Forest Service
U.S. DEPARTMENT OF AGRICULTURE

STRUCTURE NUMBER- 051459000003017

TEAM LEADER- Todd Moxness

INSPECTION DATE- 03/03/2026

STRUCTURE CONDITION- G - Good

ROUTINE INSPECTION REPORT

Structure Name	CASTLE CREEK	**State**	6 - California
Route Number	39N25	**County**	06089
Structure Mile Point	5.84	**Latitude**	41.1678
Admin Org	051459	**Longitude**	-122.4282

Inspection Team Lead

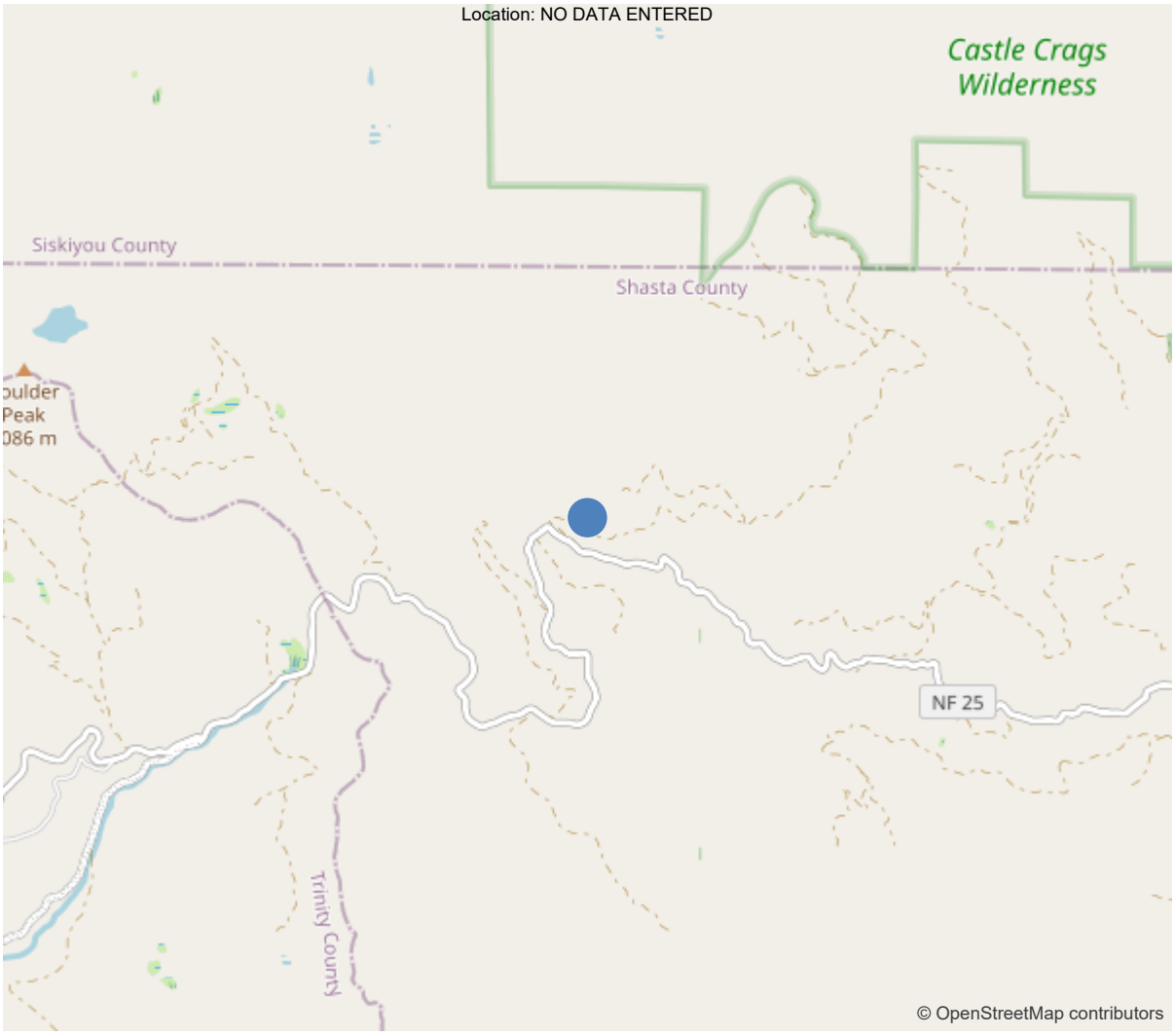
Todd Moxness, 03/24/2026

TODD MOXNESS Digitally signed by TODD MOXNESS
Date: 2026.03.25 06:37:06 -07'00'

Inspection Reviewer

Chad Houchin, 03/24/2026

MAP PAGE



41.16780, -122.42820

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Structure Number: #051459000003017 / **Routine**
Bridge Name: CASTLE CREEK
Route Number: 39N25, **Mile Point:** 5.84
Team Lead: Todd Moxness, **Inspection Date:** 03/03/2026

NBI SI&A

IDENTIFICATION	
(1) State Names	6 - California
(8) Structure Number	051459000003017
(5) Inventory Route	1
(2) Highway Agency District	
(3) County Code	
(4) Place Code	0
(6) Features Intersected	CASTLE CREEK
(7) Facility Carried	WHALEN RD
(9) Location	NO DATA ENTERED
(11) Mile Point	5.80981885 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	
(16) Latitude	41.1678
(17) Longitude	-122.4282
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	
STRUCTURE TYPE AND MATERIAL	
(43) Main Structure Type	51
Material	5 - Prestressed concrete
Type	1 - Slab
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	1
(46) No. of Approach Spans	0
(107) Deck Structure Type	2 - Concrete Precast Panels
(108) Wearing Surface/Protective System	
Type of Wearing Surface	6 - Bituminous
Type of Membrane	0 - None
Type of Deck Protection	0 - None
AGE AND SERVICE	
(27) Year Built	1999
(106) Year Reconstructed	0
(42) Type of Service	15
On	1 - Highway
Under	5 - Waterway
(28) Lane	
On	1
Under	0
(29) Average Daily Traffic	50
(30) Year of ADT	0
(109) Truck ADT	%
(19) Bypass, Detour Length	620.749629 mi
GEOMETRIC DATA	
(48) Length of Maximum Span	0 ft
(49) Structure Length	37.073492 ft
(50) Curb or Sidewalk Width	
Left	0 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	19.356956 ft
(52) Deck Width Out to Out	20.013123999999998 ft
(32) Approach Roadway Width (W/Shoulders)	20.013123999999998 ft
(33) Bridge Median	0 - No median
(34) Skew	0 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	99.9 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	0 ft
Ref:	
(56) Min Lat Underclear LT	0 ft
NAVIGATION DATA	
(38) Navigation Control	0 - No navigation control on w
(111) Pier Protection	
(39) Navigation Vertical Clearance	0 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	0 ft
(40) Navigation Horizontal Clearance	0 ft

CLASSIFICATION	
(112) NBIS Bridge Length	Y
(104) Highway System	0
(26) Functional Class	9 - Rural Local
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exis
(102) Direction of Traffic	3 - One lane bridge for 2 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	0 - The inventory route is not
(20) Toll	3 - On free road. The structu
(21) Maintain	64 - U.S. Forest Service
(22) Owner	64 - U.S. Forest Service
(37) Historical Significance	4 - Historical significance is
CONDITION	
(58) Deck	8
(59) Superstructure	8
(60) Substructure	7
(61) Channel & Channel Protection	4
(62) Culverts	N
LOAD RATING AND POSTING	
(31) Design Load	4 - M 18 / H 20
(63) Operating Rating Method	8
(64) Operating Rating	
Type	8 - Load and Resistance Factor Rating (LRF
Rating	1.28
(65) Inventory Rating Method	8 - Load and Resistance Factor
(66) Inventory Rating	
Type	
Rating	0.99
(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction
APPRAISAL	
(67) Structural Evaluation	7
(68) Deck Geometry	9
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	7
(72) Approach Roadway Alignment	7
(36A) Bridge Railings	1 - Inspected feature meets current
(36B) Transitions	1 - Inspected feature meets current
(36C) Approach Guardrail	1 - Inspected feature meets current
(36D) Approach Guardrail Ends	1 - Inspected feature meets current
(113) Scour Critical Bridges	4 - Bridge foundations determined t
PROPOSED IMPROVEMENTS	
(75) Type of Work	
(76) Length of Structure Improvement	0 ft
(94) Bridge Improvement Cost (Multiply value by 1000)	$
(95) Roadway Improvement Cost (Multiply value by 1000)	$
(96) Total Project Cost (Multiply value by 1000)	$
(97) Year of Improvement Cost Estimate	
(114) Future ADT	75
(115) Year of Future ADT	2045

INSPECTIONS *			
(90) Inspection Date			03/03/2026
(91) Frequency			12
(92) Critical Feature Inspection	Done	Freq. (Mon)	Date
A: Fracture Critical Detail	No		
B: Underwater Inspection	No		
C: Other Special Inspection			

* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.

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Route Number: 39N25, **Mile Point:** 5.84
Team Lead: Todd Moxness, **Inspection Date:** 03/03/2026

SNBI SI&A

IDENTIFICATION	
B.ID.01 Bridge Number	051459000003017
B.ID.02 Bridge Name	CASTLE CREEK
B.ID.03 Previous Bridge No.	
B.W.01 Year Built	1999

LOCATION	
B.L.01 State Code	6 - California
B.L.02 County Code	
B.L.03 Place Code	0
B.L.04 Highway Agency District	02
B.L.05 Latitude	41.1678
B.L.06 Longitude	-122.4282
B.L.07 Border Bridge Number	N
B.L.08 Border Bridge State or Country Code	
B.L.09 Border Bridge Insp. Resp.	
B.L.10 Border Bridge Designated Lead State	
B.L.11 Bridge Location	NO DATA ENTERED
B.L.12 Metropolitan Planning Organization	

ROADSIDE HARDWARE	
B.RH.01A Bridge Railing Type	A - Not crash-tested but meets AASH
B.RH.01B Bridge Railing Year (YY)	98
B.RH.01C Bridge Railing Test Level	
B.RH.02A Transition Type	0 - None - roadside hardware is req
B.RH.02B Transition Year (YY)	
B.RH.02C Transition Test Level	

BRIDGE GEOMETRY	
B.G.01 NBIS Bridge Length	34.4
B.G.02 Total Bridge Length	36.4
B.G.03 Max Span Length	35.4
B.G.04 Min Span Length	35.4
B.G.05 Bridge Width Out-to-Out	20
B.G.06 Bridge Width Curb-to-Curb	19.3
B.G.07 Left Curb or Sidewalk Width	0
B.G.08 Right Curb or Sidewalk Width	0
B.G.09 Approach Roadway Width	18.9
B.G.10 Bridge Median	0 - No median
B.G.11 Skew	0
B.G.12 Curved Bridge	N - Not curved
B.G.13 Max Bridge Height	12
B.G.14 Sidehill Bridge	N - Not a sidehill bridge
B.G.15 Irregular Deck Area	
B.G.16 Calculated Deck Area	728.0

CLASSIFICATION	
B.CL.01 Owner	FL07 - U.S. Forest Service (USFS)
B.CL.02 Maint. Responsibility	FL07 - U.S. Forest Service (USFS)
B.CL.03 Federal or Tribal Land Access	N - Not Applicable
B.CL.04 Historic Significance	7 - Historic significance of the br
B.CL.05 Toll	N - Bridge does not carry a toll ro
B.CL.06 Emergency Evacuation Designation	

LOADS AND LOAD RATING	
B.LR.01 Design Load	H20 - H-20
B.LR.02 Design Method	
B.LR.03 Load Rating Date	4/17/2016 11:00:00 AM
B.LR.04 Load Rating Method	LRFR - Load and Resistance Factor R
B.LR.05 Inventory Load RF	0.99
B.LR.06 Operating Load RF	1.28
B.LR.07 Controlling Legal Load RF	1.9
B.LR.08 Routine Permit Loads	

INSPECTION REQUIREMENTS	
B.IR.01 NSTM Inspection Required	N - NSTM inspection not required.
B.IR.02 Fatigue Details	
B.IR.03 UW Inspection Required	N - Underwater inspection not requi
B.IR.04 Complex Feature	

COMPONENT CONDITION RATINGS	
B.C.01 Deck Condition Rating	8 - VERY GOOD - Some inherent
B.C.02 Superstructure Condition	8 - VERY GOOD - Some inherent
B.C.03 Substructure Condition	7 - GOOD - Some minor defects.
B.C.04 Culvert Condition Rating	N - NOT APPLICABLE - Component
B.C.05 Bridge Railing Condition	8 - VERY GOOD - Some inherent
B.C.06 Bridge Railing Transitions Condition	4 - POOR - Widespread moderate
B.C.07 Bridge Bearings Cond.	8 - VERY GOOD - Some inherent
B.C.08 Bridge Joints Condition	N - NOT APPLICABLE - Bridge do
B.C.09 Channel Condition Rating	3 - SERIOUS - Major defects; b
B.C.10 Channel Protection Condition	1 - IMMINENT FAILURE - Channel
B.C.11 Scour Condition Rating	3 - Major scour; strength and/
B.C.12 Bridge Condition Class	G - Good
B.C.13 Lowest Condition Rating	7 - GOOD - Some minor defects.
B.C.14 NSTM Insp. Condition	N - NOT APPLICABLE - Component
B.C.15 UW Inspection Condition	N - NOT APPLICABLE - Component

APPRAISAL	
B.AP.01 Appr. Roadway Alignment	G - Good
B.AP.02 Overtopping Likelihood	2 - Very low - once every 51 to 99
B.AP.03 Scour Vulnerability	0 - Scour appraisal has not been co
B.AP.04 Scour Plan of Action	0 - A scour POA is not required.
B.AP.05 Seismic Vulnerability	0 - Seismic evaluation not complete

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Team Lead: Todd Moxness, **Inspection Date:** 03/03/2026

SPAN SETS

M1

B.SP.02 # of Spans	1	B.SP.08 Deck Interaction	IM - Integral or monolithic
B.SP.03 # of Beam Lines	5	B.SP.09 Deck Material and Type	C03 - Prestressed concrete - p
B.SP.04 Span Material	C03 - Prestressed concrete - p	B.SP.10 Wearing Surface	B01 - Bituminous (asphalt)
B.SP.05 Span Continuity	1 - Simple or single span	B.SP.11 Deck Protective System	0 - None
B.SP.06 Span Type	S02 - Slab - voided	B.SP.12 Deck Reinforcing Protective System	0 - None
B.SP.07 Span Protective System	0 - None	B.SP.13 Deck Stay-In-Place Forms	0 - None

SUBSTRUCTURE SETS

A1

B.SB.02 No. of Substructure Units	2	B.SB.05 Substructure Protective System	0 - None
B.SB.03 Substructure Material	C01 - Reinforced concrete - ca	B.SB.06 Foundation Type	F01 - Footing - not on rock
B.SB.04 Substructure Type	A01 - Abutment - cantilever/wa	B.SB.07 Foundation Protective System	0 - None

HIGHWAY FEATURES

H1

B.F.02 Feature Location	C - Carried on bridge	B.H.09 Annual ADT	50
B.F.03 Feature Name	WHALEN RD	B.H.10 Annual ADTT	
B.H.01 Functional Classification	7 - Local	B.H.11 Year of Annual ADT	
B.H.02 Urban Code	99999	B.H.12 Highway Max Usable Vertical Clearance	99.9
B.H.03 NHS Designation	N - Non-NHS	B.H.13 Highway Min Vertical Clearance	99.9
B.H.04 National Highway Freight Network	N - Not on the NHFN	B.H.14 Highway Min Horizontal Clearance, Left	
B.H.05 STRAHNET Designation	N - Not a STRAHNET route	B.H.15 Highway Min Horizontal Clearance, Right	
B.H.06 LRS Route ID		B.H.16 Highway Max Usable Surface Width	99.9
B.H.07 LRS Mile Point	5.81	B.H.17 Bypass Detour Length	999
B.H.08 Lanes On Highway	1	B.H.18 Crossing Bridge Number	

HIGHWAY ROUTES

Highway Parent	B.RT.01 Route Designation	B.RT.02 Route Number	B.RT.03 Route Direction	B.RT.04 Route Type	B.RT.05 Service Type
H1	1	39N25	2-T - TEMP - Two-way traffic - NS or EW	6 - Federal lands road	X - Other

WATERWAY FEATURES

W1

B.F.02 Feature Location	B - Below bridge	B.N.03 Movable Bridge Max Navigation Vertical Clearance	
B.F.03 Feature Name	CASTLE CREEK	B.N.04 Navigation Channel Width	
B.N.01 Navigable Waterway	N - Not navigable waters	B.N.05 Navigation Channel Min Horizontal Clearance	
B.N.02 Navigation Min Vertical Clearance		B.N.06 Substructure Navigation Protection	

POSTING STATUS DATA

B.PS.01 Load Posting Status	B.PS.02 Posting Status Change Date
PO - Permanent - Open	

LOAD EVALUATION AND POSTING			
B.EP.01 Legal Load Configuration	B.EP.02 Legal Load Rating Factor	B.EP.03 Posting Type	B.EP.04 Posting Value
AASHTO Type 3	1.9		
AASHTO Type 3S2	2.01		
AASHTO Type 3-3	2.32		

INSPECTION SUMMARY

Inspection Type: Routine

Inspection Begin Date: 03/03/2026

Inspection Completion Date: 03/03/2026

Inspection Team Lead: Todd Moxness

Inspection Interval: 12

Inspection Equipment:

Latitude: 41.1678

Longitude: -122.4282

Region: R5, PACIFIC SOUTHWEST REGION

Security ID: 0514 - SHASTA TRINITY NATIONAL FOREST

Inspection Team: TODD E. MOXNESS, CHAD HOUCHIN

Complex Features:

NSTM Inspection Required: N - NSTM inspection not required.

Previous Bridge Number:

Development Status: EXISTING - ACTIVE

Structure Jurisdiction: FS - FOREST SERVICE

Inspection Responsibility: FS - FOREST SERVICE

Done By: FS - FOREST SERVICE

Fatigue Prone Details:

Underwater Inspection Required: N - Underwater inspection not required

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Bridge Condition Classification: G - Good

Lowest Condition Rating Code: 7

Inspection Remarks: Arrived at 11:15. Sunny, clear, warm and breezy. Scour hole now 3 ft. from A2 abut., 5 Ft. from A1 abut. both measured from the corner of DS backwall/abutment interface. The thing now is both sides are undercut and there is a gap between the abutment walls/footing and the grouted riprap meaning it is pulled away and unstable and could collapse at any time. The scour hole has also head cut from the middle of the bridge to approximately 10' above the bridge. A total of around 18 feet of head cutting. We conducted cross-sections on the Downstream side and Upstream side of bridge and found that the scour hole was now 4 ' below the lowest footing, A1 side. All 4 object markers out of position, shot up. All without reflectivity. Minor hairline cracks in abutments. Water running down road onto bridge. Ditch plugged up needs opening. Much drift up and down stream. Northeast, A2 upstream guardrail was destroyed by collision with vehicle. Finished inspection at 2:15.

CONDITION & APPRAISAL DETAILS

B.C.01 Deck Condition Rating (8 - VERY GOOD - Some inherent defects.)

B.C.02 Superstructure Condition Rating (8 - VERY GOOD - Some inherent defects.)

B.C.03 Substructure Condition Rating (7 - GOOD - Some minor defects.)

Some minor hairline cracking of the backwalls and wing walls.

B.C.04 Culvert Condition Rating (N - NOT APPLICABLE - Component does not exist.)

B.C.05 Bridge Railing Condition Rating (8 - VERY GOOD - Some inherent defects.)

B.C.06 Bridge Railing Transitions Condition Rating (4 - POOR - Widespread moderate or isolated major defects; strength and/or performance of the component is affected.)

The Upstream, A2 (east side) of the guardrail has collision damage and approximately 15 feet has been destroyed along with the terminal end section and two posts.

B.C.07 Bridge Bearings Condition Rating (8 - VERY GOOD - Some inherent defects.)

B.C.08 Bridge Joints Condition Rating (N - NOT APPLICABLE - Bridge does not have deck joints.)

B.C.09 Channel Condition Rating (3 - SERIOUS - Major defects; bridge or approach roadway is seriously threatened. Condition typically necessitates more frequent monitoring, load restrictions, and/or corrective actions.)

Scour hole has head cut approximately 18 feet up stream and is now around 10 feet upstream of bridge. It has also undercut the remaining grouted rip rap at both abutments. Scour hole is now about 4 feet below the lower Abutment A1 side.

B.C.10 Channel Protection Condition Rating (1 - IMMINENT FAILURE - Channel protection has failed, but corrective action could restore it to working condition.)

B.C.11 Scour Condition Rating (3 - Major scour; strength and/or stability of the bridge is seriously affected. Condition typically necessitates more frequent monitoring, load restrictions, and/or corrective actions.)

Major scour affecting the future stability of the bridge. With the undercutting of the remaining grouted riprap. once it completely fails the stability of the bridge abutments will be greatly threatened. Corrective actions are needed to be employed soon.

B.C.14 NSTM Inspection Condition (N - NOT APPLICABLE - Component does not exist.)

B.C.15 Underwater Inspection Condition (N - NOT APPLICABLE - Component does not exist.)

Wearing Surface Condition (8 -VERY GOOD)

Approach Roadway Condition (GOOD)

One small area of alligator cracking to the North, A2 approach asphalt.

B.AP.01 Approach Roadway Alignment (G - Good)

B.AP.02 Overtopping Likelihood (2 - Very low – once every 51 to 99 years)

B.AP.03 Scour Vulnerability (0 - Scour appraisal has not been completed.)

B.AP.04 Scour Plan of Action (0 - A scour POA is not required.)

B.AP.05 Seismic Vulnerability (0 - Seismic evaluation not completed.)

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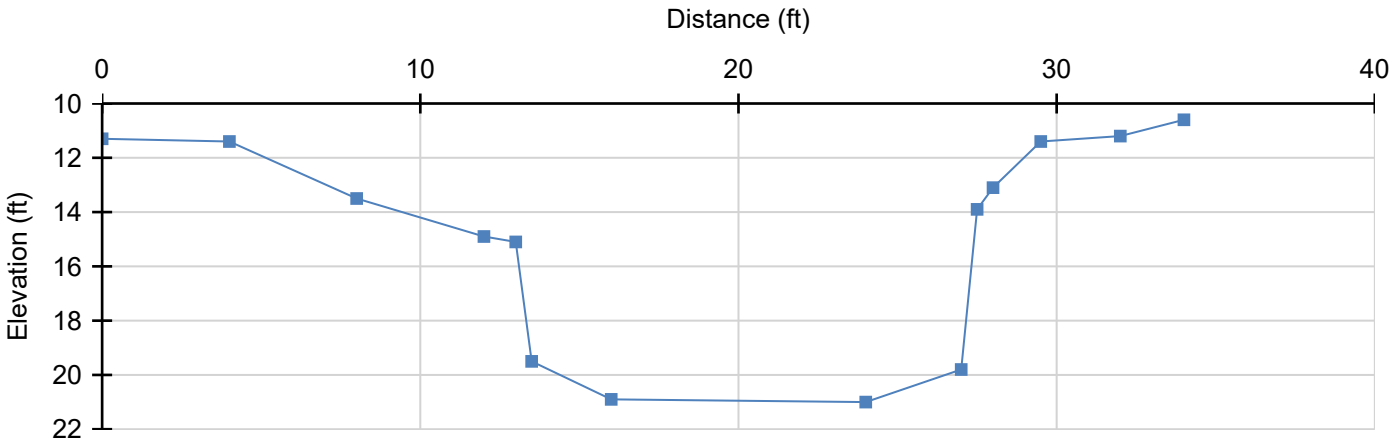
STREAM CROSS SECTION

Station Remark	Horizontal Distance (ft)	Vertical Distance US (ft)	Vertical Distance DS (ft)
0 A1, DS, L to R. Top Rail	0	11.3	12.6
4	4	11.4	13.1
5.5	5.5		14
6	6		21.9
8	8	13.5	23.6
12	12	14.9	22.6
13	13	15.1	
13.5	13.5	19.5	
16	16	20.9	22.1
20	20		23
24	24	21	23.2
27	27	19.8	
27.5	27.5	13.9	22
28	28	13.1	20.4
29	29		14.8
29.5	29.5	11.4	
32	32	11.2	12.3
34	34	10.6	11.7

Upstream Cross Section



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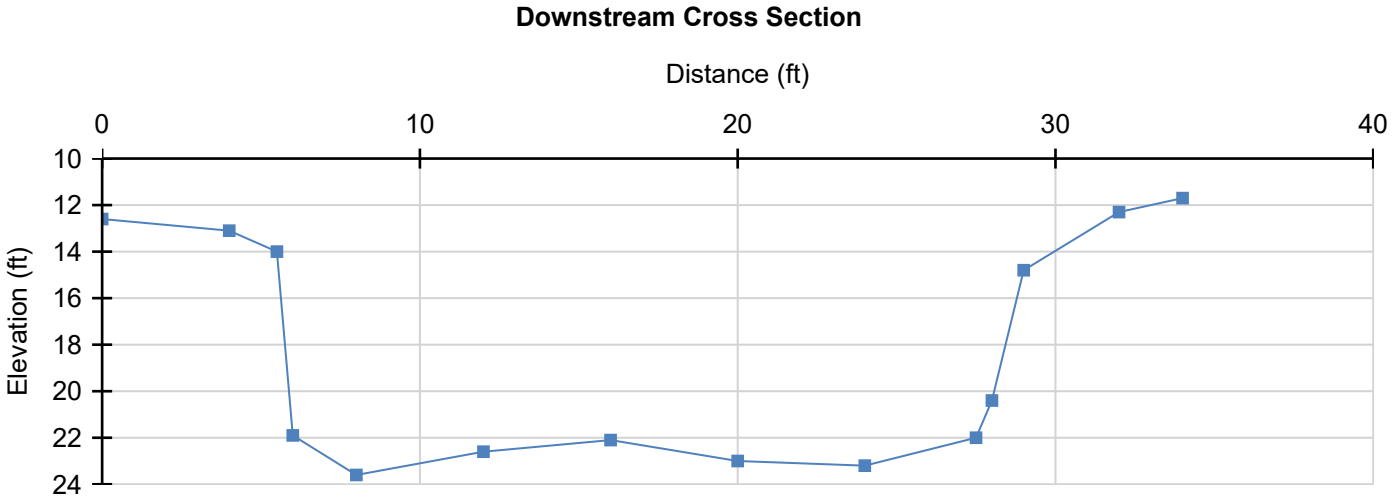

MAINTENANCE ITEMS

Date Reported:	06/15/2026		
Priority:	Medium	**Status:**	Open
Type of Work:	Replace	**Component:**	Approach Rail

Deficiency Description

Replace the Northeast, US A2 guardrail and terminal end-section that was destroyed by vehicle collision.

Remarks

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Date Reported: 06/15/2026

Priority: High

Status: Open

Type of Work: Repair

Component: Channel

Deficiency Description

Restore the channel by filling in the large Scour hole that is head cutting under the bridge with grouted rip rap. Approximate dimensions 25' x30' x 12' deep.

Remarks

Date Reported:	06/12/2028		
Priority:	Medium	**Status:**	Open
Type of Work:	Rehab - Rehabilitation	**Component:**	Channel

Deficiency Description

Remove the alluvial fan of material and stand of vegetation from above the bridge area realigning the channel.

Remarks

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Date Reported:	06/15/2026		
Priority:	Medium	**Status:**	Open
Type of Work:	Replace	**Component:**	Miscellaneous

Deficiency Description

Replace all four object markers to meet reflectivity standards and put in proper position

Remarks

Date Reported:	03/06/2028		
Priority:	Medium	**Status:**	Open
Type of Work:	Repair	**Component:**	Approach

Deficiency Description

Clean out and re-establish inside ditch of A1 approach so that water does not run onto bridge deck.

Remarks

CRITICAL FINDINGS

Critical Finding ID:

CF Inspection Date: 03/03/2026

Forest Specific Event Name: CA2026-1-FS

CF Inspection Interval: 12

CF Status: TL-Draft

CF Found Date: 02/26/2026

Condition Summary: B.C.01 - 8 B.C.02 - 8 B.C.03 - 7 B.C.04 - N B.C.09 - 3 B.C.11 - 3

Event Description/Cause (B4):

Atmospheric River

CF Criterion (B5): I - Immediate work needed to prevent substantial reduction in safe load capacity

If Other (B5A):

Event Type/Cause (B12): A - Scour

If Other (B12A):

Deterioration (B13):

If Other (B13A):

Detailed Deficiency (B14):

If Other (B14A):

CF Results (B15): D - Settlement or loss of support

If Other (B15A):

Initial Actions (B17):

Resolved Actions (B19):

Future Actions (B20):

CF Remarks:

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PHOTOS

A1 approach

A2 approach

Structure topside view

Structure underside view

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Upstream elevation view

Downstream elevation view

A1 abutment elevation stream flow from the right

A2 abutment elevation stream flow from the left

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Stream view looking upstream

Stream view looking downstream

Separation from the abutment footing to the grouted rip rap, typical to both sides, showing riprap to be unstable.

Split guard rail posts from over tightening.

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A2, Upstream approach railing destroyed by vehicular collision.

Alligator cracking of the A2 approach pavement

Scour and under cutting of A1 downstream side. Approx. 5 feet from abutment corner.

Scour and under cutting of A2 downstream side. Approx 3 feet from abutment corner.

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Scour hole head cutting upstream of bridge now.

Downstream view of the scour hole and the undercutting

Scour hole head cutting approximately 10 feet upstream of bridge now.