

FIELD REVIEW REPORT

Date 06/14/05 Feature Crossed State Route 1 Load Rating Unkn MP 12.83
 Year Built 1948 (1996) Width 23' Length 137' No. of Spans 2 Cols/Bent 2
 CT Br. No. 36-0012 Dist. 04 Co. SCr Route 1 Suff. Rate Unkn

Attendees

Anthony P. Notaro
 David Chan
 Jay Ybarra (Flagman)

Firm/District

Biggs Cardosa Associates, Inc.
 Biggs Cardosa Associates, Inc.
 Union Pacific Railroad

Structure Components

Description

Superstructure	Superstruct type: 2 span ballasted, concrete deck steel plate through girder No. tracks: 1 Ballast depth: 1'-3"6 Structure depth: 8'-0" deep exterior riveted steel plate through girders Max. span: 67'-6" Min. span: 67'-6" Skew: 52° Drainage: Ballasted deck. Superstructure drains not visible from railroad right-of-way Condition: Fair
Abutment 1 & 3	Type: High cantilever abutment. Foundation: Spread footings Bearings: Built-up steel pin bearing assemblies Retrofits: Abutment retrofits in 1996 included concrete abutment seat extenders at face of abutment stem wall and concrete shear keys behind girders Clear Height: 22 ft (Abut 1); 18 ft (Abut 3) Condition: Fair
Pier 2	Type: Two concrete columns (6'-6" by 6'-6" measured at base with 1'-0" square corner cutouts beginning 7'-0" above the top of footing) Foundation: Spread footing Bearings: Built-up steel pin bearing assemblies Retrofits: Bent retrofit in 1996 included 1'-6" concrete infill wall between columns Clear Height: 18.5 ft Condition: Fair

Structure Components**Description**

Railings (type, etc.)	Type: 4 ft high chain link railing added to top of girders in 1975 Condition: Fair
Walkways (type, etc.)	None
Hinges	None
Restrainers/Soffit Opening Locations	None
Bridge Deck Overlays	None
Approaches	Slabs: None Railings: Chain link railing Sidewalks: None
Embankment Erosion	Minor
Slope Paving	None
Construction access to structural components	Open
Unique Features	EQ Retrofit: Substructure seismic retrofit in 1996. Superstructure retrofits (longitudinal restrainer brackets at Pier 2) were proposed but not implemented (since modification to superstructure elements would affect maintenance agreement). Maintenance: Caltrans has maintenance responsibility for substructure elements. Railroad maintains superstructure elements (including bearings).
Visible Damage/ Deterioration	Paint: Existing paint system is wearing away with patches of rust forming on the girder flanges Flange Brace: Spalled concrete and moderate rust at the base of most girder top flange braces
Existing facilities around structure (buildings, pumping plants, RR, etc.)	Right: State Route 1 Left: State Route 1
Visible Utilities	On: None visible Under: None visible Adjacent: None visible
Roadway Conditions / Traffic Lanes	No. of Lanes: 23 ft traveled way consisting of two AC paved lanes in each direction Shoulders: 8 ft AC paved shoulders in each direction with MBGR at bridge approaches

Structure Components**Description**

	Median: AC paved median with Type 50 barrier (median width varies) Drainage: Along roadway shoulder Conditions: Fair Overlays: None Manholes: None
Potential R/W Conflicts	None identified.
Railroad	Santa Cruz Branch Line
Water Crossings	None
Critical areas to be surveyed (measure where possible, e.g. column heights)	None identified.

Overall Condition Rating:	6
Overall Channel Rating:	N/A

PRELIMINARY RECOMMENDATIONS

CONTINUED FREIGHT SERVICE:

- Structurally acceptable for continued freight service.

SUPPLEMENTAL INVESTIGATION:

- None Identified

ATTACHMENTS:

- Field Photo Excerpts
- As-built Seismic Retrofit Plans

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Global Looking D/S



Guardrail



Spalling of Concrete Base at Guardrail Stiffener Support



Spalling at Base of Guardrail



Sideview Looking D/S



Right Side



Abutment 1 Looking D/S



Bent - Girder Connection



Abutment 2