Inspection Report for Structure 30090

07/14/2026 - CHARLIE CREEK ROAD OVER SANTA CREEK | X995050 13.89

Bridge Data

Identification data

Bridge Number (B.ID.01):	000000000030090	Agency Bridge ID:	30090
Bridge Name (B.ID.02):	CHARLIE CREEK ROAD OVER SANTA CREEK | X995050 13.89	Bridge Nickname:	
Latitude:	47.115	Longitude:	-116.595
Administrative Jurisdiction:	Benewah County	Inspection Area:	911
Report to FHWA:	Yes	SNBI Length:	23.5 ft

Inspection Condition

Bridge Condition Classification (B.C.12):	F Fair	Lowest Condition Rating (B.C.13):	5 Fair
Deck (B.C.01):	7 Good	Superstructure (B.C.02):	6 Satisfactory
Substructure (B.C.03):	5 Fair	Culvert (B.C.04):	N Not Applicable
Railing (B.C.05):	6 Satisfactory	Railing Transition (B.C.06):	N Not Applicable
Bearing (B.C.07):	N Not Applicable	Joints (B.C.08):	N Not Applicable

Other Condition Ratings

Channel (B.C.09):	6 Satisfactory	Channel Protection (B.C.10):	N Not Applicable
Scour (B.C.11):	8 Insignificant scour	NSTM Inspection Condition (B.C.14):	
Underwater Inspection (B.C.15):			

Appraisal

Appr Roadway Alignment (B.AP.01):	F Fair	Overtopping Likelihood (B.AP.02):	1 Remote - once every 100 years or less frequently
Scour Vulnerability (B.AP.03):	U No appraisal, unknown foundations	Scour Plan of Action (B.AP.04):	Y A scour POA is required and implemented.
Seismic Vulnerability (B.AP.05):	0 Seismic evaluation not completed.		



Bridge notes

Bridge notes:

Direction of roadway is west to east.
Bridge stationing is west to east.
Waterway runs left to right.
Superstructure is labeled left to right.
Structure is labeled AB1, S1, AB2.

Element Data

Elem /	Elemement Name	Total	Unit	State 1	State 2	State 3	State 4
31	Timber Deck	494	sq.ft	444	50	0	0
	Timber deck consists of nail laminated 2 inch by 6 inch planks side by side on end and is in good condition with some minor defects. Two (2) layers of longitudinal 12 inch by 2 inch timber planks placed on top of the deck. Minor accumulation of gravel on the timber deck. Timber wearing surface is weathered and abraded up to 1/2 inches deep. (CS 3) Several planks on the west side of the structure are showing moderate wear with approximately 1 inch of section loss. Edges of deck have minor checks, shakes, and splits throughout. 2026 resistograph measurements taken in the deck indicate no decay.						
510	Wearing Surfaces	484		55	404	25	0
	Two (2) layers of longitudinal 12 inch by 2 inch timber planks placed on top of the deck. Minor accumulation of gravel on the timber deck. Timber wearing surface is weathered and abraded up to 1/2 inches deep. (CS 3) Several planks on the west side of the structure are showing moderate wear with approximately 1 inch of section loss.						
1150	Check/Shake	50		0	50	0	0
	Edges of deck have minor checks, shakes, and splits throughout.						
111	Timber Open Girder	361	ft	251	107	3	0
	(17) 6 inch by 22 inch treated timber girders with cross bracing are in satisfactory condition widespread minor and isolated moderate defects. Resistograph measurements taken in 2024 on Girders 14 and 16 indicated up to a 9 percent loss of section. Resistograph measurements taken in 2026 Girder 1 and 17 indicate no decay. The timber girders have minor checks throughout. 1/8 inch checks throughout Girders 2, 3, 6, and 7. Penetration of checks are less than 50 percent of girder width. Random minor shakes throughout up to 1 foot long by 2 inch high. (CS3) Girder 3 has a few shakes on the north face near mid span up to 3 feet long by 2 inch high by 2 inch deep.						
1140	Decay/Section Loss	5		0	5	0	0
	Resistograph measurements taken in 2024 on Girders 14 and 16 indicated up to a 9 percent loss of section.						
1150	Check/Shake	105		0	102	3	0
	The timber girders have minor checks throughout. 1/8 inch checks throughout Girders 2, 3, 6, and 7. Penetration of checks are less than 50 percent of girder width. Random minor shakes throughout up to 1 foot long by 2 inch high. (CS3) Girder 3 has a few shakes on the north face near mid span up to 3 feet long by 2 inch high by 2 inch deep.						
215	Re Conc Abutment	39	ft	0	19	20	0
	Reinforced concrete abutments with integral wingwalls are in fair condition with widespread moderate and widespread minor defects. (CS3) Abutment 1 north wingwall interface has a 4 inch diameter by 2 inch deep spall. Abutment 1 has a band of abrasion beginning 2 feet below the waterline to 2 feet above the waterline with up to 1/2 inch deep penetration. (CS3) Abutment 2 has a band of abrasion beginning 6 feet below the waterline to 2 1/2 feet above the waterline with up to 2 inch deep penetration.						
1080	Delamination/Spall/Patched Area	1		0	0	1	0
	(CS3) Abutment 1 north wingwall interface has a 4 inch diameter by 2 inch deep spall.						
1190	Abrasion(PSC/RC)	38		0	19	19	0
	Abutment 1 has a band of abrasion beginning 2 feet below the waterline to 2 feet above the waterline with up to 1/2 inch deep penetration. (CS3) Abutment 2 has a band of abrasion beginning 6 feet below the waterline to 2 1/2 feet above the waterline with up to 2 inch deep penetration.						
235	Timber Pier Cap	39	ft	39	0	0	0
	Timber abutment caps have been replaced since the 2024 inspection. New timber abutment caps consist of 5-1/2 inch by 19-1/2 inch treated timber bearing beams on top of concrete abutment walls and are in very good condition with some inherent defects. Timber caps bear directly onto the concrete abutments acting as a 5 inch spacer between the girders and the abutment.						
330	Metal Bridge Railing	50	ft	39	8	3	0

Bridge rails consist of galvanized steel W rails with five treated timber posts on both sides of the bridge and are in satisfactory condition with isolated moderate and some minor defects. Galvanized coating is in satisfactory condition with isolated areas of coating loss. Surface corrosion with no loss of section in areas of coating loss. (CS3) Missing bolts at rail splices and southwest end terminal connection. North rail splices lapped incorrectly, and several bolts installed backwards with excess thread protruding into roadway. Minor impact damage to the northeast terminal end.

515	Steel Protective Coating	115	110	0	0	5
	Galvanized coating is in satisfactory condition with isolated areas of coating loss.					
1000	Corrosion	5	0	5	0	0
	Surface corrosion with no loss of section in areas of coating loss.					
1020	Connection	5	0	2	3	0
	(CS3) Missing bolts at rail splices and southwest end terminal connection. North rail splices lapped incorrectly, and several bolts installed backwards with excess thread protruding into roadway.					
1900	Distortion	1	0	1	0	0
	Minor impact damage to the northeast terminal end.					
7000	Damage	1	0	1	0	0
	Minor impact damage to the northeast terminal end.					

Bridge Data

Location data

State Code (B.L.01):	16 Idaho	County Code (B.L.02):	Benewah
Place Code (B.L.03):	0 No FIPS Place Code	Highway Agency District (B.L.04):	District 1
Metro Planning Org 1 (B.L.12):	N Not in an MPO	Foreman Area (State Only):	
Bridge Location (B.L.11):	0.2 E. EMIDA		

Classification data

Owner (B.CL.01):	L01 County highway agency	Maintenance Responsibility (B.CL.02):	L01 County highway agency
Federal or Tribal Land Access (B.CL.03):	N Not applicable	Historical Significance (B.CL.04):	7 Historic significance has not been determined
Toll (B.CL.05):	N Does not carry toll road and is not toll bridge	Emergency Evac Designation (B.CL.06):	N Not an Emergency evacuation route

Construction data

Year Built (B.W.01):	1964	Year Programmed:	
Design Load (B.LR.01):	HS-20	Design Method (B.LR.02):	ASD Allowable Stress Design
Drawing Number:	16574	Project Key:	
Design Engineer of Record:		Design Firm:	

Geometry data

NBIS Bridge Length (B.G.01):	23.5 ft	Total Bridge Length (B.G.02):	24.7 ft
Report Bridge to FHWA:	Yes		
Maximum Span Length (B.G.03):	23.5 ft	Minimum Span Length (B.G.04):	23.5 ft
Bridge Width Out-to-Out (B.G.05):	19.6 ft	Bridge Width Curb-to-Curb (B.G.06):	19.0 ft
Left Curb or Sidewalk Width (B.G.07)	0.0 ft	Right Curb or Sidewalk Width (B.G.08):	0.0 ft
Approach Roadway Width (B.G.09):	20.0 ft	Bridge Median (B.G.10):	0 No median
Skew (B.G.11):	0 °	Curved Bridge (B.G.12):	N Not curved
Maximum Bridge Height (B.G.13):	14.0 ft	Sidehill Bridge (B.G.14):	N Not a sidehill bridge
Irregular Deck Area (B.G.15):		Calculated Deck Area (B.G.16):	484.1 sqft

Railings and Transitions

Railings (B.RH.01):	A64	Transitions (B.RH.02):	N

Design Data

Superstructure set data

M01 - Main - Type: M Main

Number of Spans (B.SP.02):	1	Number of Beam Lines (B.SP.03):	17
Span Material (B.SP.04):	T03 Timber - solid sawn	Span Continuity (B.SP.05):	1 Simple or single span
Span Type (B.SP.06):	GX Girder/beam - other	Span Protective System (B.SP.07):	T01 Treated - timber preservative
Deck Interaction (B.SP.08):	NC Non-composite	Deck Material & Type (B.SP.09):	T02 Timber - nail laminated
Wearing Surface (B.SP.10):	T01 Timber - running planks	Deck Protective System (B.SP.11):	0 None
Deck Reinforcing Protective System (B.SP.12):		Deck Stay-in-Place Forms (B.SP.13):	0 None

Substructure set data

A01 - Abutments - Type: A Abutment

Number of Sub Units (B.SB.02):	2	Substructure Material (B.SB.03):	C01 Reinforced concrete - cast-in-place
Substructure Type (B.SB.04):	A01 Abutment - cantilever/wall	Substructure Protective System (B.SB.05):	0 None
Foundation Type (B.SB.06):	U Unknown	Foundation Protective System (B.SB.07):	U Unknown

Feature Data

CHARLIE CREEK ROAD

Feature Name (B.F.03):	CHARLIE CREEK ROAD	Feature Type (B.F.01):	H Highway
Feature Location (B.F.02):	C Carried on bridge		

Route Information

Designation (B.RT.01)	Route Number (B.RT.02)	Route Direction (B.RT.03)	Route Type (B.RT.04)	Service Type (B.RT.05)
R01	0	EW Eastbound and Westbound	4 County route	X Other

Highway Information

LRS Route ID (B.H.06):	00620AOH000	Functional Classification (B.H.01):	7 Local
LRS Mile Point (B.H.07):	7.689	Urban Code (B.H.02):	99999
LRS Measure:	7.689466514	NHS Designation (B.H.03):	N Non-NHS
Agency Mile Post (State System Only):		National Highway Freight Network (B.H.04):	N Not on the NHFN
Lanes on Highway (B.H.08):	2	STRAHNET Designation (B.H.05):	N Not a STRAHNET route
Route Speed:	25	Bypass Detour Length (B.H.17):	16
Bypass Average Speed:		Lanes on Bypass:	

AADT

AADT (B.H.09):	150	AADTT (B.H.10):	23
Year of AADT (B.H.11):	2023	Percent Truck Traffic:	15 %
Directional Percentage:	100		

Clearances

Highway Maximum Usable Vertical Clearance (B.H.12):	99.9 ft
Highway Minimum Vertical Clearance (B.H.13):	99.9 ft
Highway Minimum Horizontal Clearance, Left (B.H.14):	
Highway Minimum Horizontal Clearance, Right (B.H.15):	
Highway Maximum Usable Surface Width (B.H.16):	19.6 ft

SANTA CREEK

Feature Name (B.F.03):	SANTA CREEK	Feature Type (B.F.01):	W Waterway
Feature Location (B.F.02):	B Below bridge		

Waterway Details

Navigable Waterway (B.N.01):	N Not navigable waters
Navigation Minimum Vertical Clearance (B.N.02):	
Movable Bridge Maximum Navigation Vertical Clearance (B.N.03):	
Navigable Channel Width (B.N.04):	
Navigation Channel Minimum Horizontal Clearance (B.N.05):	
Substructure Navigation Protection (B.N.06):	

Environmental

Environmental Concerns: No

Environmental Concern Notes:

Inspection Data

Inspection Notes

Inspection Notes (B.IE.11): Level II inspection of timber performed 07-14-2026 by Dylon Moss and Martha Schwarz from Consor Engineers.

Agency Inspection Notes:

ROADWAY APPROACHES: West approach is paved and in good condition, pavement stops 2 feet before bridge. East approach gravel is in satisfactory condition with minor potholes at the bridge and washboards developing further up the road.

SIDEWALKS/CURBS:

EMBANKMENTS: Both shorelines upstream and downstream of the bridge have minor bank erosion and undercutting typically 1 1/2 feet high and up to 4 feet high. Erosion behind northeast wingwall that is 7 feet high by 6 feet wide by 3 feet deep and encroaching 1 foot into the shoulder. Erosion behind southeast and southwest wingwalls that is 3 feet high by 1 1/2 feet wide by 1 foot deep. Channel embankment is moderately sloped, heavily vegetated, and appears stable.

CHANNEL: Channel is in satisfactory condition. Channel bottom material consisted of rocks and gravel.

SIGNS: Hazard markers up at all corners. One Lane Bridge signs at each approach.

GUARDRAIL:

UTILITIES: 2 inch telephone conduit on south side.

NOTES: NBIS bridge length measured 23 1/2 feet. On April 8, 2026, a special inspection was completed by Dylon Moss and Spencer Olson of Consor Engineers to determine the height of the abutments, measured from the top of the footing to the top of the stem wall, to a reasonable degree of certainty. Abutment 1 was found to be approximately 13.3 feet in height, and Abutment 2 was found to be approximately 14.0 feet in height. County received a deposting letter from ITD and removed the load posting signs.

OTHER INSPECTIONS PERFORMED: Performed level III Resistograph Inspection during the 2022 underwater inspection due to the decay/crushing found in the timber abutment caps. In-Depth inspection performed by Jim Holland and Rene Leon from Collins Engineers and Travis Stewart from ITD using the UBIT to access the underside and abutment caps. Level III Resistograph performed during the 2024 in-depth inspection. Special Inspection was performed on 04/08/2026 by Spencer Olson and Dylon Moss from Consor Engineers. Level II inspection of timber performed 07/14/2026 by Dylon Moss and Martha Schwarz from Consor Engineers.

SCOUR REVIEW:

INSPECTION INTERVAL: Interval increased to 24 month.

WORK ACCOMPLISHED: Routine maintenance.

LOAD RATING:

Load Rating & Posting

Load Rating Event Data

Reason for Load Rating:	Rehabilitation/Repair	Load Rating Date (B.LR.03):	09/24/2025
Load Rater:	Sarah Ringling, HDR	Software Used:	AASHTOWare BrR
Checker:		Secondary Software:	
Quality Control Engineer:	Elsa Zimmerly, HDR		
Design Load (B.LR.01):	HS-20	Asphalt Thickness:	
Design Method (B.LR.02):	ASD Allowable Stress Design	Concrete Thickness:	
Rating Based On:	Field Sketches	Granular Thickness:	1.00 inches
Load Rating Category:	SBBN	Timber Thickness:	4.00 inches
Load Rating Method (B.LR.04):	ASR Allowable Stress Rating	Max WS for Load Capacity:	5.00 inches
Analysis Status:	Analysis Complete	Fast Act Vehicle:	No

30090_ASR_09/24/2025

REPORT TO FHWA

0 Design

Vehicle Name	Rating	Tons	Controlling Limit State	Controlling Location
HS-20 Operating	1.62	58.32	11 Shear	G14 - Int. Gir. @ 1.00
HS-20 Inventory	1.17	42.12	11 Shear	G14 - Int. Gir. @ 1.00

1 Legal

Vehicle Name	Rating	Tons	Controlling Limit State	Controlling Location
Idaho - Type 3 Operating	1.69	45.63	11 Shear	G14 - Int. Gir. @ 1.00
Idaho - Type 3S2 Operating	1.91	75.45	11 Shear	G14 - Int. Gir. @ 1.00
Idaho - Type 3-3 Operating	2.37	93.62	11 Shear	G14 - Int. Gir. @ 1.00

2 Permit

Vehicle Name	Rating	Tons	Controlling Limit State	Controlling Location
Idaho - 121k Operating	2.08	125.84	11 Shear	G14 - Int. Gir. @ 1.00
AASHTO Notional Rating Load	1.64	65.60	11 Shear	G14 - Int. Gir. @ 1.00
Idaho - Type 3 Inventory	1.22	32.94	11 Shear	G14 - Int. Gir. @ 1.00
Idaho - Type 3S2 Inventory	1.39	54.91	11 Shear	G14 - Int. Gir. @ 1.00
Idaho - Type 3-3 Inventory	1.72	67.94	11 Shear	G14 - Int. Gir. @ 1.00
Idaho - 121k Inventory	1.51	91.36	11 Shear	G14 - Int. Gir. @ 1.00
NRL Inventory	1.19	47.60	11 Shear	G14 - Int. Gir. @ 1.00

Notes / Remarks:

*Load rating performed for the stringers and deck only.
*Composite dead load was distributed to girders by tributary area.
*Actual wearing surface thickness from the 2014 Inspection Report was input into the rating.
*The load rating was limited to the vertical load effects only.
*Current condition assessments, distress and/or deterioration effects, fracture critical detailing, and fatigue were not evaluated except the shear stress factor CH was assumed to equal 1.33 because the Inspection Report indicated minor checking on the girders and did not indicate checking on the deck.
*The bridge was input into BrR based on information provided on Bridge Inspection Field Sketch by B&J Grachal dated 7/12/2013 and the 2014 Inspection Report.
*Timber was assumed to be Douglas-Fir Larch Grade No. 2 for the decking and Douglas Fir-Larch Grade No. 1 for the stringers based on guidance from ITD.
*The girder spacing dimensions from the 2012 field sketch did not match the bridge width. The overhang dimension was adjusted to match the out-to-out width.
*The timber cross-bracing dimensions and spacing were not specified on the 2012 field sketch. Cross-bracing was assumed to be 2x6s located at quarter points.
*Exterior girder not rated due to the fact that it does not see any live load.

The Load Rating was modified by Forsgren (Kayla Jacobsen, PE) on 09/02/2025. Updates include:
*Revised the wearing surface from 3-inches asphalt & 3-inches granular to 1-inch granular & 4-inches timber as documented in the 07/09/2024 bridge inspection.
*The following revisions were made per the 2025 measurements: Railing weight & dimensions, girder dimensions, deck width & girder spacings, number of girders from 17 to 16, travelway & railing position, nominal deck dimensions, girder support lengths, and girder LLDF's.

*Revised span length per 2020 field sketch.
*Revised deck & girder Shear Factor to 1.00 per 2024 inspection checking notes.
*Updated member description.
*Updated mile post.
*Added a negative to the longitude.
*Updated ADT per 2023 Traffic Data.
*Revised to AASHTO engine.
*Revised load case descriptions.

Bridge Load Rating Summary

Inventory Rating Factor (B.LR.05):	1.17 HS-20 Inventory	Bridge Factor:	927
Operating Rating Factor (B.LR.06):	1.62 HS-20 Operating	Route Color:	Interstate
Controlling Legal Rating Factor (B.LR.07):	1.69 Idaho - Type 3 Operating	Controlling Vehicle:	Type 3
Routine Permit Loads (B.LR.08):	N Does not carry routine permit loads; no permits	Event used by ITD for Operating:	09/02/2025 Superstructure ASR
129 Route:	No	129 Map Color:	

Posting

Required	Current

Load Posting Status History

Posting Status Change Date (B.PS.02)	Open/Posted/ Closed	Perm/Temp/Supported	Load Posting Status (B.PS.01)
10/20/2025	Open	Permanent	PO

Other Restrictions

Posted Single Lane All Vehicles:	Yes	Posted Single Lane Trucks:	No
Required Vertical Clearance Posting (ft):		Actual Vertical Clearance Posting (ft):	

Procedures & Equipment

Procedures

IsCompleted	NAME	Description
In-Depth Inspection		
Yes	In-Depth Inspection	

Inspect according to General procedures in IMBE Section 4.2.5.4.

Routine Inspection		
Yes	Routine Inspection	

Inspect according to General procedures in IMBE Section 4.2.5.3.

Procedure Notes

Equipment

Equipment Name	CODE	HOURS	DESCRIPTION
In-Depth			
I12 Boring or drilling	I12		

Equipment Notes

Inspection Schedule

Inspection Details

Summary

Inspection Completion Date (B.IE.03):	2026-07-14	Entered by:	Schwarz, Martha
Date Entered:	2026-08-04		
QC Date (B.IE.08):	2026-08-10		
QA Date (B.IE.09):			
Inspection Data Update Date (B.IE.10):			

Inspection Needs

NSTM Inspection Required (B.IR.01):	
Fatigue Details (B.IR.02):	
Complex Features (B.IR.04):	Bridge does not have complex feature

Schedule

Inspection Type	Required for Bridge	Inspection Being Performed (B.IE.01)	Inspector	Most Recent Inspection Date	Interval Method (B.IE.07)	Interval (months) (B.IE.05)	Inspection Due Date (B.IE.06)
Channel Cross Section	Yes	No		4/8/2026	N Not applicable	60	9/13/2027
In-Depth	Yes	Yes	Dylon Moss	7/14/2026	N Not applicable	24	7/14/2028
Routine	Yes	Yes	Dylon Moss	7/14/2026	1 Method 1	24	7/14/2028
Underwater	Yes	No		9/13/2022	1 Method 1	60	9/13/2027

Work History & Needs

SCHEDULED/COMPLETED PROJECTS

Work History

Year Work Performed (B.W.02)	Work Performed (B.W.03)	Description

Work Candidates

Drainage-Repair Washout/Ero.

Date Recommended:	2016-07-06	Source:	Inspector Recommended
Priority:	Medium	Assignment:	Local Agency
Status	Work Pending		

Description: Repair erosion behind wingwalls.

Bridge Rail-Repair

Date Recommended:	2025-07-09	Source:	Inspector Recommended
Priority:	Medium	Assignment:	Local Agency
Status	Work Pending		

Description: Replace missing rail splice bolts at southwest end terminal connection. Repair incorrectly lapped slice connections and bolts installed backward along north rail.

Approach Roadway

Date Recommended:	2025-07-09	Source:	Inspector Recommended
Priority:	Medium	Assignment:	Local Agency
Status	Work Pending		

Description: Repair erosion at northeast corner that is beginning to encroach on roadway.

Signatures

Dylon Moss

Digitally signed by Dylon Moss
DN: cn=Dylon Moss, c=US, email=dylon.moss@consoreng.con
Date: 2026.09.22 11:43:35 -06'00'

Dylon Moss





West approach looking east.



Right side elevation looking northeast.



Upstream view looking north.



Downstream view looking south.



Typical superstructure looking west.



Abutment 1 looking west.



(CS3) Abutment 2 looking east with abrasion.



Typical top of deck.



West approach one lane bridge sign looking east.



East approach one lane bridge sign looking west.



(CS3) Moderate wear in wearing surface.



(CS3) Girder 3 shake.



(CS3) Abutment 1 spall.



(CS3) North bridge rail splices lapped incorrectly with missing connections.



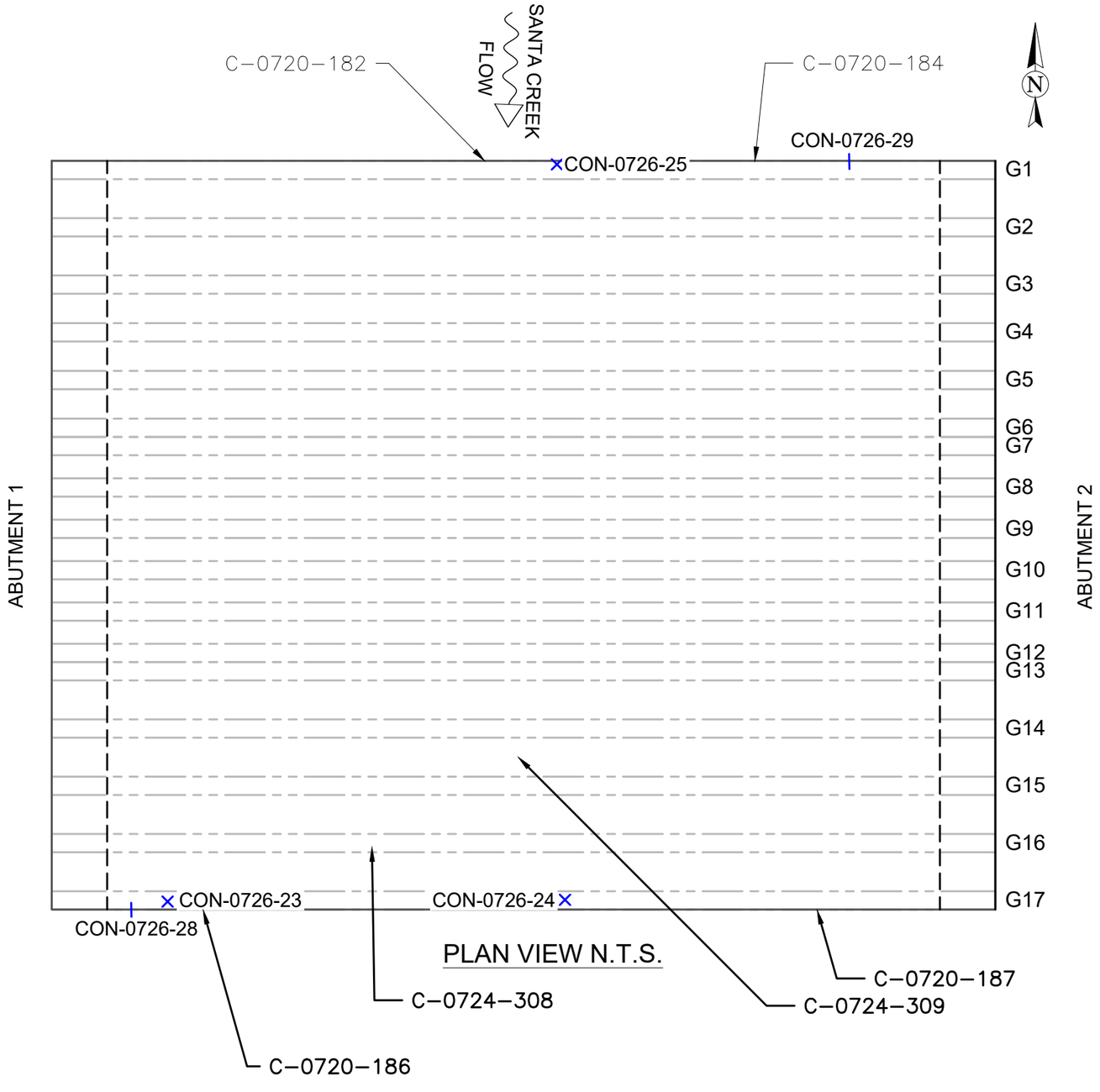
North bridge rail incorrectly installed bolts.



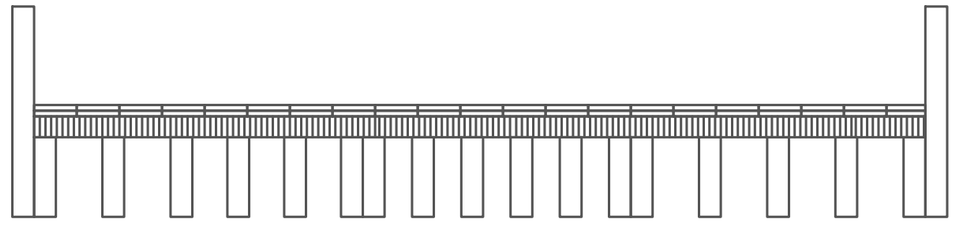
Erosion at northeast corner that is beginning to encroach on roadway.

BK: 30090			
READING	LOCATION	HEIGHT	COMMENTS
Readings from 07/2020			
182	Deck, Girder 17, North Edge at Midspan	--	None
184	Deck, Girder 17, North Edge at East 1/4	--	None
186	Deck, Girder 1, South Edge at West 1/4	--	0.15" Check in Deck
187	Deck, Girder 1, South Edge at East 1/4	--	Decay in Deck
Readings from 09/2022			
116	West Abutment Cap	--	89% Decay
117	West Abutment Cap	--	94% Decay
118	West Abutment Cap	--	62% Decay
119	East Abutment Cap	--	Initial Decay
120	East Abutment Cap	--	60% Decay
121	East Abutment Cap	--	86% Decay
Readings from 07/2024			
308	Second Girder from South Exterior	--	9% Decay
309	Fourth Girder from South Exterior	--	7% Decay
310	East Timber Cap Between Girders 2 and 3	--	92% Decay
311	East Timber Cap Between Girders 5 and 6	--	91% Decay
312	West Timber Cap Between Girders 4 and 5	--	85% Decay
313	West Timber Cap Between Girders 7 and 8	--	85% Decay
COMMENTS: NONE.			

BRIDGE KEY: 30090				
MEASUREMENT NO.	**MEMBER**	**LOCATION**	**DRILL DIRECTION**	**INTERPRETED DECAY**
READINGS FROM 07/2026				
CON-0726-23	Deck	Right Side	Top to Bottom	NO DECAY
CON-0726-24	Deck	Right Side	Top to Bottom	NO DECAY
CON-0726-25	Deck	Left Side	Top to Bottom	NO DECAY
CON-0726-28	Girder 17	Right Side	Right to Left	NO DECAY
CON-0726-29	Girder 1	Left Side	Left to Right	NO DECAY



PLAN VIEW N.T.S.



SECTION VIEW N.T.S.

INSPECTED BY: DM	SCALE: NTS	consor 140 S Fourth Street W, Unit 2 Missoula, MT 59801 Phone: 888-451-6822	IDAHO TRANSPORTATION DEPARTMENT 3311 W STATE ST BOISE, ID 83707
DRAWN BY: GB	JULY, 2026		

ITD DISTRICT A911
BRIDGE INSPECTION

RESISTOGRAPH INSPECTION DRAWING

AGENCY/CONSULTANT CODES
CON = CONSOR ENGINEERS
C = COLLINS ENGINEERING

LEGEND

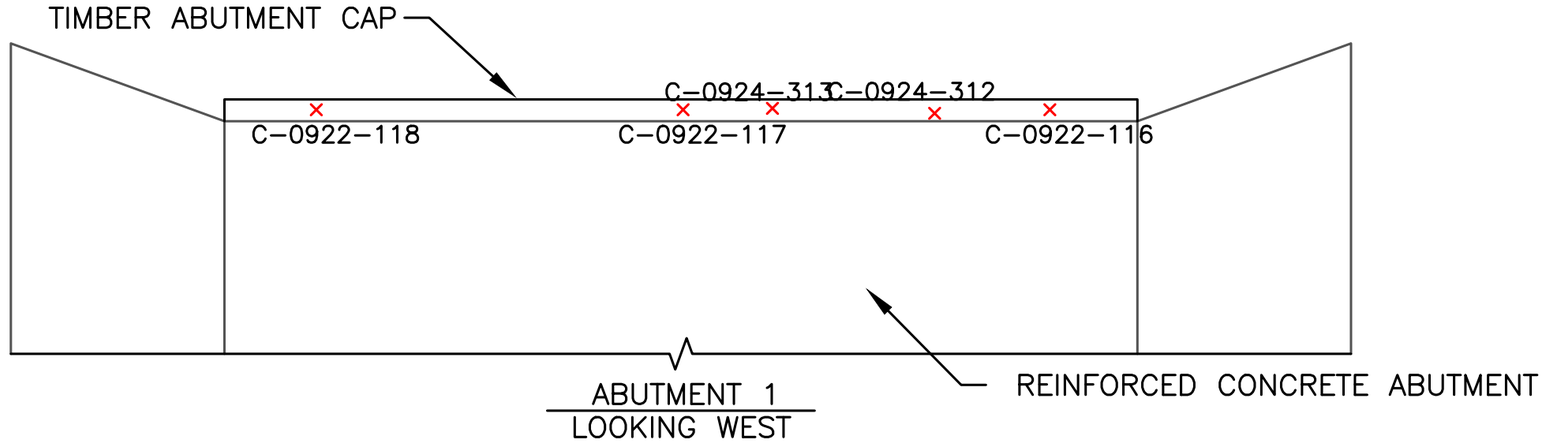
MEASUREMENT NO.

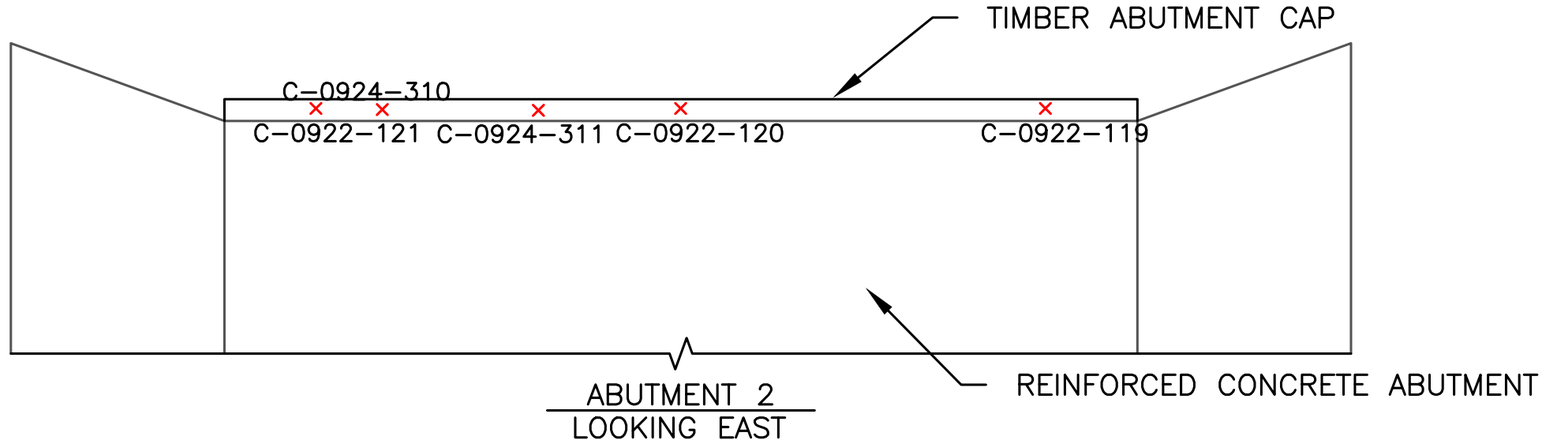
AGENCY/CONSULTANT ┐ DATE ┐ ┌ MEASUREMENT

XXX - MMYY - XX

- ○ DRILL DIRECTION - OUT OF THE PAGE
- × DRILL DIRECTION - INTO THE PAGE
- — DRILL LINE ACROSS THE PAGE
- — RED = DECAY DETECTED

CHECKED BY: KP	CHARLIE CREEK ROAD OVER SANTA CREEK BRIDGE KEY: 30090	
PROJECT NO.: S240572ID.07	DECK AND GIRDER BORINGS	SHEET 2





INSPECTED BY: DM	SCALE: NTS	consor 140 S Fourth Street W, Unit 2 Missoula, MT 59801 Phone: 888-451-6822
DRAWN BY: GB	JULY, 2026	IDAHO TRANSPORTATION DEPARTMENT 3311 W STATE ST BOISE, ID 83707

ITD DISTRICT A911
BRIDGE INSPECTION

RESISTOGRAPH INSPECTION DRAWING

AGENCY/CONSULTANT CODES
CON = CONSOR ENGINEERS

LEGEND

MEASUREMENT NO.

AGENCY/CONSULTANT ┐ DATE ┐ ┌ MEASUREMENT

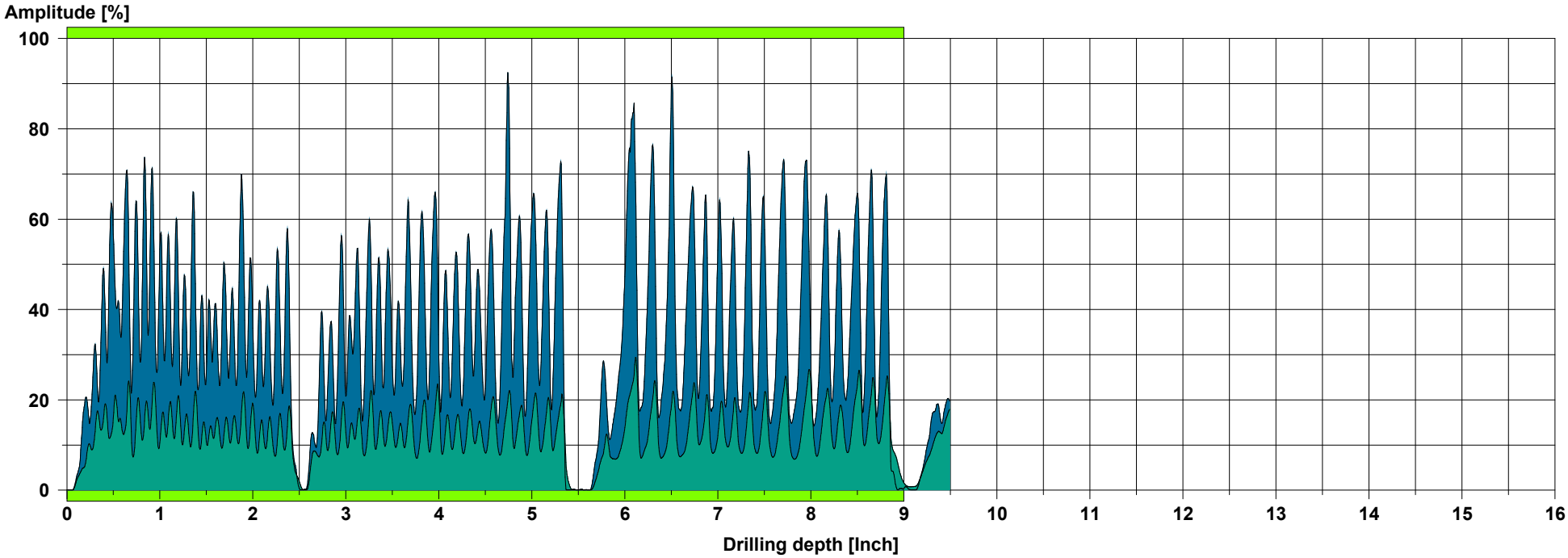
XXX - MMYY - XX

- ○ DRILL DIRECTION - OUT OF THE PAGE
- × DRILL DIRECTION - INTO THE PAGE
- — DRILL LINE ACROSS THE PAGE
- — RED = DECAY DETECTED

CHECKED BY: KP	CHARLIE CREEK ROAD OVER SANTA CREEK BRIDGE KEY: 30090	
PROJECT NO.: S240572ID.07	ABUTMENT BORINGS	SHEET 3

Measuring / object data

Measurement no.:	24	**Speed**	: 3500 r/min	**Diameter:**	
ID number	: 30090	**Needle state:**	---	**Level**	:
Drilling depth	: 9,49 in	**Tilt**	: -46°	**Direction:**	
Date	: 14.07.2026	**Offset**	: 39 / 290	**Species**	:
Time	: 14:31:22	**Avg. curve**	: off / off	**Location**	:
Feed	: 30 in/min			**Name**	:



Assessment

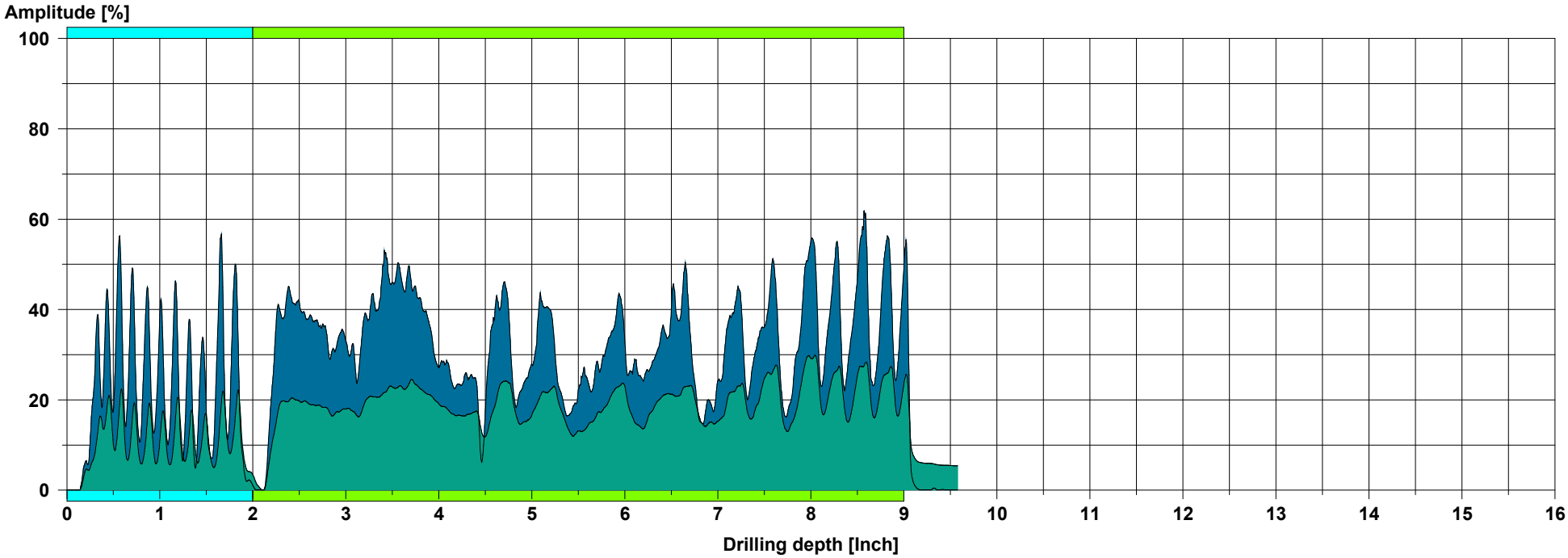
From 0,00 in **to** 9,00 in : Good

Comment

Member: Deck
Location: Right side
Drill Direction: Top to Bottom. Diagonal through multiple deck planks
Inspector Interpretation:
No Decay

Measuring / object data

Measurement no.:	25	**Speed**	: 3500 r/min	**Diameter:**	
ID number	: 30090	**Needle state:**	---	**Level**	:
Drilling depth	: 9,58 in	**Tilt**	: -48°	**Direction:**	
Date	: 14.07.2026	**Offset**	: 38 / 282	**Species**	:
Time	: 14:32:19	**Avg. curve**	: off / off	**Location**	:
Feed	: 30 in/min			**Name**	:



Assessment

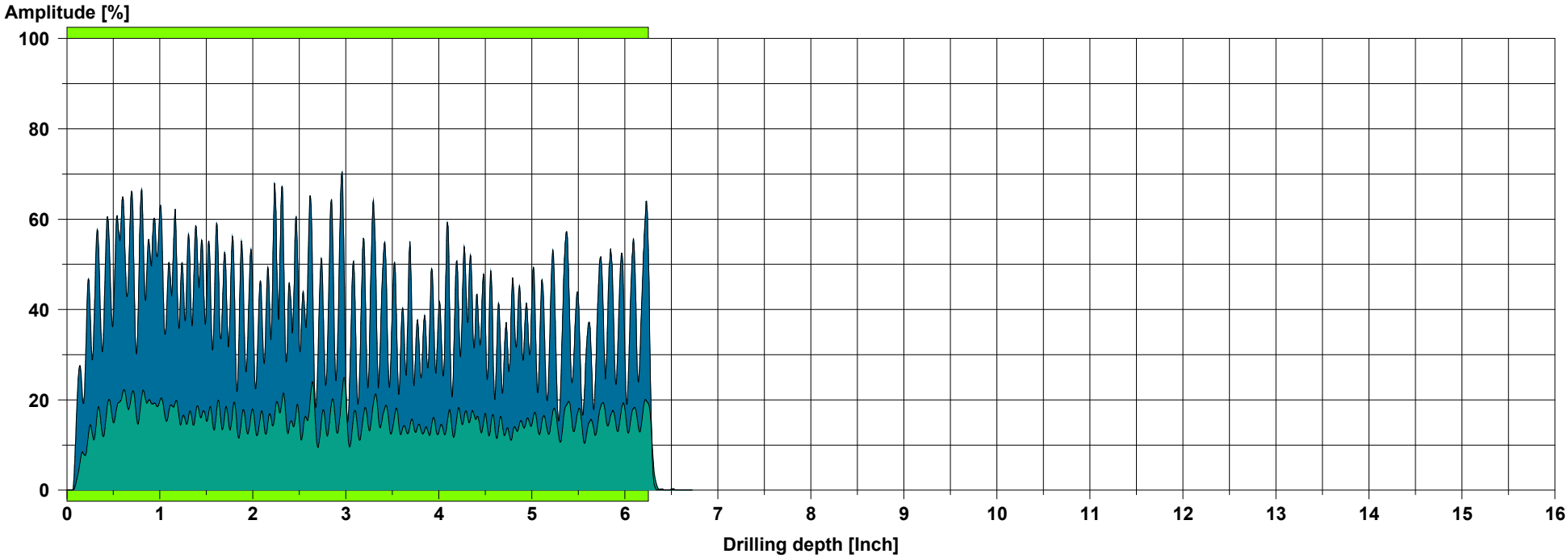
From 0,00 in **to** 2,00 in : Running Plank
From 2,00 in **to** 9,00 in : Good

Comment

Member: Deck
Location: Left side
Drill Direction: Top to Bottom. Diagonal through multiple deck planks
Inspector Interpretation:
No Decay

Measuring / object data

Measurement no.	: 28	**Speed**	: 3500 r/min	**Diameter**	:
ID number	: 30090	**Needle state**	: ---	**Level**	:
Drilling depth	: 6,72 in	**Tilt**	: -15°	**Direction**	:
Date	: 14.07.2026	**Offset**	: 47 / 285	**Species**	:
Time	: 14:34:36	**Avg. curve**	: off / off	**Location**	:
Feed	: 30 in/min			**Name**	:



Assessment

From 0,00 in **to** 6,25 in : Good

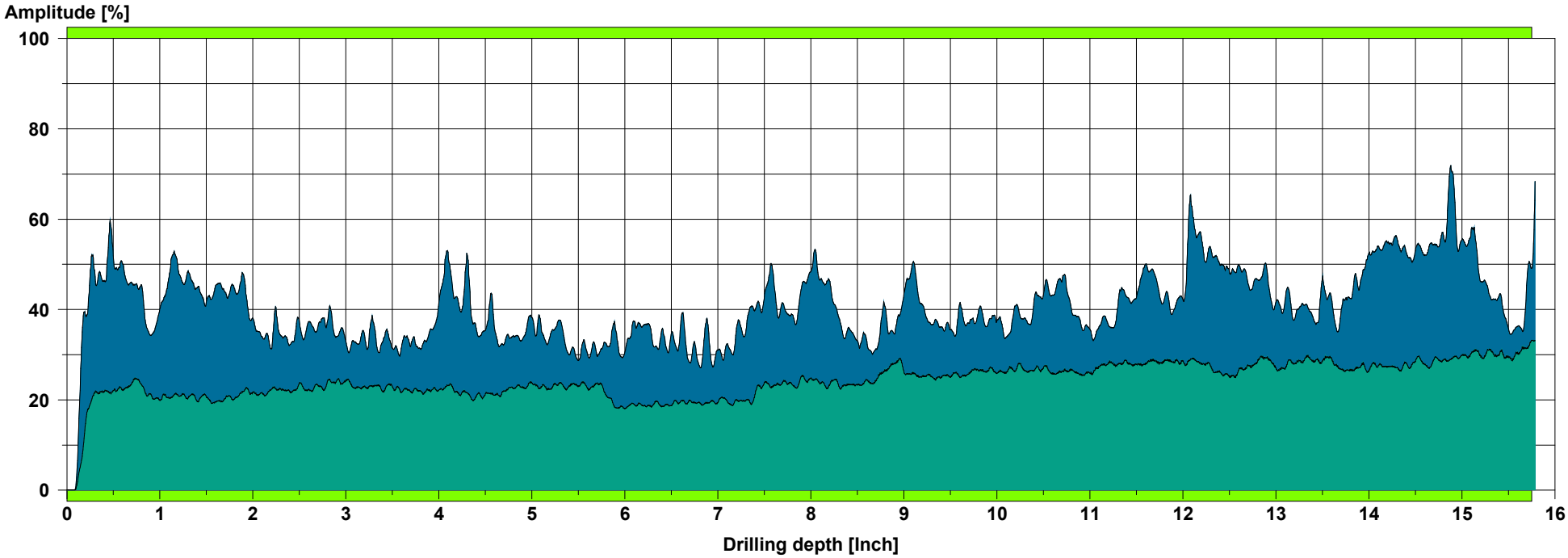
Comment

Member: Girder 17
Location: Southwest corner
Drill Direction: Right to Left

Inspector Interpretation:
No Decay

Measuring / object data

Measurement no.:	29	**Speed**	: 3500 r/min	**Diameter:**	
ID number	: 30090	**Needle state:**	---	**Level**	:
Drilling depth	: 15,79 in	**Tilt**	: -17°	**Direction:**	
Date	: 14.07.2026	**Offset**	: 60 / 285	**Species**	:
Time	: 14:36:10	**Avg. curve**	: off / off	**Location**	:
Feed	: 59 in/min			**Name**	:



Assessment

From 0,00 in **to** 15,75 in : Good

Comment

Member: Girder 1
Location: Northeast corner
Drill Direction: Skew angle left north to south longitudinally through girder
Inspector Interpretation:
No Decay