





2023 Annual Bridge Report



Prepared by Kitsap County Public Works Engineering Division This sheet intentionally left blank.

Cover Photos

Top Left:

Golf Club Hill Road Bridge 07, built in 2019, is located in central Kitsap County over Chico Creek.

Top Right: Woodbridge Culvert 42, built in 2017, is located in northern Kitsap County over a wetlands area.

Bottom:

West Kingston Bridge 43, built in 2017, is located in northern Kitsap County connecting Carpenter Creek to the Carpenter Creek Estuary that flows to Apple Tree Cove.

Credits

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2023 Annual Bridge Report

This bridge report is prepared by the Kitsap County Public Works Engineering Division each year to fulfill the requirements of the Washington Administrative Code (WAC) 136-20-060. This WAC requires the County Engineer's report of the bridge inspections as follows:

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

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Acronyms

The following table is commonly used acronyms within the bridge condition inspection field:

АСР	Asphalt Concrete Pavement
ADT	Average Daily Traffic
AASHTO	American Association of State Highway and Transportation Officials
EV	Emergency Vehicle (Load Rating)
FHWA	Federal Highway Administration
NBI	National Bridge Inventory
NBIS	National Bridge Inspection Standards
ΡΟΑ	Plan of Action (Scour related)
SHV	Specialized Hauling Vehicles (Load Rating)
SNBI	Specifications for National Bridge Inventory (<i>effective</i> 2026)
UBIT	Under bridge Inspection Truck
WAC	Washington Administrative Code
WSDOT	Washington Department of Transportation

Kitsap County Bridge Locations Map

- 1 West Belfair Bridge
- 2 Brownsville Bridge
- 3 Chico Way Bridge
- 4 Erlands Point Bridge
- 7 Golf Club Hill Bridge
- 8 Holly Arch Culvert
- 9 Long Lake Bridge
- 11 Miami Beach Bridge
- 12 Myhre Bridge
- 13 Northlake Way Bridge
- 14 E. Oak Bridge
- 15 Crescent Valley Bridge
- 16 Ridgetop Arch Culvert
- 17 Sam Christopherson Arch
- 18 Big Beef Bridge
- 19 Little Beef Bridge
- 20 Seabeck-Holly Bridge
- 21 Southworth Bridge
- 23 Stavis Bay Bridge
- 24 Trigger Ave Bridge

20

25 Taylor Bridge

- 26 Anderson Hill Bridge
- 27 Lake Symington Bridge
- 28 Clear Creek Bridge
- 29 Gluds Pond South Culvert
- 30 Gluds Pond North Culvert
- 31 Miller Bay Bridge
- 32 Barker Creek Culvert
- 33 Seabeck Hwy @ Foley Culvert
- 34 Lake Helena Bridge
- 35 Carpenter Creek Bridge
- 36 Hunter Bridge
- 37 Wildcat Lake Culvert
- 38 Orseth Road Bridge
- 39 David Road Culvert
- 40 Bucklin Hill Bridge
- 41 Taylor Road Culvert
- 42 Woodbridge Culvert
- 43 West Kingston Bridge
- 44 Lake Flora Road Bridge

6

1

0

45 Seabeck Hwy @ Larson Bridge

18

24

17

36

Note: Structures 5, 6, & 22 are considered short spans and no longer part of the NBI inventory. Structure 10 was annexed to the City of Port Orchard and no longer part of the County's inventory.

Executive Summary

This report has been completed in compliance with WAC 136-02-060, which requires that each County Road Engineer furnish a written resume of the county's bridge inspection efforts to the county legislative authority. It is also the intention of this report that information presented here be considered development of during the comprehensive Year Transportation Six Improvement Program (TIP).

Highlights and changes in 2023

No new reportable bridges constructed this year.

Bridge Inventory

In Kitsap County, the bridge inventory is predominately made up of concrete structures with no fracture critical, underwater, or UBIT inspections required.

0	TIMBER
1	STEEL
4	STEEL ARCH
28	CONCRETE
1	CONCRETE ARCH
7	CONC. BOX CULVERT
41	TOTAL BRIDGES





Summary of Bridge Inventory

As of 2023, the unincorporated Kitsap County road system contains 41 NBI reportable bridges and culverts which provide continuity between 915 centerline miles of Kitsap County maintained roads. There are an additional 3 structures which were inspected as reportable for many years determined to be short spans (non-reportable) which are no longer included in this report but included in the Bridge Works system (5-Fenton Road Bridge, 6-Gold Creek Bridge, and 22 – Spruce Road Bridge)

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Load & Height Restricted Bridges

Each bridge is required to have a "Load Rating" calculation. The Load Rating establishes how much weight the bridge can carry for several standard configurations of vehicle axle loads.

In November 2016, FHWA released a memo requiring additional load postings when the Operating rating factor of the legal loads is less than 1 based on the Load Factor or Allowable Stress Methods. The legal loads in the State consist of the three AASHTO legal trucks, Type 3 (Single Unit), Type 3S2 (Truck-Semi Trailer) and Type 303 (Truck Trailer), the SHV's (SU4, SU5, SU6 and SU7). Emergency Vehicles EV2 and EV3 are also considered legal loads on the Interstate and within one road mile from the interstate. In order to determine the need of additional postings, Kitsap County completed a thorough assessment of the bridge inventory followed by revised load ratings for all required structures to comply with the new mandate.



Taylor Road Bridge posted with weight restriction.

#	Bridge Name	Posted	Operating Tons	Inventory Tons
25	Taylor Road Bridge	Recommend removal due	41.40	24.80
		to recent repairs		
27	Lake Symington Bridge	Posting removed in 2023	47.16	28.25

Figure 2

Bridges that have traffic portals (vertical under clearance) of 15 feet or less are required to be posted with allowable height load. Kitsap County currently has one bridge (Trigger Ave #24) that carries traffic under the bridge and it is not required to be posted for height restrictions.

Background

Bridge inspections are performed in accordance with the National Bridge Inspection Standards (NBIS) in conformance with 23 CFR 650.3. The standards mandate that all public agencies with a bridge inventory inspect and report the findings at a minimum of once every two years (routine inspection). Special inspections are required for bridges that cannot be given close or adequate inspection from the ground such as UBIT, Underwater, or Fracture Critical Inspections. Kitsap County does not currently have any bridges within the inventory that require any of these special inspections. All Kitsap County bridges are inspected by certified in-house staff.

The inspector uses these standards to document the current condition of each bridge element listed. The deficiencies are coded to NBIS standards and show the degree of deterioration in various elements— the three primary elements being:

- deck
- superstructure
- substructure

As deterioration accelerates, the coding values drop and work orders for repairs are issued. In the case where the coding factors are extremely low, recommendations are made for repair, replacement or rehabilitation. Bridges with identified deficiencies may be inspected or monitored at more frequent intervals.

The results of the County's inspection program are forwarded to the Washington State Department of Transportation (WSDOT) for review. Once the report has been accepted by WSDOT, it is available to the Federal Highway Administration (FHWA). A copy of all final inspection reports are kept on file with Kitsap County Public Works.

Condition Ratings

In preparation to FHWA's transition for bridge condition coding to the Specifications for the National Bridge Inventory (SNBI) effective in 2026, sufficiency rating will be phased out. Bridge will be classified as Good (G), Fair (F), and Poor (P).

The Overall Bridge Condition is determined on the lowest rating of NBI condition ratings for Deck, Superstructure, Substructure, or Culvert.

Lowest rating is \geq 7 bridge classified as Good

Lowest rating = 5 or 6 bridge classified as Fair

Lowest rating is ≤ 4 bridge classified as Poor

The deficiency statuses of Functionally Obsolete (FO) or Structurally Deficient (SD) are no longer used in classifying bridge conditions.

Kitsap County currently has no bridges classified as Poor in the inventory.



Figure 3

Scour Evaluation

Background

The collapse of New York's Schoharie Creek Bridge in 1987 brought the concept of scour evaluations and scour concerns front and center within the bridge condition inspection community. In addition, scour is the most common cause of bridge failure in the U.S. Scour records are required for all bridges over water per FHWA. Of Kitsap County's 41 reportable bridges, 40 are located over water ways. Because of this high percentage, scour is a constant and relevant concern for Kitsap County bridges.

Evaluations & POAs

Scour evaluations are performed to identify the susceptibility to erosion of streambed material and the degree of foundation element stability. Older bridges were designed with spread footings only (no pile foundations) which automatically enter them into

the scour critical category. When a bridge is determined to be scour critical, a Scour Plan of Action (POA) is developed to identify appropriate measures necessary to make the bridge less vulnerable to damage or failure due to scour. The POAs for all scour critical bridges in Kitsap County are available in the bridge file and through the BridgeWorks database.



Diagram of localized scour.

Repairs & Maintenance

Repairs and maintenance work is primarily done by county forces. This work typically consists of cleaning debris off deck, re-sealing failing joints, removing clogging debris from under bridges, etc.

In February of 2016, county forces performed temporary scour countermeasure repairs on Stavis Bay Bridge #23. This was followed by permanent scour countermeasures installed in August of 2018.



Stavis Bay Bridge BEFORE 2016



Temp. Scour Repair 2016



Stavis Bay Bridge AFTER 2018

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Replacement & Rehabilitation Plans for Deficient Bridges

Kitsap County's current focus is to replace any bridges that are in the Poor State per NBIS as well as repair bridges with critical scour damage.

Completed Projects

Scour Repair: 19 – Little Beef Bridge & 17 – Sam Christoferson Culvert

In the summer of 2013, the county hired a contractor to perform scour countermeasures on 2 scour critical bridges (Little Beef #19 & Sam Christopherson #17).



Little Beef Bridge BEFORE 2013



Little Beef Bridge AFTER 2013



Sam Christopherson Arch AFTER

Scour Repair: 21 – Southworth Bridge

In 2018, they County hired a contractor to install scour counter measures on the Southworth Bridge (#21). The scour countermeasures included reconstructing the abutment protection on both piers by installing a shotcrete wall on and below the face of the pile caps to prevent the scour from behind the rockery armament.



Bridge Painting: 25 - Taylor Road Bridge

In 2023, Kitsap County hired a contractor usually a federal bridge maintenance grant to repaint the steel box cars on the Taylor Road Bridge. During this project it was determined that the steel box cars were in good condition and required no areas of steel repair.



BEFORE Epoxy Paint Treatment



AFTER Epoxy Paint Treatment

Emergency Repairs & Inspections

Emergency Inspection Protocol

Kitsap County is working on revising and implementing an emergency inspection protocol for in-service bridges. There are several categories of emergencies depending on the severity and type of event, each has its own procedures. In addition to the Bridge Condition Inspection Team Leader, there are 4 staff members trained in bridge condition inspections, each with a designated group of bridges they are responsible for in emergency situations.

Emergency Results/Repairs



Storm washout of culvert on Lake Helena Dec. 2010



Lake Helena Bridge completed Apr. 2011



Bulging of vinyl sheeting at abutment from material migration Jan. 2010



Big Beef Bridge repair completed Feb. 2010

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Glossary of Bridge Terms

ABUTMENT – A substructure element supporting each end of a single span or the extreme ends of a multi-span superstructure and, in general, retaining or supporting the approach embankment.

APPROACH SPAN – The span or spans connecting the abutment with the main span or spans.

BEAM – A linear structural member designed to span from one support to another.

BOX GIRDER – A support beam that is a hollow box; its cross-section is a rectangle or square.

CAST-IN-PLACE – Concrete poured within form work on site to create a structural element in its final position.

COLUMN – A vertical structural member that transfers dead and live load from the bridge deck and girders to the footings or shafts.

CULVERT – A drainage structure beneath the embankment (e.g., corrugated metal pipe, concrete box culvert)

DEAD LOAD – A static load due to the weight of the structure itself. Can be increased over the life of the bridge by additional sidewalks or overlays to pavement.

DECK – The roadway portion of a bridge that directly supports vehicular and pedestrian traffic.

ELASTOMERIC PADS – A synthetic rubber pad used in bearings that compresses under loads and accommodates horizontal movement by deforming.

EXPANSION JOINT – A joint designed to provide means for expansion and contraction movements produced by temperature changes, load, or other forces.

FATIGUE – Cause of structural deficiencies, usually due to repetitive loading over time.

FOOTING – The enlarged, lower portion of a substructure that distributes the structure load either to the earth or to supporting piles; the most common footing is the concrete slab; "footer" is a colloquial term for footing.

GIRDER – A main support member for the structure that usually receives loads from deck and transfers load down to the piers.

HANGER – A tension member serving to suspend an attached member.

HINGE – A point in a structure at which a member is free to rotate.

LIVE LOAD – Temporary or transient forces that act on the structure; i.e. vehicular traffic, wind, water, and/or earthquakes.

MEMBER – An individual angle, beam, plate, or built piece intended to become an integral part of an assembled frame or structure.

PIER – A vertical support or substructure unit that supports the spans of a multi-span superstructure at an intermediate location between its abutments; A substructure unit supporting each end of a bridge span; made up of two or more columns or columnlike members connected at their top most ends by a cap, strut, or other member holding them in their correct positions.

PILE – A vertical shaft driven or drilled into the ground that carries loads through weak layers of soil to those capable of supporting such loads.

PRE-CAST – Fabricated off site of Portland Cement Concrete, reinforcing steel, and possibly posttensioning cables. These girders are shipped to the

construction site by truck and hoisted into place by cranes.

PRESTRESSING – Applying forces to a structure to deform it in such a way that it will withstand its working loads more effectively. This can be done via Post-tensioning (tendons are stressed after the concrete has been cast and hardened) or Pretensioning (applying stands that are stressed before concrete is placed and then the stands are cut/release inducing internal compression into concrete.)

REINFORCED CONCRETE – Concrete with steel reinforcing bars bonded within it to supply increased tensile strength and durability.

RIGID FRAME BRIDGE – A bridge with momentresistant connections between the superstructure and the substructure to produce an integral, elastic structure.

SCOUR – Removal of stremabed or bank area by stream flow; erosion of streambed or bank material due to flowing water; often considered as being localized around piers and abutments of bridges.

SCOUR CRITCIAL – bridge with foundation elements that have been determined to be unstable for the observed and/or calculated stream instability and/or scour condtions.

SOFFIT – Under side of a bridge deck.

SHORT SPAN BRIDGE – Structures that having an opening of 20 feet or less and do not qualify for federal replacement funding, nor are they reported to NBI. (The opening measurement is taken along center of roadway between undercopings of abutments, spring lines of arches, or extreme ends of openings for multiple boxes.)

SNBI – Specification for Nation Bridge Inventory; published in March of 2022 transitioning in phases between 2023 and 2026.

SPALL – Depression in concrete cased by a separation of a portion of the surface concrete, revealing a fracture parallel with or slightly inclined to the surface.

SPAN – The distance between piers, towers, or abutments.

SPREAD FOOTING – Foundation, usually reinforced concrete slab, which distributes load to the earth or rock below the structure.

SUBSTRUCTURE – The parts of a bridge that are below the bottom of the girders. Bearings, pilings, shafts, spread footings, and column may be part of the substructure.

SUFFICIENCY RATING – A calculated numeric value used to indicate sufficiency of a bridge to remain in service. Value ranges from 100 (a bridge in new condition) to 0 (a bridge incapable of carrying traffic.) Combines four calculated vales: Structural Adequacy & Safety, Servicability & Functional Obsolescence, Essentiality for Public Use, Special Reductions.

SUPERSTRUCTURE – The parts of a bridge that are above the bearings. Girders, bridge deck, and bridge railing are parts of the superstructure.

TENSION – A force that pulls or stretches.

THALWEG – Lowest elevation of the streambed.

WINGWALL – The retaining wall extension of an abutment intended to restrain and hold in place the side slope material of an approach roadway embankment.

Additional definitions available at: hhttp://www.wsdot.wa.gov/TNBhistory/glossary.ht m

and FHWA's BIRM (Bridge Inspector's Reference Manual)

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Appendix A

Bridge Listings

On the following pages is an overview of the bridges in Kitsap County's inventory that are NBI Reportable.

Additional information regarding short span structures can be obtained from Kitsap County's Stormwater Division within the Department of Public Works

Structures 5, 6, & 22 are considered short spans and no longer part of the NBI inventory. Structure 10 was annexed to the City of Port Orchard and no longer part of the County's inventory.

Bridge Listings

The following is a list of all bridges that are under Kitsap County jurisdiction and need to be inspected by Public Works every twenty-four months, as per FHWA requirements.

Bridge #	Bridge Name	Length <i>(LF)</i> [NBIS]	Width (LF)	Lanes	Detour (miles)	Year Built	Overall Condition
1	West Belfair Bridge	47	44	2	21	1992	Good (G)
2	Brownsville-Gilberton Bridge	104	41.3	2	6	1986	Fair (F)
3	Chico Way Bridge	93	52.8	2	3	2009	Good (G)
4	Erlands Point Bridge	76	43.5	2	6	1997	Good (G)
7	Golf Club Hill Bridge	142	30.7	2	NONE	2019	Good (G)
8	Holly Road Arch Culvert	24	CULVERT	2	5	1995	Good (G)
9	Long Lake Road Bridge	53	40	2	8	1993	Good (G)
11	Miami Beach Bridge	57	36.8	2	NONE	2013	Good (G)
12	Myhre Road Bridge	70	66	2	1	2006	Good (G)
13	Northlake Way Bridge	76	43.5	2	4	1997	Good (G)
14	East Oak Street Bridge	30	30.4	2	NONE	1991	Good (G)
15	Crescent Valley Bridge	139	36.6	2	4	1972	Fair (F)
16	Ridgetop Boulevard Arch	31	CULVERT	3	3	1989	Good (G)
17	Sam Christopherson Arch	24	CULVERT	3	2	1987	Good (G)
18	Big Beef Bridge	102	41.5	2	18	1974	Fair (F)
19	Little Beef Bridge	110	30	2	3	1955	Fair (F)
20	Seabeck-Holly Bridge (at Anderson Creek)	50	28.6	2	15	2017	Good (G)
21	Southworth Bridge	127	47.3	2	3	2011	Good (G)
23	Stavis Bay Road Bridge	69	29.1	2	NONE	2011	Good (G)
24	Trigger Avenue Bridge	141	41.5	2	3	1979	Good (G)
25	Taylor Road Bridge	82	27.3	2	55	2002	Fair (F)
26	Anderson Hill Bridge	127	39	2	NONE	2002	Good (G)
27	Lake Symington Bridge	31	27	2	1	1964	Fair (F)
28	Clear Creek Bridge	58	56	2	5	2006	Good (G)
29	Gluds Pond South Culvert	24	CULVERT	2	5	2007	Good (G)
30	Gluds Pond North Culvert	24	CULVERT	2	3	2007	Good (G)

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Bridge #	Bridge Name	Length (LF)	Width (LF)	Lanes	Detour	Year Built	Overall Condition
31	Miller Bay Road	51	62	3	3	2007	Good (G)
32	Barker Creek Culvert	36	CULVERT	2	10	2008	Good (G)
33	Seabeck Hwy @ Foley Lane Culvert	22	CULVERT	2	10	2010	Good (G)
34	Lake Helena Bridge	52	36.1	2	10	2011	Good (G)
35	Carpenter Creek Bridge	97	39.8	2	10	2011	Good (G)
36	Hunter Road Bridge	45	32.1	2	NONE	2012	Good (G)
37	Wildcat Lake Culvert	23	CULVERT	2	2	2012	Good (G)
38	Orseth Road Bridge	23	24.4	2	NONE	2015	Good (G)
39	David Road Culvert	25	CULVERT	2	NONE	2015	Good (G)
40	Bucklin Hill Bridge	240	71.0	4	1	2016	Good (G)
41	Taylor Road Culvert	25	CULVERT	2	NONE	2016	Good (G)
42	Woodbridge Culvert	20	CULVERT	2	NONE	2017	Good (G)
43	West Kingston Bridge	150	41.8	2	2	2017	Good (G)
44	Lake Flora Road Bridge	81	42	2	11	2020	Good (G)
45	Seabeck Hwy @ Larson Lane Bridge	60	47	2	15	2020	Good (G)

Note: Structures 5, 6, & 22 are considered short spans and no longer part of the NBI inventory. Structure 10 was annexed to the City of Port Orchard and no longer part of the County's inventory.

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Appendix B

Bridge Condition Inspection Results

On the following pages are the detailed reports of all NBI reportable bridges with Kitsap County's Inventory.

This information includes basic structure design, noted defects or damage, bridge layout and orientation, and recommended maintenance.

Bridge 01 – West Belfair Bridge								
West Belfair Valley Road			Union River	1992	Good (G)	Jun. 7, 2023		
Route Na	те		Feature Intersected	Year Built	Overall Condition	Last Inspection		
	Girder	Pr Sn 3″ M	Prestressed, precast voided concrete slabs (4'ω x 1'-6" h) in good condition. Small spall on exterior flange at south side 8.5' from west abutment – 5"L x 3"ω x ¾"d. 3 spalls visible between panels F & G center span 4"L X 4"ω X ¼"d. Minor moisture evident at SW corner.					
Superstructure	Deck	Deck 3" ACP Overlay with waterproof membrane. ACP in travel way has been replaced since last inspection (2019). Small settlement noted in the roadw at the NE corner.						
	Other	Сс	oncrete Bridge Railing s	howing no signs	of impact			
	Foundatic	on	Driven 12" steel pipe piles filled with rebar & concrete with no visible defects noted.					
Substructure	Abutmen	ts	Cast-in-place concrete pile cap/abutment. Slab seat is 25" with elastomeric bearing pads. Moisture present at NW and SW corners with evidence of water and sediment seeping through cracked joint over face of abutment. NW corner at connection from deck to wing wall has minor cracking evident, appears to be the deck pushing against the wing wall.					
Scour and	Bridge has been load rated as per FHWA requirements by TranTech Engineering in Scour evaluation and analysis as well as hydraulic analysis was performed by Engineering in 1992.							
Load Rating	Scour hole developing at NW corner (P1 inlet). Scour is currently under wing w foundation. Large woody debris trapped in the bottom. Roads is working on design temporary repair. Silt deposit anabranch at NE corner forcing water to the West.							
	This bridge is not scour critical. (No history of scour)							
Photo								

Bridge 01 – West Belfair Bridge



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Bridge 02 – Brownsville-Gilberton Bridge							
Illahee Roa	d	St	eele Creek	1986	Fair (F)	Jul. 24, 2023	
Route Name		Fed	iture Intersected	Year Built	Overall Condition	Last Inspection	
	Girder	Pro Sp no bra int	Prestressed, precast bulb-tee girders (6'-10½"' ω x 4'-6" h) in good condition. Spall 6"L x 6" ω x1/2"d evident at end diaphragm between girders A & B at north end. Spall 3"L x 3" ω x ½"d between girders A & B near southerly cross- brace. Minor moisture present between all girders and top flanges. All steel intermediate diaphragm braces are missing ¾" bolts & nuts.				
Superstructure	Deck	AC the se	CP Overlay in poor of e wheel tracks. Wa am. ACP needs rep	condition with lo ater seeping betw air along with re	ngitudinal cracks beg veen girders at all sea pairs at joints.	inning to show in ams except center	
	Other	Co ati sh	Concrete Bridge Railing is cracking around where each pedestrian rail post is attached. Cracking and spalling accelerating with signs of efflorescence showing.				
	Founda	tion	n Driven 14" steel pipe piles filled with lean concrete.				
Substructure	Abutme	ents	 Cast-in-place concrete pile cap/abutment. Girder seat are 30" with elastomeric bearing pads. Signs of some crushing of the bearing pads at Pier 2. Both abutments have hairline vertical cracks running from girder seat to bottom of abutment. Girder seat C at south abutment has small delamination spall evident 3"x 3" at bearing pad. Vinyl sheet wall at NW corner top cap separated 1'-4.75" at connection with broken support whaler on face of wall. 				
Scour and Load Rating	Bridge ha Scour ev Scour cou	Bridge has been load rated as per FHWA requirements by TranTech Engineering in 2018. Scour evaluation and analysis phase 2 was performed by Entranco Engineering in 1997. Scour countermeasure work for north abutment was performed in June 1999.					
	This brid	ge is s	cour critical.				
Photo							

Bridge 02 – Brownsville-Gilberton Bridge



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Bridge 03 – Chico Bridge					
Chico Way	Chico Creek	2009	Good (G)	Sep. 1, 2023	
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection	

Superstructure	Girder	Pre	Prestressed, precast bulb-tee girders (WF50G) in good condition.					
	Deck	Cast-in-place concrete deck with cast-in-place sidewalks. Hairline cracks beginning to appear in deck at SW quadrant as well as the sidewalk and barrier along East& West sides of bridge.						
	Other	Со	ncrete Bridge and Metal Pedestrian Railing is in like-new condition.					
	Foundatio	on	Driven steel H12x63 piles.					
Substructure	Abutmen	ts	Cast-in-place concrete abutment. Girder seats are 36" with elastomeric bearing pads. In Summer of 2020, maintenance crews repaired sloughing bank armor. Appears to be holding up.					
Scour and	Bridge has Scour analy	bee vsis ł	n load rated as per FHWA requirements by TranTech Engineering in 2018. has not yet been performed for this structure.					
Load Rating	Minor repa Minor bank	inor repair work performed to stabilize log boles in December of 2010 upstream. inor bank armor repair in summer 2020.						
Photo								

Bridge 03 – Chico Bridge



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Bridge 04 – Erlands Point Bridge					
Erlands Point Road	Chico Creek	1997	Good (G)	Aug. 31, 2023	
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection	

	Girder	Prestressed, precast bulb-tee girders (W35G) in good condition.					
Superstructure	Deck	2" ACP Overlay with waterproof membrane.					
	Other	Concre to met been re	ete bridge railing beginning to show hairline cracks at attachments al pedestrian railing. Traffic attenuator pad at SW corner has epaired with rebar stakes and timber lagging in 2020.				
	Foundation	Di	riven steel 18" pipe piles filled with concrete.				
Substructure	Abutments	Ca el No	Cast-in-place concrete abutment. Girder seats are 46" with elastomeric bearing pads. Slope armor is working well at this time. No defects found.				
Scour and	Bridge has been Scour evaluation	oad rat Ind ana	ed as per FHWA requirements by TranTech Engineering in 2018. Iysis was performed by Entranco Engineering in 1998.				
Load Rating	Upstream beaver dam is no longer intact and there is significant sediment and debris build- up at upstream end of bridge. Low flow channel is along the east side.						
Photo							

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Bridge 04 – Erlands Point Bridge



Bridge 07 – Golf Club Hill Bridge					
Golf Club Hill Road	Chico Creek	2019	Good (G)	Aug. 31, 2023	
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection	

	Girder	WF58G Precast prestressed bulb-tee girders in good condition. 4 girders at approximately 136' in length.			
Superstructure	Deck	Cast-in-place 7.5" concrete deck with epoxy coated rebar in good con			
	Other	Ca sea	st-in-place concrete bridge railing in good condition. Railing has pigmented aler. Uniform vertical cracking along barrier with effloresce leaching.		
Substructure	Foundation		Driven 18" steel piles filled with rebar and concrete. 5 piles per pier. Tip elevation on Pier 1 varies from 5.8 to 9.0 and at Pier 2 varies from 5.2 to 5.9.		
	Abutments		Cast-in-place concrete abutment with attached wing walls in good condition. Girder seats are 12".		
Scour and Load Rating	Bridge was load rated as per FHWA requirements by Shearer Design in 2019. Bank erosion at East side approximately 3' with large Rip Rap toppling. Large anabranch of gravel present at midspan, center of channel (±3 feet high). Minor bank cutting on west slope area at inlet corner. This bridge is not scour critical.				
Photo					

Bridge 07 – Golf Club Hill Bridge



Bridge 08 – Holly Arch Culvert						
NW Holly Road		Big Beef Creek		1995	Good (G)	May. 9, 2023
Route Name		Fea	iture Intersected	Year Built	Overall Condition	Last Inspection
Superstructure	Culvert	Ga co ce AC in	alvanized steel arch culvert in fair condition. 6" to 8" of rusting is evident at onnection point between steel panels and concrete footing. In mid-span in eiling of arch 3 dented areas found within an 18"x18" area affected. Roadway CP overlayed cy CRP 5036 in 2022. Roadway guardrail replaced by CRP 5035 o 2020.			
Substructure	Foundati	on	Cast-in-place con summer of 2012.	crete spread fo Footings are nov	ootings. Scour repair v protected by strean	performed in late nbed gravel.
Scour and Load Rating	Bridge has been load rated as per FHWA requirements by TranTech Engineering in 2 Scour evaluation and analysis phase 2 was performed by Tetra Tech / KCM in 2004. Co roads performed scour repair in late summer of 2012. This bridge is scour critical.					Engineering in 2018. CM in 2004. County
Photo	<image/>					

Bridge 08 – Holly Arch Culvert



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Bridge 09 – Long Lake Bridge					
Long Lake Road	Curley Creek	1993	Good (G)	Jun. 7, 2023	
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection	

	Girder	Pr	Prestressed, precast voided concrete slabs (4' ω x 2'-2" h) in good condition.			
Superstructure	Deck	3" ACP overlay with waterproof membrane is in fair condition. Cracking throughout needs sealing. ACP at bridge joints need repairs.				
	Other	Cc	Concrete bridge railing transitions & terminals do not meet current standards			
	Foundatio	on	Driven steel 12" pipe piles filled with concrete.			
Substructure	Abutments		Cast-in-place concrete abutment in fair condition with undermining happening. Girder seats are 24". NE corner, scour is under the pile cap - 2" void height x 10' long x 2' distance under the cap. SE corner, scour is under the pile cap – 2" void height x 13' long. Pier 2 abutment has soil on top from between slabs and/or voids at pavement seat.			
Scour and Load Rating	Bridge has been load rated as per FHWA requirements by TranTech Engineering in 2019. Scour analysis has not yet been performed for this structure. SE & NE corners of pile cap are showing signs of back water scour due to large beaver dam at mid span that was removed Summer 2013. Heavily overgrown outlet end contributing to backwater scour. Beaver dam rebuilt at centerline of bridge between old wooden pilings. This is contributing to back water causing scour at abutments.					
Photo	This bridge is not scour critical.					

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Bridge 09 – Long Lake Bridge



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Bridge 11 – Miami Beach Bridge						
Miami Beach Road	Seabeck Creek	2013	Good (G)	Jun. 27, 2023		
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection		

	Girder	Prestressed, precast voided concrete slabs (4' ω x 2'-2" h) in good condition.			
Superstructure	Deck	Cast-in-place 8" concrete deck with epoxy rebar mat. In good condition beginning to show signs of minor pitting throughout the deck.			
	Other	Concrete bridge railing sealed with pigmented sealer in good condition. Meta pedestrian railing in good condition. Small section replaced on the South side after tree fell down in late winter 2016. Top ped rail on south side is bent at midspan.			
Founda		on	Driven steel 2' pipe piles filled with concrete and rebar to depths of 50-52' in length.		
Substructure	Abutments		Cast-in-place concrete abutment in good condition. Elastomeric bearing pads and large rip rap protection. Elastomeric bearing pads show minor bulging throughout Pier 1.		
Scour and Load Rating	Bridge has been load rated as per FHWA requirements by TranTech Enginering in 2019. Scour analysis has not yet been performed for this structure. This bridge is not scour critical.				
Photo	<image/>				
Bridge 11 – Miami Beach Bridge



Bridge 12 – Myhre Bridge					
Myhre Road	Clear Creek	2006	Good (G)	Aug. 24, 2022	
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection	

	Girder	Precast prestressed (35" DBT with 72" Flange) bulb-tee girders in good condition. Minor moisture present at both exterior girders.			
Superstructure	Deck	2" ACP overlay with waterproof membrane is in good condition. Cracking appearing at both bridge joints in need of sealing.			
	Other	Concrete bridge & metal pedestrian railing in good condition. Hairline vertical cracking beginning to appear in concrete railing at connection to metal pedestrian rail.			
	Foundatio	Driven steel 14" HP14x117 pile foundation under abutment and HP12x63 piles under wing walls.			
Substructure Abutments		Cast-in-place concrete abutment in good condition. Girder seats are 25". Both abutment walls now have minor hairline vertical cracks at the bearing seats. SE wing wall top – small crack where wall meets outside flange of girder 45-degree angle x 6" long. Small voids now present between wing walls and abutments due to deterioration of fiber expansion material.			
Scour and Load Rating	Bridge has Scour analy This bridge	Bridge has been load rated as per FHWA requirements by TranTech Engineering in 2018. Scour analysis has not yet been performed for this structure.			
Photo		Scour analysis has not yet been performed for this structure. This bridge is not scour critical.			

Bridge 12 – Myhre Bridge



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Bridge 13 – Northlake Bridge					
Northlake Way NW	Chico Creek	1997	Good (G)	Aug. 31, 2023	
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection	

	Girder	Pr	ecast prestressed (W35DG) bulb-tee girders in good condition.		
Superstructure	Deck	2.5" ACP overlay with waterproof membrane is in repaired condition (milled and repaved in summer 2020 in travel lanes). Repair of ACP overlay has resolved previous problem of significant moisture between girders at deck underside.			
	Other	Co	ncrete bridge & metal pedestrian railing in good condition.		
Substructure	Foundatio	on	Driven steel 18" pipe piles filled with concrete. Additional rip rap was added at both side of inlet end in spring of 2009 by county forces and is working well.		
	Abutmen	ts	Cast-in-place concrete abutment in good condition. Girder seats are 46".		
Scour and Load Rating	Bridge has been load rated as per FHWA requirements by TranTech Engineering in 2018. Scour evaluation and analysis was performed by West Consultants in 1997. Additional rock armor placed at inlet end is working well. Low flow is in center of channel				
	This bridge	is n	ot scour critical.		
Photo					

Bridge 13 – Northlake Bridge



Bridge 14 – Oak Street Bridge					
Oak Street	Burley Creek	1991	Good (G)	Jul. 14, 2023	
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection	

Superstructure	Culvert	3 s sea abu sea	pan concrete box culvert in good condition. Minor moisture is present at ms only. Leachate and Stalactite formation noted in between all slabs, and tment walls. Efflorescence is accelerating. Backer rod is exposed at 2nd m in from South on East side at ground elevation.		
Superstructure	Other	Bric app at N at r	dge rail transitions do not meet current standards. Roadway settlement is parent at East pier with cracking across roadway and about 1" crack in ACP North end. Settlement at West joint also noted with only cracking appearing oadway shoulders at this time.		
Substructure	Foundati	ion	Cast-in-place concrete footings. Scour holes that have formed under the footing have begun to fill back in with the stream channel returning to the center of the structure. No girder seat – spread footings.		
Scour and Load Rating	Bridge ha Scour an This brid	Bridge has been load rated as per FHWA requirements by Entranco Engineering in 1996. Scour analysis has not yet been performed for this structure.			
Photo					

Bridge 14 – Oak Street Bridge



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Bridge 15 – Crescent Valley Bridge						
Crescent Valley Rd.	Olalla Creek	1972	Fair (F)	Jul. 14, 2023		
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection		

	Girder	Cast-in-place post-tensioned slab in satisfactory condition.		
Superstructure	Deck	Cast-in-place post-tensioned slab with deck showing signs of accelerated scaling. Iron pipe showing through the deck along the sidewalk entire length, both sides – 1' from curb.		
	Other	All 4 corners under the sidewalk panels, material is starting to slough away again. Sidewalk repair on the west side observation area [midspan] is starting to spall $3'x 6'x 1/4''$ deep. 4 sidewalk panels at bridge joints have settled and are in need of repair. Metal bridge rail and transitions do not meet current standards. Some areas of delamination in sidewalk at bridge railing attachments.		
Fo Substructure A	Foundatio	Driven 16" precast concrete piles. Rust staining evident at Bent #3 pile cap at easterly pile connection to the deck. Barnacle build-up to 4' from ground elevation of all piles in the water.		
	Abutmen	Cast-in-place concrete abutments are protected by vinyl sheet piling walls. Vertical hairline cracking in the Pier 4 carrying up to the deck underside. A 4"x 4" hole in vinyl sheet pile wall below header wall on NW corner. Slab seat is 45".		
Scour and Load Rating	Bridge has been load rated as per FHWA requirements by TranTech Engineering in 2019. Scour evaluation and analysis phase 1 was performed by Entranco Engineering in 1996, followed by phase 2 in 1997. Scour countermeasure plan was implemented in 6/99. No further scour problems at this time. This bridge is scour critical .			
Photo				

Bridge 15 – Crescent Valley Bridge



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Bridge 16 – Ridgetop Arch Culvert					
Ridgetop Boulevard	Clear Creek	1986	Good (G)	Aug. 24, 2022	
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection	

Superstructure	Culvert Low profile steel multi-plate arch culvert in fair condition. No defects evident in the structure or the roadway surfacing and drainage above. There are some nuts missing from the plate seam bolts at the north end. Vertical seams along pier 1 (West side) leaching water at bolt locations.				
Substructure	Foundatio	Cast-in-place concrete spread footings (3' high x 6.5' wide). 4" of rust staining evident at connection of multi-plate to the footing throughout the structure. Scour at SE corner approximately 35 feet from inlet varies from top only exposure in summer to 0.5' exposure in winter.			
	Bridge has	been load rated as per FHWA requirements by TranTech Engineering in 2019.			
Scour and Load	Scour eval followed b	uation and analysis phase 1 was performed by Entranco Engineering in 1996, y Phase 2 analysis was performed by Tetra Tech / KCM in 2005.			
Kuting	Central Ro	Central Road Shop performed scour countermeasure work in the spring of 2007.			
	This bridge is scour critical.				
Photo					

Bridge 16 – Ridgetop Arch Culvert



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Bridge 17 – Sam Christopherson Arch Culvert					
Sam Christopherson Boulevard	Gorst Creek	1987	Good (G)	Jun. 7, 2023	
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection	

Superstructure	Culvert	Low profile steel multi-plate arch culvert in fair condition. Leachate noted on panel bolts, east and west ends, first seam in. SE corner of arch has 3' x 3' patch of electrolysis staining; also mid span north side 2' X 2' area.			
Substructure	Foundatio	FoundationCast-in-place concrete spread footings (3' high x 6' wide). 4" to 6" of a staining evident at connection of multi-plate to the footing throughout structure. Scour countermeasures installed in Summer 2013.			
Scour and	Bridge has Scour analy Scour coun	bee /sis l nter	n load rated as per FHWA requirements by TranTech Engineering in 2019. has not yet been performed for this structure. measures installed in Summer 2013. Pier 1(South) footing scour has top		
Load Rating	surface exp tapers to ze This bridge	surface exposed full length. Pier 2(North) footing has 4" of vertical exposure at the inlet that tapers to zero for approximately 30 feet in from inlet. This bridge is scour critica l.			
Photo			<image/>		

Bridge 17 – Sam Christopherson Arch Culvert



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Bridge 18 – Big Beef Bridge								
Seabeck Highway Big Beef Creek 1974 Fair (F) Aug. 24, 202								
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection				

	Girder	Cast-in-place post-tensioned slab in fair condition. 6"x 6"x 1" spall on East side midspan Exterior edge of slab.			
Superstructure	Deck	Cast-in-place post-tensioned slab with deck showing signs of moderate scaling with exposed aggregate in the wheel tracks. Replacement approach slab was constructed on the west side during the 2010 Scour Repair. Southwest bridge joint in need of resealing.			
	Other	Bridge rail transitions do not meet current standards. Wooden pedestrian rail on both sides in poor condition showing signs of weathering and rot. Small hairline cracks showing at NE & NW sidewalk slabs. Hairline cracks evident at every connection of pedestrian rail to the deck.			
	Foundatio	Driven 16" precast concrete piles. Barnacle build-up on bottom 4' of all ten piles in water.			
Substructure	Abutmen	Cast-in-place concrete abutments. Slab seat is 24". Emergency Repair work was done in January 2010 to repair scour at the west abutment and approach slab. Steel sheet piling was driven and attached to a tieback anchor system and beach armor rock was re-established which is continuing to rust. Northern abutment corner at Pier 4 has lost rock armor and needs to be monitored. Currently 4' deep of material loss. There are existing patched spalls at deck underside behind Pier 1. One previously repaired spall has delaminated and beginning to detach due to moisture leaking through joint above.			
Scour and Load Rating	Bridge has Scour evalu followed by the 2010 re	been load rated as per FHWA requirements by TranTech Engineering in 2019. Iuation and analysis phase 1 was performed by Entranco Engineering in 1997, by Phase 2 analysis performed by KCM / Tetra Tech in 2003. Tetra Tech consulted repair work and Quigg Bros performed the work.			
	This bridge	nis bridge is scour critical.			
Photo					

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Bridge 18 – Big Beef Bridge



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Bridge 19 – Little Beef Bridge								
Seabeck Highway Little Beef Creek 1955 Fair (F) Aug. 24, 202								
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection				

	Girder	Cast-in-place beam structure with cantilevered spans in fair condition. transverse cracking throughout underside of deck. Rust staining be stringers C & D at Pier #2. Vertical hairline crack on diaphragm between at Pier #2.				
Superstructure	Deck	Ca int ar joi	st-in-place concrete deck with flexure cracks evident in deck underside at termediate diaphragms with efflorescence showing. ACP overlay on deck ea has been repaired in the northbound lane wheel tracks. Northeast bridge int needs repair and southwest joint needs resealing.			
	Other	Br nc	idge rail transitions do not meet current standards. Damaged bridge rail on orth side – 3 sections in from the west still functional.			
	Foundatio	on	Driven 13" precast concrete piles.			
Substructure	Abutments Cast-in-place concrete cantilevered abutments. Some hairline cantilever backwalls. Scour countermeasures were implem Summer 2013 on east end cantilever span footing.					
Scour and Load Rating	Bridge has Recommer was perfor Scour coun	beo ndeo rme nter	en load rated as per FHWA requirements by TranTech Engineering in 2019. d posting for SU5, SU6, & SU7 trucks. Scour evaluation and analysis phase 1 d by Entranco Engineering in 1997, followed by Phase 2 analysis in 1997. measures installed Summer 2013.			
Photo		Scour countermeasures installed Summer 2013. This bridge is scour critical.				

Bridge 19 – Little Beef Bridge



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Bridge 20 – Seabeck-Holly Bridge							
Seabeck-Holly	Road	And	derson Creek	2017	Good (G)	Jun. 28, 2023	
Route Name		Fea	ature Intersected	Year Built	Overall Condition	Last Inspection	
Inspec	tion frequen	cy i	ncreased due to th	e condition of th	ne substructure comp	oonents.	
	Girder	Girder Precast prestressed Concrete 18" slab girders, approx. 4 Minor exterior edge spalling on girder A. soffit between between B & C has approx. 1" step.					
Superstructure	Deck	6" ca on mi at	nd minor roughness ks. Southbound lane Likely from concrete II of concrete header				
	Other	c Cast-in-place concrete bridge railing and metal pedestrian in bridge railing has a few hairline cracks throughout and a 2' so side near Abutment 1 and a 4' scrap on the right side near a construction. New traffic impact to barrier at SE Quadrant. Elagored sunder each end of each girder.					
Substructure	Foundatio	on	16" drive steel pile casing filled with concrete and steel reinforcement. 6 piles per pier. Pier 1 has a tip elevation of 40 feet and pier 2 has a tip elevation of 30 feet.				
	Abutmen	ts	Cast-in-place con width/beam seat	crete abutments of 16".	5. Pile cap width of 4	feet and stem wall	
Scour and Load Rating	Bridge has Scour evalu Scour analy part of the This bridge	Bridge has been load rated as per FHWA requirements by Exceltech in 2018. Scour evaluation was performed by TranTech Engineering in 2018. Scour analysis was performed by MP Stormwater Hydraulic Engineering Services in 2016 as part of the new bridge design process. This bridge is not scour critical.					
Photo	<image/>						

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Bridge 20 – Seabeck-Holly Bridge



Bridge 21 – Southworth Bridge								
Southworth DriveCurley Creek2011Good (G)Jun. 7, 2023								
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection				
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspe				

	Girder	Pr in	ecast prestressed concrete (WF66G) bulb-tee girders, approx. length of 127' good/new condition.			
Superstructure	Deck	10" cast-in-place deck and epoxy coated reinforcement. Hairline cracks state to show in gutter pan and sidewalks. East end of bridge has uniform diag shear cracking of deck at 3' and 10' from East bridge end. Hairline perpendi cracking beginning to show along sidewalk on South side of bridge.				
	Other	Ga cra	alvanized metal pedestrian railing in good condition. Accelerated map acking at all 4 quadrants on the concrete barrier sections.			
	Foundatio	dation Drilled shaft foundation 5' in diameter with rebar encased in concress shafts per pier to approx. length of 40' in depth.				
Substructure	Abutmen	 Cast-in-place concrete abutment with pigmented sealer. Rock a abutments was rebuilt along with shotcrete wall installed as part countermeasure repair performed in summer 2018. NW wing wa has surface spall 4' x 2' x 8" and SW exterior abutment wall has surface spalls located at construction joint locations between pier wing wall. The conduits at the SE corner steadily leaking at couplers. Beam Seat – 36". 				
Scour and	Bridge has updated in Unit Vehicle	bee 20: es (\$	en load rated as per FHWA requirements by Otak Engineering in 2012 and 19 by TranTech Engineering to include Emergency Vehicles (EV) and Single SU).			
Load Rating	Scour analy	cour analysis has not yet been performed for this structure.				
	Scour cour protect pile	nter e ca	termeasure repair performed in summer 2018 to install shotcrete walls to caps at abutments and rebuild rock armor.			
Photo						

Bridge 21 – Southworth Bridge



Bridge 23 – Stavis Bay Bridge								
Stavis Bay Road Stavis Creek 2011 Good (G) Jun. 27, 202								
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection				

	Girder	GirderPrecast prestressed 26" concrete voided slabs in good condition. Small spall on exterior slab at north side, likely from scour repair activities.Deck3" ACP overlay with waterproof membrane in good condition.					
Superstructure	Deck						
	Other	М	etal bridge railing and elastomeric bearing pads in good condition.				
	Foundatio	on	Driven 16" steel pipe piles with filled with concrete and rebar to depth of approx. 40'.				
Substructure	Abutments		Cast-in-place concrete abutments. Beam seat – 24". County road department installed permanent scour countermeasures at the SE & SW quadrants in summer 2018.				
Scour and Load Rating	Bridge has Scour analy Scour repai leaving 3.7	bee /sis r ha 5' bi	en load rated as per FHWA requirements by TranTech Engineering in 2019. has not yet been performed for this structure. Pier 2 rock armament from is been toppling into the creek with 6.25' exposed abutment at center of pier uried.				
Photo							

Bridge 23 – Stavis Bay Bridge



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Bridge 24 – Trigger Ave Bridge								
Clear Creek Road Trigger Ave 1979 Good (G) Jul. 24, 202								
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection				

	Girder	ecast prestressed concrete girders in good condition. Rusting rebar on tom flange of girder F north end has been previously covered with vanized spray and needs reapplication.			
Superstructure	Deck Cast-in-place concrete deck with 2.5" ACP overlay in poor conductor deteriorating. Some longitudinal cracks starting to show throughout deck. North bridge joint has previously filled potholes that warrangiont repair.				
	Other	Cor spa	ncrete bridge railing in fair condition. NE corner of jersey barrier has surface III 10"x4" on roadside face.		
	Foundati	ion	Cast-in-place spread footings. Concrete slope protection at north side has 1" gap to abutment at east end. Void up to 15" in depth, likely from surface runoff around abutment. Recommend filling with grout to prevent further erosion.		
Substructure			Cast-in-place concrete abutments. North abutment between stringers A & B where 2-6" conduits enter the diaphragm, small spall evident at bottom of the knockout. SE corner at deck underside 1^{st} bay from the east, embankment material is piping through 2-4" conduit knockouts at abutment wall. Stringer seats – 24".		
Scour and Load	Bridge has	beei	n load rated as per FHWA requirements by TranTech Engineering in 2017.		
Nating	This bridge	e is n	ot scour critical. (Bridge not over water, therefore, not scour critical.)		
Photo		1	North Poulsbo Hood canal or Ju = u = u u = u U = u		

Bridge 24 – Trigger Ave Bridge



Bridge 25 – Taylor Bridge								
NW Taylor RoadChico Creek2002Fair (F)Oct. 3, 2023								
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection				

	Girder	Stee supe	el box cars (railroad flats), 3 sections, 82' span in good condition. Steel erstructure had epoxy coating applied to underside in 2023.				
Superstructure	Deck	2.5- Nor of b cone	2.5-5" ACP overlay, thickness varies to provide average 1% slope from Sout North and West to East to CB at NE corner. New asphalt placed in 2023 as of bridge painting project. Steel deck of box cars was determined to be in a condition upon removal of existing ACP ad no repairs were warranted.				
	Other	Met raili	al bridge railing and elastomeric bearing pads in good condition. Bridge ngs were repainted in 2023.				
	Foundat	tion	Driven HP12x53 steel piles to approximately 30' in depth.				
Substructure	Abutments		Cast-in-place concrete abutment in good condition. Hairline cracks evident at grout pads at Pier 2 (east side joint). Bearing seats – 26".				
	Bridge has been load rated as per FHWA requirements TranTech Engineering in 2017. Bridge requires posting for the SU7 vehicle.						
Scour and Load Rating	Scour analysis has not yet been performed for this structure. New bridge constructed in 2/2002 replacing a washed-out culvert. In December-2007 the west abutment was repaired, and upstream channel was realigned and armored with woody materials following the flood event.						
Photo		This bridge is scour critical.					
Bridge 25 – Taylor Bridge							



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Bridge 26 – Anderson Hill Bridge								
NW Anderson HillAnderson Creek2002Good (G)Jul. 24, 2023								
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection				

Superstructure	Girder	Prec 6" s wall mor	cast prestressed concrete (W83G) bulb-tee girders, approx. length of 127'. pall with exposed rebar on exterior flange at the SE corner between wing & barrier. Plates between girders and elastomeric pads beginning to rust, e predominantly at Pier 1.			
	Deck	9" cast-in-place concrete deck and epoxy coated reinforcement. Numer transverse cracks across deck full width across deck area – 6' to 8' space Crack lengths and widths appear to be increasing. Silica sealer applied to en deck area in Summer 2014. The majority of the seal is worn off in the translanes. Minor flexure cracks evident between all girders with effloresce showing in deck underside. Deck surface is starting to scale in the wheel trans 2 small deck spalls at expansion joints SE & NW corners in the driving lane. We expansion joint starting to crack and separate.				
	Other	Cast-in-place concrete bridge railing. Minor scrapes along the north barr well as the nw corner spalled off from a vehicular accident. Barrier joint between sections is worn/missing allowing moisture/sediment to travel the roadway to abutment. Guardrail transitions and terminals were replace 2020 under CRP 5032.				
	Foundation		Driven 16" steel piling casing with steel reinforcement and filled with concrete.			
Substructure	Abutments		Cast-in-place concrete abutments, wing walls, and concrete pile caps. Heavy sediment build-up and wood debris under the bridge. Girder seats – 26".			
Scour and Load Rating	Bridge has been load rated as per FHWA requirements by TranTech in 2019. Scour analysis has not yet been performed for this structure.					
	This bridge	is no	et scour critical. (High flood plain elevation of footings.)			
Photo						

Bridge 26 – Anderson Hill Bridge



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Bridge 27 – Lake Symington Bridge								
Big Beef Crossing NWLake Symington Spillway1964Fair (F)Ma								
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection				

	Girder	Ca – 2 ne pa	st-in-place voided reinforced slab in fair condition. Spall on underside of slab 2" wide x 4" long x ¾" deep rusty leaching spall at west edge and center span ear the west drain including a 3' transverse crack from drain past spall. 3' long artially open diagonal crack at NW corner of slab at the abutment wall.				
Superstructure	Deck	ΑC Nι	CP Overlay in fair condition. South side approach has newer ACP overlay. Iumerous rock pockets in deck underside.				
	Other	Sp ou br	illway includes adjacent fish ladder to south of structure. Water is weeping It of construction cold joints adjacent to fish ladder at the SE quadrant. Metal idge railing in fair condition and showing signs of weathering.				
	Foundatio	on	Cast-in-place floor slab under spillway.				
Substructure	Abutmen	ts Cast-in-place reinforced 8" walls in fair condition. Hairline cracking in walls and spillway floor appears to have been filled. Joint filler falling between wing wall and abutment at SW corner. South approach smooth due to ACP overlay but needs resealed and North approach has settlement which does not appear to been caused by defects in abutments or retaining walls. Slab seat -8 ".					
Scour and Load Rating	Bridge has Scour analy 14 tons. This bridge	Bridge has been load rated as per FHWA requirements by TranTech Engineering in 2017. Scour analysis has not yet been performed for this structure. Recommended posting is at 14 tons. This bridge is pet scour critical. (Structure footings are protected by concrete crillway.)					
Photo	This bridge is not scour critical. (Structure footings are protected by concrete spillway.)						

Bridge 27 – Lake Symington Bridge



Bridge 28 – Clear Creek Bridge								
Silverdale Way Clear Creek 2006 Good (G) Jul. 24, 2023								
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection				

	Girder	Pr fo	ecast prestressed concrete Channel Beams 48″x28″x52′ in length. No defects und in good condition. Minor moisture present between girders throughout.				
Superstructure	Deck	3″	ACP Overlay.				
	Other	Cast-in-place concrete bridge barrier in good condition. Hairline cracking evenly spaced approximately 4'. NW corner approach hairline installed bioretention ditch for water quality.					
Substructure	Foundatio	on	Driven HP12x53 steel pile foundation with vertical and battered pile configuration.				
Substructure	Abutmen	ts	Cast-in-place concrete abutment with elastomeric bearing pads. Beam seat –24". SW corner small area of moisture present at bearing pad.				
Scour and Load Rating	Bridge has I Scour analy	bee vsis	n load rated as per FHWA requirements by TranTech in 2019. has not yet been performed for this structure.				
Photo							

Bridge 28 – Clear Creek Bridge



Bridge 29 – Gluds Pond South Culvert								
Brownsville Highway			eele Creek	2007	Good (G)	Jul. 14, 2022		
Route Name		Fec	Feature Intersected Year Built Overall Condition Last Inspec			Last Inspection		
Superstructure	Culvert	3-s ef	sided Precast Conc florescence presen	ided Precast Concrete Culvert unit in good condition. Minor moisture and lorescence present in all seams.				
Substructure	Founda	tion	Precast Concrete Spread Footings. No signs of settlement or movement. Flow meter was installed at outlet end at the NW corner. Inlet flows are concentrated at Pier 1 corner with no exposure of the footing at this time. Flow is redirected to center of span through structure to outlet.					
Scour and Load Rating	In 2018 it excess of Scour and come apa This bridg	In 2018 it was determined by TranTech Engineering that this structure has sufficient fill, in excess of 8' and does not require a load rating. Scour analysis has not yet been performed for this structure. Upstream rock weirs have come apart and are lying in the channel.						
Photo	<image/>							

Bridge 29 – Gluds Pond South Culvert



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Bridge 30 – Gluds Pond North Culvert								
Brownsville Highway		Steele Creek	2007	Good (G)	Jul. 14, 2022			
Route Name		Feature Intersected	Year Built	Overall Condition	Last Inspection			
Superstructure	Culvert	3-sided Precast Correfflorescence present a 1" vertical difference 8th panel joints all ha uniformly 1.5' long x now there is a spall. F	unit in good condit om inlet end the first banels. From outfall e delamination in ceilin ep. 9 th panel delamin or differential settlem	tion. Moisture and 5 ceiling joints have end the 4 th , 5th, 6th, g area that measure nation has fallen and nent occurred.				
Substructure	Foundatio	Precast Concrete grout seam 3' up 1	Spread Footing from channel ele	s. SE wing wall con evation.	nection has broken			
Scour and Load Rating	In 2018 it w excess of 8' for this stru This bridge	In 2018 it was determined by TranTech Engineering that this structure has sufficient fill, in excess of 8' and does not require a load rating. Scour analysis has not yet been performed for this structure. This bridge is not scour critical.						
Photo								
Bridge 30 – Gluds Pond North Culvert



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Bridge 31 – Miller Bay Bridge								
Miller Bay Road Grover Creek 2007 Good (G) Jun								
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection				

	Girder	cast prestressed concrete Channel Beams 48"x28"x50.7' in ects found in good condition.	າ length. No	
Superstructure	Deck	3" ACP overlay with waterproof membrane in fair condition. ACP at bridg joints previously repaired and no longer have the settlement issues at this time Some rutting beginning to appear in the northbound lane predominately in th left when track.		
	Other	-in-place concrete bridge barrier in good condition.		
	Foundation Driven 18" steel pile foundation with reinforcing steel and cast-in-p concrete.			
Substructure	Abutmen	Cast-in-place concrete abutment with elastomeric bearing pads. Channel beam seat $-24^{"}$. Small spall at North abutment top face at 3^{rd} beam in from east 2" x 2". Bearing pads are beginning to show bulching and pinching mostly on Pier 1, East side of each girder. Some pinching of the bearing pads at the west end of Pier 2. Some vertical hairline cracking notated on Pier 2.		
Scour and Load Rating	Bridge has been load rated as per FHWA requirements by TranTech Engineering in 2019. Scour analysis has not yet been performed for this structure.			
Photo	This bridge is not scour critical.			

Bridge 31 – Miller Bay Bridge



Bridge 32 – Barker Culvert						
Tracyton Boule	evard	Barker Creek	2008	Good (G)	Aug. 24, 2022	
Route Name		Feature Intersected	Year Built	Overall Condition	Last Inspection	
		1				
Superstructure	Culvert	Ivert Precast concrete arch culvert with precast MSE wing walls in good cond Several joints between wing wall and headwall showing signs of rotat movement or settlement: Previous measurements at NE corner is 1 ¼" previous measurements at SE corner has 2" horizontal and vertical mover current measurement at SW corner has 2" movement horizontal with headwall tipped.				
Substructure	Foundati	on Cast-in-place foot	tings with rebar r	einforcement. Arch s	eat is 1.5' wide.	
Scour and Load Rating	In 2018 it v excess of 8 for this stru	In 2018 it was determined by TranTech Engineering that this structure has sufficient fill, in excess of 8' and does not require a load rating. Scour analysis has not yet been performed for this structure.				
Photo						

Bridge 32 – Barker Culvert



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Bridge 33 – Foley Lane Culvert						
Seabeck High	way	Se	abeck Creek	2010	Good (G)	Jun. 28, 2023
Route Name		Fee	ature Intersected	Year Built	Overall Condition	Last Inspection
Superstructure	Culvert	3- se sp sn at	side precast concre ams with leaks in tl all at panel joint ne nall spall in the ceili ground level 2"x4"	te culvert 22' Spa ne joints. 6th par ear ground eleva ing. 2 nd Joint from x0.5" deep. Grou	an x 10' Rise. Moistur nel in from the west tion. 3 rd panel seam f m the West on the N ut at NE wing wall cor	e present in at some on south side, 2"x4" from the West has a orth side has a spall nnection is cracking.
Substructure	Foundatio	on	Precast footings a	nd wing walls wi	th rebar reinforceme	ent.
Scour and Load Rating	Bridge has Scour analy	Bridge has been load rated as per FHWA requirements by TranTech Engineering in 2019. Scour analysis has not yet been performed for this structure.				
Photo						

Bridge 33 – Foley Lane Culvert



Bridge 34 – Lake Helena Bridge								
Lake Helena Road	Muck Fork Creek	2011	Good (G)	Jul. 14, 2023				
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection				

	Girder	Pr ba Ea	Precast prestressed concrete voided slab 21"x48"x52' in length. Section of backer rod hanging from underside of girders at 2 nd seam from South side on East abutment and 5 th seam from south side at midspan and pier 1.				
Superstructure	Deck	3″ tra wł	ACP overlay with waterproof membrane. Longitudinal cracking in wheel acks is accelerating some areas have 2" deep crack/void longitudinally in neel track.				
	Other	М	etal nested Thrie Beam bridge railing attached to exterior slabs.				
	Foundatio	on	Driven W12x74 steel H-pile foundation approx. 50' in length.				
Substructure	Abutmen	 Cast-in-place concrete abutment with elastomeric bearing pads and rip rapprotection. Beam seat -24". Small beaver dam at inlet end across channed 3' wide x 1' high. Rock armor is being moved by foot traffic. Settlement visually noticeable on both piers as seen in guardrail dip at bridge joint Settlement measured along southern side with 1.5" at Pier 1 and 1" at Pier 2 compared to midspan. 					
Scour and Load Rating	Bridge has been load rated as per FHWA requirements by Sargent Engineering in 2011. Load Rating updated by TranTech Engineering in 2019 for SU and EV ratings. Scour analysis has not yet been performed for this structure.						
Photo							

Bridge 34 – Lake Helena Bridge



Bridge 35 – Carpenter Creek Bridge							
South Kingston Road	Carpenter Creek	2011	Good (G)	Jun. 21, 2023			
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection			

	Girder	Precast prestressed concrete W41DG bulb-tee girders.					
Superstructure	Deck	3" ACP overlay with waterproof membrane.					
	Other	Ca 4"	st-in-place concrete bridge barrier in good condition. SE Sidewalk panel x5" surface spall. Sidewalk has superficial crack on 3 rd panel from North.				
	Foundatio	on	Driven HP14x89 steel H-pile foundation approximately 55' in length.				
Substructure	Abutmen	ments Cast-in-place concrete abutment with elastomeric bearing pads. Beam –54". Material loss and sloughing at all 4 corners of the abutments. Bor of the pile cap/abutment is beginning to be exposed at the center of P approximately 12 feet with a 1" void underneath with a depth of 30" from face of abutment. Both corners of Pier 2 have loss of abutr armament and beginning to see small void under corner only a few in deep by ¼" in height. Evidence of moisture at utility conduits and paver seat at exterior of abutment.					
Scour and Load Rating	Bridge has Scour analy	bee vsis	Deen load rated as per FHWA requirements by TranTech Engineering in 2019. Sis has not yet been performed for this structure.				
Photo							

Bridge 35 – Carpenter Creek Bridge



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Bridge 36 – Hunter Bridge							
Hunter Road	Huge Creek	2012	Good (G)	Jul. 14, 2023			
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection			

	Girder	<i>Girder</i> Precast prestressed concrete voided slabs 24"x48"x45' in length.				
Superstructure	Deck	5" cast-in-place concrete deck with epoxy reinforcing steel. Scaling in deck beginning to show.				
	Other	Cast-in-place concrete bridge barrier in good condition. Hairline vertical cracking noticeable on both sides.				
	Foundatio	Driven 12¾" steel pile foundation approximately 28'-35' in length with reinforcing steel and concrete.				
Substructure	Abutmen	Cast-in-place concrete abutment with elastomeric bearing pads and large rip rap protection. Minor loss of rock armor at SE, SW, and NW corners. Beam seat –36".				
Scour and Load Rating	Bridge has been load rated as per FHWA requirements by TranTech Engineering in 2019. Scour analysis has not yet been performed for this structure. This bridge is not scour critical.					
Photo	Sour analysis has not yet been performed for this structure. This bridge is not scour critical.					

Bridge 36 – Hunter Bridge



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Bridge 37 – Wildcat Lake Culvert						
Wildcat Lake F	Road	Wildcat Creek	2012	Good (G)	May. 9, 2023	
Route Name		Feature Intersected	Year Built	Overall Condition	Last Inspection	
Superstructure	Culvert 3-side precast concrete culvert 85' length with a 23' span x 9'-1 Components are all in new condition. There is evidence of repair ceil from construction at the first seem from the inlet, center span. N between seams starting to increase and weep in areas show with efflor mineral deposits present, 2 nd thru 6 th seams from inlet.				span x 9'-10" rise. If repair ceiling spall Inter span. Moisture Inter with efflorescent	
Substructure	Foundatio	Foundation Precast footings and wing walls with rebar reinforcement.				
Scour and Load Rating	Bridge has been load rated as per FHWA requirements by Tetra Tech Engineering in 20 In 2018 the structure was determined by TranTech Engineering to have sufficient fi excess of 10' therefore not needing to be load rated for EV or SU4-SU7. Scour analysis not yet been performed for this structure.				Engineering in 2012. have sufficient fill in 7. Scour analysis has	
Photo						

Bridge 37 – Wildcat Lake Culvert



Bridge 38 – Orseth Road Bridge							
Orseth Road	Grovers Creek	2015	Good (G)	Jun. 28, 2023			
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection			

	Girder	Pr	ecast concrete slabs 14"x 48"x 23' in length.		
	Deck	3″	HMA over Waterproof Membrane.		
Superstructure	Other	Ca co ab ne	est-in-place concrete bridge barrier has cracking at all 4 corner terminal onnections to bridge barrier due to settlement on both ends behind outment. On the south barrier, the reflective tape has been damaged and eeds replacing.		
	Foundatio	on	Driven 9½" steel pile foundation approximately 35'-40' in length.		
Substructure	Abutments		Cast-in-place concrete abutment with elastomeric bearing pads and sheet pile protection. Beam seat 21". Settlement on West Joint (Pier 1) is measured at 1".		
Scour and Load Rating	Bridge has l Rating upda Scour analy	Bridge has been load rated as per FHWA requirements by Sargent Engineering in 2015. Load Rating updated by TranTech Engineering in 2019 for SU and EV ratings. Scour analysis has not yet been performed for this structure.			
Photo		<text><text></text></text>			

Bridge 38 – Orseth Road Bridge



Bridge 39 – David Road Culvert							
David Road	Dickerson Creek	2015	Good (G)	Sep. 1, 2023			
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection			

Superstructure	Culvert	3-: Co ind	side precast concrete culvert 35' length with a 23' span x 9'-10" rise. Imponents are all in good condition. Minor moisture present at joints cluding leaking in spots with efflorescence.
Substructure	Foundatio	on	Precast footings and wing walls with rebar reinforcement.
Scour and Load Rating	Bridge has bee Scour analysis		en load rated as per FHWA requirements by TranTech Engineering in 2019. has not yet been performed for this structure.
Photo			

Bridge 39 – David Road Culvert



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Bridge 40 – Bucklin Hill Bridge							
Bucklin Hill Road	Clear Creek	2016	Good (G)	Aug. 24, 2022			
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection			

	Girder	Pr fo	ecast prestressed concrete (W35DG) bulb-tee girders, approx. length of 77' r spans 1 & 3 and 76' for span 2 in good/new condition.		
Superstructure	Deck	5″	cast-in-place concrete deck with epoxy coated reinforcement.		
	Other	Co re	ncrete bridge railing in good condition with vertical hairline cracking at gular intervals. Powder coated metal pedestrian railing in good condition.		
	Foundation		Drilled shaft foundation 4' in diameter with rebar encased in concrete. 4 shafts per pier to approx. length of 50-70 feet in depth. Top of columns on piers 2&3 have some rust appearing, may be from the coating or mineral deposits from runoff.		
Substructure	Abutments		Cast-in-place concrete abutment with pigmented sealer. Cast-in-place concrete retaining wall at all four corners in good condition with some areas of hairline cracks with leaching. Pier 4 has cast-in-place concrete stormwater diffuser tank at the base of the abutment which is need of cleaning. Cast-in-place pile caps at piers 2 & 3 in new condition.		
Scour and Load Rating	Bridge has been load rated as per FHWA requirements by Exeltech in 2016. Load Rating updated by TranTech Engineering in 2019 for SU and EV ratings.				
Photo		Scour analysis has not yet been performed for this structure.			

Bridge 40 – Bucklin Hill Bridge



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	Bridge 41 – Taylor Road Culvert							
Taylor Roa	d	Dic	kerson Creek	2016	Good (G)	Aug. 31, 2023		
Route Name	ľ	Fec	iture Intersected	Year Built	Overall Condition	Last Inspection		
Superstructure	Culvert 3 Solution		-side precast concrete culvert 50' length with a 25' span x 9'-10" rise. Components are all in new condition. Some moisture dripping between ections 4 & 5 on Pier 2 side.					
Substructure	Foundati	on	Precast footings a	nd wing walls wi	ith rebar reinforceme	nt.		
Scour and Load Rating	Bridge has been load rated as per FHWA requirements by TranTech Engineering in 2019 Scour analysis has not yet been performed for this structure. Heavy beaver activity at inlet of this structure with dam full span across inlet. Water i flowing slight trickle on East end of structure. Only 3-4 feet of freeboard in culver underside.					ingineering in 2019. cross inlet. Water is reeboard in culvert		
Photo								

Bridge 41 – Taylor Road Culvert



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Bridge 42 – Woodbridge Culvert							
Woodbridge St. NW	Wetlands	2017	Good (G)	Jun. 21, 2023			
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection			

Superstructure	Culvert	Low profile steel multi-plate arch culvert in new condition. Slight deflection the top of the culvert.				
Substructure	Foundatio	on	Concrete footing is 4.5' in depth and 2' in height with 4"x8" keyway filled with grout.			
Other	Concrete s culvert wi Ultrablock	ide th reta	walk is built on fill over the culvert structure. ACP installed on fill over the concrete bridge railing and metal pedestrian railing in new condition. aining walls on both faces of the culvert.			
Scour and Load Rating	Bridge has Scour eval yet been p This bridge	Bridge has been load rated as per FHWA requirements by Pacific Affiliates Inc., in 2017. Scour evaluation was performed by TranTech Engineering in 2018. Scour analysis has not yet been performed for this structure.				
Photo			<image/>			

Bridge 42 – Woodbridge Culvert



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Bridge 43 – West Kingston Bridge							
West Kingston Road	Carpenter Creek	2017	Good (G)	Jun. 21, 2023			
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection			

	Girder	Pr Sp ca	estressed precast (WF36G) concrete wide flange girders in good condition. ots of exposed steel visible on the bottom flanges of the girder likely from sting aids.			
C	Deck	Ca	st-in-place 7.5" concrete deck with epoxy coated rebar in good condition.			
Superstructure	Other	Cc ra Cc bc co	ncrete bridge railing with hairline cracking throughout. Metal pedestrian ling in new condition. Elastomeric bearing pads at each end of the 5 girders. Impression Seal between bridge and approach slabs. Concrete sidewalks on oth sides of the bridge in good condition. Guardrail on all 4 quadrants in new ndition.			
Foundatio		on	Abutments 1 & 2 have $3 - 4'$ diameter drilled shaft and the intermediate pier has $3 - 5'$ diameter drilled shafts have rebar and concrete encased in steel casing; length 40-50 feet.			
Substructure	Abutments		Each cast-in-place concrete abutment is 5' wide. The intermediate pier consists of a 3' diameter column on top of the drilled shaft foundation with a 5' wide pile cap.			
	Bridge has	Bridge has been load rated as per FHWA requirements by Tetra Tech, Inc. in 2018.				
Scour and	Scour evaluation was performed by TranTech Engineering in 2018.					
Load Rating	Scour analy	Scour analysis has not yet been performed for this structure.				
	This bridge is not scour critical.					
Photo						

Bridge 43 – West Kingston Bridge



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Bridge 44 – Lake Flora Road Bridge							
SW Lake Flora Road	Coulter Creek	2020	Good (G)	Oct. 17, 2022			
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection			

	Girder	Pr Sp ca	estressed precast (WF36G) concrete wide flange girders in new condition. ots of exposed steel visible on the bottom flanges of the girder likely from sting aids.		
Superstructure	Deck	Ca	st-in-place 7.5" concrete deck with epoxy coated rebar in good condition.		
Superstructure	Other	Cc co Se co	oncrete bridge railing in new condition. Metal pedestrian railing in new ndition. Elastomeric bearing pads at each end of the 7 girders. Compression al between bridge and approach slabs. Guardrail on all 4 quadrants in new ndition.		
Substructure	Foundation		Each concrete abutment is supported with 10 Steel H14x73 piles approximately 60-65 feet in length driven to elevations ranging from 293- 297.		
	Abutments		Each cast-in-place concrete abutment is 3' wide.		
	Bridge has been load rated as per FHWA requirements by Sargent Engineers in 2020.				
Scour and	Scour evaluation was performed by Sargent Engineers in 2020.				
Load Rating	Scour analysis has not yet been performed for this structure.				
	This bridge is not scour critical.				
Photo					

Bridge 44 – Lake Flora Road Bridge



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Bridge 45 – Seabeck Hwy @ Larson Lane Bridge					
Seabeck Holly Road NW	Seabeck Creek	2021	Good (G)	Jun. 28, 2023	
Route Name	Feature Intersected	Year Built	Overall Condition	Last Inspection	

Superstructure	Girder	Prestressed concrete voided slab girder 2' x 4' x 62.5' in new condition.			
	Deck	Cast-in-place concrete deck with epoxy coated reinforcing steel. Deck thicknes varies from 8.5" at high (north) side to 4.5" at the lower (south) side. Sligh scaling in starting to show in wheel tracks.			
		Ca M	st-in-place single slope concrete bridge railing (42" tall) in good condition. etal pedestrian railing (12" tall) Type S-BP-12 in new condition.		
	Other	1'-1" in thickness) in good condition. 2.5" Elastomeric compression seal placed in 1.5" width joint between concrete deck and concrete approach slabs.			
		2' x 6" x 1" Elastomeric Bearing pads with 14-gauge shims under each end slab girders in new condition.			
Substructure	Foundation		Driven steel pile casings filled with concrete foundation. 2 rows of 8 piles per abutment for 32 total piles. Average pile tip elevation on Abutment 1 is 40.65' and average for Abutment 2 is 41.7'.		
	Abutments		Cast-in-place concrete abutment in new condition.		
Scour and Load Rating	Bridge has been load rated as per FHWA requirements by Tetra Tech in 2021.				
	Scour evaluation and analysis was performed by Tetra Tech in 2021.				
	Bank stabilization repair completed in 2021 by Hood Canal Salmon Enhancement Group.				
	This bridge is not scour critical.				
Photo					

Bridge 45 – Seabeck Hwy @ Larson Lane Bridge



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