred to the rated elements since the last rating calculations were performed; therefore, re-rating of the structure is not warranted at this time. Our review was not a check of the means or methods used to determine the load ratings but was limited to a comparison of present-day to previous structural condition. Volkert, Inc. assumes no responsibility for the correctness or accuracy of these previous load rating calculations.

REVIEW OF ITEM 113 - SCOUR POTENTIAL RATING

The last Scour Evaluation Item 113 was rated an 8P. This implies a structure with a paved invert. Based on the observed conditions, this rating is still valid and does not require reevaluation.

GUARDRAIL REQUIREMENT FORM

Corners	Bridge Railings Meet SHA Standard		Transition				Approach Guardrail									Approach Rail Ends					
			Approach Guardrail at Corners of Struct.		Attached to Bridge		Average Post Spacing Near Struct.	Type of Posts			Type of Rail			Spacing of Approach Guardrail			Flared	Buried	Shielded	Hazard	Breakaway
	Yes	No	Yes	No	Yes	No		Timber	Steel	Jersey	Cable	Steel	Timber	12'-6"	6'-3"	Other					
1		✓		✓																	
2		✓		✓																	
3		✓		✓																	
4		✓		✓																	

Bridge No.: M-0194001
 County: Montgomery
 Road Carried: DENNIS AVENUE
 Crossing: SLIGO CREEK TRIBUTARY
 Date Inspected: 7/26/2023
 Inspector: WCF/GAV

DOES THE APPROACH GUARDRAIL EXTEND A LONG ENOUGH DISTANCE TO PROTECT TRAFFIC AT BRIDGE AREA FROM EMBANKMENT?

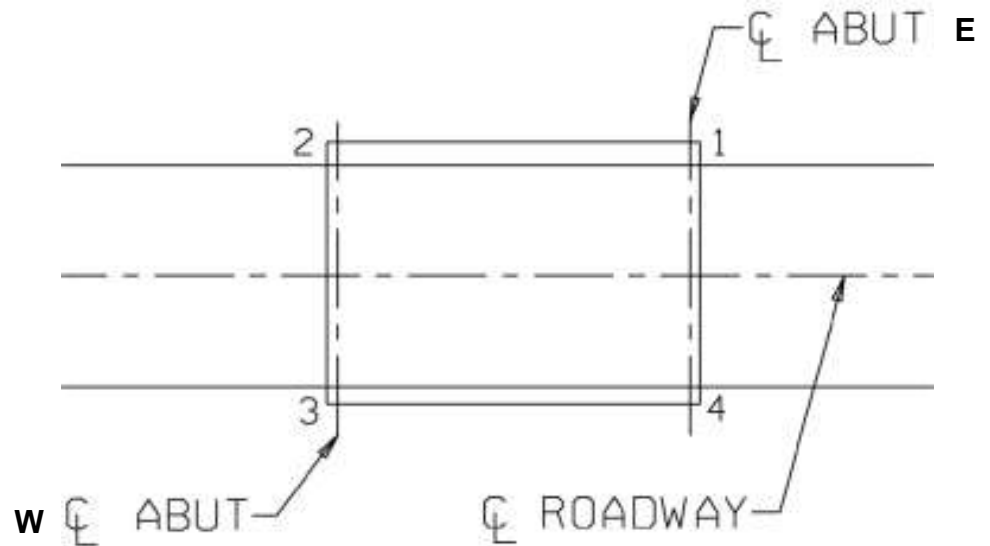
YES NO

IS THE FACE OF THE GUARDRAIL MORE THAN 6" BACK FROM THE GUTTER LINE AT THE BRIDGE?

YES NO

IF YES, SUCH AS WHERE A SIDEWALK IS ON THE BRIDGE, HAS A RAMP OF CONCRETE BEEN PROVIDED TOWARD TRAFFIC?

YES NO N/A



Comments: There are no approach traffic barriers at this bridge and traffic barriers should be in place. The bridge railings are a substandard height and do not meet current MDOT SHA standards.

Montgomery County, MD Dept. of Transportation Bridge Coating Rating Form

Bridge No. M-0194001 **Name** DENNIS AVENUE **Date** 7/26/2023
Weathering Steel No **Crossing** SLIGO CREEK TRIBUTARY
Inspectors WCF/GAV

COMPONENTS

	% Rating 1	% Rating 2	% Rating 3	% Rating 4	Total
Girders					
Fascias					
Bearings					
Edges					
End Dam					
Deck Pans (<input type="checkbox"/> Galv <input type="checkbox"/> Paint)					
Railings	75	10	0	15	1.55
Other					
1)					
2)					
3)					
4)					
5)					
Overall Rating					1.55

Comments:

None.

Recommendations:

None.

2023 BRIDGE INSPECTION REPORT

BRIDGE INSPECTION NOTES

VISUAL INSPECTION NOTE

The condition report and evaluation presented herein are based upon a visual/hands-on inspection of accessible portions of the existing structure. No responsibility is assumed by Volkert, Inc. for the presence of any latent structural defects that cannot be detected by such visual/hands-on inspection.

BRIDGE SKETCHES NOTE

The bridge sketches included in this report were previously prepared by others and reproduced herein from materials furnished by Montgomery County. No responsibility is assumed by Volkert, Inc. for the accuracy of these sketches and the correctness of any detail dimensions.

INSPECTION ACCESS NOTE

The following equipment was used to access Bridge No. M-0194:

Waders

SOUNDING REPORT

BRIDGE: M-0194001

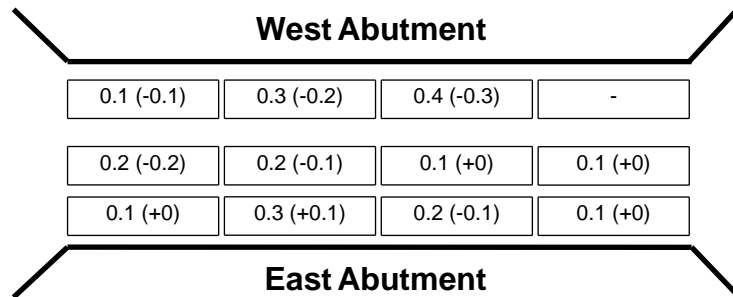
INSPECTION DATE: 26/07/2023

Base Sounding Date: 06/05/1997

<<<<<<<<<< Flow <<<<<<<<<<<<

5.3' CLEAR, AT Bottom of the North beam at midspan to top of water

30'	20'	10'
-	-	
-	-	-
1.2 (-0.2)	0.6 (+0.1)	0.1 (+0)
1.1 (-1.1)	-	0.1 (-0.1)
-	-	
30'	20'	10'



10'	20'	30'
	-	-
-	-	-
2.1 (-0.7)	2.1 (-0.6)	1.9 (-0.5)
-	-	-
	-	-
10'	20'	30'

BASE SOUNDING REPORT

INSPECTION DATE: 26/07/2023

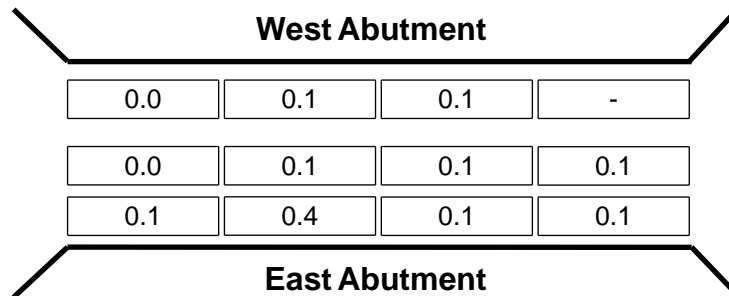
Base Sounding Date: 06/05/1997

BRIDGE: M-0194001

<<<<<<<<<< Flow <<<<<<<<<<<

5.2' CLEAR, AT east end of north fascia Beam

30'	20'	10'
-	-	
-	-	-
1.0	0.7	0.1
0.0	-	0.0
-	-	
30'	20'	10'



10'	20'	30'
	-	-
-	-	-
1.4	1.5	1.4
-	-	-
	-	-
10'	20'	30'

2023 BRIDGE INSPECTION REPORT

Bridge No. M-0194001 **Inspection Crew** WCF/GAV **Date** 7/26/2023
Name DENNIS AVENUE **Crossing** SLIGO CREEK TRIBUTARY
Bridge Type Prestressed Voided Slab Beams **Year Built** 1961

BRIDGE INSPECTOR'S RECOMMENDATIONS FOR MAINTENANCE REPAIRS

DESCRIPTION	PRIORITY	QUANTITY	UNIT COST	TOTAL COST
1. Install new bridge railings in accordance to MDOT SHA standards.	1	68 L.F.	\$222/L.F.	\$15096
2. Install approach W-beam traffic barriers at the four (4) corners of the bridge.	1	200 L.F.	\$55/L.F.	\$11000
3. Install W-beam end treatments at all four (4) ends of the traffic barriers.	1	4 Ea.	\$2327/Ea.	\$9308
4. Repair the spalls in the abutment stems and the northwest and southwest wing walls.	3	33 S.F.	\$160/S.F.	\$5280
5. Repair spalls and delaminations in the beams.	2	96 S.F.	\$75/S.F.	\$7200
6. Remove the load posting signs.	2	4 Ea.	\$100/Ea.	\$400
7. Repair settlement at approach sidewalk transitions.	3	32 S.F.	\$14/S.F.	\$448
8. Repair fractured channel concrete lining along south banks.	3	LS	\$5000	\$5000
Total:				\$ 53732

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BRIDGE INSPECTION REPORT

BRIDGE NO. M-0194001 - DENNIS AVENUE OVER SLIGO CREEK TRIBUTARY



1. West Approach (Looking East)



2. East Approach (Looking West)

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3. North Elevation (Upstream)



4. South Elevation (Downstream)

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5. Looking North (Upstream)



6. Looking South (Downstream)

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7. Vertical differential of the north sidewalk at the west end (looking east)



8. Vertical differential on the south sidewalk at the east end (looking west)

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9. Sheared bolt, cracked and missing nut at Post 5 of the north railing (looking east)



10. Moderate corrosion at the west section of the south railing (looking east)

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11. West baseplate of the south railing is lifted up (looking east)



12. Water leakage and efflorescence between Beams 1 and 2 (looking east)

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13. Spall with exposed reinforcement along Beams 3 and 4 near the east abutment (looking east)



14. Spall with exposed reinforcement along the north edge of Beam 5 near the west abutment (looking west)

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15. Delamination and spalling with exposed corroded reinforcement at the end of Beam 6 near the east abutment (looking east)



16. Spalls with exposed reinforcement at Beams 7 and 8 near mid-span (looking east)

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17. Spall/delamination with exposed reinforcement at Beam 9 starting at the east abutment (looking east)



18. Spall with exposed reinforcement along the south edge of Beam 13 near midspan (looking west)

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19. Spalls with exposed reinforcement along the south edge of Beam 14 near midspan (looking east)



20. Spall with exposed reinforcement in the east abutment at the interface with the northeast wing wall (looking east)

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21. Spall with exposed and corroded reinforcement in the west abutment below Beams 14 and 15 (looking west)



22. Spall with exposed reinforcement and fill infiltration in the west abutment at the interface with the northwest wing wall (looking west)

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23. Fractured channel protection along the southeast embankment (looking east)



24. Load posting sign at the east approach (looking west)

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BRIDGE NO. M-0194001 - DENNIS AVENUE OVER SLIGO CREEK TRIBUTARY



25. Load posting sign at the west approach (looking east)



26. Advanced load posting sign on Dennis Avenue, east of Julep Avenue. Note sign is covered by vegetation.

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Bridge No. M-0194001 **Inspection Crew** WCF/GAV **Date** 7/26/2023
Name DENNIS AVENUE **Crossing** SLIGO CREEK TRIBUTARY
Bridge Type Prestressed Voided Slab Beams **Year Built** 1961

58 DECK	CONDITION RATING	
1. Wearing Surface (302)	8	Asphalt
2. Deck - Topside (301)	-	Not visible
3. Deck - Underside (301)	4	Prestressed concrete voided slab beams
4. Curbs (304)	7	Concrete
5. Median (304)	-	
6. Sidewalks (304)	5	Concrete
7. Parapets (303)	-	
8. Railing (303)	5	Steel handrail
9. Roadway Joints	NV	
10. Drainage System (314)	-	
11. Lighting Standards	-	
12. Utilities	7	Overhead
13. Other	-	

Inspector's Condition Rating (58) 4

58.1 - The wearing surface is in very good condition. Wearing surface has been repaved. There is minor vegetation growth and debris accumulation along the north curb line.

58.2 - The topside of the prestressed concrete voided slabs is not visible due to the presence of the asphalt wearing surface.

58.3 - See Item 59.2

58.6 - The sidewalks are in fair condition. The north sidewalk has moderate wear, scaling, and random hairline cracks. There is a 2" vertical differential at the west end of the north sidewalk (see Photo 7). The south sidewalk has moderate wear and hairline map cracking throughout and minor isolated edge spalling up to 1/2" deep along the joints. Panel 3 of the south sidewalk has several up to 1/4" deep surface spalls. There is a 1 1/2" vertical differential at both ends of the south sidewalk (see Photo 8).

The fascia and soffit of the north sidewalk are in good condition. The fascia and soffit of the south sidewalk have hairline map cracking with efflorescence.

58.8 - The metal railings are in fair condition. There is a metal railing on both sides of the bridge. The bridge railings are a substandard height and do not meet current MDOT SHA standards. The top of the railing is set at 3'-1 1/2" above the sidewalk. Both railings have minor scrapes and minor corrosion on some of the fasteners. The baseplate connections at Posts 1 and 5 of the north railing have a sheared bolt and cracked and missing nuts (see Photo 9). At Post 2, one (1) bolt is loose with the nut missing. At Post 4, six (6) anchor bolt nuts missing.

The south railing has movement due to missing washers and loose nuts throughout. The west section

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Bridge No. M-0194001 **Inspection Crew** WCF/GAV **Date** 7/26/2023
Name DENNIS AVENUE **Crossing** SLIGO CREEK TRIBUTARY
Bridge Type Prestressed Voided Slab Beams **Year Built** 1961

of the south railing has moderate corrosion (see Photo 10). The west baseplate of this section is lifted 1 1/4" high and the end post is out of plumb (see Photo 11). The base plate of Post 4 is lifted 1/2" high. Baseplate 4 of the south railing has a missing nut and only three (3) bolts holding the connection in place. Post 2 of the south railing has one (1) missing nut for the bolts connected to the post. The base plate of Post 2 is lifted 5/8" high. Posts 2 and 3 of the south railing have missing bolts and nuts at the bottom railing. Post 4 on the south rail has two (2) bolts missing on the bottom horizontal rail.

58.12 - There are overhead utilities running along the south side of the roadway.

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Bridge No. M-0194001 **Inspection Crew** WCF/GAV **Date** 7/26/2023
Name DENNIS AVENUE **Crossing** SLIGO CREEK TRIBUTARY
Bridge Type Prestressed Voided Slab Beams **Year Built** 1961

59 SUPERSTRUCTURE

Number of Spans 1
 Type of Construction Simple Span

	CONDITION RATING	
1. Bearing Devices (311)	<input style="width: 40px; height: 20px;" type="text" value="7"/>	Neoprene
2. Girders or Beams (312)	<input style="width: 40px; height: 20px;" type="text" value="4"/>	15 voided slab prestressed concrete beams
3. Stringers (312)	<input style="width: 40px; height: 20px;" type="text" value="-"/>	
4. Floor Beams (312)	<input style="width: 40px; height: 20px;" type="text" value="-"/>	
5. Diaphragms/Crossframes	<input style="width: 40px; height: 20px;" type="text" value="-"/>	
6. Paint (313)	<input style="width: 40px; height: 20px;" type="text" value="-"/>	
7. Other	<input style="width: 40px; height: 20px;" type="text" value="-"/>	
8. Rivets or Bolts	<input style="width: 40px; height: 20px;" type="text" value="-"/>	
9. Welds - Cracks	<input style="width: 40px; height: 20px;" type="text" value="-"/>	
10. Rust	<input style="width: 40px; height: 20px;" type="text" value="-"/>	
11. Timber Decay	<input style="width: 40px; height: 20px;" type="text" value="-"/>	
12. Concrete Cracking	<input style="width: 40px; height: 20px;" type="text" value="5"/>	
13. Collision Damage	<input style="width: 40px; height: 20px;" type="text" value="-"/>	
14. Deflection Under Load	<input style="width: 40px; height: 20px;" type="text" value="7"/>	
15. Alignment of Members	<input style="width: 40px; height: 20px;" type="text" value="7"/>	
16. Vibrations Under Load	<input style="width: 40px; height: 20px;" type="text" value="6"/>	
17. Fracture Critical Members (325)	<input style="width: 40px; height: 20px;" type="text" value="-"/>	

Inspector's Condition Rating (59)

59.1 - The bearing devices are in good condition. Only the front faces of the bearing pads are visible for inspection. The visible portions of the bearing pads are in good condition with no defects observed.

59.2 - The concrete beams are in poor condition. There are hairline longitudinal cracks in most beams especially near the abutments. There is water leakage and efflorescence with stalactites between the last four (4) beams on the north and south ends of the bridge.

Beam 1 has several patches throughout. There is graffiti along the Beam 1 fascia. There is a 6'-0" long x 3" wide x 1/2" deep spall with exposed corroded reinforcement along the south edge approximately 4' from the east abutment. There is a 1'-8" long x 3" wide x 1/2" deep spall/delamination with exposed corroded reinforcement along the south edge adjacent to the west abutment. There is water leakage and heavy efflorescence between Beams 1 and 2 (see Photo 12).

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Bridge No. M-0194001 Inspection Crew WCF/GAV Date 7/26/2023

Name DENNIS AVENUE Crossing SLIGO CREEK TRIBUTARY

Bridge Type Prestressed Voided Slab Beams Year Built 1961

Beam 2 has a 2'-2" long x 1" wide x 1/4" deep spall/delamination along the south edge near the east abutment. The full-length patches on both sides of the beam are delaminated with isolated corrosion staining adjacent to Beam 3. There is water leakage with heavy efflorescence between Beams 2 and 3. There is a spall 1-3" long x 5" wide x 1/2" deep with exposed rebar, 12'-0" from the east abutment.

Beam 3 has patches on the south side and spalls on the north edge along the full length. There is an 9'-0" long x 5" wide x 1/2" deep spall/delamination with exposed reinforcement along the north edge starting at the east abutment (see Photo 13). There is a 12'-0" long x 5" wide x 3/4" deep spall/delamination with exposed corroded reinforcement and 1/16" wide longitudinal cracks extending from both ends of the spall along the north edge near midspan.

Beam 4 has a full-length x 7" wide x up to 1 1/2" deep spall/delamination along the south edge with exposed corroded reinforcement at the east abutment (see Photo 13). At midspan, there is a 3'-0" long x 7" wide delamination on the north edge.

Beam 5 has three (3) 3'-6" long x 7" wide x 1/2" deep areas of spall/delamination with hairline cracking along the south edge at midspan, two (2) with exposed rebar. There is a 2'-6" long x 5" wide x 1/2" deep spall/delamination with exposed corroded reinforcement along the north edge 7' from the west abutment (see Photo 14).

Beam 6 has a 1'-10" long x up to 3'-0" wide x 1/2" deep spall/delamination with exposed corroded reinforcement along the south edge at the beam end near the east abutment (see Photo 15). There is a 1'-6" long x 7" wide delaminated patch adjacent to the west abutment. There is a 2" diameter x 1/2" deep edge spall in the midspan.

Beam 7 has a 3'-0" long x 7" wide x 1/2" deep spall with exposed and corroded reinforcement along the north edge 3' from the east abutment and a 5'-0" long x 8" wide x 2 1/2" deep spall with exposed and corroded reinforcement along the north edge near midspan (see Photo 16). There is a full-length x 7" wide delamination with a 1'-2" long x 6" wide x 1/2" deep spall along the north edge. There is a 1'-2" long x 9" wide delamination on the east abutment.

Beam 8 has 7" wide x up to 3/4" deep spall/delaminated areas with exposed reinforcement along the full length of both edges with isolated shallow spalling and corrosion staining (see Photo 16). There is up to 2'-7" long x 7" wide x 1/2" deep spall with exposed reinforcement along the south edge near midspan and one along the north edge. There is a 12' long x 6" wide x 1/2" deep spall/delamination with exposed and corroded reinforcement, 3 ft from the west abutment.

Beam 9 has 7" wide intermittent delaminated areas with isolated patches, corrosion staining, and efflorescence along the east half of the south edge. There is a full-width x up to 1'-6" long x 1/2" deep spall with exposed reinforcement at midspan. There is a 7'-0" long x 8" wide x 3/4" deep spall/delamination with exposed reinforcement along the north edge, starting right from the east abutment (see photo 17).

Beam 10 has two (2) 1'-0" diameter x 3/4" deep spalls with exposed reinforcement, 4'-0" from the west abutment.

Beam 11 has a 1'-6" long x 5" wide x 1-1/2" deep spall and a 2'-0" long x 6" wide x 1-1/2" deep spall with exposed rebar near the east abutment. There is a 2'-6" long x 7" wide x 1/2" deep spall with exposed and corroded reinforcement along the south edge and a 3'-6" long x 7" wide x 1-1/2" deep spall with exposed rebar along the north edge near the west abutment. There is a 9" long x 6" wide x 3/4" deep spall with exposed reinforcement at midspan.

2023 BRIDGE INSPECTION REPORT

Bridge No. M-0194001 Inspection Crew WCF/GAV Date 7/26/2023

Name DENNIS AVENUE Crossing SLIGO CREEK TRIBUTARY

Bridge Type Prestressed Voided Slab Beams Year Built 1961

Beam 12 has a 1'-8" long x 4" wide x 1/2" deep spall with exposed and corroded reinforcement along the south edge near the east abutment. There is a 4'-2" long failed patch with 10" long x 2" wide x 1/2" deep spalls with exposed and corroded reinforcement along the south edge just east of midspan with isolated delamination and hairline cracking. There is a 7'-0" long x 5" wide x 1/2" deep spall/delamination with exposed corroded reinforcement along the north edge starting 4' from the west abutment. There is a 3'-0" long x 5" wide x 1/2" deep spall/delamination with exposed corroded reinforcement near the west abutment.

Beam 13 has a 10'-0" long x 7" wide delaminated area along the south edge with water staining, corrosion staining, and hairline cracks. There is a 2'-3" long x 7" wide x 1/2" deep spall with exposed and corroded reinforcement along the south edge near midspan (see Photo 18). There is a 2'-0" long x 7" wide x 1/2" deep spall with delamination, 3ft from the west abutment.

Beam 14 has heavy efflorescence and corrosion staining with hairline longitudinal cracks throughout. There are three (3) spalls, 1'-0" long x 5" wide x 3/4" deep each, with exposed reinforcement and delaminated areas 8ft from the west abutment. There is a 1'-6" long x 5" wide x 1" deep spall with exposed reinforcement along the south edge at midspan (see Photo 19).

Beam 15 has full-length intermittent longitudinal hairline cracks. There are two (2) spalls up to 1'-1" long x 4" wide x 1/2" deep with exposed reinforcement and a 2'-6" long x 4" wide delaminated area near midspan. There is efflorescence and corrosion staining along the south edge.

2023 BRIDGE INSPECTION REPORT

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Name DENNIS AVENUE **Crossing** SLIGO CREEK TRIBUTARY
Bridge Type Prestressed Voided Slab Beams **Year Built** 1961

60 SUBSTRUCTURE

CONDITION RATING

1. Abutments	-Wingwalls	<input style="width: 80%; height: 20px;" type="text" value="5"/>	
	-Backwalls	<input style="width: 80%; height: 20px;" type="text" value="-"/>	
	-Stems	<input style="width: 80%; height: 20px;" type="text" value="5"/>	
	-Footings	<input style="width: 80%; height: 20px;" type="text" value="-"/>	
	-Piles	<input style="width: 80%; height: 20px;" type="text" value="-"/>	
	-Scour/Erosion	<input style="width: 80%; height: 20px;" type="text" value="7"/>	
	-Settlement	<input style="width: 80%; height: 20px;" type="text" value="7"/>	
	Overall Abutment Rating (322)	<input style="width: 80%; height: 20px;" type="text" value="5"/>	Abutment Type <u>Concrete</u>
2. Piers or Bents	-Caps	<input style="width: 80%; height: 20px;" type="text" value="-"/>	None
	-Columns	<input style="width: 80%; height: 20px;" type="text" value="-"/>	
	-Footings	<input style="width: 80%; height: 20px;" type="text" value="-"/>	
	-Piles	<input style="width: 80%; height: 20px;" type="text" value="-"/>	
	-Scour/Erosion	<input style="width: 80%; height: 20px;" type="text" value="-"/>	
	-Settlement	<input style="width: 80%; height: 20px;" type="text" value="-"/>	
	Overall Pier Rating	<input style="width: 80%; height: 20px;" type="text" value="-"/>	Pier Type
3. Pile Bents	-Caps	<input style="width: 80%; height: 20px;" type="text" value="-"/>	
	-Piles (324)	<input style="width: 80%; height: 20px;" type="text" value="-"/>	
4. Concrete Cracking or Spalling		<input style="width: 80%; height: 20px;" type="text" value="5"/>	
5. Steel Corrosion		<input style="width: 80%; height: 20px;" type="text" value="-"/>	
6. Timber Decay		<input style="width: 80%; height: 20px;" type="text" value="-"/>	
7. Other		<input style="width: 80%; height: 20px;" type="text" value="-"/>	Conduit Removed
8. Debris on Seats		<input style="width: 80%; height: 20px;" type="text" value="-"/>	
9. Paint		<input style="width: 80%; height: 20px;" type="text" value="-"/>	
10. Collision Damage		<input style="width: 80%; height: 20px;" type="text" value="-"/>	
11. Overall Undermining/Scour		<input style="width: 80%; height: 20px;" type="text" value="7"/>	

Inspector's Condition Rating (60)

60.1 - Abutments: The abutments are in fair condition. The abutment stems have heavy scaling and water leakage stains with moderate efflorescence. There are hairline to 1/16" wide vertical and horizontal cracks with heavy efflorescence and corrosion staining throughout both abutment stems.

2023 BRIDGE INSPECTION REPORT

Bridge No. M-0194001 **Inspection Crew** WCF/GAV **Date** 7/26/2023
Name DENNIS AVENUE **Crossing** SLIGO CREEK TRIBUTARY
Bridge Type Prestressed Voided Slab Beams **Year Built** 1961

The east abutment has minor abrasion up to 2" along the waterline. There is a 3'-6" high x 1'-8" wide hollow sounding patch at the interface with the southeast wing wall that is starting to fail at the bottom. There is delaminated concrete below Beams 1, 2, 4, 8, 10-12, and 15 along the top 2'-0" of the stem. There is a 5'-0" long x 1'-0" high area of delaminated concrete below Beams 10, 11, and 12 and heavy efflorescence below Beams 1 to 4, 14, and 15. There is a 5'-0" high x 2'-0" wide x 4" deep spall with exposed corroded reinforcement at the interface with the northeast wing wall (see Photo 20).

The west abutment has 1/16" to 1/8" wide horizontal cracks with delamination and exposed aggregate. There is graffiti throughout the west abutment. There is a 5'-0" high x 2'-0" long x 4" deep spall with exposed reinforcement at the interface with the southwest wing wall. There is delaminated concrete below Beams 1, 2, 4-10, and 12-15 along the top 2'-0" of the stem. There is a 10" high x 5" wide x 1/2" deep spall below Beam 6 and a 4" high x 8" wide x 1/2" deep spall with exposed reinforcement under Beam 8. There is 2'-0" wide x 5" high x 3" deep spall with exposed reinforcement below Beam 13. There is a 3'-0" wide x 9" high x 4" deep spall with two (2) exposed and corroded reinforcing bars below Beams 14 and 15 (see Photo 21). There is a 6'-0" high x 2'-0" wide x up to 1'-11" deep spall with exposed reinforcement and fill infiltration through the joint at the interface with the northwest wing wall (see Photo 22).

Wing walls: The wing walls are in fair condition. The joint material is missing or deteriorated at the four (4) corners of the abutments. The southeast wing wall has hairline vertical cracks. The southwest wing wall has a spall 1'-0" high x 9" wide x 1-1/2" deep at mid-height. The southwest wing wall has graffiti throughout. The northeast wing wall has irregular hairline cracking. The northwest wing wall has a 3'-5" high x 5" wide x 1" deep spall and is separated from the west abutment up to 1" (see Photo 22).

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Bridge No. M-0194001 Inspection Crew WCF/GAV Date 7/26/2023
Name DENNIS AVENUE Crossing SLIGO CREEK TRIBUTARY
Bridge Type Prestressed Voided Slab Beams Year Built 1961

61 CHANNEL AND CHANNEL PROTECTION

	CONDITION RATING
1. Channel Scour	<input type="text" value="7"/>
2. Embankment Erosion	<input type="text" value="7"/>
3. Drift/Debris	<input type="text" value="7"/>
4. Vegetation	<input type="text" value="7"/>
5. Channel Alignment	<input type="text" value="7"/>
6. Fender System	<input type="text" value="-"/>
7. Spur Dikes and Jetties	<input type="text" value="-"/>
8. Riprap/Slope Protection	<input type="text" value="6"/>

Inspector's Condition Rating (61)

61.2 - There are 3'-0" natural cut banks along the upstream end of the channel.

61.3 - The channel drift and debris are in good condition.

61.4 - There is heavy vegetation growth at the northeast and northwest wing walls. There is vegetation along both the upstream and downstream embankments.

61.5 - Sligo Creek Tributary flows from north to south under the bridge. The upstream alignment turns slightly to the west and there is stagnant water. The downstream alignment slightly meanders after a small waterfall. The streambed consists of silty sand. There are two concrete stormwater structures south of the bridge, one on each embankment, and one outlet pipe on the southeast embankment.

61.8 - The slope protection is in satisfactory condition. There is large riprap along the full-width of the channel at the downstream end. There is a concrete channel under the bridge and along the adjacent downstream embankments. The channel protection is typically fractured along the south embankments (see Photo 23). The concrete is scaled and uneven with exposed reinforcement below the structure. The upstream concrete apron is vertically exposed up to 1'-4" with no undermining. There are two (2) storm pipes with end sections on the ends of the northwest and southwest wing walls.

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Bridge Type Prestressed Voided Slab Beams **Year Built** 1961

71 WATERWAY ADEQUACY

Opening	<input type="text" value="Good"/>	Fair	Poor	
Alignment	<input type="text" value="Good"/>	Fair	Poor	
Frequency of Overtopping	Remote	<input type="text" value="Slight"/>	Occasional	Frequent

Inspector's Condition Rating (71)

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Bridge Type Prestressed Voided Slab Beams **Year Built** 1961

72 APPROACH ROADWAY ALIGNMENT APPRAISAL RATING

1. Vertical Alignment	E	Good	Fair	Poor	<u>At the sump of a vertical curve</u>
	W	Good	Fair	Poor	
2. Horizontal Alignment	E	Good	Fair	Poor	<u>Tangent</u>
	W	Good	Fair	Poor	
3. Speed Limit Reduction		None	Minor	Substantial	
4. Sight Distance		Adequate	Not Adequate		

Inspector's Condition Rating (72) 8

APPROACH ROADWAY

	CONDITION RATING	
5. Approach Guardrail	-	
6. Approach Pavement	8	
7. Approach Embankments	7	
8. Approach Slabs	-	
9. Relief Joints	-	
10. Signing - Legibility and Visibility	Good	Fair
		Poor
		<u>Bridge Posting Signs, Object Markers</u>
11. Posted Load Limits	52,000 G.V.W.	Posted Bridge Speed Limit - MPH
	80,000 G.C.W.	Normal Roadway Speed Limit 30 MPH

12. Traffic Safety Features (36)

a. Bridge Railing	0	1	N	<u>Steel handrail</u>
b. Transitions	0	1	N	<u>None</u>
c. Approach Traffic Barrier	0	1	N	<u>None</u>
d. Approach Traffic Barrier Ends	0	1	N	<u>None</u>

72.6 - The approach pavements are in very good condition. Approach pavement has been repaved.

Sidewalks: Both approach sidewalks have moderate wear with exposed aggregate and vegetation growth through the joints at all four (4) transitions. The northeast approach sidewalk has a 1/8" wide x full-width transverse crack and up to 3/4" of settlement with vegetation growth in Panel 2. The northwest approach sidewalk has 3/4" settlement around the manhole cover and four (4) panels with full-width x up to 1/8" wide transverse cracks with adjacent delamination. The northwest and southeast approach sidewalks have settled 1-1/4" at the curb. The southwest sidewalk has up to 1" settlement

2023 BRIDGE INSPECTION REPORT

Bridge No. M-0194001 **Inspection Crew** WCF/GAV **Date** 7/26/2023
Name DENNIS AVENUE **Crossing** SLIGO CREEK TRIBUTARY
Bridge Type Prestressed Voided Slab Beams **Year Built** 1961

between concrete panels and curb at the north end.

72.10 - Load posting signs are in place at both approaches (see Photos 24 and 25) and in advance of the east abutment on Dennis Avenue, east of Julep Avenue (see Photo 26), sign is covered by vegetation. The bridge is posted at 52,000 lbs. GVW and 80,000 lbs. GCW.

There are object markers at all four (4) corners of the bridge. There are minor scrapes and graffiti on the southeast object marker. There is vegetation partially blocking the southeast object marker. The northwest object marker is leaning away from the road.

72.12 a - The bridge railings are a substandard height and do not meet current MDOT SHA standards.

72.12 b, c, d - There are no approach traffic barriers at this bridge and traffic barriers should be in place.

Bridge Inspection Report Element Form

Bridge No: M-0194001

Inspection Date: 07/26/2023

DENNIS AVENUE OVER SLIGO CREEK TRIBUTARY

Milepoint: 0001620

(58) Deck

(59) Superstructure

(60) Substructure

(61) Channel

(62) Culvert

Element

Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
1 - Ben.	1530	sq. ft.	1530	0	0	0

15 - Prestressed Concrete Top Flange

Eng Req FYI District Inaccessible? Eng Comments

510 - Wearing Surfaces

	1224	sq. ft.	1224	0	0	0
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Eng Req FYI District Inaccessible? Eng Comments

104 - Prestressed Concrete Closed Web/Box Girder

1 - Ben.	450	ft.	140	227	83	0
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Eng Req FYI District Inaccessible? Eng Comments

215 - Reinforced Concrete Abutment

1 - Ben.	95	ft.	19	60	16	0
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Eng Req FYI District Inaccessible? Eng Comments

310 - Elastomeric Bearing

1 - Ben.	30	each	30	0	0	0
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Eng Req FYI District Inaccessible? Eng Comments

330 - Metal Bridge Railing

1 - Ben.	74	ft.	55	8	1	10
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Eng Req FYI District Inaccessible? Eng Comments

515 - Steel Protective Coating

	296	sq. ft.	233	25	0	38
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Eng Req FYI District Inaccessible? Eng Comments

8062 - Sidewalk, Reinforced Concrete

1 - Ben.	74	Ft.	62	12	0	0
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Eng Req FYI District Inaccessible? Eng Comments

Bridge Inspection Report Element Form

Bridge No: M-0194001

Inspection Date: 07/26/2023

DENNIS AVENUE OVER SLIGO CREEK TRIBUTARY

Milepoint: 0001620

(58) Deck 4

(59) Superstructure 4

(60) Substructure 5

(61) Channel 6

(62) Culvert N

8251 - Wingwalls, Reinforced Concrete

1 - Ben.	52	Ft.	45	5	2	0
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Eng Req
 FYI
 District
 Inaccessible?
 Eng Comments

8309 - Paved-Over Roadway Joints

1 - Ben.	2	Each	2	0	0	0
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Eng Req
 FYI
 District
 Inaccessible?
 Eng Comments

8322 - Roadway Approach Transition

1 - Ben.	2	Each	2	0	0	0
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Eng Req
 FYI
 District
 Inaccessible?
 Eng Comments

8345 - Stream Channel

1 - Ben.	1	Entire Bridge	0	1	0	0
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Eng Req
 FYI
 District
 Inaccessible?
 Eng Comments

STRUCTURE INVENTORY AND APPRAISAL REPORT

BRIDGE NUMBER: M-0194001

IDENTIFICATION

FORM 1 OF 13

(8) STRUCTURE NUMBER: Major Structure Major Structure > 20' 0" Single Structure

(8) FHWA NUMBER:

(7) FACILITY CARRIED:

(6) FEATURE INTERSECTED:

(255) FEDERAL SUBMITTAL INDICATOR: Yes

(262) NAME OF STRUCTURE:

(27) YEAR BUILT: (106) YEAR RECONSTRUCTED:

(263) ADDITIONAL RECONSTRUCTION YEARS:

(1) STATE CODE: Maryland (2) DISTRICT CODE: 03

(3) COUNTY CODE: Y (4) PLACE CODE:

(5) INVENTORY ROUTE: Route carried "on" the structure County Route (Route Prefix) Mainline (Level of Service) (Number) Always (Direction)

(9) LOCATION:

(11) MILEPOINT:

(12) BASE HIGHWAY NETWORK: Inv. Route is NOT on the Base Network

(266) GIS ROUTE ID:

(267) GIS MILEPOINT:

(268) SCENIC ROUTE:

(13) LRS INVENTORY ROUTE, SUBROUTE NUMBER:

(16) LATITUDE: (A) (B) (C) (D)

(17) LONGITUDE: (A) (B) (C) (D)

(28) LANES ON: LANES UNDER:

(42) TYPE OF SERVICE ON: Highway-Pedestrian

TYPE OF SERVICE UNDER: Waterway

(98) BORDER STATE: BORDER STATE'S SHARE %:

(99) BORDER STATE'S NUMBER:

CLASSIFICATION

FORM 2 OF 13

(104) HWY SYSTEM: No, Inventory Route is not on the NHS (103) TEMPORARY STRUCTURE:

(105) FEDERAL LANDS HWYS: Not applicable (110) NATIONAL NETWORK: No, the inventory route is not part of the national network for trucks.

(26) FUNCTIONAL CLASS: Urban Local (20) TOLL: On free road

(100) DEFENSE HWY: The inventory route is not a STRAHNET route (21) MAINTENANCE: County Highway Agency

(101) PARALLEL STRUCTURE: No parallel structure (22) OWNER: County Highway Agency

(102) DIRECTION: 2-way traffic (37) HISTORICAL SIGNIFICANCE: Not eligible

BRIDGE NUMBER: M-0194001

TRAFFIC

FORM 3 OF 13

(19) DETOUR:

(29) ADT:

(114) FUTURE ADT:

(109) TRUCK ADT %:

(30) ADT YEAR:

(115) FUTURE ADT YEAR:

STRUCTURE TYPE AND MATERIAL

FORM 4 OF 13

(43) STRUCT TYPE: Prestressed concrete Slab

(44) STRUCT TYPE - APPR: Not Applicable Other

(232) BOX CULVERT ON PILES: None Entire Structure

(208) STRUCT TYPE - WIDENED/EXTENDED:

(219) SLOPE PROTECTION: None

(228) FOOTING - ABUTMENT: Concrete CIP Pile Entire Structure

(229) SUBSTRUCT ABUTMENT: Concrete Cantilever Entire Structure

(230) FOOTING - PIER: Not Applicable

(231) PIER TYPE: Not Applicable

(242) BEARING TYPE: Elastomeric-Plain None or N/A None or N/A

(108) WEARING SURFACE: Bituminous None None

(243) JOINT TYPE: None None None

(206) STRUCT SUBTYPE - MAIN: Voided Slab Panel or Box Beam (207) STRUCT SUBTYPE - APPR: 00

(257) SCOUR PROTECTION: (270) CONC. DECK SPECIAL TYPE: Not Applicable

(221) STRUCTURAL STEEL: Not Applicable (233) DECK - COMP/NON-COMP: Non-Composite

(107) DECK STRUCTURE TYPE: Concrete Precast Panels (259) STAY-IN-PLACE FORMS:

(235) PARAPET: None

(236) RAILING: Aluminum - Picket None - None

(237) FENCING: None - None

(278) PAINT SYSTEM: Not Applicable

(344) PAINT COLOR/NUMBER: Not Applicable

(345) YEARS PAINTED:

GEOMETRICS

(112) NBIS BRIDGE LENGTH:	<input type="text" value="Y"/>	(49) STRUCTURE LENGTH:	<input type="text" value="0000340"/>
(210) NUMBER OF SPANS:	<input type="text" value="0001"/>	(45) # SPANS IN MAIN UNIT:	<input type="text" value="001"/>
(46) # APPROACH SPANS:	<input type="text" value="0000"/>	(209) CONTINUOUS SPANS:	<input type="text" value="N"/>
(48) LENGTH MAX SPAN:	<input type="text" value="0030"/>	(238) # STRINGERS - ORIGINAL:	<input type="text" value="15"/>
(240) SPACING - ORIGINAL:	<input type="text" value="0"/>	(239) # STRINGERS - WIDENED:	<input type="text" value="00"/>
(241) SPACING - WIDENED:	<input type="text" value="N"/>	(33) BRIDGE MEDIAN:	<input type="text" value="0"/>
(50) CURB/SIDEWALK WIDTHS:	<input type="text" value="057"/> <input type="text" value="057"/>	(205) MEDIAN WIDTH:	<input type="text" value="000"/>
(51) DECK CURB-CURB WIDTH:	<input type="text" value="0360"/>	(32) APPROACH ROAD WIDTH:	<input type="text" value="00"/> <input type="text" value="036"/> <input type="text" value="00"/>
(52) DECK OUT-OUT WIDTH:	<input type="text" value="0474"/>	(10) INVENT ROUTE, MIN VERT CLEAR:	<input type="text" value="9999"/>
(53) BRIDGE ROADWAY, MIN VERT CLEAR:	<input type="text" value="9999"/>	(47) INVENT ROUTE, TOTAL HORIZ CLEAR:	<input type="text" value="360"/>
(54) MIN. VERT. UNDERCLEARANCE:	<input type="text" value="N"/> Feature not a highway or a railroad	<input type="text" value="A"/> < 10'	
(55) MIN. LAT. CLEARANCE (RIGHT):	<input type="text" value="N"/> Feature not a highway or a railroad	<input type="text" value="999"/>	
(56) MIN. LAT. CLEARANCE (LEFT):	<input type="text" value="000"/>	(342) HORIZ CLEARANCE (ON):	<input type="text" value="03600"/> <input type="text"/>
(34) SKEW, IN DEGREES:	<input type="text" value="00"/>	(280) HORIZ CLEARANCE (UNDER):	<input type="text" value="N"/> <input type="text"/>
(35) STRUCTURE FLARED:	<input type="text" value="N"/>	(253) NUMBER OF CELLS:	<input type="text" value="N"/>
(256) SPAN OF CELLS:	<input type="text" value="N"/>	(254) RISE:	<input type="text" value="N"/>
		(258) EARTH FILL:	<input type="text" value="N"/>
		(343) CENTERLINE LENGTH (Culverts/Pipes):	<input type="text" value="N"/>

(223) SHOULDER WIDTHS:

(264) TYPE AND SPAN:

BRIDGE NUMBER: M-0194001

LOAD RATINGS AND POSTINGS

FORM 6 OF 13

(41) STATUS: P Posted for load

(224) WEIGHT POSTED:

(New Split)

(31) DESIGN LOAD: 5 HS 20

(66) INVENTORY RATING:

(398) PEDESTRIAN LOADING: N

(64) OPERATING RATING:

(399) RAILROAD LOADING: N

(400) DATE OF RATING:

(70) POSTING: 5 Equal to or above legal loads

(65) METHOD USED TO DETERMINE INVENTORY RATING: 1 Load Factor (LF)

(63) METHOD USED TO DETERMINE OPERATING RATING: 1 Load Factor (LF)

	INVENTORY RATING	OPERATING RATING
HL-93 Vehicle	(402)	(401)
H-15 Vehicle	(404) 300	(403) 500
T3 (Dump Truck) Vehicle	(406) 335	(405) 560
T4 Reduced Lift Axle Vehicle	(408) 360	(407) 605
HS Vehicle	(410) 470	(409) 785
3S2 Vehicle	(412) 610	(411) 999
150K Vehicle	(414) 585	(413) 980
90K Permit Combination Vehicle	(416) 460	(415) 770
90K Mobile Crane Vehicle	(418) 375	(417) 630
90K Cargo Vehicle	(420) 565	(419) 945
80K Cargo Vehicle	(422) 600	(421) 999
120K Vehicle	(424) 585	(423) 975
108K Mobile Crane Vehicle	(426) 400	(425) 670
120K Mobile Crane Vehicle	(428) 480	(427) 800

(225) SPEED LIMIT ON STRUCTURE: N

(226) MIN VERT CLEARANCE OVER ROADWAY POSTED: X Posting signs not required

(227) MIN VERT UNDERCLEARANCE POSTED: X Posting signs not required

CONDITION INSPECTION

FORM 7 OF 13

Routine Inspection Inspection Month (91) Frequency Due Date (90) Inspection Date (290) Inspection Report Completion Date
 Routine Inspection 07 24 07/26/2025 07/26/2023 10/07/2019

Critical Feature Inspections	(291) Inspection Month	(92) Frequency	Due Date	(93) Critical Feature Inspection Date
(A) Fracture Critical Members		N		
(B) Underwater Inspection		N		
(C) Special Inspection		N		
(D) Hands-on Railroad		N		
(E) Confined Space		N		
(F) Ultrasonic Testing (UT) Pin		N		
(G) Ultrasonic Testing (UT) Anchor		N		
(H) Post Tensioning Bar		N		
(I) Cathodic Protection		N		
(J) Consultant		N		
(K) Movable Bridge		N		
(L) Suspension Bridge		N		
(M) Cable		N		
(N) Monitor		N		
(P) Flood				
(Q) Damages				
(R) Inquires				

(58) DECK: Poor Condition (59) SUPERSTRUCTURE: Poor Condition
 (60) SUBSTRUCTURE: Fair Condition (61) CHANNEL/PROTECTION: Bank slump, widespread minor damage
 (62) CULVERTS: Not Applicable
 (310) INSPECTION DATA UPDATE DATE: (312) LEAD INSPECTOR:
 (311) INSPECTION TEAM: (313) BRIDGE INSPECTOR:
 (314) HOURS TO INSPECT: (316) DECK PLANKING %: (315) DECK PUNCTURES %:
 (317) DECK PATCHING %: (318) BLOCKING: (319) POWER WASHING:
 (320) IDENTIFICATION NO.: (321) INVENTORY DIRECTION: (323) PERMIT:
 (324) NIGHT WORK: (325) WEEKEND WORK:
 (322) LOOKING TOWARD:
 (326) MAINTENANCE OF TRAFFIC STANDARDS:
 (327) MOT COMMENTS:
 (328) LOCATION OF MIN. VERT. UNDERCLEARANCE:

BRIDGE NUMBER: M-0194001

(329A) CRITICAL FINDINGS: N (329B) CRITICAL FINDINGS DATE:

(330) CRITICAL FINDINGS COMMENTS:

(331) CAUTION COMMENTS: N

(332) UNDERCLEARANCE POSTING SIGNS: X Posting signs not required

(340) INSPECTION EQUIPMENT:

<input type="checkbox"/> W	Waders	<input type="text"/>	<input type="text"/>
<input type="text"/>		<input type="text"/>	<input type="text"/>
<input type="text"/>		<input type="text"/>	<input type="text"/>

(333) MHOI: N (334) MHOI LOCATIONS:

(335) ADVANCED NOTIFICATION: N

(336) ADVANCED NOTIFICATION COMMENTS:

APPRAISAL

FORM 8 OF 13

(67) STRUCTURAL EVALUATION:	<input type="text" value="4"/>	BSR	(68) DECK GEOMETRY:	<input type="text" value="4"/>
(69) UNDERCLEARANCE:	<input type="text" value="N"/>	61.8	(72) APPROACH ALIGNMENT:	<input type="text" value="8"/>
(71) WATERWAY ADEQUACY:	<input type="text" value="7"/>			
(36) TRAFFIC SAFETY FEATURES	RAILINGS:	<input type="text" value="0"/>	Does NOT meet Standards	
	TRANSITIONS:	<input type="text" value="0"/>	Does NOT meet Standards	
	APPROACH BARRIER:	<input type="text" value="0"/>	Does NOT meet Standards	
	APPROACH BARRIER ENDS:	<input type="text" value="0"/>	Does NOT meet Standards	
(113) SCOUR EVALUATION:	<input type="text" value="8P"/>	Bridge is a culvert-type structure with paved bottom.		
(DT) DEDUCT CODE:	<input type="text" value="Z"/>	<input type="text"/>		
(STAT) STATUS:	<input type="text" value="1"/>	Structurally Deficient		

NAVIGATION

FORM 9 OF 13

(38) NAVIGATION CONTROL:	<input type="text" value="0"/>	(39) NAV VERT CLEARANCE:	<input type="text" value="000"/>
(40) NAV HORIZONTAL CLEARANCE:	<input type="text" value="0000"/>		
(111) PIER/ABUTMENT PROTECTION:	<input type="text"/>		
(116) MIN NAV VERT CLEARANCE, VERT LIFT BRIDGE:	<input type="text"/>		
(247) DESIGN YEAR STORM:	<input type="text"/>	(248) RUN-OFF Q:	<input type="text"/>
(249) DRAINAGE AREA:	<input type="text"/>	(250) STRUCTURE IN TIDAL AREA:	<input type="text" value="N"/> No
(251) HIGH WATER ELEVATION:	<input type="text"/>		
(252) YEAR HIGH WATER ELEVATION - LATEST:	<input type="text" value="N"/>		

HISTORY AND PROPOSED IMPROVEMENTS

FORM 10 OF 13

(201) CONTRACT NUMBERS:	<input type="text"/>	<input type="text"/>		
(203) SHA SPEC- YEAR:	<input type="text" value="1957"/>	<input type="text" value="N"/>	<input type="text" value="N"/>	<input type="text" value="N"/>
(204) AASHTO SPEC-YEAR:	<input type="text" value="1957"/>	<input type="text" value="N"/>	<input type="text" value="N"/>	<input type="text" value="N"/>
(75) TYPE OF PROPOSED WORK:	<input type="text" value="35"/>	<input type="text" value="1"/>	(76) LENGTH OF IMPROVEMENT:	<input type="text" value="000040"/>
(94) BRIDGE IMPROVE COST:	<input type="text" value="000375"/>	(95) ROADWAY IMPROVE COST:	<input type="text" value="000038"/>	
(96) TOTAL PROJECT COST:	<input type="text" value="000563"/>	(97) YEAR OF IMPROVEMENT:	<input type="text" value="2017"/>	

MISCELLANEOUS

FORM 11 OF 13

(244) SIGNS ON STRUCTURE: No

(245) BRIDGE ROADWAY LIGHTING: No

(246) PROVISION FOR ROADWAY LIGHTING: No

(260) UTILITIES - ON:

(261) UTILITIES - UNDER:

- Not Applicable
- Not Applicable
- Not Applicable
- Not Applicable
- Not Applicable

- Not Applicable
- Not Applicable
- Not Applicable
- Not Applicable
- Not Applicable

REMARKS:

2022 ADT = 8,504; 2023 estimated ADT and Future ADT values were revised based on a annual growth rate of 1.00%.

NOISE BARRIER

FORM 12 OF 13

(501) TYPE:

(502) ALIGNMENT:

(503) LENGTH: (504) MAXIMUM HEIGHT:

(505) FOUNDATION TYPES:

(506) FOUNDATION LENGTH:

(507) PANEL WIDTH:

(508) NUMBER OF SPECIAL PANEL(S):

(509) PANEL MATERIAL:

(510) FACING (Acoustic Treatment):

(511) PANEL FINISH:

(512) PANEL COLOR:

(513) FEDERAL COLOR:

(514) STACKED PANELS:

(515) NOISE BARRIER POST MATERIAL: N

(516) ACCESS DOORS:

(517) FIRE HYDRANTS:

(518) RETROFITS:

RETAINING WALL

FORM 13 OF 13

(550) TYPE:

(551) ALIGNMENT:

(552) SEGMENT LENGTH(S):

(553) MAX. EXPOSED HEIGHT:

(554) FOUNDATION TYPES:

(555) TIEBACK:

(556) FACING:

(557) WITH FENCE OR RAIL:

(558) WITH NOISE BARRIER: N

(559) PURPOSE:

Montgomery County, Maryland
Department of Transportation
Division of Transportation Engineering
100 Edison Park Drive, 4th Floor
Gaithersburg, Maryland 20878