SUNLAND EAST LEVEE REPAIR

Country Club Bridge West Stoplog Rehabilitation

Existing Conditions Assessment Report

Project	Country Club Bridge West Stoplog Rehabilitation
Location	Country Club Road, El Paso, Texas
Inspection Date	June 10, 2026
Prepared By	International Boundary and Water Commission, U.S. Section Construction Management Division (COND)

1. Introduction

The International Boundary and Water Commission, United States Section (USIBWC), conducted a field assessment of the Country Club Bridge West Stoplog Structure and adjacent roadway to document the existing condition of the stoplog foundation, expansion joint, cast-in ground plates, and surrounding pavement. The inspection identified visible concrete deterioration, including cracking, spalling, and joint distress.

The purpose of this report is to document the observed existing conditions and summarize the visible deterioration identified during the field inspection. The findings support the planned rehabilitation of the stoplog structure and should be considered in conjunction with the rehabilitation design and associated Contract Drawings and Technical Specifications.

This report is based on visual observations made during the field inspection and available project information. It is not intended to constitute a comprehensive structural evaluation or identify all existing deficiencies. Dimensions, measurements, and observed limits of deterioration are approximate and reflect conditions observed at the time of the inspection. Actual repair limits shall be field verified during construction in accordance with the Contract Documents.

2. Project Location

The project is located at the Country Club Bridge West Stoplog Structure along Country Club Road within the International Boundary and Water Commission (USIBWC) Rio Grande Canalization Project. The stoplog structure is situated adjacent to the West Levee in El Paso, Texas (near Sunland Park, New Mexico), and serves as a component of the USIBWC flood control system along the Rio Grande at the Texas–New Mexico state line. The project lies within El Paso County, Texas, and borders Doña Ana County, New Mexico.

The approximate location of the stoplog structure is:

- Latitude: 31°50'46.93" N
- Longitude: 106°36'23.53" W

Figure 1. Project Location – Country Club Bridge West Stoplog Structure, Sunland Park Levee, El Paso, Texas (Source: Google Earth).

3. Inspection Methodology

A field inspection of the Country Club Bridge West Stoplog Structure was conducted on June 10, 2026, by Luz Favela, Luis Resendez, and Caroline Fuentes. The assessment consisted of a visual inspection of the stoplog foundation, cast-in ground plates, expansion joint, and adjacent roadway.

The inspection included visual observations, approximate field measurements of visible distress, and photographic documentation of deteriorated areas. Observed deficiencies, including cracking, spalling, joint deterioration, and surface distress, were documented to characterize the existing condition of the structure and support the development of the rehabilitation design. No destructive testing, coring, or structural analysis was performed as part of this assessment.

The inspection was performed while Country Club Road remained open to traffic. Appropriate personal protective equipment (PPE) was worn by all inspection personnel. Traffic cones were placed by the inspection team along the roadway shoulders to provide additional protection while field measurements and photographic documentation were being performed. It was observed that advance warning traffic control signage was already in place and maintained by the USIBWC Operations and Maintenance Division (OMD) to alert motorists of the existing roadway conditions. The warning signs will remain in place until permanent repairs are completed.

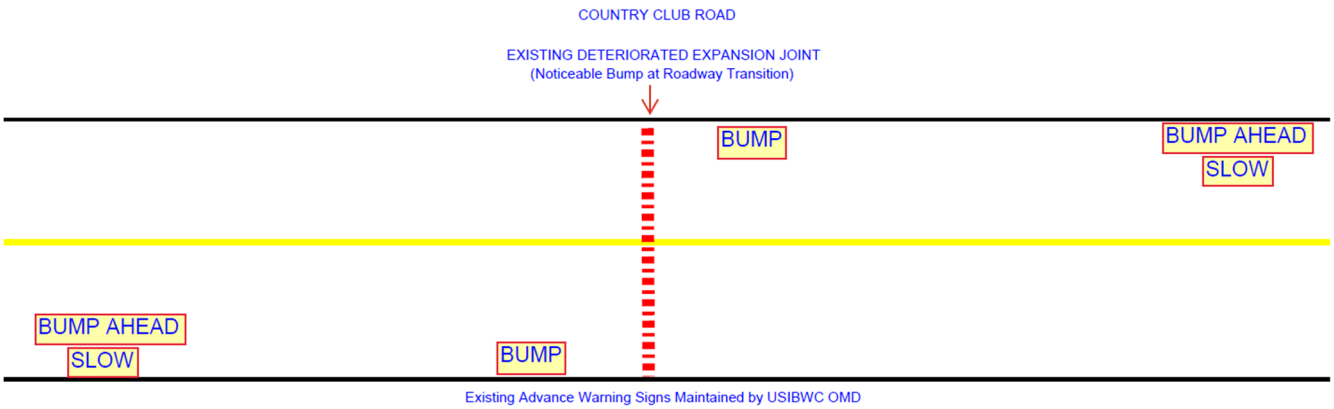

Figure 2. Existing advance warning sign layout maintained by the USIBWC Operations and Maintenance Division (OMD) to alert motorists of the deteriorated roadway transition at the Country Club Bridge West Stoplog Structure.

Because traffic was maintained throughout the inspection, measurements were limited to visible surface deterioration that could be safely documented without disrupting vehicular traffic. The inspection was non-destructive in nature and did not include removal of deteriorated concrete or verification of subsurface conditions.

4. Existing Conditions

The field inspection identified visible deterioration at multiple locations within the concrete stoplog structure and adjacent roadway. Observed distress included concrete spalling, cracking, surface scaling, and localized material loss. The deterioration was primarily concentrated adjacent to the existing expansion joint and cast-in ground plates, with additional deterioration extending into the adjacent concrete roadway and shoulders.

The observed deterioration is summarized as follows:

4.1 South Concrete Shoulder

Concrete spalling and cracking were observed adjacent to the south cast-in ground plate within the concrete shoulder. The primary deteriorated area measured approximately 33 inches by 36 inches, with cracking extending into the adjacent concrete pavement. Additional localized deterioration measuring approximately 26 inches by 12 inches was observed adjacent to the eastbound cast-in ground plate near the expansion joint.

4.2 South Traffic Lane

Concrete spalling and surface deterioration were observed within the south traffic lane adjacent to the stoplog structure. The affected area measured approximately 66 inches by 12 inches, with deterioration extending toward the existing expansion joint.

4.3 North Concrete Shoulder

Concrete spalling and cracking were observed adjacent to the north cast-in ground plate within the north concrete shoulder. The primary area of visible deterioration measured approximately 114 inches in length by 12 inches in width. An additional localized area of spalling adjacent to the existing expansion joint measured approximately 16 inches in length by 1 inch in width. Cracking extended from the deteriorated area through the stoplog foundation toward the adjacent north travel lane.

4.4 North Traffic Lane

Concrete spalling was observed within the north traffic lane adjacent to the stoplog structure. The primary deteriorated area measured approximately 46 inches by 36 inches, with an additional localized area measuring approximately 22 inches by 7 inches. Linear cracking parallel to the existing expansion joint and surface deterioration were also observed.

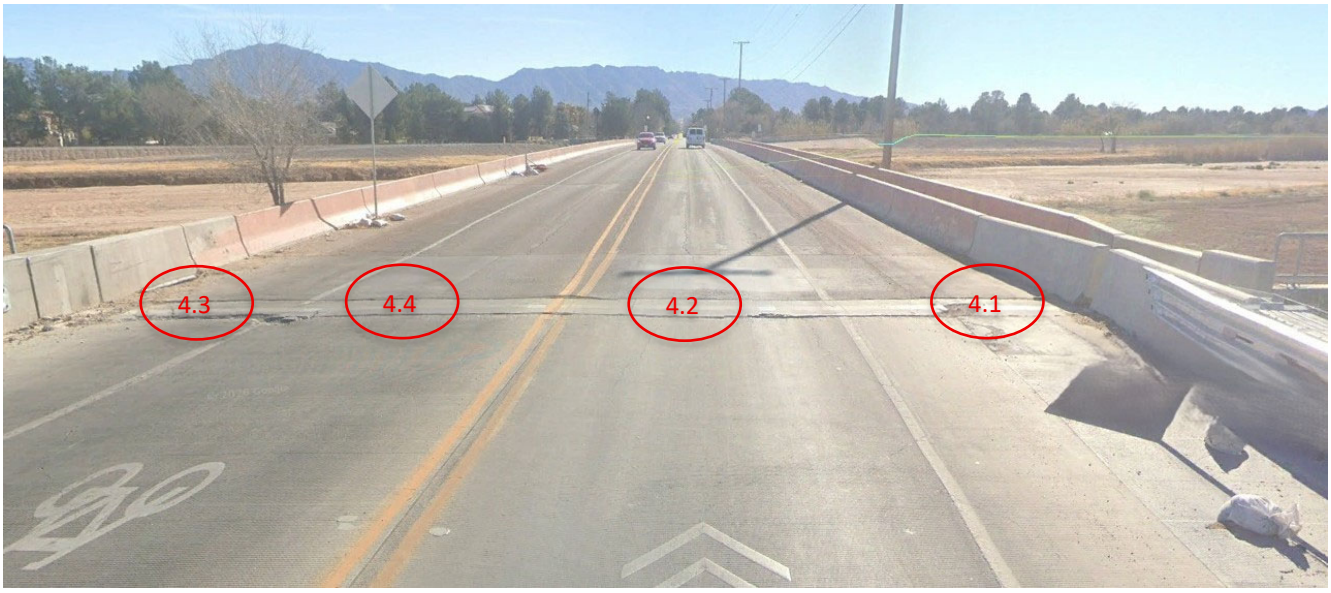

Figure 3. Street view of Country Club Bridge viewing East (riverside). Locations of reference observations (Source: Google Earth).

4.5 Roadway Ride Quality

During the field inspection, a noticeable bump was observed and felt when traveling across the stoplog structure. The transition between the existing roadway pavement and the stoplog structure is uneven, resulting in a perceptible change in elevation as vehicles cross the joint. This condition is consistent with the observed deterioration of the adjacent concrete and the apparent restriction of movement at the existing joint.

5. Damage Summary

The field inspection identified deterioration affecting both the functionality of the expansion joint and the surrounding concrete elements. The observed damage consists primarily of concrete spalling, cracking, localized material loss, exposed aggregate, and deterioration adjacent to the existing expansion joint and cast-in ground plates. In addition, a noticeable elevation differential (bump) was observed across the stoplog structure, indicating that movement between the adjacent pavement sections is no longer occurring as intended.

The observed deterioration is localized but affects critical areas associated with the transition between the roadway pavement and the stoplog structure. If left unaddressed, continued deterioration may result in increased maintenance requirements and further degradation of the roadway transition.

6. Engineering Evaluation

Based on the engineering evaluation prepared by Arcadis, the existing bridge approach slab and roadway pavement appear to be acting monolithically with the stoplog foundation, restricting the differential movement originally intended between the adjacent concrete elements. The restricted movement has likely contributed to the observed cracking, concrete spalling, and deterioration of the roadway transition.

7. Recommended Repairs

The proposed rehabilitation is intended to restore the movement capability of the existing joint and repair deteriorated concrete associated with the stoplog structure and adjacent roadway. Detailed repair requirements are provided in the rehabilitation design prepared by Arcadis and the associated Contract Drawings and Technical Specifications.

8. Report Limitations

This report documents the observable condition of the Country Club Bridge West Stoplog Structure at the time of the field inspection conducted on June 10, 2026. The photographs, descriptions, and approximate measurements presented herein are intended to characterize the visible deterioration and support the planned rehabilitation. They are not intended to define the complete extent of deterioration or establish the final limits of repair.

The inspection was non-destructive in nature and was performed while Country Club Road remained open to traffic. As a result, the documented measurements represent the minimum visible extent of deterioration that could be safely observed during the inspection. Additional cracking, delamination, unsound concrete, or other deficiencies may be encountered during construction following removal of deteriorated material.

Nothing in this report shall be interpreted as a guarantee of the quantity or extent of repairs required. The Contractor shall independently verify existing field conditions and determine the actual limits of demolition and repair necessary to complete the work in accordance with the Contract Drawings and Technical Specifications.

9. Conclusion

The field inspection documented localized deterioration of the Country Club Bridge West Stoplog Structure and adjacent roadway that supports the planned rehabilitation of the structure. This report should be used in conjunction with the rehabilitation design prepared by Arcadis and the associated Contract Drawings and Technical Specifications.

Appendix A – Existing Condition Photographs

Figure A-1. Overall view of the Country Club Bridge West Stoplog Structure looking north from the south side, showing concrete spalling and cracking adjacent to the south cast-in ground plate.

Figure A-2. Close-up view of concrete spalling and cracking within the south concrete shoulder adjacent to the south cast-in ground plate. The visible deterioration measured approximately 33 inches in length.

Figure A-3. Close-up view of the south concrete shoulder showing the approximate 36-inch width of the visible spalled area.

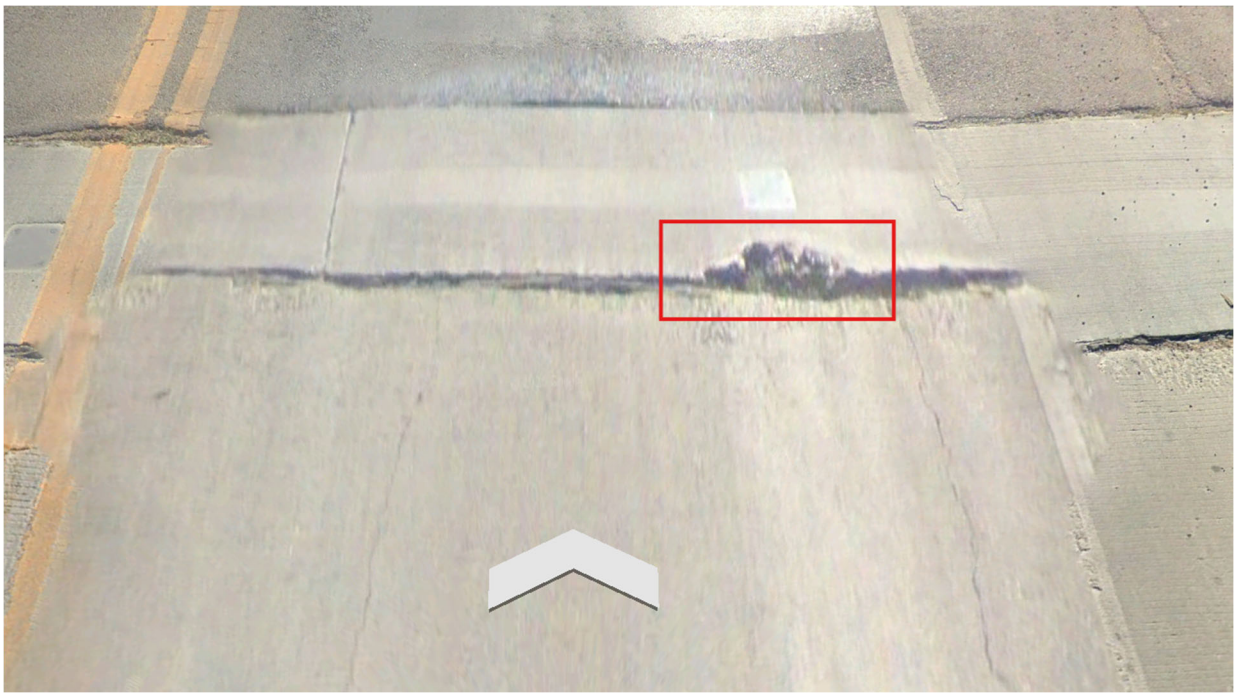

Figure A-4. Google Earth street-level view looking east along Country Club Road, highlighting localized deterioration adjacent to the south cast-in ground plate within the south travel lane (red box). The visible deterioration measured approximately 26 inches in length by 12 inches in width

Figure A-5. Overall view of the north side of the Country Club Bridge West Stoplog Structure looking south, showing concrete deterioration within the north concrete shoulder and adjacent north travel lane

Figure A-6. Close-up view of the north concrete shoulder showing extensive concrete spalling adjacent to the north cast-in ground plate.

Figure A-7. Close-up view of the primary area of visible deterioration within the north concrete shoulder, measuring approximately 114 inches in length. An additional localized spalled area and associated cracking adjacent to the existing expansion joint measured approximately 16 inches in length by 1 inch in width.

Figure A-8. Enlarged view of the primary spalled area within the north concrete shoulder showing the approximate 12-inch width of the visible deterioration.

Figure A-9. Close-up view of concrete deterioration within the north travel lane adjacent to the stoplog structure. Because Country Club Road remained open to traffic during the inspection, the dimensions of the visible deteriorated areas could not be safely verified. The primary area of deterioration was visually estimated to measure approximately 46 inches in length by 36 inches in width, with an additional localized area estimated to measure approximately 22 inches in length by 7 inches in width.