



COLORADO

Department of Transportation

Office of the Chief Engineer

Staff Bridge Branch
2829 W. Howard Place, 3rd Floor
Denver, CO 80204

SCOPE OF WORK (SOW) Bridge Inspection Services

GENERAL

The goal of this project is to update the National Bridge Inventory (NBI) through inspection of bridges owned by local governments (cities and counties) or the state of Colorado, and to inform the bridge owners and the Colorado Department of Transportation (CDOT) of the conditions of the bridges. The local agencies and state of Colorado may be referred to as the “owner” hereinafter in this Scope.

The purpose of this agreement is to conduct bridge inspections in accordance with the requirements of the National Bridge Inspection Standards (NBIS) and to report the findings to the state and to the owner. The structures to be inspected must meet the NBIS definition of a bridge as follows:

“A structure, including supports, erected over a depression or an obstruction such as water, a highway, or a railway and having a track or passageway for carrying traffic or other moving loads, and having an opening measured along the center of the roadway of more than 20 feet between under copings of abutments or spring lines of arches, or extreme ends of openings for multiple boxes; it may include multiple pipes, where the clear distance between openings is less than half of the smaller contiguous opening.”

DEFINITIONS

- A. **ENGINEER** – CDOT Bridge & Structures Inspection Engineer or designee.
- B. **FHWA** – Federal Highway Administration.
- C. **OFF-SYSTEM** – Those public bridges that are owned and maintained by local governments and not by the Colorado Department of Transportation.
- D. **ON-SYSTEM** - Those public bridges that are owned and maintained by the Colorado Department of Transportation.
- E. **NEW STRUCTURES** – Structures not previously inspected such as newly constructed structures requiring initial inspection or structures found to be qualifying and without prior inspections.



- F. **TEMPORARY BRIDGE** – A structure with temporary shoring or temporary repairs or a structure erected to maintain traffic, for the short term, pending permanent repair or replacement.
- G. **Nonredundant Steel Tension Member (NSTM)** – A Nonredundant Steel Tension Member (NSTM) is a steel member, or part of a member, in tension whose failure would probably cause a portion of or the entire bridge to collapse.

INSPECTION STANDARDS

The work shall be performed in accordance with the following documents and revisions thereto:

- A. National Bridge Inspection Standards (NBIS) Title 23 Code of Federal Regulations 650 Subpart C
- B. Specifications for the National Bridge Inventory March 2022 (Publication No. FHWA-HIF-22-017)
- C. Colorado Bridge Inspection Manual
- D. Colorado SIA Item Coding Guide
- E. Colorado Structure Element Level Coding Guide
- F. AASHTO Manual for Bridge Element Inspection
- G. AASHTO Manual for Bridge Evaluation
- H. Bridge Inspection Reference Manual
- I. Recording and Coding Guide for the Structure Inventory and Appraisal of the Nation's Bridges (Report No. FHWA-PD-96-001)
- J. Inspection of Fracture Critical Bridge Members (Report No. FHWA-IP-86-26)
- K. Culvert Inspection Manual, (Report No. FHWA-IP-86-2)
- L. Hydraulic Engineering Circular No. 18 (HEC-18, Publication No. FHWA-IP-90-017)
- M. Hydraulic Engineering Circular No. 20 (HEC-20, Publication No. FHWA-IP-90-014)
- N. CDOT Construction Manual
- O. CDOT Bridge Rating Manual
- P. Other documents as specified by the CDOT Engineer.

The documents listed above may be updated at any time by the CDOT Engineer.

CONSULTANT QUALIFICATIONS

The consulting firm shall be pre-qualified to conduct work for the State of Colorado, Department of Transportation.

The Consultant will also need a comprehensive knowledge of CDOT manuals, guidelines, policies and procedures.



All tasks assigned to the Consultant must be conducted by a person on the Consultant team that is qualified and has specific expertise in that task. The qualified person is a professional with the necessary education, certifications (including registrations and licenses), skills, experience, qualities, or attributes to complete a particular task. See below for specific required qualifications.

For inspection related tasks, the consultant Project Manager, and consultant Team leaders, shall meet the qualifications as stated in the Code of Federal Regulations, 23 CFR, 650.309.

Individuals performing Nondestructive Testing (NDT) shall be qualified in accordance with the current edition of the American Society for Nondestructive Testing (ASNT) Recommended Practice No. SNT-TC-1A. The testing program shall be administered by an ASNT certified Level III.

This contract requires that the prime firm or any member of its team be pre-qualified in the following disciplines for the entire length of the contract:

1. Bridge Inspection
2. Bridge Design (for Bridge Ratings)
3. Hydraulics (for Scour/POA evaluations)

PROJECT MANAGEMENT AND COORDINATION

The Contract Administrator for the work is:

Lynn E. Croswell, P.E., Bridge & Structures Inspection Engineer
Colorado Department of Transportation
2829 West Howard Place
Denver, Colorado 80204
(303) 757-9188

Project Management activities will be coordinated by:

Andrew Brown, PM I, Statewide Bridge Inspection Coordinator
Colorado Department of Transportation
2829 West Howard Place
Denver, Colorado 80204
(303) 512-4172

PROJECT LOCATION

For off-system structures, the state is divided into three areas with one consultant contracted to perform the inspections in each area. It is anticipated that the consultants inspecting these areas will finish the four-year cycle in the regions that they are currently inspecting. Consultants will rotate to another area of the state after two years and every four years



thereafter. The department reserves the right to combine or otherwise modify any, or all, of the areas and to select the consultant(s) to perform the work in accordance with these modifications at the conclusion of the consultant selection process. The CDOT Engineer may revise these alignments of counties in the odd and even years.

See Appendix D for the counties, which include the cities within these counties, currently in each of the three areas.

A. STATEWIDE ON-SYSTEM

Inspection services for on-system, state-owned structures shall be provided as identified by individual Task Order (TO) Scope of Work (SOW).

PROJECT QUANTITIES AND DURATION

The work shall commence on the date specified in the TO Notice To Proceed and shall be completed by the date specified in the individual TOs. Completion is defined as (1) having submitted all bridge reports in the required format to the CDOT Engineer for review, (2) the CDOT Engineer having reviewed and approved the reports for distribution to the owners, and (3) the presentation of the final reports to the owners in a meeting held at a location specified by the owner.

The maximum term for this agreement shall be for five years. The term shall be divided into periods as follows:

- Period 1: July 1, 2025 through December 31, 2026
- Period 2: July 1, 2026 through December 31, 2027
- Period 3: July 1, 2027 through December 31, 2028
- Period 4: July 1, 2028 through December 31, 2029

Task orders may be written as follows:

- Period 1: North Area Inspections: Approximately 790 Routine Bridge Inspections including approximately 11 FC Bridge Inspections

Central Area Inspections: Approximately 960 Routine Bridge Inspections including approximately 4 FC Bridge Inspections

South Area Inspections: Approximately 870 Routine Bridge Inspections including approximately 24 FC Bridge Inspections.

- Period 2: North Area Inspections: Approximately 940 Routine Bridge Inspections including approximately 11 FC Bridge Inspections



Central Area Inspections: Approximately 870 Routine Bridge Inspections including approximately 15 FC Bridge Inspections

South Area Inspections: Approximately 750 Routine Bridge Inspections including approximately 30 FC Bridge Inspections.

Period 3: North Area Inspections: Approximately 790 Routine Bridge Inspections including approximately 11 FC Bridge Inspections

Central Area Inspections: Approximately 960 Routine Bridge Inspections including approximately 4 FC Bridge Inspections

South Area Inspections: Approximately 870 Routine Bridge Inspections including approximately 24 FC Bridge Inspections.

Period 4: North Area Inspections: Approximately 940 Routine Bridge Inspections including approximately 11 FC Bridge Inspections

Central Area Inspections: Approximately 870 Routine Bridge Inspections including approximately 15 FC Bridge Inspections

South Area Inspections: Approximately 750 Routine Bridge Inspections including approximately 30 FC Bridge Inspections.

The list of bridges to be inspected during each period will be identified in the TO. The list of bridges to be inspected will be attached to the Project Cost Worksheet (PCW) request for each TO. The CDOT Engineer may also direct the consultant to inspect other bridges as necessary.

Additional TOs may be written for Scour Plan of Action (POA), ADT's, Load Rating Updates, Update existing CDOT inspection manuals or coding guides On-System structure inspections, and other tasks related to inspections or inspection reporting as directed by the CDOT Project Manager.

UNSCHEDULED INSPECTIONS

Unscheduled inspection of bridges will be required from time to time. These inspections are typically for newly constructed bridges that require a post-construction inspection. At times, a local entity will request an inspection for bridges that the local entity has discovered to have an apparently critical problem.

Newly constructed bridges must be inspected and load rated within thirty days of notification from the CDOT Engineer and or the owner.



Special inspections shall be conducted at the request of the CDOT Engineer for non-NBI qualifying and CDOT-owned structures. The inspection requirements and standards outlined within this scope of work shall apply to these structures.

CONSULTANT RESPONSIBILITY

The consultant shall be responsible for the complete inspection, rating, and reporting of qualifying off-system bridges in their areas. NBI bridge inspections shall be conducted at regular intervals not to exceed the specified inspection interval from the time the structures were last inspected. When this timing requirement cannot be met, written notification shall be given to the CDOT Engineer and documented in the Inspection Notes for that inspection in the bridge inspection report.

The consultant shall stay informed of changes in the bridge inventory in their areas due to annexations, replacements, or newly constructed bridges. The consultant shall inform the CDOT Engineer of these changes in a format approved by the CDOT Engineer or his/her designee.

The consultant shall insure that bridges are properly posted and signed. Photo documentation of the posting signs shall be included with each inspection report. If a bridge is found not to be properly posted, the consultant shall follow the CDOT Essential Repair Letter (ERL) procedures as outlined in the Colorado Bridge Inspection Manual.

The consultant shall verify that any vertical clearance signs or markings on bridges are accurate. This information should be noted in the bridge notes section of the inspection report. The consultant shall notify the owner via an ERL, when the actual measured vertical clearance is less than what is denoted on the sign/markings. Vertical clearances are to be measured per the guideline defined in Section 7 of the Colorado Bridge Inspection Manual.

The consultant shall notify the owner immediately of a critical inspection finding as outlined in the Colorado Bridge Inspection Manual.

The consultant shall submit completed inspection reports to the CDOT Engineer for review prior to submitting the reports to the owner.

The consultant shall conduct the work in accordance with all governing safety rules and regulations applicable to the work.

The consultant shall provide verification of Consultant Qualifications to the CDOT Engineer or his/her designee at minimum annually. The CDOT Engineer or his/her designee may request verification at any time.



The consultant shall contact each bridge owner prior to beginning work in the owner's area. The consultant shall meet with the bridge owner at the owner's request. The purpose of this contact or meeting is to identify themselves to the owner, to learn of changes in the inventory, to present their plan of action to the owner, and to obtain information pertinent to the inspection such as plans, maps, etc.

The consultant shall maintain current contact information in an Excel file in a centralized CDOT owned location for each owner.

INSPECTION REQUIREMENTS

All bridge coding items shall be completed per the requirements of all documents listed in Section III (Inspection Standards)

Supplemental photographs, sketches, tally sheets or other documents shall be completed to give a clear understanding and documentation of distressed bridge conditions.

The Element condition states and comments and the SI&A items shall be reported using the report format as directed by the CDOT Project Manager or his/her designee in each TO.

Completed inspection reports shall be submitted to the CDOT Engineer within 60 days of the date of the inspection, or at the end of the contract period whichever is earlier. Submittal time frames may be adjusted and required by the FHWA.

If cracks or other flaws are suspected in steel members, non-destructive testing (NDT) (dye-penetrant, magnetic particle, or ultrasonic thickness) shall be performed on the suspected portion to accurately determine if cracks or other flaws are present. Consultants shall have the appropriate NDT equipment present at each steel structure inspection site. If UT is needed, a follow-up inspection shall be performed.

Each NEW bridge inspected shall be located using GPS equipment or web based mapping, i.e. Google Maps, Google Earth, etc., to obtain longitudes and latitudes at Abutment 1 left.

The consultant shall attend the CDOT Bridge Inspection quarterly meetings to discuss changes to the program, changes in coding, and to discuss any issues or to get clarification for the good of the program.

The consultant shall present a progress report monthly to the CDOT Engineer. The progress report shall list the entities inspected and the number of bridges and types inspected, and the square footage of deck area inspected in each entity. This information must also be included in each invoice.



LOAD RATING REQUIREMENTS

The consultant shall be responsible for performing load ratings on bridges identified during the inspections that meet the conditions below. Load ratings shall be done in accordance with the CDOT Bridge Rating Manual.

- A. New bridges identified during the inspection if load ratings do not exist.
- B. Existing bridges identified during the inspection for which the rating may have changed since the last inspection. Examples include, but are not limited to the following:
 - 1. The change in asphalt or fill thickness from the previous rating amounts greater than 3” or more.
 - 2. Structural conditions change. For example, when one or more timber stringers have deteriorated, broken, split, or otherwise lost section capacity since the previous rating.
 - 3. The structure was widened or rehabilitated and not re-rated at that time.
- C. Special Rating Conditions:
 - 1. Typically, substructures are not analyzed in establishing the load ratings. However, if the consultant finds deteriorated conditions in the substructure that affect the load carrying capacity of the bridge, the consultant shall conduct a substructure analysis and load rate the bridge based on the controlling rating. The ratings of the superstructure and substructure shall both be noted on the load rating summary sheet when the substructure is the controlling rating.
- D. Other conditions as directed by the CDOT Engineer.

NONREDUNDANT STEEL TENSION MEMBER BRIDGES

Nonredundant steel tension members, previously known as fracture critical members, are those defined by the FHWA in their manual titled *Inspection of Fracture Critical Bridge Members* and shall be identified and inspected in accordance with that document and shall comply with the Colorado Bridge Inspection Manual.

- A. A Nonredundant Steel Tension Member (NSTM) is a steel member, or part of a member, in tension whose failure would probably cause a portion of or the entire bridge to collapse.



- B. The consultant must prepare forms and sketches that identified NSTM's prior to the inspection. It is important that the inspection of NSTM's be documented thoroughly and accurately.
- C. Use of dye penetrant and/or magnetic particle NDT methods are considered part of the regular inspection work and not paid for separately.

UNDERWATER INSPECTIONS

Although Routine Underwater Inspections are not included on this work, the consultant may perform an Underwater Inspection as part of the Routine Inspection as approved by the CDOT Engineer.

The consultant shall investigate the foundation conditions by probing and/or feeling for undercutting of the foundation or other problems such as deterioration of foundation elements.

All bridges with piers and/or abutments with typical water depths in excess of 3' throughout the year shall be recorded in the inspection report and a list of the submerged substructure units provided to the CDOT Engineer to be placed on the Underwater Inspection contract.

SITE REVIEW

A site review will be required for all bridges recommended for closure to verify that they are closed. Inspect bridges closed to highway traffic to assure that the physical non-movable barriers are maintained and that the public safety is not jeopardized. Assess the physical integrity of the structure and any potential hazards to the public on or beneath the structure, especially if pedestrian use is to be allowed. Photographs shall be taken to record the visit and, if appropriate, notes shall be made and included in the structure folder.

Bridges that have been removed and replaced with non-qualifying structures shall be photographed and a short narrative shall be provided describing the replacement structure. These bridges shall be removed from the bridge inventory.

SCOUR ANALYSIS/REPORT/POA

Although preparing Drainage Reports, Scour Analysis, and Scour Critical Bridge Plan of Action (POA) may not be part of this work, the consultant shall make visual observations for scour at each bridge during the Routine Inspection. The consultant shall notify the CDOT Engineer of bridges where the inspector identifies the need to perform a more in-depth evaluation i.e., Drainage Report, Scour Analysis, and/or Scour Critical Bridge POA.



Preparing Drainage Reports, Scour Analysis, and/or Scour Critical Bridge POA may be included in the work and determined by the CDOT Engineer. If so, specific requirement will be included in the Task Order SOW.

Probe at abutments and piers to identify and record scour and undercutting.

Make visual observation of bridge site relative to the drainage basin.

REPORTING

The consultant shall use a CDOT-provided computer program for reporting Structure Inventory, Appraisal, and Element inspection data. The consultant shall provide final reports, with signatures (digital or “wet”), to the owner and to the CDOT Engineer. Final reports shall be submitted in an electronic format both to the owner, and CDOT via SIMSA.

SERVICES AND MATERIALS AVAILABLE FROM CDOT

The following services and materials will be available to the consultant from CDOT:

- A. All forms required to be completed for each inspection.
- B. Colorado Structure Element Level Coding Guide
- C. Colorado SIA Item Coding Guide
- D. Colorado Bridge Inspection Manual
- E. Colorado Bridge Rating Manual
- F. CDOT Staff will be available for reference on coding, rating, computer use, or other related concerns.

FINAL REVIEW

Each inspection report will be reviewed by the consultant project manager for completeness and consistency. A portion of inspection reports will be reviewed by the CDOT project manager for completeness and consistency. Each incomplete or inconsistent report will be returned to the consultant for review and for corrections.

The consultant shall hold a final report presentation meeting with each owner when all inspection work is completed and reports have been accepted by the CDOT project manager. This presentation shall occur no later than 60 days from the date that the final reports are accepted by the project manager. This will be a joint review with the proper city/county officials and the consultant to discuss the inspection reports. This review will be held at a mutually agreed upon location. An e-mail documenting this meeting shall be submitted to



the CDOT project manager. If an owner chooses not to have the presentation, the e-mail will state that the owner declined the presentation. Prior to the meeting, the consultant shall notify the CDOT project manager of the time, date and location of the meeting by e-mail and extend an invitation for the CDOT project manager to attend.

The CDOT Engineer or his designee may accompany the consultant during field inspections or visit the office of the consultant to review procedures and inspection reports and to verify billings.

METHOD OF PAYMENT

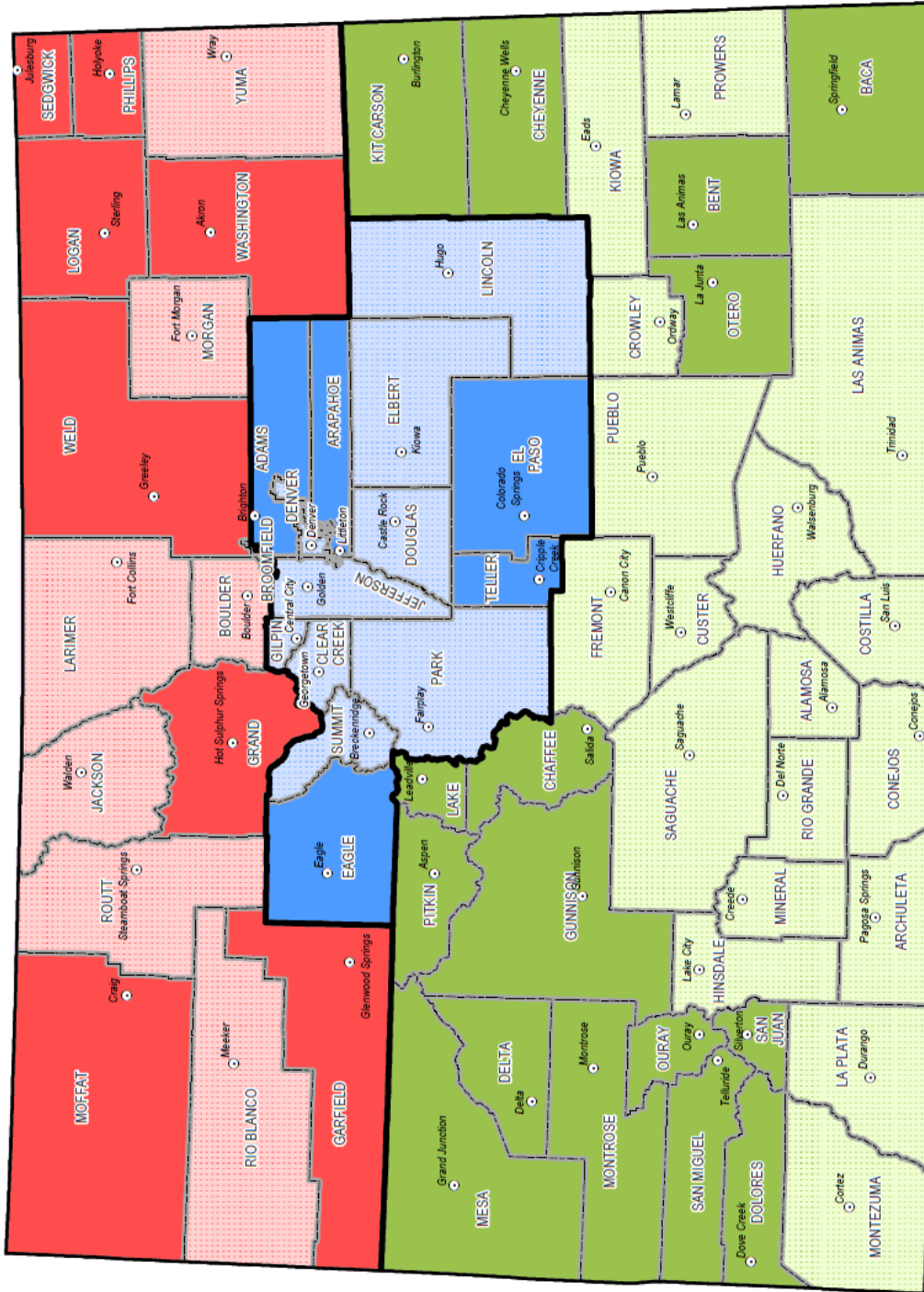
The contract will be paid for on a cost plus fixed fee basis. The consulting firms will bill for their actual costs, using the negotiated rates, incurred while performing the work. Consultants will bill monthly and include a project status update, a summary of the entities inspected, the number of bridges and types inspected, and the square footage of deck area inspected in each entity with each billing.

Other direct costs (ODC's) will be negotiated and included in each Task Order.



APPENDIX D NORTH – CENTRAL – SOUTH BREAKDOWN

1" = 40 Miles



■ North
■ Central
■ South

EVEN Fiscal Year
 ODD Fiscal Year

Off-System County Bridge Inspection

COLORADO
 Department of
 Transportation
 Published: August 2016
www.codot.gov



OFF System Areas Counts Central Area

Approximately 1800 Bridges
(includes 19 F/C Bridges)

CDDY	ENVTY	IMTY	6MPT	LPVY	LPVY	LPVY	LPVY
-572000 SF	-657000 SF	-82000 SF	-87000 SF	-12000 SF	-21000 SF	-44000 SF	-57000 SF
include: 21 F/C	include: 4 F/C	include: 2 F/C	include: 0 F/C	include: 0 F/C	include: 0 F/C	include: 0 F/C	include: 0 F/C
Adms (01)	Adms (01)	Adms (01)	Adms (01)	Adms (01)	Adms (01)	Adms (01)	Adms (01)
Amphib (05)	Amphib (05)	Amphib (05)	Amphib (05)	Amphib (05)	Amphib (05)	Amphib (05)	Amphib (05)
Appl (01)	Appl (01)	Appl (01)	Appl (01)	Appl (01)	Appl (01)	Appl (01)	Appl (01)
Broad (01)	Broad (01)	Broad (01)	Broad (01)	Broad (01)	Broad (01)	Broad (01)	Broad (01)
Chow (07)	Chow (07)	Chow (07)	Chow (07)	Chow (07)	Chow (07)	Chow (07)	Chow (07)
Col (01)	Col (01)	Col (01)	Col (01)	Col (01)	Col (01)	Col (01)	Col (01)
Con (01)	Con (01)	Con (01)	Con (01)	Con (01)	Con (01)	Con (01)	Con (01)
Cross (01)	Cross (01)	Cross (01)	Cross (01)	Cross (01)	Cross (01)	Cross (01)	Cross (01)
Dam (01)	Dam (01)	Dam (01)	Dam (01)	Dam (01)	Dam (01)	Dam (01)	Dam (01)
Drain (01)	Drain (01)	Drain (01)	Drain (01)	Drain (01)	Drain (01)	Drain (01)	Drain (01)
Ditch (01)	Ditch (01)	Ditch (01)	Ditch (01)	Ditch (01)	Ditch (01)	Ditch (01)	Ditch (01)
Elev (01)	Elev (01)	Elev (01)	Elev (01)	Elev (01)	Elev (01)	Elev (01)	Elev (01)
Flood (01)	Flood (01)	Flood (01)	Flood (01)	Flood (01)	Flood (01)	Flood (01)	Flood (01)
Gully (01)	Gully (01)	Gully (01)	Gully (01)	Gully (01)	Gully (01)	Gully (01)	Gully (01)
Grass (01)	Grass (01)	Grass (01)	Grass (01)	Grass (01)	Grass (01)	Grass (01)	Grass (01)
Ham (01)	Ham (01)	Ham (01)	Ham (01)	Ham (01)	Ham (01)	Ham (01)	Ham (01)
High (01)	High (01)	High (01)	High (01)	High (01)	High (01)	High (01)	High (01)
Imp (01)	Imp (01)	Imp (01)	Imp (01)	Imp (01)	Imp (01)	Imp (01)	Imp (01)
Levee (01)	Levee (01)	Levee (01)	Levee (01)	Levee (01)	Levee (01)	Levee (01)	Levee (01)
Low (01)	Low (01)	Low (01)	Low (01)	Low (01)	Low (01)	Low (01)	Low (01)
Mason (01)	Mason (01)	Mason (01)	Mason (01)	Mason (01)	Mason (01)	Mason (01)	Mason (01)
Mud (01)	Mud (01)	Mud (01)	Mud (01)	Mud (01)	Mud (01)	Mud (01)	Mud (01)
Nat (01)	Nat (01)	Nat (01)	Nat (01)	Nat (01)	Nat (01)	Nat (01)	Nat (01)
Open (01)	Open (01)	Open (01)	Open (01)	Open (01)	Open (01)	Open (01)	Open (01)
Pipe (01)	Pipe (01)	Pipe (01)	Pipe (01)	Pipe (01)	Pipe (01)	Pipe (01)	Pipe (01)
Rein (01)	Rein (01)	Rein (01)	Rein (01)	Rein (01)	Rein (01)	Rein (01)	Rein (01)
Road (01)	Road (01)	Road (01)	Road (01)	Road (01)	Road (01)	Road (01)	Road (01)
Slope (01)	Slope (01)	Slope (01)	Slope (01)	Slope (01)	Slope (01)	Slope (01)	Slope (01)
Stream (01)	Stream (01)	Stream (01)	Stream (01)	Stream (01)	Stream (01)	Stream (01)	Stream (01)
Tank (01)	Tank (01)	Tank (01)	Tank (01)	Tank (01)	Tank (01)	Tank (01)	Tank (01)
Trench (01)	Trench (01)	Trench (01)	Trench (01)	Trench (01)	Trench (01)	Trench (01)	Trench (01)
Under (01)	Under (01)	Under (01)	Under (01)	Under (01)	Under (01)	Under (01)	Under (01)
Water (01)	Water (01)	Water (01)	Water (01)	Water (01)	Water (01)	Water (01)	Water (01)
Well (01)	Well (01)	Well (01)	Well (01)	Well (01)	Well (01)	Well (01)	Well (01)
Wet (01)	Wet (01)	Wet (01)	Wet (01)	Wet (01)	Wet (01)	Wet (01)	Wet (01)
Woods (01)	Woods (01)	Woods (01)	Woods (01)	Woods (01)	Woods (01)	Woods (01)	Woods (01)
Wood (01)	Wood (01)	Wood (01)	Wood (01)	Wood (01)	Wood (01)	Wood (01)	Wood (01)
Yard (01)	Yard (01)	Yard (01)	Yard (01)	Yard (01)	Yard (01)	Yard (01)	Yard (01)

P/2024 is an ETVN Fiscal Year and runs from July 1, 2023 to June 30, 2024.
F/C = Future Critical
P/2024 is an ETVN Fiscal Year and runs from July 1, 2023 to June 30, 2024.
F/C = Future Critical
County Name - Central Area (Camp Code)



North Area

Approximately 1600 Bridges
(include 21 F/C Bridges)

Approximately 441,000 SF Deck Area

County	Agency	Agency Code	Agency Name	Agency Address	Agency Phone	Agency Fax	Agency Email	Agency Website	Agency Type	Agency Status	Agency Notes
Boiler (03)	Boiler (03)	24	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	25	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	26	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	27	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	28	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	29	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	30	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	31	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	32	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	33	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	34	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	35	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	36	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	37	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	38	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	39	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	40	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	41	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	42	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	43	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	44	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	45	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	46	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	47	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	48	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	49	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	50	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	51	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	52	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	53	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	54	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	55	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	56	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	57	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	58	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	59	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	60	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	61	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	62	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	63	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	64	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	65	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	66	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	67	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	68	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	69	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	70	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	71	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	72	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	73	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	74	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	75	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	76	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	77	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	78	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	79	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	80	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	81	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	82	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	83	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	84	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	85	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	86	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	87	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	88	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	89	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	90	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	91	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	92	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	93	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	94	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	95	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	96	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	97	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	98	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	99	Boiler (03)						1	1	
Boiler (03)	Boiler (03)	100	Boiler (03)						1	1	

FY2024 is an IYFN Fiscal Year and runs from July 1, 2023 to June 30, 2024
FY2025 is an IYFN Fiscal Year and runs from July 1, 2024 to June 30, 2025
FY2026 is an IYFN Fiscal Year and runs from July 1, 2025 to June 30, 2026
County Name (Parent) - County Name (County Code)



