California Department of Transportation
Division of Maintenance

Structure Maintenance and Investigations

BRIDGE

INSPECTION

RECORDS

INFORMATION

SYSTEM

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STRUCTURE RATING DATA SHEET

BRIDGE NO: 53C1744 LA County Br. No : 2446
Facility Carried : ARTESIA BLVD
Location : 0.3MI W/O SANTA FE AVE
BRIDGE NAME: SP/UP,COMPTON CR,ALAMEDA

Structural Elements Rated :
Multi-span Steel Plate Girder Superstructure, R/C Deck

DESIGN LOADING

	Rating Factor	Metric Tons	CRITICAL LOCATION			
			Structure	**Control Element**	**Load Action**	**Location**
HS20 Inventory	0.00	**0.0**	Superstructure	Girder	Design Flexure - Steel	Span 10 - 40%
HS20 Operating	0.00	**0.0**	Superstructure	Girder	Design Flexure - Steel	Span 10 - 40%

LEGAL RATING		Posting US Tons				
Type 3 (25T)	0.00	**0**	Superstructure	Girder	Design Flexure - Steel	Span 10 - 40%
Type 3S2 (36T)	0.00	**0**	Superstructure	Girder	Design Flexure - Steel	Span 10 - 40%
Type 3-3 (40T)	0.00	**0**	Superstructure	Girder	Design Flexure - Steel	Span 10 - 40%
NRL (40T)						
SHV - SU4 (27T)						
SHV - SU5 (31T)						
SHV - SU6 (34.75T)						
SHV - SU7 (38.75T)						
FAST - EV2 (28.75T)						
FAST - EV3 (43T)						

PERMIT RATING		Permit Rating				
P5 Split	0.00	**X**	Superstructure	Girder	Design Flexure - Steel	Span 10 - 40%
P7 Split	0.00	**X**	Superstructure	Girder	Design Flexure - Steel	Span 10 - 40%
P9 Split	0.00	**X**	Superstructure	Girder	Design Flexure - Steel	Span 10 - 40%
P11 Split	0.00	**X**	Superstructure	Girder	Design Flexure - Steel	Span 10 - 40%
P13 Split	0.00	**X**	Superstructure	Girder	Design Flexure - Steel	Span 10 - 40%

RELEVANT LOAD RATING INFORMATION

Notes:

Load rating calculations were completed by John Lu on 06/09/2021. Bridge Inspection Report dated 06/22/2019 and field inspection of the fire damage on 04/19/2021 were used to verify the physical conditions assumed in the above referenced load rating calculations. The rating assumption is that the fire (incident occured on 12/18/2020) at Span 10 had reached 750 degrees C (1,380 degrees F) from assessment of the conditions of the damaged bridge. The concrete strength loss is estimated at 60%, reinforcing steel yield strength loss is estimated at 10% and plate girder yield strength loss is estimated at 40%. The shear connector and bottom flange of steel girders are assumed to be ineffective due to the excessive damage.

Overlay Used in Rating:	None	
Rating Type:	Calculated	
Rating Date:	06/09/2021	
Rating Method:	1 (LF Load Factor)	Inventory (65)
	1 (LF Load Factor)	Operating (63)
Control Rating By:	John Lu	
Rating Checked By:	Nhan Nguyen	
Analysis Tool:	BrR 6.7.0 AASHTO	
Rating File Location:	LA County Department of Public Works, Design Division	
Summary Prepared By:	John Lu	
Summary Date:	06/09/2021	

REGISTERED PROFESSIONAL ENGINEER
JOHN YEE LU
NO. C77676
EXP. 6/30/21
CIVIL
STATE OF CALIFORNIA

Stamped by: John Lu 06/09/2021

Rating Results Summary Report

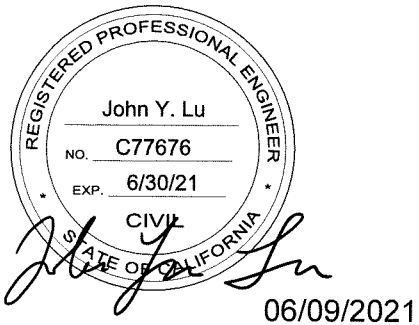
Name: SP/UP,COMPTON CR,ALAMEDA
Struct-Def: Bridge Span Ten (Fire Damage 2020)

Bridge ID: 53C1744
Member: G2

NBI: 53C1744
Member Alt: Girder 56-5 (Interior Girder)

Live Load	Live Load Type	Rating Method	Rating Level	Load Rating (Ton)	Rating Factor	Location (ft)	Location Span-(%)	Limit State	Impact	Lane
HS 20-44	Lane	LFD	Inventory	0.00	0.000	18.92	Span 10 - (40.0)	Design Flexure - Steel	As Requested	As Requested
HS 20-44	Lane	LFD	Operating	0.00	0.000	18.92	Span 10 - (40.0)	Design Flexure - Steel	As Requested	As Requested
HS 20-44	Axle Load	LFD	Inventory	0.00	0.000	18.92	Span 10 - (40.0)	Design Flexure - Steel	As Requested	As Requested
HS 20-44	Axle Load	LFD	Operating	0.00	0.000	18.92	Span 10 - (40.0)	Design Flexure - Steel	As Requested	As Requested
Type 3	Axle Load	LFD	Operating	0.00	0.000	18.92	Span 10 - (40.0)	Design Flexure - Steel	As Requested	As Requested
Type 3S2	Axle Load	LFD	Operating	0.00	0.000	18.92	Span 10 - (40.0)	Design Flexure - Steel	As Requested	As Requested
Type 3-3	Axle Load	LFD	Operating	0.00	0.000	18.92	Span 10 - (40.0)	Design Flexure - Steel	As Requested	As Requested
P05	Axle Load	LFD	Operating	0.00	0.000	18.92	Span 10 - (40.0)	Design Flexure - Steel	As Requested	As Requested
P07	Axle Load	LFD	Operating	0.00	0.000	18.92	Span 10 - (40.0)	Design Flexure - Steel	As Requested	As Requested
P09	Axle Load	LFD	Operating	0.00	0.000	18.92	Span 10 - (40.0)	Design Flexure - Steel	As Requested	As Requested
P11	Axle Load	LFD	Operating	0.00	0.000	18.92	Span 10 - (40.0)	Design Flexure - Steel	As Requested	As Requested
P13	Axle Load	LFD	Operating	0.00	0.000	18.92	Span 10 - (40.0)	Design Flexure - Steel	As Requested	As Requested
NRL	Axle Load	LFD	Operating	0.00	0.000	18.92	Span 10 - (40.0)	Design Flexure - Steel	As Requested	As Requested
SU4	Axle Load	LFD	Operating	0.00	0.000	18.92	Span 10 - (40.0)	Design Flexure - Steel	As Requested	As Requested
SU5	Axle Load	LFD	Operating	0.00	0.000	18.92	Span 10 - (40.0)	Design Flexure - Steel	As Requested	As Requested
SU6	Axle Load	LFD	Operating	0.00	0.000	18.92	Span 10 - (40.0)	Design Flexure - Steel	As Requested	As Requested
SU7	Axle Load	LFD	Operating	0.00	0.000	18.92	Span 10 - (40.0)	Design Flexure - Steel	As Requested	As Requested
Type EV2	Axle Load	LFD	Operating	0.00	0.000	18.92	Span 10 - (40.0)	Design Flexure - Steel	As Requested	As Requested
Type EV3	Axle Load	LFD	Operating	0.00	0.000	18.92	Span 10 - (40.0)	Design Flexure - Steel	As Requested	As Requested

Note:
The rating assumption is that the fire (incident occurred on 12/18/2020) at Span 10 had reached 750 degrees C (1,380 degrees F) from assessment of the conditions of the damaged bridge. The concrete strength loss is estimated at 60%, reinforcing steel yield strength loss is estimated at 10% and plate girder yield strength loss is estimated at 40%. The shear connector and bottom flange of steel girders are assumed to be ineffective due to the excessive damage.

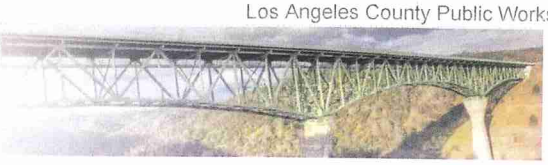


06/09/2021

AASHTO LFR Engine Version 6.7.0.3001
Analysis Preference Setting: None
Analysis Time: 06/09/2021 07:51:13
Print Time: 06/09/2021 08:14:03

Analyzed By: JLU

BRIDGE INSPECTION REPORT
Routine Inspection



BRIDGE NO.: **53C1744 (2446)**

STRUCTURE NAME: **SP/UP,COMPTON CR,ALAMEDA**

INSPECTION DATE: **June 8, 2021**

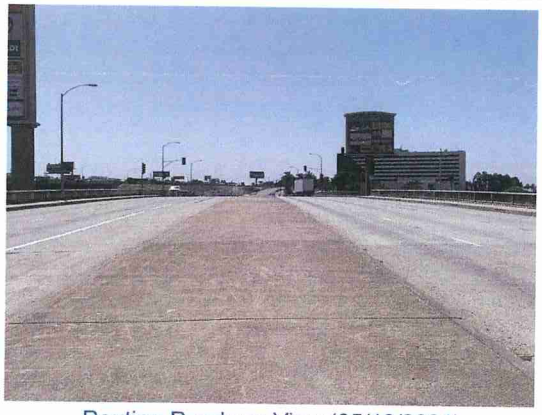
BRIDGE LOCATION INFORMATION

(9) LOCATION	0.3MI W/O SANTA FE AVE	(7) FACILITY CARRIED	ARTESIA BLVD
(11) POSTMILE	0	(6) FEATURE INTERSECTED	UPRR,COMPTON CR,ALAMEDA
(16) LATITUDE	33°52'26.61"	(5) INVENTORY RTE(ON/UNDER)	ON 150000000
(17) LONGITUDE	118°13'07.19"	(104) ON NATIONAL HIGHWAY SYSTEM	NOT ON NHS

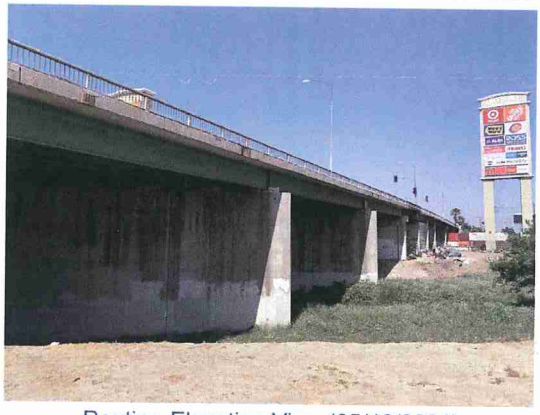
STRUCTURAL HEALTH CONDITION SUMMARY INFORMATION

(58) DECK	4 POOR	DECK AREA $(M)^2$	7,429
(59) SUPERSTRUCTURE	5 FAIR	SUFFICIENCY RATING	16.0
(60) SUBSTRUCTURE	7 GOOD	PAINT CONDITION SUPER N/A SUBSTR	N/A
(62) CULVERT	N N/A (NBI)	STRUCTURALLY DEFICIENT (SD) STATUS	SD
(67) STRUCTURE EVALUATION	2 INTOLERABLE - REPLACE	(113) SCOUR	5 STABLE W/IN FOOTING

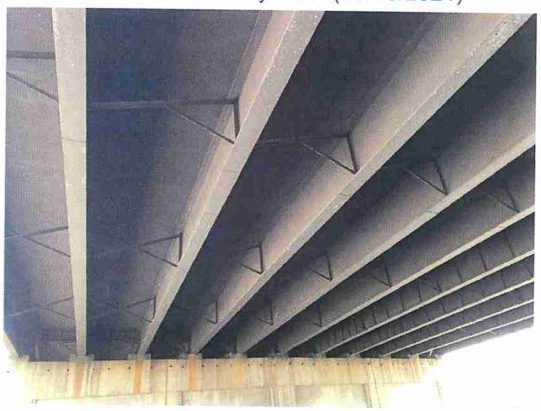
PHOTOGRAPH IDENTIFICATION



Routine-Roadway View (05/18/2021)



Routine-Elevation View (05/18/2021)



Routine-Underside View (05/18/2021)

Routine-Map View (07/01/2021)

TEAM LEADER Wein N. Chu

REPORT AUTHOR Wein N. Chu

INSPECTED BY WN.Chu/MY.Chow

Wein Ngoon Chu

Wein N. Chu (Registered Civil Engineer) — 11/16/2021 Date

PROFESSIONAL ENGINEER — REGISTERED — Wein N. Chu — No. 79563 — Exp. 09/30/2022 — CIVIL — STATE OF CALIFORNIA

STRUCTURE OVERVIEW

AGENCY INFORMATION

(1) STATE NAME	CALIFORNIA	069
(2) HIGHWAY DISTRICT		07
(3) COUNTY CODE	(53)LOS ANGELES	
(4) PLACE CODE	(15044) COMPTON	
(21) MAINTAIN	04 CITY OR MUNICIPAL HI	
(22) OWNER	04 CITY OR MUNICIPAL HI	
(98) BORDER BRIDGE STATE CODE	N/A	% SHARE N/A
(99) BORDER BRIDGE STRUCTURE NUMBER		N/A

INSPECTION INFORMATION

(90) INSPECTION DATE	06/21	(91) FREQUENCY	24 MO
(92) CRITICAL FEATURE INSPECTION		(93)	CFI DATE
A) FRACTURE CRITICAL INSP	N-NO	MO A)	N/A
B) UNDERWATER INSP	N-NO	MO B)	N/A
C) OTHER SPECIAL INSP	N-NO	MO C)	N/A

% Ownership	Owner/Agency
100%	City of Compton

CONSTRUCTION INFORMATION

(27) YEAR BUILT	1956	(45) MAIN SPANS	10	(43a) STRUCTURE TYPE MAIN	3: STEEL
(106) YEAR MODIFIED	N/A	(46) APPR SPANS	0	(43b) DESIGN TYPE MAIN	02: STRINGER/MULTI-BEAM
(34) SKEW	99	(48) MAX SPAN (M)	27.4	(44a) STRUCTURE TYPE APPR	0: OTHER/ NOT APPLICABLE
(49) LENGTH (M)	219.8	(35) STR FLARE	0-NO	(44b) DESIGN TYPE APPR	00: OTHER/NOT APPLICABLE
(112) NBIS BR LENGTH	Y	JOINTS	11	NO. OF HINGES	0

STRUCTURE DESCRIPTION

Composite RC deck and steel girders on (3) five column RC bents, (2) six column bents, (2) two column bents, 2 RC piers and RC seat abutments on steel H-piles.

SPAN CONFIGURATION

(W) 64 ft, 3 @ 84 ft, 80 ft, 55 ft, 48 ft, 90 ft, 80 ft, 50 ft (E)

OPERATIONAL INFORMATION

LOAD CAPACITY

(31) DESIGN LOAD	5 MS 18 (HS 20)	(65) CALC METHOD	1 LF LOAD FACTOR
(66) INVENTORY RATING	RF=0.00 =>0.0 metric tons	(63) CALC METHOD	1 LF LOAD FACTOR
(64) OPERATING RATING	RF=0.00 =>0.0 metric tons	(70) BRIDGE POSTING	5 AT/ABOVE LEGAL LOADS
(41) STRUCTURE STATUS	A-OPEN, NO RESTRICTION	PERMIT RATING	XXXXX
OVERLAY THICKNESS	0 inches		

POSTING LOADS

	Safe Loads	Existing Ordinance/Order	Posting Signs	
Type 3	0	0	0	U.S. Tons
Type 3S2	0	0	0	U.S. Tons
Type 3-3	0	0	0	U.S. Tons
Speed	45			MPH

Additional Ordinance/Order Requirements

NONE

Additional Signs

NONE

Posting Order Date
Load Rating Summary Date 06/09/21
Load Rating Type Calculated
Load Rating Tool - Date BrR 6.7.0 AASHTO - 06/09/21

MINIMUM VERTICAL CLEARANCE

(53) MIN VERT CLEAR OVER BRIDGE RDWY		Unimpaired
(54) MIN VERT UNDERCLEAR REF	H-HIGHWAY	6.68 M

MINIMUM LATERAL UNDERCLEARANCE

(55) MIN LAT UNDERCLEAR RT REF	H-HIGHWAY	2.0 M
(56) MIN LAT UNDERCLEAR LT		0.0 M

CONDITION INFORMATION

NSPECTION COMMENTARY

SCOPE AND ACCESS

The roadway portion of the bridge was inspected on foot. There was a moderate amount of water in the waterway on the date of inspection. Transient encampments have hindered the inspection of spans 5-7, and 10.

CONDITION INFORMATION

INSPECTION COMMENTARY

REVISIONS
Item #115, Year of Future ADT, has been updated from 2039 to 2041.

SAFE LOAD CAPACITY
A Load Rating Summary Sheet dated 08/25/15 is on file for this structure. While this report does not include a check of that analysis, it does verify that the structural conditions observed during this inspection are consistent with those assumed in that analysis.

RECOMMENDATIONS
Shot blast the concrete deck surface and apply methacrylate sealant.
Repair spalls and delaminations.
Repair the bridge rails.
Clean the expansion joints and replace the sealant.
Replace south half of bridge deck in span 10, between pier 10 and east abutment.
Replace fire damaged steel girder.
Repair slope protecting east abutment.
Clear the deck drains.
Repair approach sidewalks.

SPECIAL INSPECTION INFORMATION

STEEL INVESTIGATION DETAILS - NOT APPLICABLE FOR THIS BRIDGE.

UNDERWATER INVESTIGATION DETAILS - NOT APPLICABLE FOR THIS BRIDGE.

DECK AND ROADWAY

DECK CROSS SECTION

(S) 1.3 ft br, 5.3 ft sw, 35 ft (2 lanes), 10 ft med, 35 ft (2 lanes), 5 ft sw, 1.3 ft br (N) Alameda
(S) 1.3 ft br, 5.3 ft sw, 42.8 ft (2 lanes), 18.5 ft med, 42.8ft (2 lanes), 5.ft sw, 1.3ft br (N) Artesia

DECK GEOMETRY

(49) LENGTH	219.8 M
(51) NET WIDTH	24.4 M
(52) TOTAL WIDTH	33.8 M
(50) CURB OR SIDEWALK	LEFT 1.6 M RIGHT 1.6 M
(32) APPROACH RDWY WIDTH	31.7 M
(33) BRIDGE MEDIAN	2 CLOSED MED W/O BARRIER

DECK STRUCTURE INFORMATION

(107) DECK STRUCTURE TYPE	1-CIP CONCRETE
(108) WEARING SURFACE / PROTECTIVE SYSTEM	
A) TYPE OF WEARING SURFACE	0-NONE
B) TYPE OF MEMBRANE	0-NONE
C) TYPE OF DECK PROTECTION	0-NONE
OVERLAY THICKNESS (inches)	0 inches
(29) AVERAGE DAILY TRAFFIC	25440
(30) YEAR OF ADT 2012	(109) TRUCK ADT % 7 %
(19) BYPASS, DETOUR LENGTH	8 KM
(114) FUTURE ADT	30528
(115) YEAR OF FUTURE ADT	2041
(37) HISTORICAL SIGNIFICANCE	5: NOT ELIGIBLE FOR NRHP

DECK ROADWAY/OPERATIONAL INFORMATION

(42a) TYPE OF SERVICE	5-HIGHWAY-PEDESTRIAN
(12) BASE HIGHWAY NETWORK	0-NOT ON NET
(13) LRS INVENTORY RTE & SUBRTE	
(104) NATIONAL HIGHWAY SYSTEM	0-NOT ON NHS
(26) FUNCTIONAL CLASS	16-MINOR ARTERIAL URBAN
(100) DEFENSE HIGHWAY	0-NOT STRAHNET
(101) PARALLEL STRUCTURE	N-NONE EXISTS
(102) DIRECTION OF TRAFFIC	2-2 WAY
(10) INVENTORY ROUTE MIN VERT CLEAR	30.47 M
(47) INVENTORY ROUTE TOTAL HORIZ CLEAR	12.2 M
(68) DECK GEOMETRY	9 ABOVE DESIRABLE CRIT
(72) APPR ROADWAY ALIGN	8 EQUAL DESIRABLE CRIT
(105) FEDERAL LANDS HWY	0-NOT APPLICABLE
(110) DESIGNATED NATIONAL NETWORK	0-NOT ON NET
(20) TOLL	3-ON FREE ROAD
(28a) LANES	4
SPEED	45
(103) TEMPORARY STRUCTURE	N/A

DECK ELEMENT INSPECTION RATINGS AND NOTES

(58) DECK RATING = 4

Elem No.	Defect/ Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State CS 1	CS 2	CS 3	CS 4
12			**Deck-RC**	2	7429	sq.m	0	441	6988	0
	1080		**Delamination/Spall/Patched Area**	2	5		0	0	5	0
	1120		**Efflorescence/Rust Staining**	2	1		0	1	0	0

DECK ELEMENT INSPECTION RATINGS AND NOTES

(58) DECK RATING = 4

Elem No.	Defect/ Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State CS 1	CS 2	CS 3	CS 4
1130			**Cracking (RC and Other)**	2	7423		0	440	6983	0

(12) Deck-RC

Many scupper drains along the deck surface are plugged with debris. (06/10/2003).(Verified 06/08/2021)

Fire damaged the steel girders in span 10, between pier 10 and east abutment and caused the south half of bride deck bulkled up to 2.5 inches. (04/19/2020)(Verified 06/08/2021)

(12-1080) Delamination/Spall/Patched Area

Spalls up to 8 inches in diameter were found in the deck surface near abutment 1 along westbound lanes. (03/21/2001) (Verified 06/08/2021)

Several areas of delamination and spalling up to 6 inches in diameter were found along the exterior edge of the north and south sidewalks. The spalls are over traffic lanes of Alameda Street. (04/07/1999) (Verified 06/08/2021)

Spalls up to 4 inches in diameter with exposed rebar were found along the curbs. The spalls appear to be caused by insufficient cover of the rebar. (01/29/1990) (Verified 06/08/2021)

(12-1120) Efflorescence/Rust Staining

Hairline cracks with efflorescence exist in random locations along the deck soffit. (05/04/2011) (Verified 06/08/2021)

(12-1130) Cracking (RC and Other)

Transverse cracks up to 0.07 inches wide were found along the deck surface. (05/04/2011) (Verified 06/08/2021)

DECK ELEMENT INSPECTION RATINGS AND NOTES

(58) DECK RATING = 4

DECK PHOTOGRAPHS

Photo 3
Deck Cracking

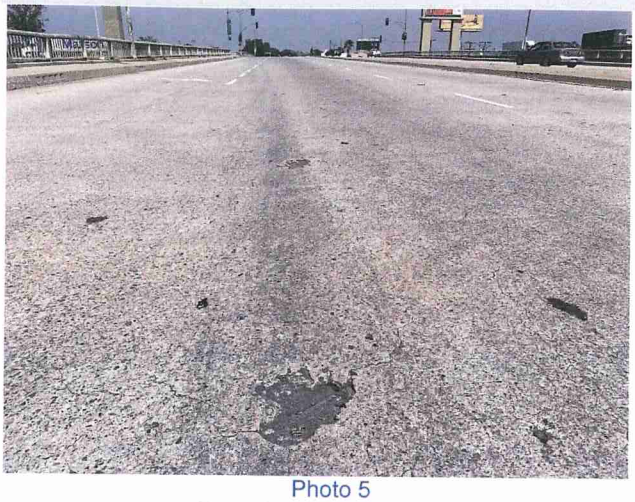


Photo 5
Deck Spalls and Cracking

Photo 9
Displacement at SE Approach Sidewalk

Photo 16
Buckling of Roadway

JOINT - APPROACH - RAIL

RAIL INFORMATION

(36a) Rail Code 0 (36b) Transition 0 (36c) Appr Guardrail 0 (36d) Appr Guardrail End 0 Roadway Speed 45 MPH

JOINT/APPROACH/RAIL ELEMENT INSPECTION RATINGS AND NOTES

Elem No.	Defect/ Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State CS 1	CS 2	CS 3	CS 4
301			**Joint-Pourable Seal**	2	271	m	0	0	0	271
	2310		**Leakage (Joints)**	2	271		0	0	0	271

(301-2310) Leakage (Joints)

The pourable joint seal has failed and large sections of the seal are missing. (05/04/2011) (Verified 06/08/2021)

302			**Joint-Compression Seal**	2	157	m	57	9	56	35
	2320		**Seal Adhesion (Joints)**	2	91		0	0	56	35
	2340		**Seal Cracking (Joints)**	2	9		0	9	0	0
	7000		**Damage**	2	35		0	0	0	35

(302-2320) Seal Adhesion (Joints)

There is adhesion failure in random locations along the compression joint seal. (04/12/2013) (Verified 06/08/2021)

Fire caused adhesion failure along all of the compression joint seal of east abutment. (04/19/2021)(Verified 06/08/2021)

JOINT - APPROACH - RAIL

JOINT/APPROACH/RAIL ELEMENT INSPECTION RATINGS AND NOTES

Elem No.	Defect/ Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State CS 1	CS 2	CS 3	CS 4
(302-2340) Seal Cracking (Joints)										
Cracking along the compression joint seal was observed. The affected area is approximately 9 lineal meters. (05/23/2017)(Verified 06/08/2021)										
(302-7000) Damage										
Compression joint seal in east abutment were damaged by fire. (04/19/2021)(Verified 06/08/2021)										
330			**Railing-Metal**	2	455	m	0	415	34	6
	1000		**Corrosion**	2	439		0	415	24	0
	1900		**Distortion**	2	16		0	0	10	6
	7000		**Damage**	2	16		0	0	10	6
(330-1000) Corrosion										
Freckled rust was observed along the metal bridge rail. (05/23/2017)(Verified 06/08/2021)										
(330-1900) Distortion										
Five balusters are missing from the south metal rail near abutment 1; approximately 15 are bent. Temporary repairs have been made. (05/04/2011) (Verified 06/08/2021)										
There are two 1 inch balusters missing form the rial at the northwest corner of the Alameda ramp. (06/10/2003) (Verified 06/08/2021)										
Fourteen consecutive square balusters are missing from the north handrail. Two balusters are badly bent. A temporary repair was made but should be repaired correctly. (06/10/2003) (Verified 06/08/2021)										
There is a baluster missing from the north rial approximately 196 feet west of abutment 11. (06/10/2003) (Verified 06/08/2021)										
Two sections of the metal handrail at the northeast corner of the intersection with the Alameda Street ramp have been damaged. (01/29/1990) (Verified 06/08/2021)										
(330-7000) Damage										
Refer to notes for defect 1900.										

JOINT - APPROACH - RAIL

JOINT/RAIL PHOTOGRAPHS

Photo 4
Joint Spalls

Photo 6
Missing Joint Seal

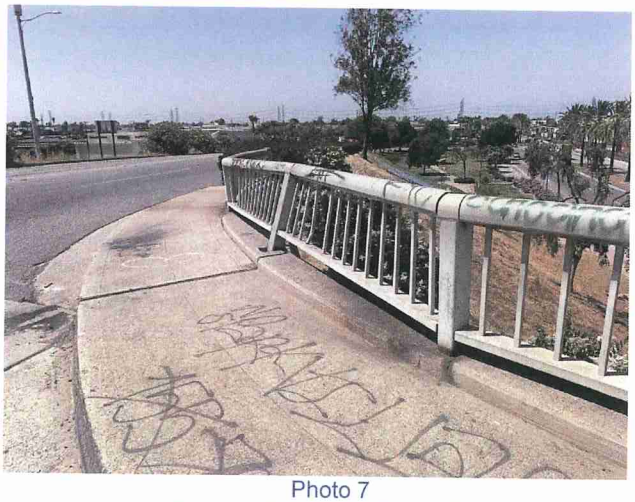


Photo 7
Damage Section of Bridge Rail

Photo 8
Missing Balusters

Photo 17
Burned Expansion Joint

SUPERSTRUCTURE

SUPERSTRUCTURE ELEMENT INSPECTION RATINGS AND NOTES

(59) SUPERSTRUCTURE RATING = 5

Elem No.	Defect/ Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State CS 1	CS 2	CS 3	CS 4

SUPERSTRUCTURE

SUPERSTRUCTURE ELEMENT INSPECTION RATINGS AND NOTES

(59) SUPERSTRUCTURE RATING = 5

Elem No.	Defect/ Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State CS 1	CS 2	CS 3	CS 4
107			**Girder/Beam-Steel**	2	2418	m	2332	0	0	86
	1900		**Distortion**	2	86		0	0	0	86
	515		**Steel Coating-Paint**	2	7933	sq.m	0	7812	0	121
		3440	**Effectiveness (Steel PC)**	2	7933		0	7812	0	121

(107-1900) Distortion

In late October of 2018 there was a fire in span 6. There is approximately 11 lineal meters of distortion along the fifth steel girder from the south. The distortion occurred along the east end of the girder near pier 7; there was no visual distortion at girders four and six. The distortion includes lateral curving of the lower flange and bulging, in a southward direction, of the girder web between stiffeners. The web stiffeners appear to have maintained the vertical dimension of the girder. (1/9/2019)

12-18-2020 fire damaged covered whole area under span 10, between pier 10 and east abutment. The fire distorted the all the girders except girder 11 (South end). The distortion includes lateral curving of the lower flange and bulging of the girder web between stiffeners. The web stiffeners appear to have maintained the vertical dimension of most of the girder.
Up to 10¿ of girder web were bulging in girder 1, 2, 3, 4, 5, 7, 8, 9, and 10 were observed.
7¿ to more than 20¿ of distortion in lower flange of girder 3, 4, 5, 6, 7, 8, 9, and 10 were observed.
(04/19/2021)(Verified 06/08/2021)

(107-515-3440) Effectiveness (Steel PC)

The paint system has faded with the area affected by the recent fire burned down to bare metal. (01/09/2019)(Verified 06/08/2021)

182			**EQ Restrainer Cable-Other**	2	20	ea.	20	0	0	0

(182) EQ Restrainer Cable-Other

No significant issues were observed.

311			**Bearing-Moveable**	2	110	each	110	0	0	0

(311) Bearing-Moveable

No significant issues were obseved.

313			**Bearing-Fixed**	2	110	each	110	0	0	0

(313) Bearing-Fixed

No significant issues were obseved.

SUBSTRUCTURE

DESCRIPTION UNDER STRUCTURE

(42b) TYPE OF SERVICE UNDER	3-HIGHWAY-WATERWAY-RAILRO	(38) NAVIGATION CONTROL	0: NO CONTROL
(69) UNDERCLEARANCES V - H	4 TOLERABLE	(111) PIER PROTECTION	**N/A**
(71) WATER ADEQUACY	8 EQUAL DESIRABLE	(39) NAVIGATION VERTICAL CLEARANCE	0.0 M
(61) CHANNEL PROTECTION	8 PROTECTED	(116) VERT-LIFT BRIDGE NAV MIN VERTICAL CLEAR	M
(113) SCOUR	5 STABLE W/IN FOOTING	(40) NAVIGATION HORIZONTAL CLEARANCE	0.0 M
SCOUR POA DATE	N/A		

CHANNEL DESCRIPTION

Trapezoidal channel with RC sides and natural bottom.

ROADWAY DESCRIPTION UNDER STRUCTURE

SUBSTRUCTURE

ROADWAY DESCRIPTION UNDER STRUCTURE

(5a) POSITION:	2 ONE ROUTE UNDER		
ROADWAY NAME:	COMPTON CR	NBI UNDER RECORD	
(5d) ROUTE	00000	(104) NATIONAL HIGHWAY SYSTEM	1-NHS
(11) POST MILE	0	(26) FUNCTIONAL CLASS	14 URBAN OTHER PRINC
(5b) KIND HIGHWAY	5 CITY STREET	(100) DEFENSE HWY	0 NOT DEF HWY
(5c) LEVEL SERVICE	0 NONE OF THE BELOW	(110) NATIONAL TRUCK NETWORK	0 NOT PART OF NATL NETWO
(10) VERTICAL CLEAR (m)	6.68	(20) TOLL FACILITY	3 ON FREE ROAD
(47) HORIZONTAL CLEAR (m)	26.50	(28b) LANES	4
(19) DETOUR LENGTH	7.99	(29) RECENT ADT	10300 (30) ADT YEAR 2012
(102) DIRECTION TRAFFIC	2 2-WAY TRAFFIC	(109) TRUCK % ADT	7

SUBSTRUCTURE ELEMENT INSPECTION RATINGS AND NOTES

(60) SUBSTRUCTURE RATING = 7

Elem No.	Defect/ Prot	Element Description	Env	Total Qty	Units	Qty in each Condition State CS 1	CS 2	CS 3	CS 4
210		**Pier Wall-RC**	2	245	m	245	0	0	0
(210) Pier Wall-RC									
No significant issues were obseved. There were fire burned marks on east face of Pier 10 wall. No other defect were observed. (04/19/2021)									
215		**Abutment-RC**	2	70	m	70	0	0	0
(215) Abutment-RC									
No significant issues were obseved. There were fire burned marks on east abutment. No other defect were observed. (04/19/2021)									
225		**Pile-Steel**	2	1	ea.	1	0	0	0
(225) Pile-Steel									
The pile element is included to indicate the presence of piles on this structure. The piles were not exposed for visual inspection. No indication of pile distress was noted in any substructure element.									
234		**Pier Cap-RC**	2	245	m	212	24	9	0
	1080	**Delamination/Spall/Patched Area**	2	33		0	24	9	0
(234) Pier Cap-RC									
No signigicant issues were observed.									
(234-1080) Delamination/Spall/Patched Area									
More than 50 percent of east face pier cap was covered with facial spalls. Also, there were two large spalls on lower edge of pier cap. One spall had 1ft in diameter with 10ft L and another had 1ft in diameter with 19ft. (Verified 06/08/2021)									

SUBSTRUCTURE PHOTOGRAPHS

Photo 15
Distorted Lower Flanges and Girder Bracings

OTHER PHOTOGRAPHS

Photo 2
Roadway Photo

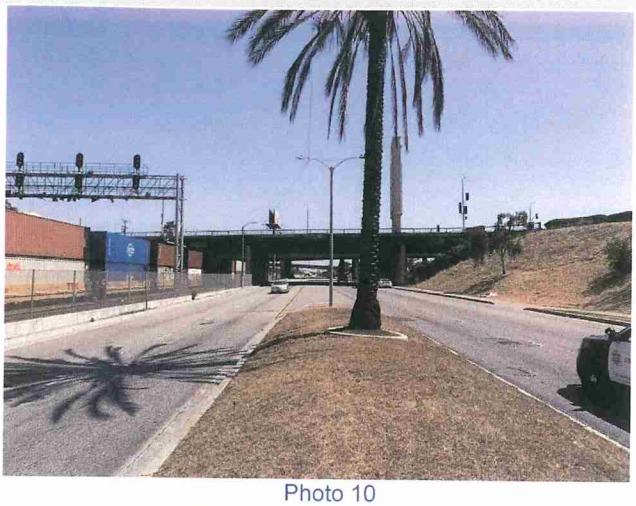


Photo 10
Elevation View from North

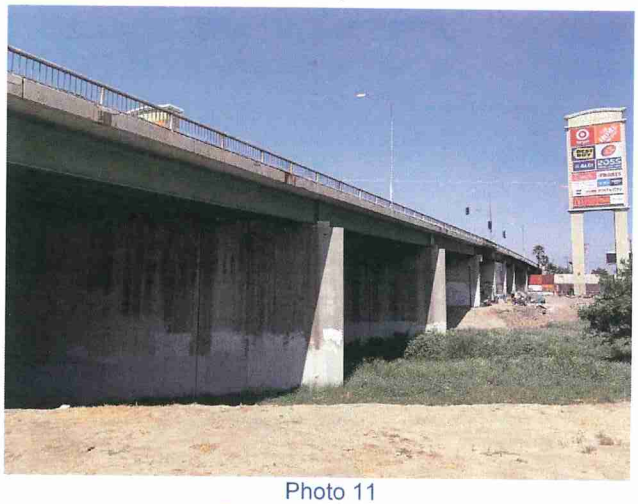


Photo 11
Elevation From South

Photo 12
Underside Photo

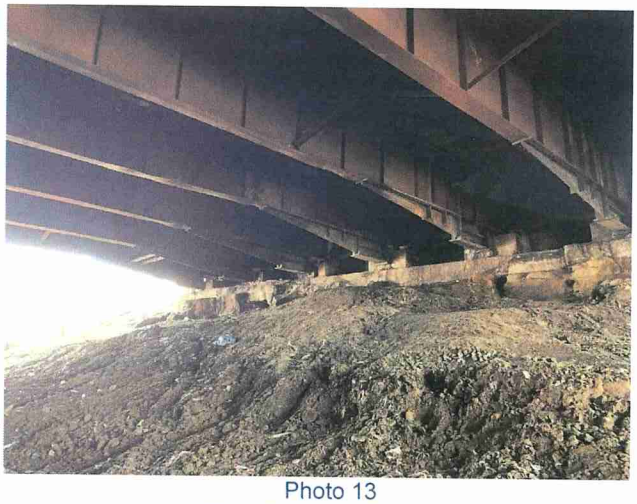


Photo 13
East Abutment Fire Site

Photo 14
Remains of Burned Trashes

WORK RECOMMENDATIONS

DECK WORK RECOMMENDATIONS

Rec Date	06/08/2021	Work By	LOCAL AGENCY	Est Cost		Dist Target
Status	PROPOSED	Action	Deck-Patch spalls	Str Target	2 YEARS	EA

Repair spalls and delaminations.

Rec Date	06/08/2021	Work By	LOCAL AGENCY	Est Cost		Dist Target
Status	PROPOSED	Action	Deck-Misc.	Str Target	6 MONTHS	EA

Repair approach sidewalks.

Rec Date	06/08/2021	Work By	LOCAL AGENCY	Est Cost		Dist Target
Status	PROPOSED	Action	Deck-Methacrylate	Str Target	2 YEARS	EA

Shot blast the concrete deck surface and apply methacrylate sealant.

Rec Date	04/19/2021	Work By	LOCAL AGENCY	Est Cost		Dist Target
Status	PROPOSED	Action	Deck-Replace	Str Target	2 YEARS	EA

Replace south half of bridge deck in span 10, between pier 10 and east abutment.

JOINT/APPR/RAIL WORK RECOMMENDATIONS

Rec Date	06/08/2021	Work By	LOCAL AGENCY	Est Cost		Dist Target
Status	PROPOSED	Action	Railing-Repair	Str Target	2 YEARS	EA

Repair the bridge rails.

Rec Date	06/08/2021	Work By	LOCAL AGENCY	Est Cost		Dist Target
Status	PROPOSED	Action	Joints-Replace	Str Target	2 YEARS	EA

Clean the expansion joints and replace the sealant.

SUPERSTRUCTURE WORK RECOMMENDATIONS

Rec Date	04/19/2021	Work By	LOCAL AGENCY	Est Cost		Dist Target
Status	PROPOSED	Action	Super-Replace	Str Target	2 YEARS	EA

Replace damaged girders (girder #1, 2, 3, 4, 5, 6, 7, 8, 9, 10) in span 10, between pier 10 and east abutment.

SUBSTRUCTURE WORK RECOMMENDATIONS

Rec Date	04/19/2021	Work By	LOCAL AGENCY	Est Cost		Dist Target
Status	PROPOSED	Action	Sub-Misc.	Str Target	2 YEARS	EA

Repair slope protecting east abutment.

OTHER WORK RECOMMENDATIONS

Rec Date	06/08/2021	Work By	LOCAL AGENCY	Est Cost		Dist Target
Status	PROPOSED	Action	Drainage Issue	Str Target	2 YEARS	EA

Clean the deck drains.

53C1744 SP, ,COMPTON CR,ALAMEDA 0.3MI W/O SANTA FE AVE

May 10, 2021 [AAAD]

100 - Routine-Roadway View

Photo #2

Roadway Photo

53C1744 SF ,COMPTON CR,ALAMEDA 0.3MI W/O SANTA FE AVE

May 13, 2021 [AAAD]

102 - Deck-Damage/Deterioration

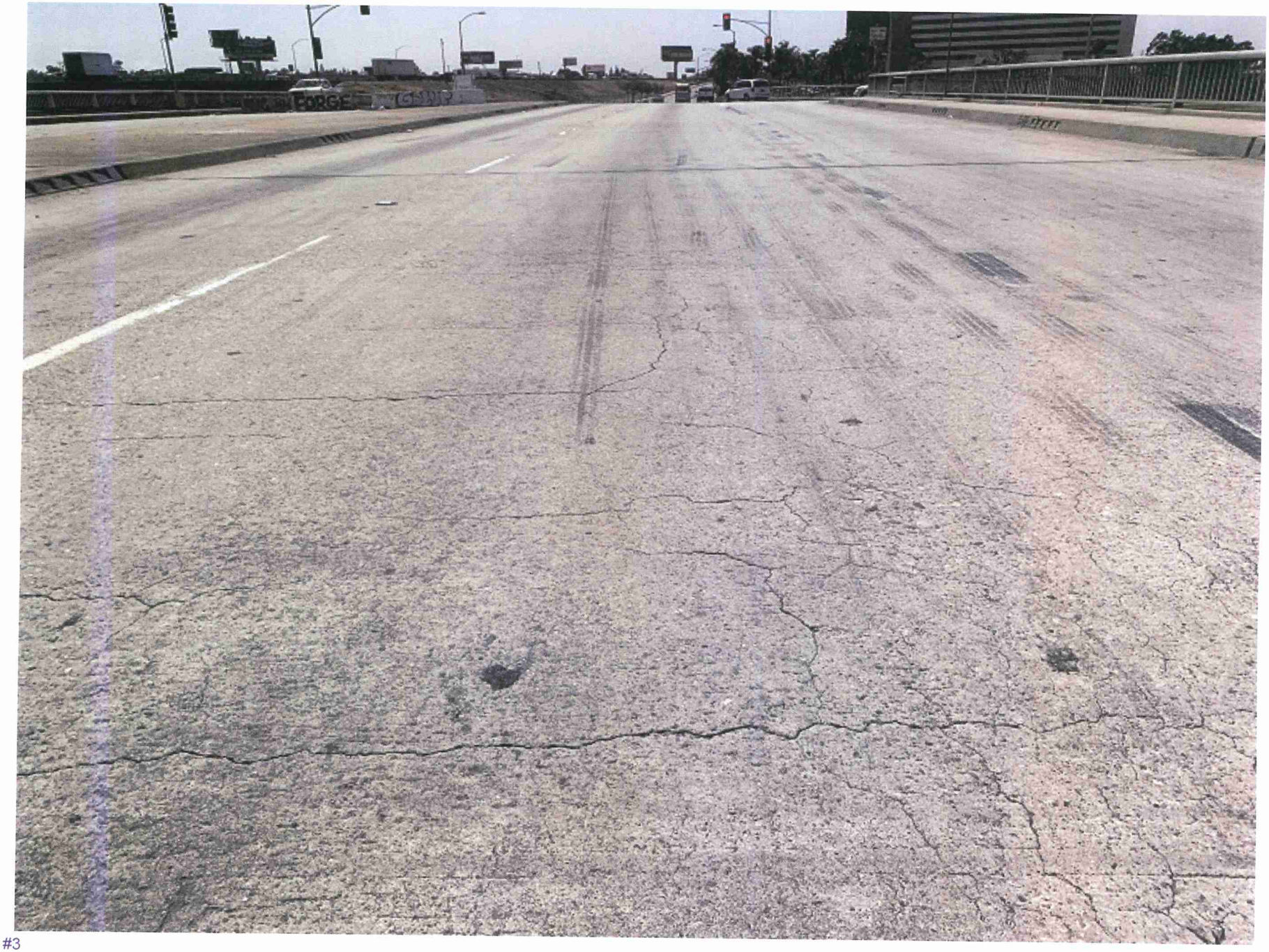


Photo #3

Deck Cracking

Photo #4
Joint Spalls

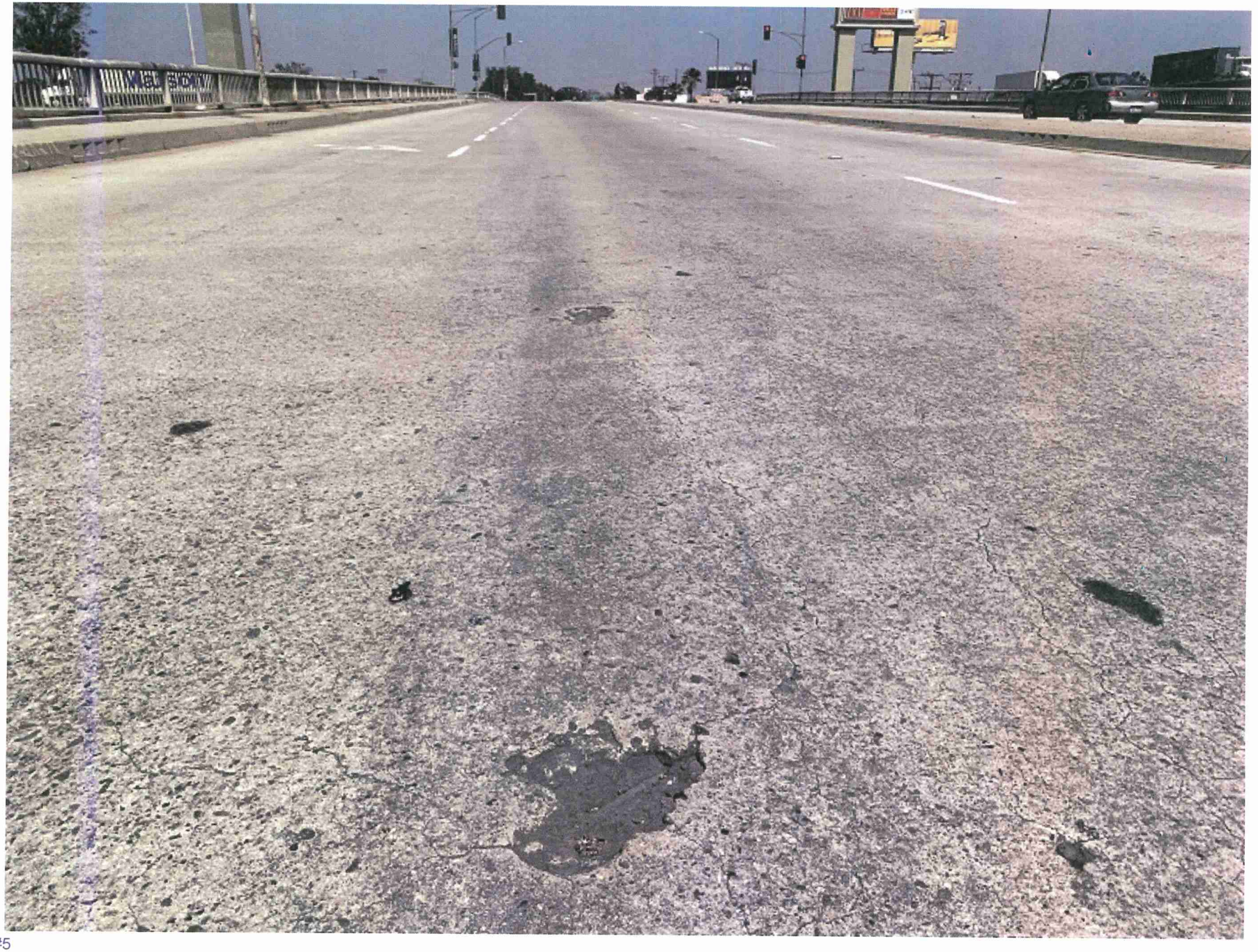


Photo #5
Deck Spalls and Cracking

Photo #6
Missing Joint Seal

53C1744 SP. ,COMPTON CR,ALAMEDA 0.3MI W/O SANTA FE AVE

119 - Rail-Damage/Deterioration

May 13, 2021 [AAAD]

Photo #7

Damage Section of Bridge Rail

Photo #8
Missing Balusters

Photo #9
Displacement at SE Approach Sidewalk

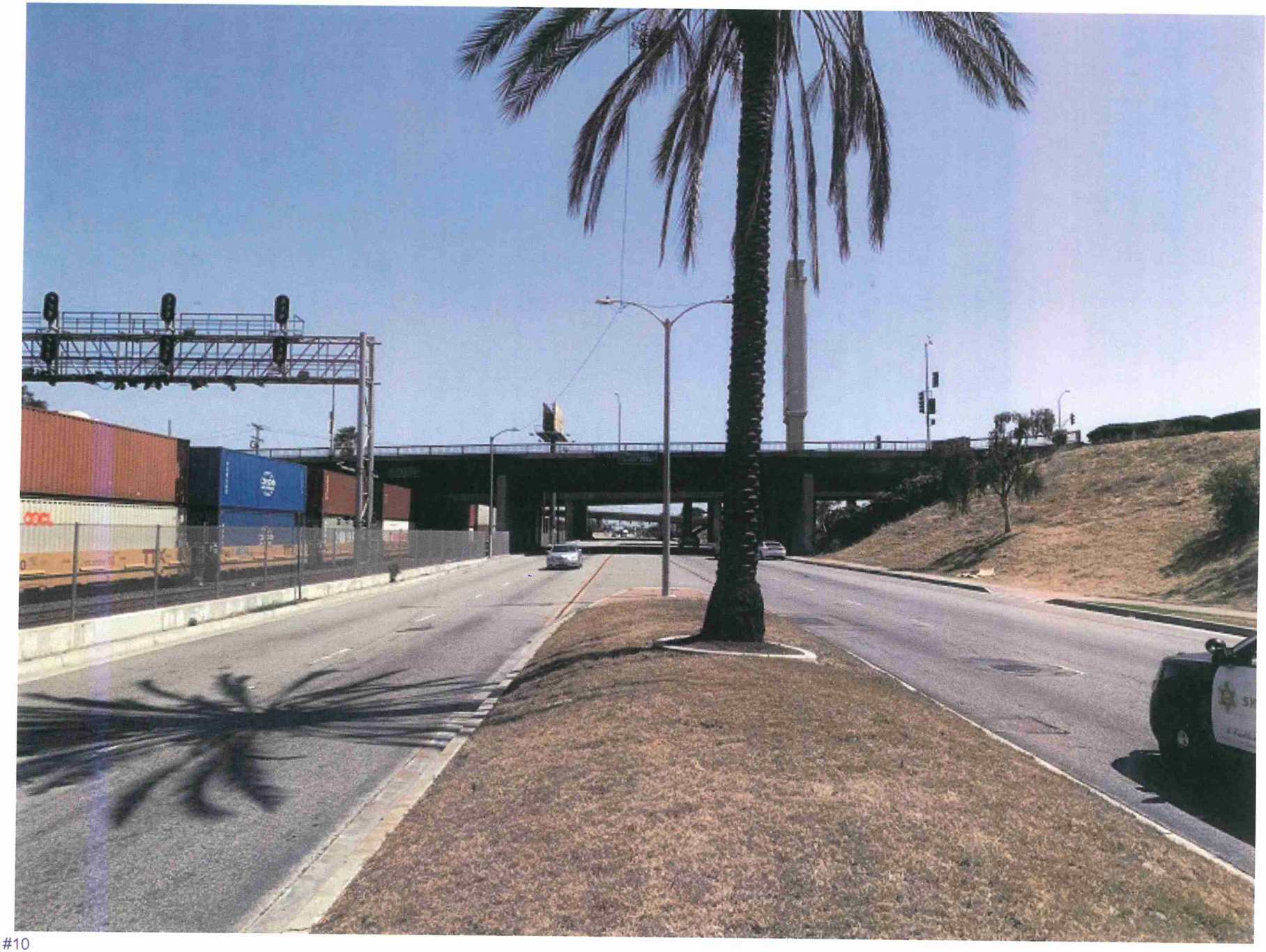


Photo #10
Elevation View from North

Photo #11
Elevation From South

Photo #12
Underside Photo

Photo #13
East Abutment Fire Site

Photo #14
Remains of Burned Trashes

Photo #15
Distorted Lower Flanges and Girder Bracings

Photo #16
Buckling of Roadway

Photo #17
Burned Expansion Joint

Public Works
LOS ANGELES COUNTY

BRIDGE INSPECTION REPORT
Fire Damage Inspection

BRIDGE NO.: 53C1744 (2446)
STRUCTURE NAME: SP/UP,COMPTON CR,ALAMEDA
INSPECTION DATE: April 19, 2021

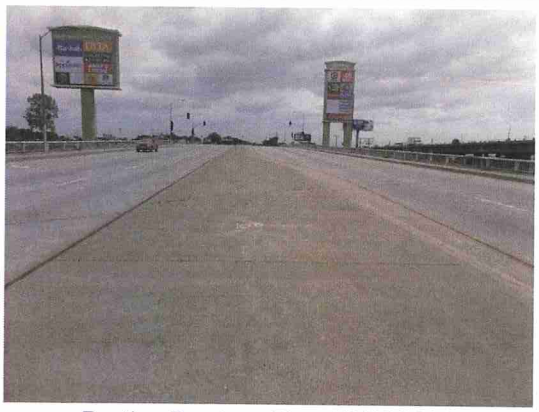
BRIDGE LOCATION INFORMATION

(9) LOCATION	0.3MI W/O SANTA FE AVE	(7) FACILITY CARRIED	ARTESIA BLVD
(11) POSTMILE	0	(6) FEATURE INTERSECTED	UPRR,COMPTON CR,ALAMEDA
(16) LATITUDE	33°52'26.61"	(5) INVENTORY RTE(ON/UNDER)	ON 150000000
(17) LONGITUDE	118°13'07.19"	(104) ON NATIONAL HIGHWAY SYSTEM	NOT ON NHS

STRUCTURAL HEALTH CONDITION SUMMARY INFORMATION

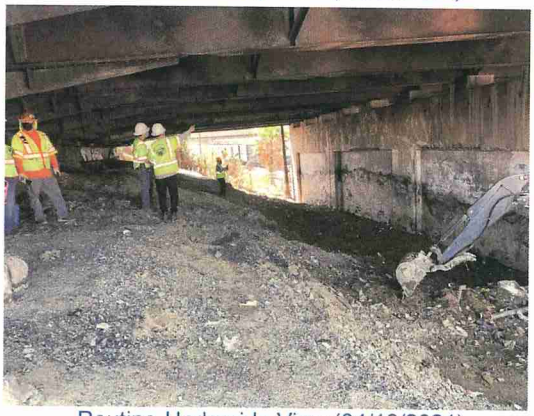
(58) DECK	4 POOR	DECK AREA (SF)	7,429
(59) SUPERSTRUCTURE	5 FAIR	SUFFICIENCY RATING	37.8
(60) SUBSTRUCTURE	7 GOOD	PAINT CONDITION SUPER N/A	SUBSTR N/A
(62) CULVERT	N N/A (NBI)	STRUCTURALLY DEFICIENT (SD) STATUS	SD
(67) STRUCTURE EVALUATION	2 INTOLERABLE - REPLACE	(113) SCOUR	5 STABLE W/IN FOOTING

PHOTOGRAPH IDENTIFICATION

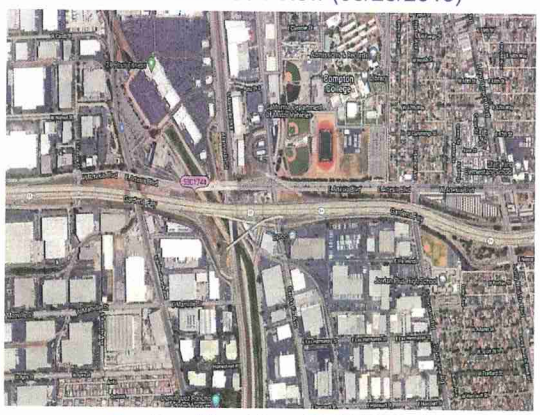


Routine-Roadway View (12/15/2016)

Routine-Elevation View (06/26/2019)



Routine-Underside View (04/19/2021)



Routine-Map View (07/01/2021)

TEAM LEADER: Wein N. Chu
REPORT AUTHOR: Wein N. Chu
INSPECTED BY: WN.Chu/MY.Chow

Wein N. Chu (Registered Civil Engineer) — 7/1/2021 Date

STRUCTURE OVERVIEW

AGENCY INFORMATION

(1) STATE NAME	CALIFORNIA	069
(2) HIGHWAY DISTRICT		07
(3) COUNTY CODE	(53)LOS ANGELES	
(4) PLACE CODE	(15044) COMPTON	
(21) MAINTAIN	04 CITY OR MUNICIPAL HI	
(22) OWNER	04 CITY OR MUNICIPAL HI	
(98) BORDER BRIDGE STATE CODE	N/A	% SHARE N/A
(99) BORDER BRIDGE STRUCTURE NUMBER		N/A

INSPECTION INFORMATION

(90) INSPECTION DATE	06/19	(91) FREQUENCY	24 MO
(92) CRITICAL FEATURE INSPECTION		(93)	CFI DATE
A) FRACTURE CRITICAL INSP	N-NO	MO A)	N/A
B) UNDERWATER INSP	N-NO	MO B)	N/A
C) OTHER SPECIAL INSP	N-NO	MO C)	N/A

% Ownership	Owner/Agency
100%	City of Compton

CONSTRUCTION INFORMATION

(27) YEAR BUILT	1956	(45) MAIN SPANS	10	(43a) STRUCTURE TYPE MAIN	3: STEEL
(106) YEAR MODIFIED	N/A	(46) APPR SPANS	0	(43b) DESIGN TYPE MAIN	02: STRINGER/MULTI-BEAM
(34) SKEW	99	(48) MAX SPAN (M)	27.4	(44a) STRUCTURE TYPE APPR	0: OTHER/ NOT APPLICABLE
(49) LENGTH (M)	219.8	(35) STR FLARE	0-NO	(44b) DESIGN TYPE APPR	00: OTHER/NOT APPLICABLE
(112) NBIS BR LENGTH	Y	JOINTS	11	NO. OF HINGES	0

STRUCTURE DESCRIPTION

SPAN CONFIGURATION

OPERATIONAL INFORMATION

LOAD CAPACITY

(31) DESIGN LOAD	5 MS 18 (HS 20)	(65) CALC METHOD	1 LF LOAD FACTOR
(66) INVENTORY RATING	RF=0.00 =>0.0 metric tons	(63) CALC METHOD	1 LF LOAD FACTOR
(64) OPERATING RATING	RF=0.00 =>0.0 metric tons	(70) BRIDGE POSTING	5 AT/ABOVE LEGAL LOADS
(41) STRUCTURE STATUS	A-OPEN, NO RESTRICTION	PERMIT RATING	XXXXX
OVERLAY THICKNESS	0 inches		

POSTING LOADS

	Safe Loads	Existing Ordinance/Order	Posting Signs	
Type 3	0	N/A	N/A	U.S. Tons
Type 3S2	0	N/A	N/A	U.S. Tons
Type 3-3	0	N/A	N/A	U.S. Tons
Speed	45	N/A	N/A	MPH

Additional Ordinance/Order Requirements

NONE

Additional Signs

NONE

Posting Date	N/A
Load Rating Summary Date	06/09/21
Load Rating Type	Calculated
Load Rating Tool - Date	BrR 6.7.0 AASHTO - 06/09/21

MINIMUM VERTICAL CLEARANCE

(53) MIN VERT CLEAR OVER BRIDGE RDWY		Unimpaired
(54) MIN VERT UNDERCLEAR REF	H-HIGHWAY	6.68 M

MINIMUM LATERAL UNDERCLEARANCE

(55) MIN LAT UNDERCLEAR RT REF	H-HIGHWAY	2.0 M
(56) MIN LAT UNDERCLEAR LT		0.0 M

CONDITION INFORMATION

INSPECTION COMMENTARY

FIRE DAMAGE REPORT (4/19/2021)

A fire occurred on 12-18-2020 at a Transient camp under east abutment of Artesia Boulevard bridge. Shaoli Xu of Design Division showed up at the site and requested to the City of Compton that the area be cleared of all debris and made safe for inspection.

CONDITION INFORMATION

INSPECTION COMMENTARY

On morning of 4-19-2021 Design Division (DES) was notified that the area had been cleaned. Around 11 am same day, the inspection of the burn area was conducted by Wein Chu (DES) with the assistance of Mi Chow. Also present were John Lu (DES) for Structural Analysis, Stuart Lillich and Damian Padilla of Road Maintenance Division (RMD) to assess the damages and to prepare the plans for repair. Shaoli Xu (DES) and Richard Dergazarian (DES) were assisting all three groups in collecting data, taking measurements and pictures of the fire damages.
The fire damaged covered whole area under span 10, between pier 10 and abutment 11. Discoloration of all of steel members and concrete deck soffit, distortions of the diaphragm and girder were clearly visible with heavy spalling of the east face of pier cap and minimal spalling in deck soffit. Spalling of the haunch along the top flange of the girders were also observed.
The fire distorted the all the girders except girder 11 (South end). The distortion includes lateral curving of the lower flange and bulging of the girder web between stiffeners. The web stiffeners appear to have failed to maintained the vertical dimension of the girders in south side of the span. Spalling of the haunch along the top flange of the girder was observed.
Northside/Westbound roadway portion of the deck above the burn area appeared in tact with no distress observed.
However, southside of the roadway of deck above the burn area appeared in distressed and distorted. There was ½-inches gap at the east abutment joint with ½-inches displacement upward of the deck. There was also ½-inches gap at the pier 10 joint with ½-inches displacement upward of the deck. After careful observation and measurement, the roadway portion of southside was found to be concaved down 2.5 inches. (4/19/2021)

Girder were label from North end (G1) to South end (G11)
Summary of defects from fire (12/18/2020) (Inspected date 4/19/2021)
Up to 10 feet of girder web were bulging in girder 1, 2, 3, 4, 5, 7, 8, 9, and 10
7 feet to more than 20 foot of distortion in lower flange of girder 3, 4, 5, 6, 7, 8, 9, and 10
More than 50 percent of east face pier cap was covered with facial spalls. Also, there were two large spalls on lower edge of pier cap. One spall had 1 foot in diameter with 10-feet L and another had 1 foot in diameter with 19 feet.
Soil loss were found in bay 1, 6, 7, 8, 9 and 10. Bay 1 (between girder 1 and girder 2) had 5 feet D x 2.25 feet H x 10 feet L of soil losses and bay 6 to bay 10 (between girder 6 and girder 11) had 6 inched to up 5 feet D x 4 inches to up to 2.25 feet H x 50 feet L of soil removed under abutment wall.
Whole area (48 feet x 108 feet) under span 10 slope needs repair.

See Sketch for the location of the defects.

SPECIAL INSPECTION INFORMATION

STEEL INVESTIGATION DETAILS - NOT APPLICABLE FOR THIS BRIDGE.

UNDERWATER INVESTIGATION DETAILS - NOT APPLICABLE FOR THIS BRIDGE.

DECK AND ROADWAY

DECK CROSS SECTION

DECK GEOMETRY

(49)	LENGTH	219.8 M
(51)	NET WIDTH	24.4 M
(52)	TOTAL WIDTH	33.8 M
(50)	CURB OR SIDEWALK	LEFT 1.6 M RIGHT 1.6 M
(32)	APPROACH RDWY WIDTH	31.7 M
(33)	BRIDGE MEDIAN	2 CLOSED MED W/O BARRIER

DECK STRUCTURE INFORMATION

(107)	DECK STRUCTURE TYPE	1-CIP CONCRETE
(108)	WEARING SURFACE / PROTECTIVE SYSTEM	
	A) TYPE OF WEARING SURFACE	0-NONE
	B) TYPE OF MEMBRANE	0-NONE
	C) TYPE OF DECK PROTECTION	0-NONE
	OVERLAY THICKNESS (inches)	0 inches
(29)	AVERAGE DAILY TRAFFIC	25440
(30)	YEAR OF ADT 2012	(109) TRUCK ADT % 7 %
(19)	BYPASS, DETOUR LENGTH	8 KM
(114)	FUTURE ADT	30528
(115)	YEAR OF FUTURE ADT	2041
(37)	HISTORICAL SIGNIFICANCE	5: NOT ELIGIBLE FOR NRHP

DECK ROADWAY/OPERATIONAL INFORMATION

(42a)	TYPE OF SERVICE	5-HIGHWAY-PEDESTRIAN
(12)	BASE HIGHWAY NETWORK	0-NOT ON NET
(13)	LRS INVENTORY RTE & SUBRTE	
(104)	NATIONAL HIGHWAY SYSTEM	0-NOT ON NHS
(26)	FUNCTIONAL CLASS	16-MINOR ARTERIAL URBAN
(100)	DEFENSE HIGHWAY	0-NOT STRAHNET
(101)	PARALLEL STRUCTURE	N-NONE EXISTS
(102)	DIRECTION OF TRAFFIC	2-2 WAY
(10)	INVENTORY ROUTE MIN VERT CLEAR	30.47 M
(47)	INVENTORY ROUTE TOTAL HORIZ CLEAR	12.2 M
(68)	DECK GEOMETRY	9 ABOVE DESIRABLE CRIT
(72)	APPR ROADWAY ALIGN	8 EQUAL DESIRABLE CRIT
(105)	FEDERAL LANDS HWY	0-NOT APPLICABLE
(110)	DESIGNATED NATIONAL NETWORK	0-NOT ON NET
(20)	TOLL	3-ON FREE ROAD
(28a)	LANES	4
	SPEED	45
(103)	TEMPORARY STRUCTURE	N/A

DECK ELEMENT INSPECTION RATINGS AND NOTES

(58) DECK RATING = 4

Elem No.	Defect/ Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State CS 1	CS 2	CS 3	CS 4
12			**Deck-RC**	2	7429	sq.m	0	441	6988	0
	1080		**Delamination/Spall/Patched Area**	2	5		0	0	5	0
	1120		**Efflorescence/Rust Staining**	2	1		0	1	0	0
	1130		**Cracking (RC and Other)**	2	7423		0	440	6983	0

(12) Deck-RC

Many scupper drains along the deck surface are plugged with debris. (06/10/2003) (Verified 05/23/2017)

Fire damaged the steel girders in span 10, between pier 10 and east abutment and caused the south half of bride deck bulkled up to 2.5 inches. (04/19/2020)

(12-1080) Delamination/Spall/Patched Area

Spalls up to 8 inches in diameter were found in the deck surface near abutment 1 along westbound lanes. (03/21/2001) (Verified 05/23/2017)

Several areas of delamination and spalling up to 6 inches in diameter were found along the exterior edge of the north and south sidewalks. The spalls are over traffic lanes of Alameda Street. (04/07/1999) (Verified 05/23/2017)

Spalls up to 4 inches in diameter with exposed rebar were found along the curbs. The spalls appear to be caused by insufficient cover of the rebar. (01/29/1990) (Verified 05/23/2017)

(12-1120) Efflorescence/Rust Staining

Hairline cracks with efflorescence exist in random locations along the deck soffit. (05/04/2011) (Verified 05/23/2017)

(12-1130) Cracking (RC and Other)

Transverse cracks up to 0.07 inches wide were found along the deck surface. (05/04/2011) (Verified 05/23/2017)

DECK ELEMENT INSPECTION RATINGS AND NOTES

(58) DECK RATING = 4

DECK PHOTOGRAPHS

Photo 1

Photo 1

Photo 1

Photo 1

Photo 1

JOINT - APPROACH - RAIL

RAIL INFORMATION

(36a) Rail Code 0 (36b) Transition 0 (36c) Appr Guardrail 0 (36d) Appr Guardrail End 0 Roadway Speed 45 MPH

JOINT/APPROACH/RAIL ELEMENT INSPECTION RATINGS AND NOTES

Elem Defect/ Element Description Env Total Units Qty in each Condition State

JOINT - APPROACH - RAIL

JOINT/APPROACH/RAIL ELEMENT INSPECTION RATINGS AND NOTES

Elem No.	Defect/ Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State CS 1	CS 2	CS 3	CS 4
301			**Joint-Pourable Seal**	2	271	m	0	0	0	271
	2310		**Leakage (Joints)**	2	271		0	0	0	271

(301-2310) Leakage (Joints)

The pourable joint seal has failed and large sections of the seal are missing. (05/04/2011) (Verified 05/23/2017)

Elem No.	Defect/ Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State CS 1	CS 2	CS 3	CS 4
302			**Joint-Compression Seal**	2	157	m	57	9	56	35
	2320		**Seal Adhesion (Joints)**	2	91		0	0	56	35
	2340		**Seal Cracking (Joints)**	2	9		0	9	0	0
	7000		**Damage**	2	35		0	0	0	35

(302-2320) Seal Adhesion (Joints)

There is adhesion failure in random locations along the compression joint seal. (04/12/2013) (Verified 05/23/2017)

Fire caused adhesion failure along all of the compression joint seal of east abutment. (04/19/2021)

(302-2340) Seal Cracking (Joints)

Cracking along the compression joint seal was observed. The affected area is approximately 9 lineal meters. (Verified 05/23/2017)

(302-7000) Damage

Compression joint seal in east abutment were damaged by fire. (04/19/2021)

Elem No.	Defect/ Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State CS 1	CS 2	CS 3	CS 4
330			**Railing-Metal**	2	455	m	0	415	34	6
	1000		**Corrosion**	2	439		0	415	24	0
	1900		**Distortion**	2	16		0	0	10	6
	7000		**Damage**	2	16		0	0	10	6

(330-1000) Corrosion

Freckled rust was observed along the metal bridge rail. (Verified 05/23/2017)

(330-1900) Distortion

Five balusters are missing from the south metal rail near abutment 1; approximately 15 are bent. Temporary repairs have been made. (05/04/2011) (Verified 05/23/2017)

There are two 1 inch balusters missing form the rial at the northwest corner of the Alameda ramp. (06/10/2003) (Verified 05/23/2017)

Fourteen consecutive square balusters are missing from the north handrail. Two balusters are badly bent. A temporary repair was made but should be repaired correctly. (06/10/2003) (Verified 05/23/2017)

There is a baluster missing from the north rial approximately 196 feet west of abutment 11. (06/10/2003) (Verified 05/23/2017)

Two sections of the metal handrail at the northeast corner of the intersection with the Alameda Street ramp have been damaged. (01/29/1990) (Verified 05/23/2017)

(330-7000) Damage

Refer to notes for defect 1900.

SUPERSTRUCTURE

SUPERSTRUCTURE ELEMENT INSPECTION RATINGS AND NOTES

(59) SUPERSTRUCTURE RATING = 5

Elem No.	Defect/ Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State CS 1	CS 2	CS 3	CS 4
107			**Girder/Beam-Steel**	2	2418	m	2332	0	0	86
	1900		**Distortion**	2	86		0	0	0	86
	515		**Steel Coating-Paint**	2	7933	sq.m	0	7812	0	121
		3440	**Effectiveness (Steel PC)**	2	7933		0	7812	0	121

SUPERSTRUCTURE

SUPERSTRUCTURE ELEMENT INSPECTION RATINGS AND NOTES

(59) SUPERSTRUCTURE RATING = 5

Elem No.	Defect/ Prot	Element Description	Env	Total Qty	Units	Qty in each Condition State CS 1	CS 2	CS 3	CS 4
(107-1900) Distortion In late October of 2018 there was a fire in span 6. There is approximately 11 lineal meters of distortion along the fifth steel girder from the south. The distortion occurred along the east end of the girder near pier 7; there was no visual distortion at girders four and six. The distortion includes lateral curving of the lower flange and bulging, in a southward direction, of the girder web between stiffeners. The web stiffeners appear to have maintained the vertical dimension of the girder. (1/9/2019) 12-18-2020 fire damaged covered whole area under span 10, between pier 10 and east abutment. The fire distorted the all the girders except girder 11 (South end). The distortion includes lateral curving of the lower flange and bulging of the girder web between stiffeners. The web stiffeners appear to have maintained the vertical dimension of most of the girder. ¿ Up to 10¿ of girder web were bulging in girder 1, 2, 3, 4, 5, 7, 8, 9, and 10 were observed. ¿ 7¿ to more than 20¿ of distortion in lower flange of girder 3, 4, 5, 6, 7, 8, 9, and 10 were observed. (04/19/2021) (107-515-3440) Effectiveness (Steel PC) The paint system has faded with the area affected by the recent fire burned down to bare metal. (01/09/2019)								
182		**EQ Restrainer Cable-Other**	2	20	ea.	20	0	0	0
(182) EQ Restrainer Cable-Other No significant issues were observed.									
311		**Bearing-Moveable**	2	110	each	110	0	0	0
(311) Bearing-Moveable No significant issues were obseved.									
313		**Bearing-Fixed**	2	110	each	110	0	0	0
(313) Bearing-Fixed No significant issues were obseved.									

SUPERSTRUCTURE PHOTOGRAPHS

Photo 1

Photo 1

Photo 1

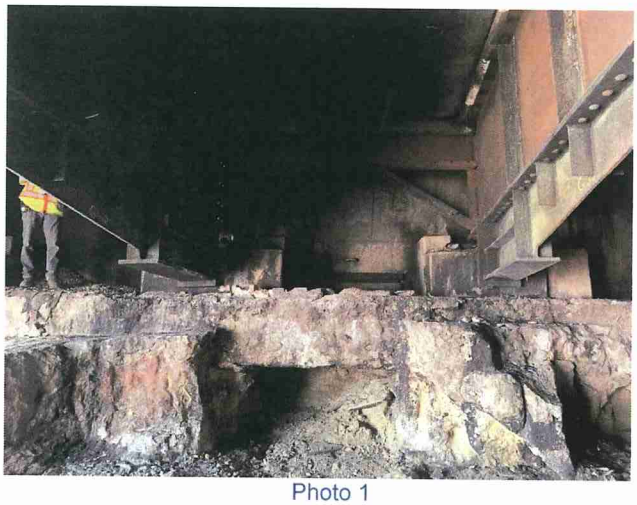


Photo 1

Photo 1

Photo 1

SUPERSTRUCTURE PHOTOGRAPHS

Photo 1

SUBSTRUCTURE

DESCRIPTION UNDER STRUCTURE

(42b) TYPE OF SERVICE UNDER	3-HIGHWAY-WATERWAY-RAILRO	(38) NAVIGATION CONTROL	0: NO CONTROL
(69) UNDERCLEARANCES V - H	4 TOLERABLE	(111) PIER PROTECTION	N/A
(71) WATER ADEQUACY	8 EQUAL DESIRABLE	(39) NAVIGATION VERTICAL CLEARANCE	0.0 M
(61) CHANNEL PROTECTION	8 PROTECTED	(116) VERT-LIFT BRIDGE NAV MIN VERTICAL CLEAR	M
(113) SCOUR	5 STABLE W/IN FOOTING	(40) NAVIGATION HORIZONTAL CLEARANCE	0.0 M
SCOUR POA DATE	N/A		

CHANNEL DESCRIPTION

Trapezoidal channel with RC sides and natural bottom.

ROADWAY DESCRIPTION UNDER STRUCTURE

(5a) POSITION:	2 ONE ROUTE UNDER		
ROADWAY NAME:	COMPTON CR	NBI UNDER RECORD	
(5d) ROUTE	00000	(104) NATIONAL HIGHWAY SYSTEM	1-NHS
(11) POST MILE	0	(26) FUNCTIONAL CLASS	14 URBAN OTHER PRINC
(5b) KIND HIGHWAY	5 CITY STREET	(100) DEFENSE HWY	0 NOT DEF HWY
(5c) LEVEL SERVICE	0 NONE OF THE BELOW	(110) NATIONAL TRUCK NETWORK	0 NOT PART OF NATL NETWO
(10) VERTICAL CLEAR (m)	6.68	(20) TOLL FACILITY	3 ON FREE ROAD
(47) HORIZONTAL CLEAR (m)	26.50	(28b) LANES	4
(19) DETOUR LENGTH	7.99	(29) RECENT ADT	10300 (30) ADT YEAR 2012
(102) DIRECTION TRAFFIC	2 2-WAY TRAFFIC	(109) TRUCK % ADT	7

SUBSTRUCTURE ELEMENT INSPECTION RATINGS AND NOTES

(60) SUBSTRUCTURE RATING = 7

Elem No.	Defect/ Prot	Defect	Element Description	Env	Total Qty	Units	Qty in each Condition State CS 1	CS 2	CS 3	CS 4
210			Pier Wall-RC	2	245	m	245	0	0	0
(210) Pier Wall-RC										
No significant issues were obseved. There were fire burned marks on east face of Pier 10 wall. No other defect were observed. (04/19/2021)										
215			Abutment-RC	2	70	m	70	0	0	0
(215) Abutment-RC										

SUBSTRUCTURE

SUBSTRUCTURE ELEMENT INSPECTION RATINGS AND NOTES

(60) SUBSTRUCTURE RATING = 7

Elem No.	Defect/ Prot	Element Description	Env	Total Qty	Units	Qty in each Condition State CS 1	CS 2	CS 3	CS 4
(215) Abutment-RC									
No significant issues were obseved. There were fire burned marks on east abutment. No other defect were observed. (04/19/2021)									
225		**Pile-Steel**	2	1	ea.	1	0	0	0
(225) Pile-Steel									
The piles are not visible for inspection and are therefore listed for record only.									
234		**Pier Cap-RC**	2	245	m	212	24	9	0
	1080	**Delamination/Spall/Patched Area**	2	33		0	24	9	0
(234) Pier Cap-RC									
No signigicant issues were observed.									
(234-1080) Delamination/Spall/Patched Area									
More than 50 percent of east face pier cap was covered with facial spalls. Also, there were two large spalls on lower edge of pier cap. One spall had 1¿ in diameter with 10¿ L and another had 1¿ in diameter with 19¿.									

SUBSTRUCTURE PHOTOGRAPHS

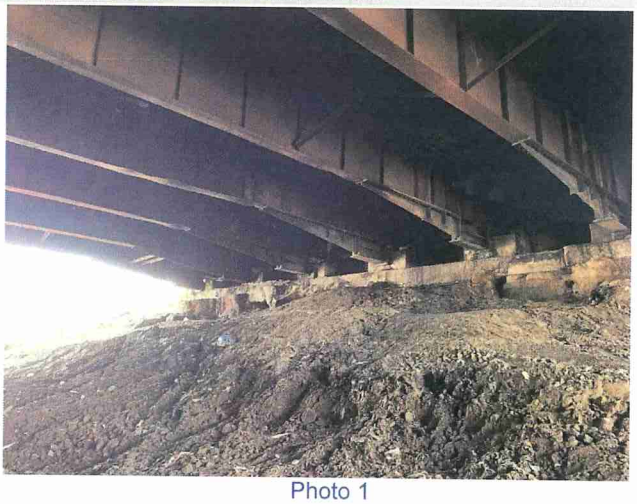


Photo 1

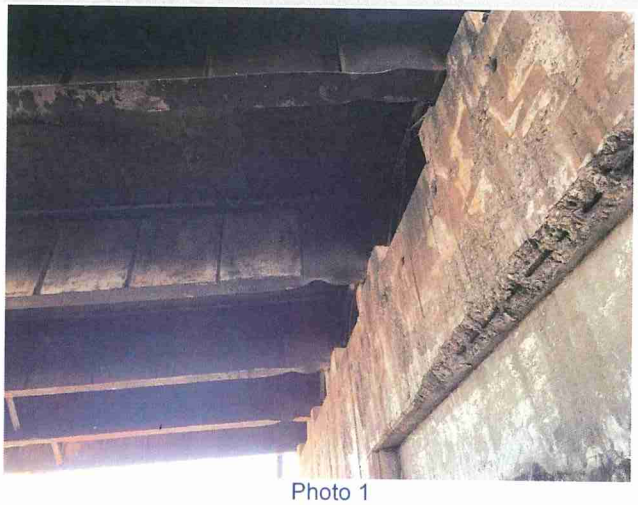


Photo 1

Photo 1

Photo 1

CHANNEL X-SECTION

Side Upstream

Measured From Top of metal rail - Upstream

X-Section Date 04/19/2021

CHANNEL X-SECTION

Side Upstream
Measured From Top of metal rail - Upstream
X-Section Date 04/19/2021

Location	Horiz(m)	Vert(m)	Comments
Abut 1	12.19	7.78	top of slope
	32.00	12.36	toe of slope
	40.84	12.71	
	50.29	13.92	Thalweg
	62.17	13.92	
	80.16	12.87	toe of slope
	92.35	10.00	top of slope

OTHER PHOTOGRAPHS

Photo 1

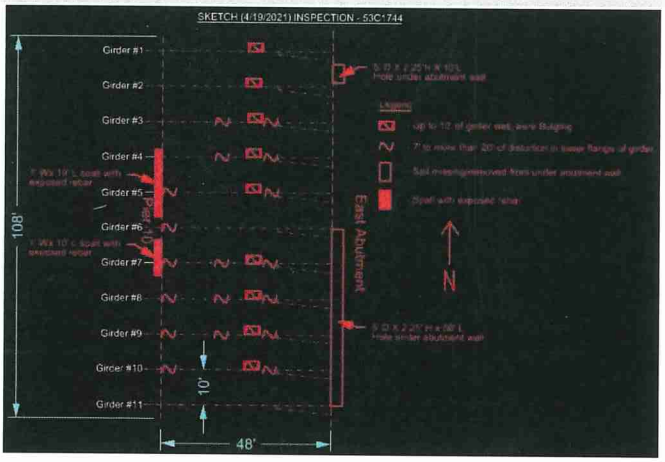


Photo 1

Photo 1

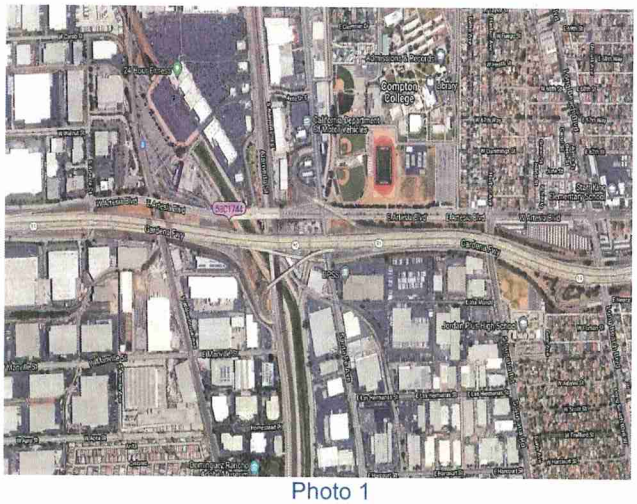


Photo 1

WORK RECOMMENDATIONS

DECK WORK RECOMMENDATIONS

Rec Date	04/19/2021	Work By	LOCAL AGENCY	Est Cost		Dist Target	
Status	PROPOSED	Action	Deck-Replace	Str Target	2 YEARS	EA	

Replace south half of bridge deck in span 10, between pier 10 and east abutment.

OINT/APPR/RAIL WORK RECOMMENDATIONS - NONE

SUPERSTRUCTURE WORK RECOMMENDATIONS

SUBSTRUCTURE WORK RECOMMENDATIONS

WORK RECOMMENDATIONS

SUPERSTRUCTURE WORK RECOMMENDATIONS

Rec Date	04/19/2021	Work By	LOCAL AGENCY	Est Cost		Dist Target
Status	PROPOSED	Action	Super-Replace	Str Target	2 YEARS	EA

Replace damaged girders (girder #1, 2, 3, 4, 5, 6, 7, 8, 9, 10) in span 10, between pier 10 and east abutment,

SUBSTRUCTURE WORK RECOMMENDATIONS

Rec Date	04/19/2021	Work By	LOCAL AGENCY	Est Cost		Dist Target
Status	PROPOSED	Action	Sub-Misc.	Str Target	2 YEARS	EA

Repair slope protecting east abutment.

OTHER WORK RECOMMENDATIONS - NONE

53C1744 SP/ ..COMPTON CR,ALAMEDA 0.3MI W/O SANTA FE AVE

102 - Deck-Damage/Deterioration

Apr 19, 2021 [AAAC]

Photo #1


24 Hour Fitness
Admissions & Records
Compton College
Library
California Department Of Motor Vehicles
Alameda St
Auto Dr S
E Clemmer Dr
W Carob St
W Walnut St
S Acacia Ct
W Artesia Blvd
E Artesia Blvd
53C1744
Gardena Fwy
91
DPSS
E Via Mondo
Jordan Plus High School
Santa Fe Ave
S Wilmington Ave
E Manville St
W Manville St
S Acacia Ave
Homestead P
W Apra St
Anita
Dolores
Dominguez Rancho Adobe Museum
W Taylor St
Delta Ave
Harbor Ave
W Fuego St
W Health St
E 59th St
Circuit Ave
E 68th Way
W 68th St
E 68th St
Long Beach Blvd
W 67th Way
E 67th Way
Carol St
Elm St
Almont
E 67th St
W Cummings St
Grace St
Hicks St
June St
Starr King Elementary School
E Neece
W Forman St
Grape Ave
S Susana Rd
W Adams St
W Scott St
W Trafford St
Main Ave
W Harcourt St
E Harcourt St

Photo #1

Photo #1

53C1744 SF. . ,COMPTON CR,ALAMEDA 0.3MI W/O SANTA FE AVE

113 - Sub-Damage/Deterioration

Apr 19, 2021 [AAAC]

Photo #1

53C1744 SP, ., COMPTON CR,ALAMEDA 0.3MI W/O SANTA FE AVE

Apr ., 2021 [AAAC]

113 - Sub-Damage/Deterioration

Photo #1

Photo #1

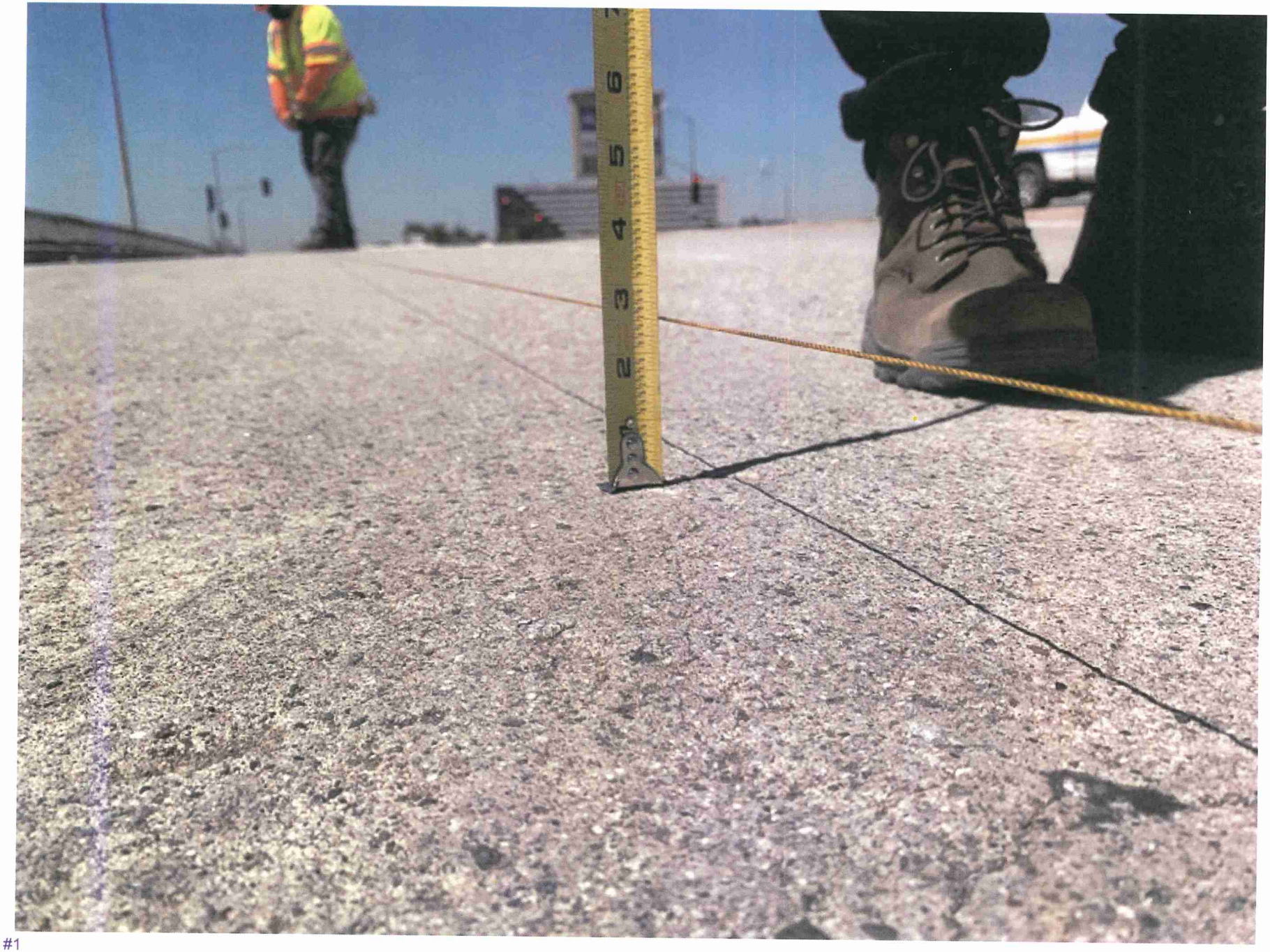


Photo #1

53C1744 SP, ,COMPTON CR,ALAMEDA 0.3MI W/O SANTA FE AVE

Apr , 2021 [AAAC]

102 - Deck-Damage/Deterioration

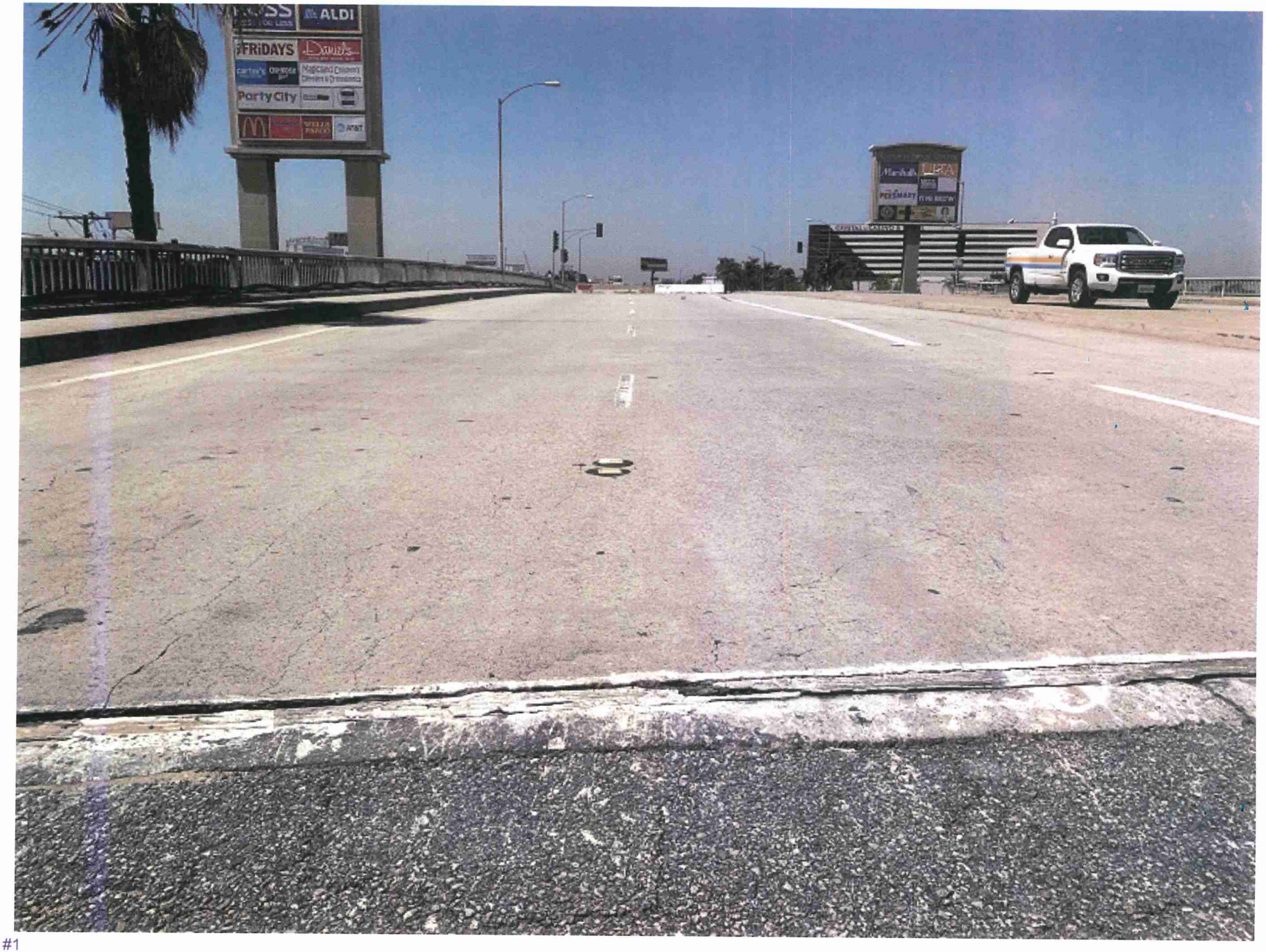


Photo #1

Photo #1

53C1744 SF ,COMPTON CR,ALAMEDA 0.3MI W/O SANTA FE AVE

Apr 9, 2021 [AAAC]

107 - Super-Damage/Deterioration

Photo #1

Photo #1

Photo #1

Photo #1

Photo #1

Photo #1

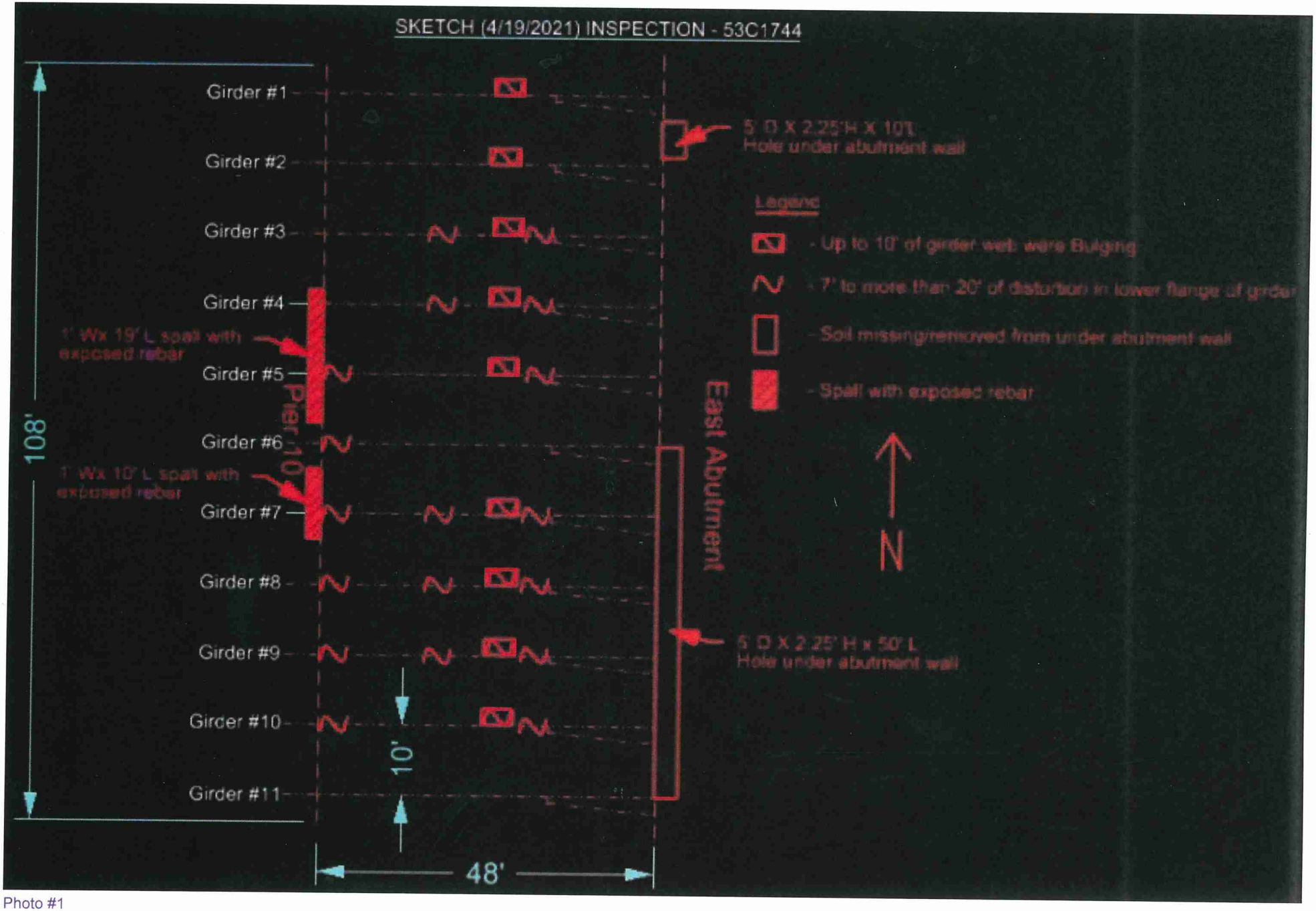

SKETCH (4/19/2021) INSPECTION - 53C1744
Girder #1
Girder #2
Girder #3
Girder #4
Girder #5
Girder #6
Girder #7
Girder #8
Girder #9
Girder #10
Girder #11
1' Wx 19' L spall with exposed rebar
1' Wx 10' L spall with exposed rebar
Pier 10
East Abutment
5' D X 2.25'H X 10'L Hole under abutment wall
5' D X 2.25' H x 50' L Hole under abutment wall
Legend
- Up to 10' of girder web were Bulging
- 7' to more than 20' of distortion in lower flange of girder
- Soil missing/removed from under abutment wall
- Spall with exposed rebar
N
108'
10'
48'

Photo #1

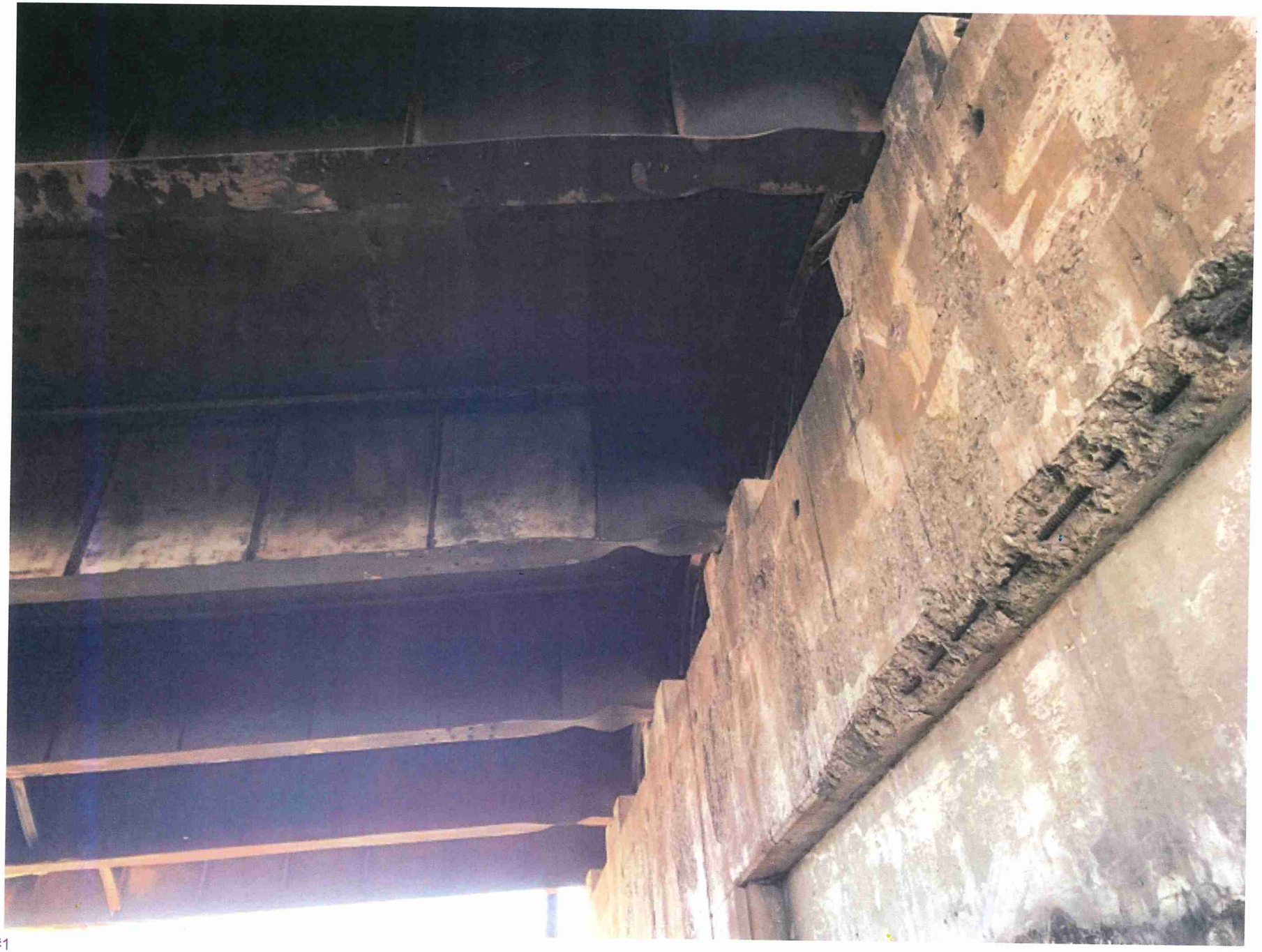


Photo #1

53C1744 SP/ . ,COMPTON CR,ALAMEDA 0.3MI W/O SANTA FE AVE

Apr 19, 2021 [AAAC]

135 - Routine-Underside View

Photo #1

53C1744 SP, , COMPTON CR,ALAMEDA 0.3MI W/O SANTA FE AVE

101 - Routine-Elevation View

Jun 26, 2019 [AAAC]

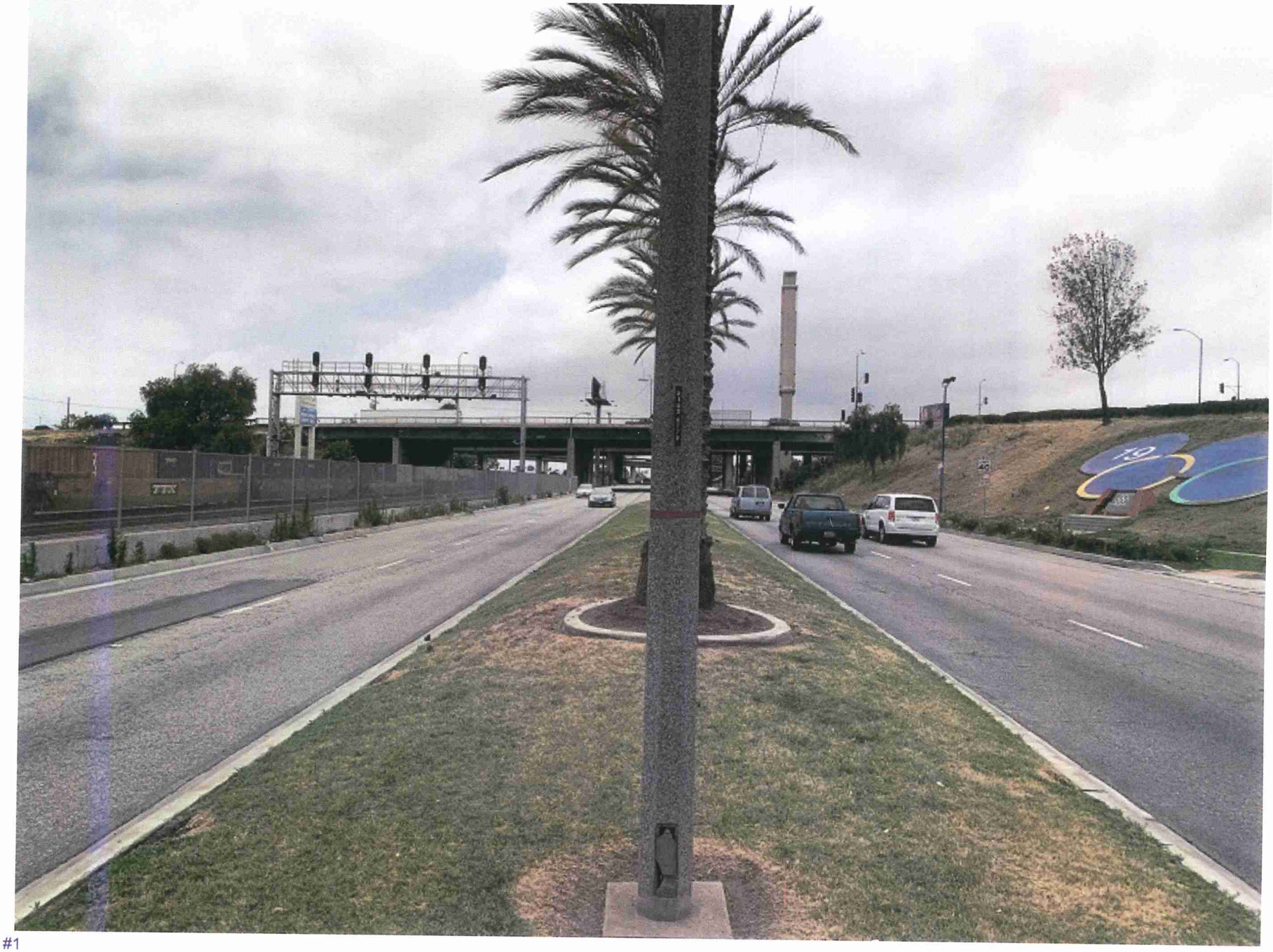


Photo #1

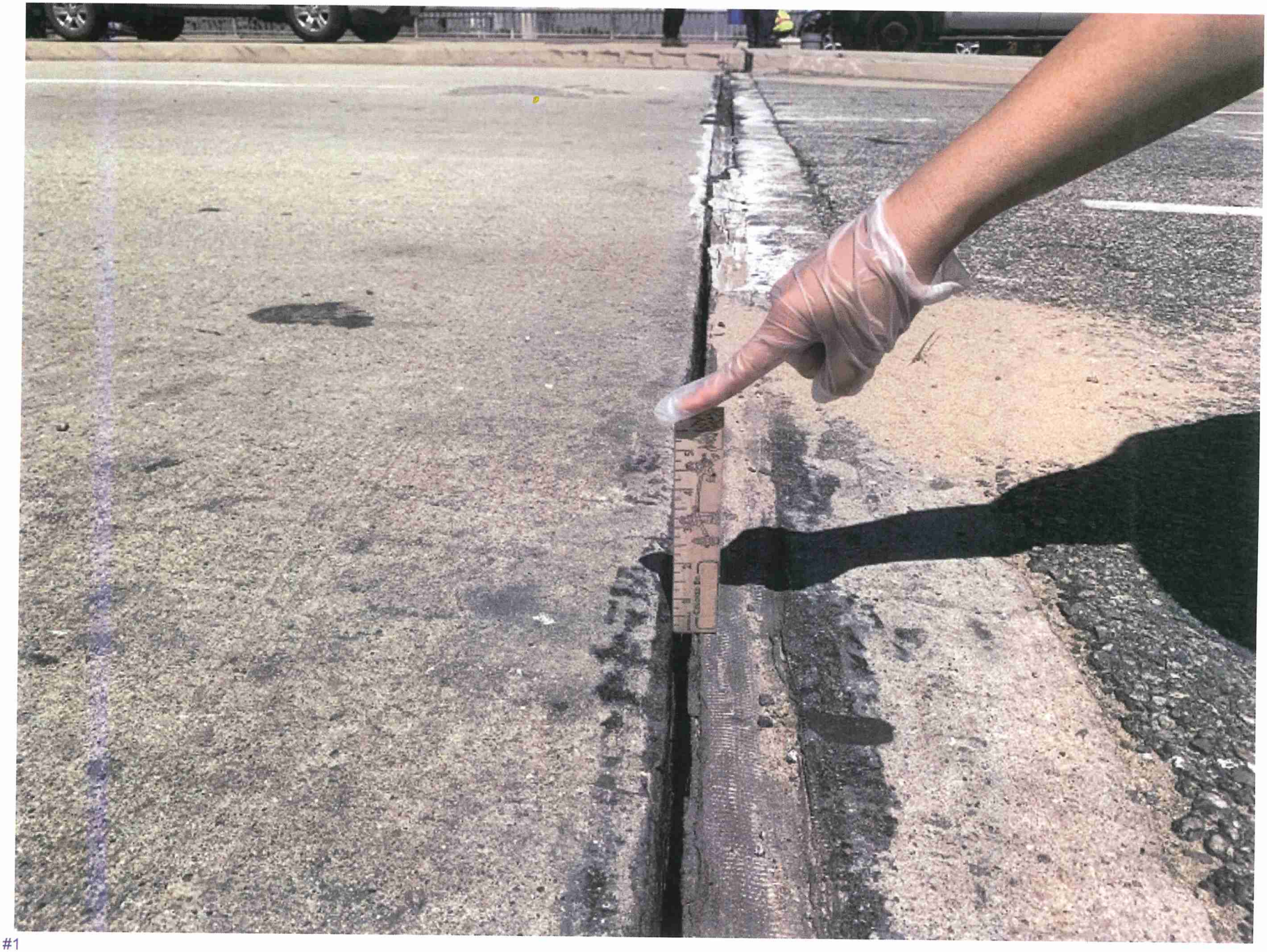


Photo #1

STRUCTURE MAINTENANCE & INVESTIGATIONS
RECORD OF CRITICAL FINDINGS

(REV 11/2014)

Bridge Name:	Owner (State/County/City/Other):
ARTESIA BLVD OVER OVER COMPTON CR, ALAMED	CITY OF COMPTON
Bridge Number: 53C1744	**Location** *(Dist-County-Rte-PM)*: LOS ANGELES COUNTY

Contact Made With *(Name)* :	
Damion Timmons / Wein Chu	☐ DISTRICT
Business Phone: (310) 605-5691 /626-458-7880	☑ CITY
Email Address: dtimmons@comptoncity.org / WCHU@DPW.LACOUNTY.GOV	☑ COUNTY
Date of Contact: 12-19-2020	☐ OTHER _____

PROBLEM ***(Be Brief)*** **:**

In 12-18-2020 fire damage covered whole area under span 10. Fire damaged and distorted all the girders except girder 11 (South end) in span 10, between pier 10 and east abutment. And it caused the south half of bridge deck bulkled up to 2.5 inches.

ACTION RECOMMENDED ***(By SM&I)*** **:**

CLOSE EAST HALF OF THE BRIDGE, FROM SPAN 6 TO SPAN 10.
CITY TO REPAIR FIRE DAMAGED GIRDERS OR REPLACE THE FIRE DAMAGED SPAN.

ACTION TAKEN ***(By Bridge Owner)*** **:**

EAST HALF OF THE BRIDGE IS CLOSED TO VEHICULAR TRAFFIC.

☑ **Permanent Resolution, No Follow-Up Required** ☐ **Temporary Resolution, Follow-Up Required: every** ☐ **month(s)**

OPERATIONAL RESTRICTIONS: ☐ **NO** ☑ **YES** ***(Describe)***

NO VEHICULAR TRAFFIC ALLOW ON EAST HALF OF THE BRIDGE.

NAME: WEIN CHU	**SIGNATURE:** Wein Ngoon Chu	**DATE:** 06/27/2022
SENIOR ASSIGNED TO FOLLOW UP, if different than above **NAME:** Shaoli Xu	**SIGNATURE:** Shaoli Xu	**DATE:** 07/13/2022

FOLLOW-UP ACTION / INSPECTION:

☑ **Permanent Resolution, Close Action Document**

NAME: WEIN CHU	**SIGNATURE:** Wein Ngoon Chu	**DATE:** 06/27/2022

ROUTING:	**SIGNATURE:**	**FOLLOW-UP SIGNATURE** ***(if required)*** **:**
1. SUPERVISING SENIOR	Gedem Werrede	
2. OFFICE CHIEF	9/21/2022	
3. DEPUTY DIVISION CHIEF	APPROVED By Erol C. Kaslan at 4:19 pm, Sep 21, 2022	
4. ADMINISTRATIVE SUPPORT	REVIEWED By William Rigby at 4:32 pm, Sep 21, 2022	

CC: FHWA (CA Division Structures Engineer)
DLAE (for local agency bridges only)
Local Agency (for local agency bridges only)
SM&I Information Officer

Br. No. 53C1744 Artesia Blvd in City of Compton Fire Damage

Girder 4- Lower flange and Bay 2 top bracings were distorted

2.5" buckled downward in eastbound roadway portion of span 10

Abutment north half

Abutment south half

Bay 3

Bay 4

Bay 5 – deck soffit

Girder 9

STRUCTURE RATING DATA SHEET

BRIDGE NO: 53C1744 LA County Br. No : 2446
Facility Carried : ARTESIA BLVD
Location : 0.3MI W/O SANTA FE AVE
BRIDGE NAME: SP/UP,COMPTON CR,ALAMEDA

Structural Elements Rated :
Multi-span Steel Plate Girder Superstructure, R/C Deck

DESIGN LOADING

	Rating Factor	Metric Tons	CRITICAL LOCATION			
			Structure	**Control Element**	**Load Action**	**Location**
HS20 Inventory	0.00	**0.0**	Superstructure	Girder	Design Flexure - Steel	Span 10 - 40%
HS20 Operating	0.00	**0.0**	Superstructure	Girder	Design Flexure - Steel	Span 10 - 40%

LEGAL RATING		Posting US Tons				
Type 3 (25T)	0.00	**0**	Superstructure	Girder	Design Flexure - Steel	Span 10 - 40%
Type 3S2 (36T)	0.00	**0**	Superstructure	Girder	Design Flexure - Steel	Span 10 - 40%
Type 3-3 (40T)	0.00	**0**	Superstructure	Girder	Design Flexure - Steel	Span 10 - 40%
NRL (40T)						
SHV - SU4 (27T)						
SHV - SU5 (31T)						
SHV - SU6 (34.75T)						
SHV - SU7 (38.75T)						
FAST - EV2 (28.75T)						
FAST - EV3 (43T)						

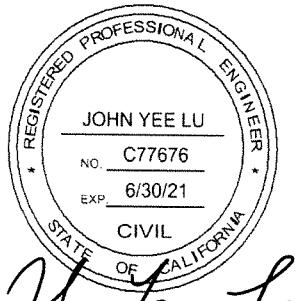
PERMIT RATING		Permit Rating				
P5 Split	0.00	**X**	Superstructure	Girder	Design Flexure - Steel	Span 10 - 40%
P7 Split	0.00	**X**	Superstructure	Girder	Design Flexure - Steel	Span 10 - 40%
P9 Split	0.00	**X**	Superstructure	Girder	Design Flexure - Steel	Span 10 - 40%
P11 Split	0.00	**X**	Superstructure	Girder	Design Flexure - Steel	Span 10 - 40%
P13 Split	0.00	**X**	Superstructure	Girder	Design Flexure - Steel	Span 10 - 40%

RELEVANT LOAD RATING INFORMATION

Notes:

Load rating calculations were completed by John Lu on 06/09/2021. Bridge Inspection Report dated 06/22/2019 and field inspection of the fire damage on 04/19/2021 were used to verify the physical conditions assumed in the above referenced load rating calculations. The rating assumption is that the fire (incident occured on 12/18/2020) at Span 10 had reached 750 degrees C (1,380 degrees F) from assessment of the conditions of the damaged bridge. The concrete strength loss is estimated at 60%, reinforcing steel yield strength loss is estimated at 10% and plate girder yield strength loss is estimated at 40%. The shear connector and bottom flange of steel girders are assumed to be ineffective due to the excessive damage.

Overlay Used in Rating:	None	
Rating Type:	Calculated	
Rating Date:	06/09/2021	
Rating Method:	1 (LF Load Factor)	Inventory (65)
	1 (LF Load Factor)	Operating (63)
Control Rating By:	John Lu	
Rating Checked By:	Nhan Nguyen	
Analysis Tool:	BrR 6.7.0 AASHTO	
Rating File Location:	LA County Department of Public Works, Design Division	
Summary Prepared By:	John Lu	
Summary Date:	06/09/2021	



Stamped by: John Lu 06/09/2021

Rating Results Summary Report

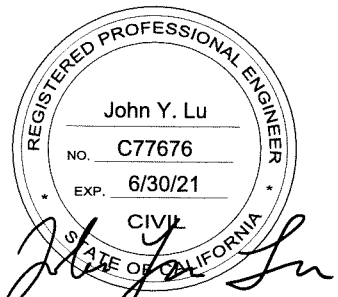
Name: SP/UP,COMPTON CR,ALAMEDA
Struct-Def: Bridge Span Ten (Fire Damage 2020)

Bridge ID: 53C1744
Member: G2

NBI: 53C1744
Member Alt: Girder 56-5 (Interior Girder)

Live Load	Live Load Type	Rating Method	Rating Level	Load Rating (Ton)	Rating Factor	Location (ft)	Span_ID / Location Span-(%)	Limit State	Impact	Lane
HS 20-44	Lane	LFD	Inventory	0.00	0.000	18.92	1 - (40.0)	Design Flexure - Steel	As Requested	As Requested
HS 20-44	Lane	LFD	Operating	0.00	0.000	18.92	1 - (40.0)	Design Flexure - Steel	As Requested	As Requested
HS 20-44	Axle Load	LFD	Inventory	0.00	0.000	18.92	1 - (40.0)	Design Flexure - Steel	As Requested	As Requested
HS 20-44	Axle Load	LFD	Operating	0.00	0.000	18.92	1 - (40.0)	Design Flexure - Steel	As Requested	As Requested
Type 3	Axle Load	LFD	Operating	0.00	0.000	18.92	1 - (40.0)	Design Flexure - Steel	As Requested	As Requested
Type 3S2	Axle Load	LFD	Operating	0.00	0.000	18.92	1 - (40.0)	Design Flexure - Steel	As Requested	As Requested
Type 3-3	Axle Load	LFD	Operating	0.00	0.000	18.92	1 - (40.0)	Design Flexure - Steel	As Requested	As Requested
P05	Axle Load	LFD	Operating	0.00	0.000	18.92	1 - (40.0)	Design Flexure - Steel	As Requested	As Requested
P07	Axle Load	LFD	Operating	0.00	0.000	18.92	1 - (40.0)	Design Flexure - Steel	As Requested	As Requested
P09	Axle Load	LFD	Operating	0.00	0.000	18.92	1 - (40.0)	Design Flexure - Steel	As Requested	As Requested
P11	Axle Load	LFD	Operating	0.00	0.000	18.92	1 - (40.0)	Design Flexure - Steel	As Requested	As Requested
P13	Axle Load	LFD	Operating	0.00	0.000	18.92	1 - (40.0)	Design Flexure - Steel	As Requested	As Requested
NRL	Axle Load	LFD	Operating	0.00	0.000	18.92	1 - (40.0)	Design Flexure - Steel	As Requested	As Requested
SU4	Axle Load	LFD	Operating	0.00	0.000	18.92	1 - (40.0)	Design Flexure - Steel	As Requested	As Requested
SU5	Axle Load	LFD	Operating	0.00	0.000	18.92	1 - (40.0)	Design Flexure - Steel	As Requested	As Requested
SU6	Axle Load	LFD	Operating	0.00	0.000	18.92	1 - (40.0)	Design Flexure - Steel	As Requested	As Requested
SU7	Axle Load	LFD	Operating	0.00	0.000	18.92	1 - (40.0)	Design Flexure - Steel	As Requested	As Requested
Type EV2	Axle Load	LFD	Operating	0.00	0.000	18.92	1 - (40.0)	Design Flexure - Steel	As Requested	As Requested
Type EV3	Axle Load	LFD	Operating	0.00	0.000	18.92	1 - (40.0)	Design Flexure - Steel	As Requested	As Requested

Note:
The rating assumption is that the fire (incident occurred on 12/18/2020) at Span 10 had reached 750 degrees C (1,380 degrees F) from assessment of the conditions of the damaged bridge. The concrete strength loss is estimated at 60%, reinforcing steel yield strength loss is estimated at 10% and plate girder yield strength loss is estimated at 40%. The shear connector and bottom flange of steel girders are assumed to be ineffective due to the excessive damage.



06/09/2021

AASHTO LFR Engine Version 6.7.0.3001
Analysis Preference Setting: None
Analysis Time: 06/09/2021 07:51:13
Print Time: 06/09/2021 08:14:03

Analyzed By: JLU

STRUCTURE MAINTENANCE & INVESTIGATIONS
RECORD OF CRITICAL FINDINGS

(REV 11/2014)

Bridge Name:	Owner (State/County/City/Other):
ARTESIA BLVD OVER OVER COMPTON CR, ALAMED	CITY OF COMPTON
Bridge Number: 53C1744	**Location** *(Dist-County-Rte-PM)*: LOS ANGELES COUNTY

Contact Made With *(Name)* : Damion Timmons	☐ DISTRICT
Business Phone: (310) 605-5691	☑ CITY
Email Address: dtimmons@comptoncity.org	☑ COUNTY
Date of Contact: 08-04-2022	☐ OTHER _____

PROBLEM ***(Be Brief)*** :

Utility box cover in sidewalk located above span 7, near traffic light pole was missing. Sidewalk settlement at the N/E & S/E bridge approaches. Those are tripping hazards. Utility box cover on the traffic light pole was missing. Missing vertical rails at the bridge sidewalk railing panel located at N/W approach. There is a large gap after utility post was removed between north handrail panels. See attached photos for reference.

ACTION RECOMMENDED ***(By SM&I)*** :

Add addition k-rails to channelize existing east bound traffic to Alameda St Ramp together with additional warning signs. Fix the gap between north handrail panels. Repair approach sidewalk settlements.
Replace the missing utility box cover on sidewalk and traffic light post. Install/replace missing balusters in north sidewalk pedestrian handrail.

ACTION TAKEN ***(By Bridge Owner)*** :

K-Rail was moved back to original position. New panel installed on damaged utility (S/E).

☐ **Permanent Resolution, No Follow-Up Required** ☑ **Temporary Resolution, Follow-Up Required: every** 1 **month(s)**

OPERATIONAL RESTRICTIONS: ☐ **NO** ☑ **YES** ***(Describe)***

NO VEHICULAR TRAFFIC ALLOW ON EAST HALF OF THE BRIDGE.

NAME: WEIN CHU	**SIGNATURE:** Wein Ngoon Chu	**DATE:** 10/01/2022
SENIOR ASSIGNED TO FOLLOW UP, if different than above **NAME:** Shaoli Xu	**SIGNATURE:** Shaoli Xu	**DATE:** 10/01/2022

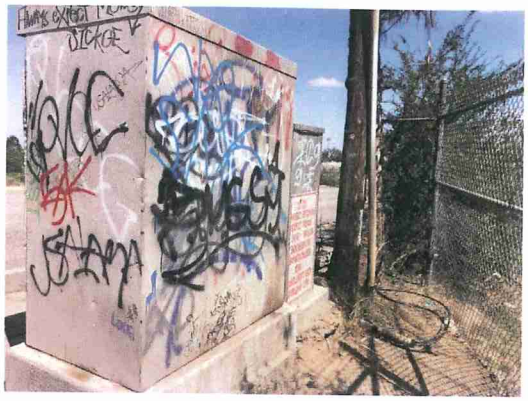
FOLLOW-UP ACTION / INSPECTION:

☐ **Permanent Resolution, Close Action Document**

NAME:	**SIGNATURE:**	**DATE:**

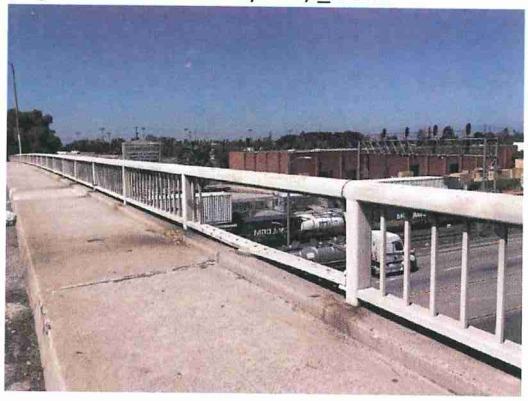
ROUTING:	**SIGNATURE:**	**FOLLOW-UP SIGNATURE** ***(if required)*** :
1. SUPERVISING SENIOR	Gedem Werede	
2. OFFICE CHIEF		
3. DEPUTY DIVISION CHIEF		
4. ADMINISTRATIVE SUPPORT		

CC: FHWA (CA Division Structures Engineer)
DLAE (for local agency bridges only)
Local Agency (for local agency bridges only)
SM&I Information Officer



P1_New panel was installed on damaged utility (Right- on smaller utility box) _ Done

P2_K-Rail was moved back to original position _ Done



P3_Missing baluster in handrail _ Need repair

P4a_Missing utility box cover in sidewalk _ Need repair

P4b_Missing utility boxes covers in light post and sidewalk (pic from August)

P5_Approach sidewalk settlement at N/E of bridge

Gap between handrail after utility post was removed _ Need repair (Newfound)