

BIN: 1020079 **MP:** 219.91
Region: 2 **County:** 3 HERKIMER
Feature Carried: 90IX
Feature Crossed: Mohawk St. (NYS Route 28)
General Recommendation: 4
Condition Rating: 3.78
Inspect Date: 10/2/2015



New York State Thruway Authority - Bridge Inspection Report

2015 INSPECTION

FLAGS	<input type="checkbox"/> RED	<input checked="" type="checkbox"/> YELLOW	<input type="checkbox"/> SAFETY	<input type="checkbox"/> NONE
	<input type="checkbox"/> PIA		<input type="checkbox"/> PIA	<input type="checkbox"/> REMOVE / INACTIVE

REVIEWED BY: *Garret Hoffmann*
 Garret Hoffmann

TITLE: Quality Control Engineer PE# 70686

**NEW YORK STATE
THRUWAY AUTHORITY
FLAGGED BRIDGE REPORT**

INITIAL:

____ RED FLAG
GM YELLOW FLAG
____ SAFETY FLAG

FLAG NUMBER: 15-078
SUPERSEDED FLAG(S): _____
INSPECTOR: Glenford Mullings
DATE OF INSPECTION: 10/15/2015

CURRENT FLAG INDICATOR: **ACTIVE**

PROMPT INTERIM ACTION RECOMMENDED: _____ YES X NO

BRIDGE DESCRIPTION:

MP: 219.91 BIN: 1020079
REGION: 2 COUNTY: 3 (HERKIMER) TOWN: Herkimer
FEATURES: CARRIED: 90IX CROSSED: Mohawk St. (NYS Route 28)
NUMBER OF SPANS BY TYPE: 2 Spans - Steel Multi-Girder
YEAR BUILT: 1954

POSTED FOR LOAD: _____ YES X NO TONS: _____

IS BRIDGE WHOLLY OR PARTIALLY THRUWAY OWNED: X YES _____ NO

DESCRIPTION OF FLAGGED CONDITION (Be specific as to exact nature and location of problem) :

All 36 Span 1 and Span 2 bearings at Pier 1 are high steel rockers.

At the Span 2 bearing for girder G5, the rocker can be rocked slightly by hand, indicating that the girder does not transfer any load (reaction force) to the bearing. Also, the pin between the sole plate and the rocker can be slid along its longitudinal axis by light hammer blows.

No vertical movement of the girder end is noted to indicate that the bearing's sole plate engages the rocker (via the pin) and transfers any load during truck/live load passage.

With girder G5 not transmitting its reaction force to its bearing, said force is re-distributed to the adjacent bearings via the adjacent girders. The additional load could result in the adjacent girders and bearings being overstressed, thus a YELLOW Structural Flag is issued.

The Span 1 bearing for girder G8 exhibits a similar condition as its pin and rocker are also loose.

INSTANT DEVELOPED PHOTOS ATTACHED? X YES _____ NO IF YES, NUMBER ATTACHED: 2

FLAGGED BRIDGE REPORT COMPLETED BY: Glenford Mullings DATE: 10/5/2015

VERBAL NOTIFICATION: (For Red Flags and Safety Flags with PIA only)

TO: _____ of Headquarters on _____
TO: _____ (Responsible Party) on _____
BY: _____

* The appropriate caption in the upper left of this form shall be initialed by the individual who is the initialed

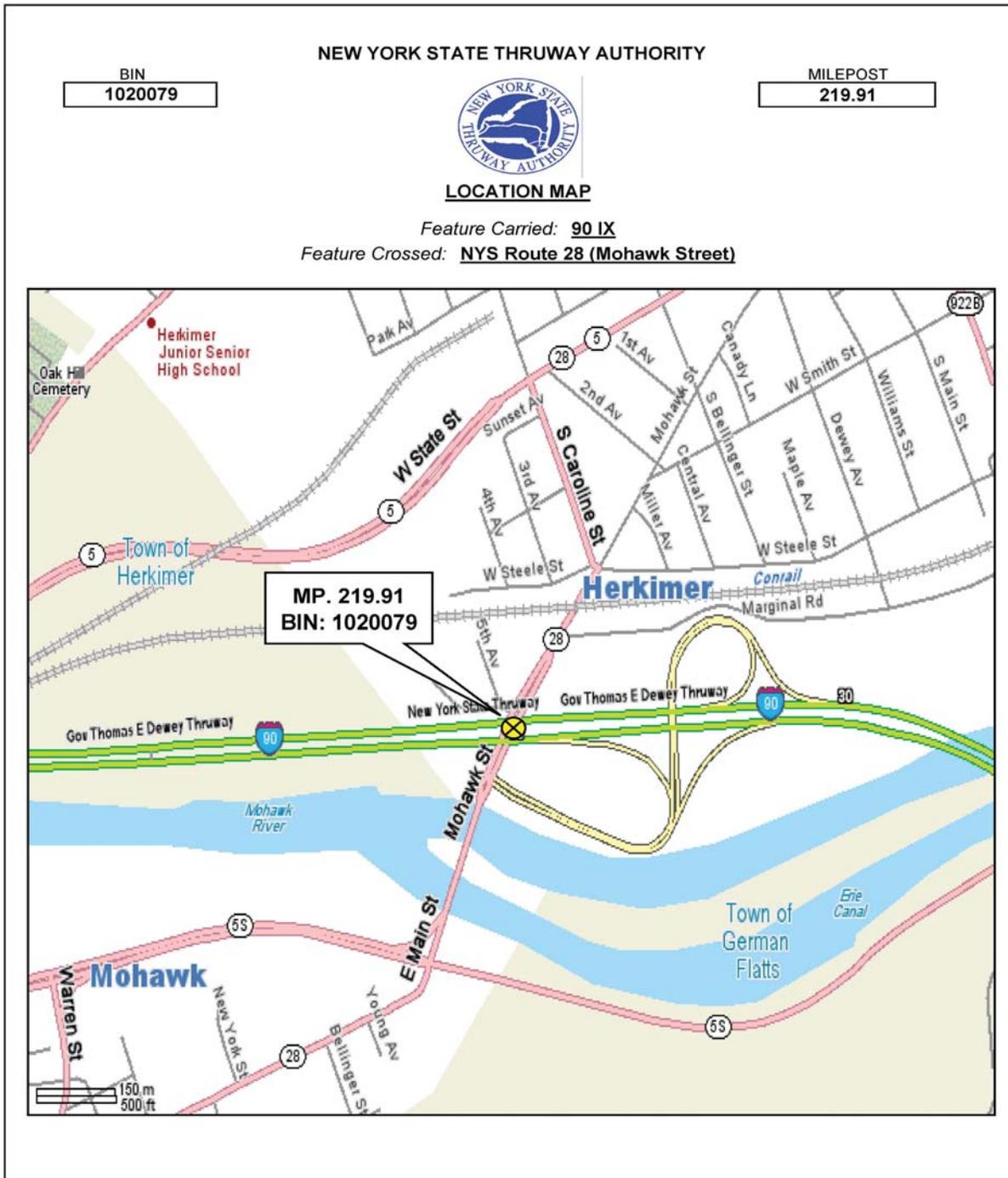
[Signature]
Signature of Thruway Team Leader
10/05/2015
Date:

Location:	219.91-350-33-00-15YSF.JPG	1
Pier 1 bearings at girder G5, Right side		
Description:		
Span 2 rocker can be rocked by hand, indicating that the girder does not transfer any reaction force to the bearing. Also, the pin between the sole plate and the rocker can be slid along its longitudinal axis.		
Reference:		
FLAG #: 15-078		

Location:	219.91-350-33-01-15YSF.JPG	2
Pier 1 bearings at girder G8, Left side		
Description:		
Span 1 rocker can be rocked by hand, indicating that the girder does not transfer any reaction force to the bearing. Also, the pin between the sole plate and the rocker can be slid along its longitudinal axis.		
Reference:		
FLAG #: 15-078		

Sketch Type: Location Map

File Name: 219.91-10-00-15LOCMAP.jpg



INSPECTION

NYS DEPT OF TRANSPORTATION
BRIDGE INSPECTION REPORT

SHEET 1 OF 34

DATE:

MO	DAY	YEAR
10	02	15
13	14	15
16	17	18

RC - BIN:

1	2	3	4	5	6	7	8	9	
2	3	-	1	0	2	0	0	7	9

 MP: 219.91

TEAM LEADER: Glenford Mullings

Signature: 

P.E. NUMBER: 087786 STATE: NY

ASST. TEAM LEADER: Fady Gerges

RAMP BRIDGE ATTACHED TO SPAN: _____ BIN: _____

INSPECTION AGENCY:

13	
19	20

 TYPE OF INSPECTION:

1
21

 1-BIENNIAL 3- IN DEPTH 5- SPECIAL
2- INTERIM 4- NONE (UNDER CONTRACT)

STATE HWY. NO: _____ MILEPOINT: _____ POLIT. UNIT: Herkimer

FEATURE(S) CARRIED: 90IX

FEATURE(S) CROSSED: Mohawk St. (NYS Route 28)

TOTAL SPANS: 2 BRIDGE ORIENTED: West YEAR BUILT: 1954

BRIDGE TYPE: Steel Stringer/Multi-Beam or Girder AADT/YEAR 21708/2011

VERTICAL CLEARANCE AND LOAD POSTINGS	ON: <u>NOT POSTED</u>	Under: <u>NOT POSTED</u>	Loading: <u>NONE</u>	<table border="1"><tr><td>06</td><td>2</td></tr><tr><td>118</td><td>120</td></tr></table>	06	2	118	120															
	06	2																					
118	120																						
<table border="1"><tr><td>0</td><td>Ft</td><td>0</td><td>In</td></tr><tr><td>19</td><td>20</td><td>21</td><td>22</td></tr></table>	0	Ft	0	In	19	20	21	22	<table border="1"><tr><td></td><td>Ft</td><td></td><td>In</td></tr><tr><td>23</td><td>24</td><td>25</td><td>26</td></tr></table>		Ft		In	23	24	25	26	<table border="1"><tr><td></td><td>TONS</td></tr><tr><td>27</td><td>28</td></tr></table>		TONS	27	28	
0	Ft	0	In																				
19	20	21	22																				
	Ft		In																				
23	24	25	26																				
	TONS																						
27	28																						

ABUTMENTS:	Begin	End	WINGWALLS:	Begin	End	APPROACHES:								
Joint with deck	<table border="1"><tr><td>3</td></tr><tr><td>22</td></tr></table>	3	22	<table border="1"><tr><td>3</td></tr><tr><td>23</td></tr></table>	3	23	Walls	<table border="1"><tr><td>4</td></tr><tr><td>40</td></tr></table>	4	40	<table border="1"><tr><td>4</td></tr><tr><td>41</td></tr></table>	4	41	Drainage
3														
22														
3														
23														
4														
40														
4														
41														
Bearings, anchors bolts, pad	<table border="1"><tr><td>3</td></tr><tr><td>24</td></tr></table>	3	24	<table border="1"><tr><td>3</td></tr><tr><td>25</td></tr></table>	3	25	Footings	<table border="1"><tr><td>9</td></tr><tr><td>42</td></tr></table>	9	42	<table border="1"><tr><td>9</td></tr><tr><td>43</td></tr></table>	9	43	Embankment
3														
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42														
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43														
Bridge seat and pedestals	<table border="1"><tr><td>5</td></tr><tr><td>26</td></tr></table>	5	26	<table border="1"><tr><td>3</td></tr><tr><td>27</td></tr></table>	3	27	Erosion or scour	<table border="1"><tr><td>6</td></tr><tr><td>44</td></tr></table>	6	44	<table border="1"><tr><td>6</td></tr><tr><td>45</td></tr></table>	6	45	Settlement
5														
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44														
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Backwall	<table border="1"><tr><td>4</td></tr><tr><td>28</td></tr></table>	4	28	<table border="1"><tr><td>4</td></tr><tr><td>29</td></tr></table>	4	29	Piles	<table border="1"><tr><td>9</td></tr><tr><td>46</td></tr></table>	9	46	<table border="1"><tr><td>9</td></tr><tr><td>47</td></tr></table>	9	47	Erosion
4														
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47														
Stem (breastwall)	<table border="1"><tr><td>5</td></tr><tr><td>30</td></tr></table>	5	30	<table border="1"><tr><td>4</td></tr><tr><td>31</td></tr></table>	4	31	STREAM CHANNEL: Stream Alignment <table border="1"><tr><td>8</td></tr><tr><td>48</td></tr></table>		8	48	Pavement			
5														
30														
4														
31														
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48														
Erosion or scour	<table border="1"><tr><td>7</td></tr><tr><td>32</td></tr></table>	7	32	<table border="1"><tr><td>7</td></tr><tr><td>33</td></tr></table>	7	33	Erosion And Scour	<table border="1"><tr><td>8</td></tr><tr><td>49</td></tr></table>	8	49	Guide Railing			
7														
32														
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49														
Footings	<table border="1"><tr><td>9</td></tr><tr><td>34</td></tr></table>	9	34	<table border="1"><tr><td>9</td></tr><tr><td>35</td></tr></table>	9	35	Waterway Opening	<table border="1"><tr><td>8</td></tr><tr><td>50</td></tr></table>	8	50	GENERAL RECOMMEND <table border="1"><tr><td>4</td></tr><tr><td>60</td></tr></table>	4	60	
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Piles	<table border="1"><tr><td>9</td></tr><tr><td>36</td></tr></table>	9	36	<table border="1"><tr><td>9</td></tr><tr><td>37</td></tr></table>	9	37	Bank Protection	<table border="1"><tr><td>8</td></tr><tr><td>51</td></tr></table>	8	51				
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36														
9														
37														
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51														
Recommendation	<table border="1"><tr><td>5</td></tr><tr><td>38</td></tr></table>	5	38	<table border="1"><tr><td>4</td></tr><tr><td>39</td></tr></table>	4	39								
5														
38														
4														
39														

ACCESS CATEGORY:

- Walk-Up
- Lane Close Shad
- Step Ladder
- Extension Ladder
- Lift Small (<= 30 ft.)

FLAG ISSUED?

- NONE:
- YELLOW:
- RED:
- SAFETY:

BRIEF REASON

 No contact between girder and bearing at Pier.

Vulnerability Reassessment Review Recommended?

HYD	OVL	STL	COL	CON	SMC	1 = YES 2 = NO 3 = NA X = NOT USED THIS CYCLE							
<table border="1"><tr><td>3</td></tr><tr><td>65</td></tr></table>	3	65	<table border="1"><tr><td>X</td></tr></table>	X	<table border="1"><tr><td>1</td></tr></table>	1	<table border="1"><tr><td>X</td></tr></table>	X	<table border="1"><tr><td>X</td></tr></table>	X	<table border="1"><tr><td>X</td></tr></table>	X	
3													
65													
X													
1													
X													
X													
X													

REVIEWED BY:	<u>Garret Hoffmann</u> Garret Hoffmann
P.E. NUMBER:	<u>70686</u>
DATE:	<u>11/16/2015</u>

RC - BIN:

2	3	-	1	0	2	0	0	7	9
1	2		3	4	5	6	7	8	9

NYS DEPT OF TRANSPORTATION
BRIDGE INSPECTION REPORT

SHEET 2 OF 34

TEAM LEADER: Glenford Mullings

ASST. TEAM LEADER: Fady Gerges

DATE:

MO	DAY	YEAR
10	02	15
13	14	15
16	17	18

OTHERS: NYSTA Maintenance - WZTC

FEATURE(S) CARRIED: 90IX

FEATURE(S) CROSSED: Mohawk St. (NYS Route 28)

SPAN NO.	DECK ELEMENTS						SUPERSTRUCTURE						PIER						UTILITIES										
	Wearing surface	Curbs	Sidewalk & Fascias	Railings & Parapets	Scuppers	Gratings	Median	MONO Deck Surface	Deck Structural	Primary Members	Secondary Members	Paint	Joints	Recommendation	Bigs. Anchor Bolts, Pads	Pedestals	Top of Pier Cap/Beam	Stem Solid Pier	Capbeam	Pier Columns	Footings	Erosion or Scour	Piles	Recommendation	Lighting Standards and Fixtures	Sign Structures	Utilities and Utilities Supports		
10	11	12	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45
0	0	1	5	4	4	4	8	8	5	8	4	4	5	4	3	4	3	5	4	8	3	3	9	7	9	3	8	8	8
0	0	2	5	3	4	4	8	8	5	8	4	4	5	4	8	4	8	8	8	8	8	8	8	8	8	8	8	5	8

DIVING INSPECTION REQUIRED? Yes No If yes, indicate year of last diving inspection.

SPECIAL EMPHASIS INSPECTION REQUIRED: Yes No If yes, indicate type below

- NON-REDUNDANT/FRACTURE CRITICAL
- PIN AND HANGERS
- FATIGUE-PRONE WELDS (AASHTO D, E, OR E') Spans 1 & 2: Partial length cover plates
- NON-CATEGORIZED FATIGUE-PRONE DETAILS Spans 1 & 2: Out-of-plane bending and jacking stiffener welds
- OTHERS (SPECIFY) Web Loss; Impact Damage Sp. 1 & 2: G1, G18 web sect. loss at Pier; Sp. 1: Imp. damage G1, G2

RECOMMEND FURTHER INVESTIGATION 1 = NO 2 = YES 19

REMARKS

DATE	TIME OF ARRIVAL	TIME OF DEPARTURE	TEMP (F/C)	WEATHER CONDITIONS / ACCESS EQUIPMENT	Field Notes
09/30/2015	2:00:00 pm	5:00:00 pm	63/17	Cloudy	Walking
10/01/2015	6:45:00 am	5:30:00 pm	55/13	Cloudy	Walking, Scissor Lift Truck, Lane Closure, Shadow Vehicle w/Impact Attenuator
10/02/2015	6:45:00 am	2:30:00 pm	48/9	Cloudy	Walking, Scissor Lift Truck, Lane Closure, Shadow Vehicle w/Impact Attenuator

FEDERAL RATING FORM

NYS DEPT OF TRANSPORTATION
BRIDGE INSPECTION REPORT

MP: 219.91

RC - BIN:

1	2	3	4	5	6	7	8	9	
2	3	-	1	0	2	0	0	7	9

SHEET 3 OF 34

TEAM LEADER: Glenford Mullings

DATE:

MO	DAY	YEAR
10	02	15
13 14	15 16	17 18

ASST. TEAM LEADER: Fady Gerges

FEATURE(S) CARRIED: 90IX

FEATURE(S) CROSSED: Mohawk St. (NYS Route 28)

Description	Deck	Superstructure	Substructure	Channel	Culvert
Fed. Item #	58	59	60	61	62
RATING	5	4	4	N	N
	19	20	21	22	23

Notes:

- 1) See attached explanations for Federal Item Nos. a) 58- Deck, 59- Superstructure, 60- Substructure; b) 61- Channel and Channel Protection; c) 62- Culverts.

- 2) Item Nos. 58, 59, and 60 shall be coded N for all culverts.

- 3) A rating or an N must be entered for all Federal Items. Blanks are not acceptable.

INSPECTED BY: Glenford Mullings TITLE: Prudent Engineering, Team Leader

FEATURE(S) CARRIED: 90IX

FEATURE(S) CROSSED: Mohawk St. (NYS Route 28)

BRIDGE INSPECTION AND CONDITION REPORT
SUPPLEMENTARY INSPECTION ACTIVITIES

BIN PLATE LOCATION/ CONDITION	<input checked="" type="checkbox"/> Satisfactory <input type="checkbox"/> Missing <input type="checkbox"/> Damaged/Defaced <input type="checkbox"/> End Abutment <input checked="" type="checkbox"/> Begin Abutment
	Face of stem in Bay 17.
FLOOD ELEVATION MARKINGS	<input checked="" type="checkbox"/> N/A <input type="checkbox"/> Satisfactory <input type="checkbox"/> Missing <input type="checkbox"/> Damaged/Illegible (described below)
ELECTRICAL	<input checked="" type="checkbox"/> Class A (Caution) <input type="checkbox"/> Class B (Warning) <input type="checkbox"/> Class C (Danger)
SPECIAL EMPHASIS	<input type="checkbox"/> Not Required <input checked="" type="checkbox"/> A 100% Hands-On Inspection Given To: See below
	<input checked="" type="checkbox"/> No Defects Found <input type="checkbox"/> Defects Described Below
UPGRADES REPORT	<input checked="" type="checkbox"/> None <input type="checkbox"/> Minor (see below) <input type="checkbox"/> Major Rehab (see below) (Contract #:)

The following work was completed (explain to the right of any item checked: repaired, replaced, begin, end, left, right, etc.

- | | |
|--|---|
| <input type="checkbox"/> Superstructure | <input type="checkbox"/> Curb, Sidewalk, Fascia |
| <input type="checkbox"/> Deck | <input type="checkbox"/> Bridge Rail |
| <input type="checkbox"/> Wearing Surface | <input type="checkbox"/> Approach Rail |
| <input type="checkbox"/> Appr. Pavement | <input type="checkbox"/> Signage |
| <input type="checkbox"/> Substructure | <input type="checkbox"/> Other (explain below) |

GENERAL COMMENTS/UNUSUAL CONDITIONS: Unusual Conditions (explain below)

SPECIAL EMPHASIS:

1. Welds at ends of partial length cover plates in Spans 1 and 2.
2. Girders are susceptible to out-of-plane bending at diaphragm connections to girder webs, skew angle is 38 degrees, staggered diaphragms, web gaps < 4Tw, web thickness = 0.580", AADT= 21,708
3. Field welded jacking stiffeners in tension zones of Spans 1 and 2.
4. Per NYSDOT BIM, Appendix C, web loss greater than 25% on G1 & G18, in Spans 1 & 2, over the pier.
5. Impact damage to bottom flanges of girders G1 & G2 in Span 1.

INSPECTED BY: Glenford Mullings TITLE: Prudent Engineering, Team Leader

FEATURE(S) CARRIED: 90IX

FEATURE(S) CROSSED: Mohawk St. (NYS Route 28)

BRIDGE INSPECTION MPT REQUIREMENTS

**Instructions: Circle Thruway direction, then check yes or no for each lane/shoulder closure.
Comment on reason for each closure. Examples: cover plates, impact damage, etc.**

EAST BOUND	LANE CLOSURE			
Driving lane shoulder	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Comments:
Driving lane	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Comments:
Center lane	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Comments:
Mall lane	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Comments:
Mall lane shoulder	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Comments:
Ramp lane	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Comments:

WEST BOUND	LANE CLOSURE			
Driving lane shoulder	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Comments:
Driving lane	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Comments:
Center lane	<input checked="" type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input type="checkbox"/> No	Comments:
Mall lane	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Comments:
Mall lane shoulder	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Comments:
Ramp lane	<input type="checkbox"/> N/A	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	Comments:

NOTES:

No lane closures are needed on the Thruway.

WZTC on Mohawk Street provided by NYSTA. Lanes were taken for Special Emphasis and pier inspection.

RATING FORM: TP349				
ITEM:	TITLE:	RATINGS		
	REMARKS:	NEW:	PRE:	PHOTO #:

22 Joint With Deck (Begin)

The Begin joint is paved over with asphalt. 3 4 1, 2, 3, 4

On the Eastbound side, the asphalt has a reflective transverse crack, up to ¼ in. wide, across the travel lanes and the shoulders.

Similarly, the asphalt over the joint on the Westbound side has transverse cracking, up to ½ in. wide, across the travel lanes and shoulders. The cracks are tar-sealed across the travel lanes.

Below deck, active moderate joint leakage is noted on the backwall and bridge seat, in Bays 8 through 16.

Rating reduced from '4' to '3' due to the leakage noted below deck.

23 Joint With Deck (End)

The End joint is paved over with asphalt, which is also sawcut and tar-sealed along the joint. 3 4 5, 6, 7, 8

On the Eastbound side, there is an 18 in. wide band of transverse cracking, up to ¼ in. wide, across the Ramp and Passing lanes. Some of the cracks are tar-sealed.

Similarly, the asphalt over the joint on the Westbound side has a 12 in. wide band of transverse cracking, up to ¼ in. wide, across the Ramp and Passing lanes.

Below deck, active moderate joint leakage is noted on the backwall and bridge seat, in Bays 1 through 15.

In the Left fascia overhang, the concrete joint header/deck is severely spalled with exposed and debonded severely corroded reinforcing bars. The spall measures 1 ft. L x 1½ ft. W x 6 in. deep and the concrete within is damp and crumbly with heavy efflorescence stains.

Rating reduced from '4' to '3' due to the leakage noted below deck.

24 Bearings, Anchor Bolts, Pads (Begin)

The fixed Begin abutment bearings are comprised of steel sole plates with concave bearing area to allow rotation. 3 3 9, 10, 11

All 18 bearings exhibit varying degrees of corrosion on the sole and masonry plates, as well as the anchor nuts/bolts. The worst corroded bearings are at girders G1, G2, and G3.

The heavy corrosion on the worst bearings may inhibit normal girder end rotation.

Rating remains '3'.

RATING FORM: TP349				
ITEM:	TITLE:	RATINGS		
	REMARKS:	NEW:	PRE:	PHOTO #:

25 Bearings, Anchor Bolts, Pads (End)

The fixed End abutment bearings are comprised of steel sole plates with concave bearing area to allow rotation. 3 3 12, 13, 14

All 18 bearings exhibit varying degrees of corrosion on the sole and masonry plates, as well as the anchor nuts/bolts.

The heavy corrosion on the worst bearings may inhibit normal girder end rotation.

In addition to being heavily corroded, the 2' x 10" x 1¾" masonry plate of the bearing for the Left fascia girder G1 is undermined up to 1¾ in. (avg.) deep along its entire Left edge due to spalling of the concrete pedestal. As a result, the bearing has lost approximately 7% of its bearing area and the anchor bolt is exposed, exhibiting moderate corrosion.

At the bearing for girder G17, the sole plate is not fully seated on the curved bearing surface. The girder appears to be rotated counterclockwise, creating a ¾ in. gap between the sole plate and the bearing surface at the Right side. The sole plate is still in contact with the bearing surface at the Left side. This condition is unchanged since 2009 and no signs of distress or excessive movement are noted.

Rating remains '3'.

RATING FORM: TP349				
ITEM:	TITLE:	RATINGS		
	REMARKS:	NEW:	PRE:	PHOTO #:

27 Bridge Seat and Pedestals (End)

PEDESTALS: 3 3 12, 15, 16,
17, 18, 19
The raised pedestals exhibit the following deterioration:

At the Left fascia girder G1, the Left side of the pedestal is spalled, 2 ft. L x 1 ft. H x 4 in. D, exposing the bearing's moderately corroded anchor bolt and undermining the bearing's masonry plate by 1¾ in. The bearing has lost 7% of its bearing area as a result.

At G2, there is a 1/8 in. wide crack that runs along the full height of the Begin-Left corner and extends to the Left anchor bolt. The Begin face of said pedestal has a 1 ft. L x 6 in. H x 1½ in. D spall along the top edge, but no reinforcement is exposed. The remainder of the Begin face is 100% delaminated.

SEAT:

The bridge seat (between the pedestals) has been sealed/coated in the past. The seal has now dried out, cracked and debonded from the concrete surface, but remain in place. Joint leakage seeps between the cracks and remains trapped between the flat horizontal concrete surface of the seat and coating.

The constant moisture exacerbates the deterioration of the bridge seat as follows:

Bay 1 has a 4½ ft. L x 6 in. W x 3 in. D spall along the front edge, adjacent to the pedestal for girder G2. This spall is an extension of the large spall on the front face of the stem.

Bay 2 has a 2½ ft. L x 6 in. W x 3 in. D spall along the front edge, near mid-bay. The spall extends down the face of the stem 6 in. The remainder of the seat exhibits heavy scaling and debris accumulation in the areas where the seal material is missing.

Bay 3 has a 4 ft. L x 6 in. H delamination along the front edge of the vertical face. The remainder of the seat exhibits widespread heavy scaling.

Bays 4 and 5 each has a crack, up to ¼ in. wide, along the full length (7½ ft.) of the front edge. The adjacent area on the front face of the stem is delaminated 2½ ft. high.

Bay 7 has a 2 ft. L x 1 ft. W x 2 in. D spall along the front edge, adjacent to the pedestal for girder G8. The spall extends down the face of the stem 1 ft. The debonded seal material is entirely removed from Bay 7 to reveal heavy scaling on the remainder of the seat surface.

Bay 9 has moderate debris accumulation which further contributes to moisture retention.

Bay 12 has a 4 ft. L x 6 in. W area of cracked and delaminated concrete along the front edge, near mid-bay. The delamination extends down the face of the stem 1 ft.

RATING FORM: TP349				
ITEM:	TITLE:	RATINGS		
	REMARKS:	NEW:	PRE:	PHOTO #:

27 Bridge Seat and Pedestals (End)

Bay 17 has a 4½ ft. L x 6 in. W delamination along the front edge, adjacent to the pedestal for girder G17. The delamination extends down the face of the stem 2 ft.

Rating remains '3'.

28 Backwall (Begin)

The Begin backwall exhibits the following deterioration: 4 4 20

In Bay 14, there is a 2½ ft. H x 1 ft. W area of cracked and delaminated concrete with dampness and efflorescence stains behind girder G15.

In Bay 16, the backwall has a 2 ½ ft. H x 8 ft. W area of cracked and delaminated concrete, including some shallow spalling along the edges. The spalled areas exhibit moderate efflorescence and rust stains.

The remaining 15 bays are in better condition and would rate '5'.

Rating remains '4'.

29 Backwall (End)

The End backwall exhibits the following deterioration: 4 4 7, 21, 22

In the Left fascia bay, there is a 1½ ft. H x 3½ ft. W x 6 in. D spall with 4 exposed, moderately corroded reinforcing bars along the top. The concrete within the spall is damp and crumbly, and has moderate efflorescence stains.

In Bay 1, there is widespread moderate scaling, up to ½ in. deep, due to joint leakage. The top of the backwall exhibits moderate edge spalling.

In Bay 9, there is an 8 in. H x 1½ ft. W x 9 in. D spall along the top edge, to the Left of the median joint. Heavy joint leakage is noted at this spall.

The remaining 15 bays are in better condition and would rate '5'.

Rating remains '4'.

RATING FORM: TP349				
ITEM:	TITLE:	RATINGS		
	REMARKS:	NEW:	PRE:	PHOTO #:

31 Stem (Breastwall) (End)

The End stem exhibits numerous large (5 SF to 25 SF) delaminations and small to medium spalls scattered throughout. 4 4 17, 23, 24, 25

The most severe spall is located at the top of Bay 1 and measures 6 ft. H x 4½ ft. W x 3 in. D with 7 exposed, partially debonded reinforcing bars (4 vertical, 3 horizontal). Below the spall, there is a 4½ ft. H x 2 ft. W delamination.

At Bay 4, there is a 2½ ft. H x 7½ ft. W delamination at the top, but no spalling.

At the Right side of Bay 17, there is a 19 SF area of delaminated cover concrete that has several small spalls.

The spalls and delaminations represent approximately 15% of the total stem area.

Rating remains '4'.

40 Walls (Begin)

The Begin wingwalls are the U-wall type with bridge railing posts anchored into their top faces. 4 4 26

The Begin-Left U-wall has an 18 ft. long spall, up to 10 in. wide x 3 in. deep, along the top, adjacent to the granite curb. The spall is between the 1st 3 "bridge" railing posts, past the Begin joint. The majority of the spall is filled in with roadway debris/sand.

At the 2nd post (from the Begin joint), the spalling extends across the entire 21 in. wingwall thickness for a 4½ ft. length. The spall depth increases to 4 in. and undermines the post's base plate, exposing all 3 anchor bolts.

Near the end of the wall, there is a 2 SF x 1 in. deep spall on the top face.

The Begin-Right U-wall has a 10 ft. long section of spalling, up to 10 in. wide x 2 in. deep, along the top, adjacent to the granite curb. The spalling is between the 1st 2 "bridge" railing posts, past the Begin joint. The majority of the spall is filled in with roadway debris/sand.

Near the Begin joint, there is a 5 SF x 1 in. deep spall on the top outer edge.

At the end of the wall, there is a 1½ ft. L x 8 in. H x 3 in. D spall that undermines the base plate of the last railing post.

Rating remains '4'.

RATING FORM: TP349				
ITEM:	TITLE:	RATINGS		
	REMARKS:	NEW:	PRE:	PHOTO #:

41 Walls (End)

The End wingwalls are the U-wall type with bridge railing posts anchored into their top faces. 4 4 27, 28

The End-Left U-wall has a 2½ ft. H x 5 in. W x 9 in. D spall with 1 exposed vertical reinforcing bar along the Right vertical edge of the Begin face, adjacent to the backwall.

At the 2nd railing post (from the End joint), there is a 4½ ft. L x 10 in. W x 2 in. D spall along the top, adjacent to the granite curb. This spall undermines the post's base plate and exposes 2 of the 3 anchor bolts.

The End-Right U-wall has intermittent spalling, up to 10 in. wide x 2 in. deep, along the top surface, adjacent to the granite curb for the entire length of the wall.

At the 3rd and 4th railing posts there is approximately 8 ft. of spalling, up to 2 in. deep, along the top outer edge. The spall extends across the top surface by 8 in and down the vertical face by 10½ in. Similar spalling, 9½ ft. L x 10½ in. H x 5 in. D, with 1 exposed, moderately corroded horizontal reinforcing bar exists at the end of the steel panel railing

Rating remains '4'.

53 Drainage

The Begin approach pavement, within the median, is settled up to 2½ in. with respect to the adjacent wearing surface, resulting in ponding of run-off on the EB side. A similar condition exists at the End approach, WB side, but not as severe. 4 4 29, 30

On the WB side of the Begin median, there is a drainage inlet that is open and free of debris. However, the asphalt median adjacent to (to the End side of) the inlet is severely raveled and depressed up to 4 in., prohibiting run-off from effectively getting to the inlet.

Rating remains '4'.

55 Settlement

The asphalt pavement in the Begin approach is settled, up to 2½ in., within the median. Snow plow scrape marks are noted on the pavement. The End approach is similar but not as severe. 4 5 31

Rating reduced from '5' to '4'.

RATING FORM: TP349					
ITEM:	TITLE:	RATINGS			
	REMARKS:	NEW:	PRE:	PHOTO #:	

56 Erosion

Previous erosion at the Begin-Left quadrant has been arrested by the placement of asphalt along the embankment. However, the soil plates of the first 3 guide railing posts are still partially exposed. 4 4 32, 33, 34

The asphalt that was placed along the Begin-Right embankment to address previous erosion is now sloughing and cracking up. The soil plates of the first 5 guide railing posts are exposed, up to 8 in., as a result. There is a void under said asphalt, up to 1 ft. H x 15 in. D (laterally), at the end of the U-wall due to erosion of the underlying earth material.

At the End-Left and End-Right quadrants, embankment erosion has partially exposed the soil plates of the first 3 to 4 guide railing posts. Also at the End-Right, near the end of the U-wall, there is a 2 ft. wide x 6 in. deep erosion trough that runs transversely down the embankment. The trough extends to the edge of the asphalt pavement, but no undermining of said pavement is noted at this time.

Rating remains '4'.

58 Guide Railing

The Begin-Left and End-Left guide railings are comprised of steel 2 rail box beams mounted to steel posts, that transitions to a single W-beam rail mounted to weak steel posts, including (3) back-up cable ties. 4 4 32, 33, 34, 35, 36

At the Begin-Left, the first 3 guide railing posts have their soil plates partially exposed due to embankment erosion. Also, the top rail is disconnected from the 6th through 8th posts, with the 6th and 7th exhibiting impact damage. At the transition, 1 of the 3 back up cables is disconnected from the rail and laying on the ground.

The guide railings at the other 3 quadrants exhibit partially exposed soil plates on the first 3 or 4 posts due to embankment erosion, but the railings still feel securely anchored nonetheless.

Also at the Begin-Right, the W-beam rail is disconnected from the 7th and 10th posts, leaving a 15½ ft. length unsupported.

The guide railings at the median exhibit no significant defects are would rate '5'.

Rating remains '4'.

RATING FORM: TP350			
ITEM:	TITLE:		RATINGS
	REMARKS:	SPAN:	NEW: PRE: PHOTO #:

19 Wearing Surface

SPAN 1: 1 5 5 37, 38, 39

The asphalt wearing surface in Span 1 is generally in good to fair condition with no significant defects that adversely affect ride quality. However, there are a few defects noted within the median, away from the normal traffic paths.

On the EB side, within the End half of the span, the wearing surface ponds run-off, up to 15 ft. L x 5 ft. W, beneath the median barrier.

On the WB side (of the median barrier), the longitudinal joint between the EB and WB bridge decks has been previously paved over with asphalt over the entire length of the span. The asphalt has since developed a reflective longitudinal crack, up to 1/2 in. wide, along almost the full length of the joint, allowing run-off to infiltrate and leak below deck.

Also on the WB side, the asphalt wearing surface in the median has a pothole, up to 2 1/2 ft. L x 5 1/2 ft. W x 2 in. D, at the Begin joint. The pothole exposes the waterproof membrane which is torn and has a large section missing. The pothole ponds run-off and the torn membrane allows infiltration of said run-off between the different layers of asphalt.

Rating remains '5' since the defects are so isolated and localized.

SPAN 2: 2 5 6 40

Similar to Span 1, the asphalt wearing surface in Span 2 is generally in good condition with no significant defects that adversely affect ride quality.

There are a few small isolated areas of raveling in the median and the asphalt along the longitudinal joint between the EB and WB bridge decks has a reflective longitudinal crack, up to 1/2 in. wide, in the End half. The crack allows run-off to infiltrate and leak below deck.

Rating reduced from '6' to '5'.

RATING FORM: TP350			
ITEM:	TITLE:		RATINGS
	REMARKS:	SPAN:	NEW: PRE: PHOTO #:

20 Curbs

SPAN 1: 1 4 5 41, 42, 43
As per Section 6.2 of the current (2014) NYSDOT Bridge Inspection Manual (BIM), the approach curbs are now included in the curb rating for the span nearest the approach.

The granite curb at the Begin-Left approach quadrant exhibits moderate mortar loss between the segments and reduced anchorage to the U-wall due to heavy spalling of said wall. The spalling is mostly filled in with sand/roadway debris that traps moisture, accelerating the corrosion of the curbs anchor bars.

The 1st segment (at the Begin joint) is rotated toward traffic with the top edge off alignment by up to 3 in.

At the Begin-Right approach quadrant, the granite curb is rotated toward traffic with the top edge off alignment by up to 1½ in.

The Left granite curb on Span 1 is in better condition and would rate '5' except at the Pier 1 joint where a 1½ ft. long section is completely detached from the concrete safety walk and can be displaced easily by hand. No safety flag is issued since the shoulder is up to 8½ ft. wide and the loose curb section poses no immediate threat to traffic. However, the section can easily be moved during snow removal operations.

The Right granite curb is also in fair condition with no significant defects, and would rate '5'.

Rating reduced from '5' to '4'.

RATING FORM: TP350			
ITEM:	TITLE:		RATINGS
	REMARKS:	SPAN:	NEW: PRE: PHOTO #:

20 Curbs
SPAN 2: 2 3 5 44, 45, 46, 47, 48

As per Section 6.2 of the current (2014) NYSDOT Bridge Inspection Manual (BIM), the approach curbs are now included in the curb rating for the span nearest the approach.

The granite curb at the End-Left approach quadrant is rotated toward traffic with the top edge off alignment by up to 3 in. The gap between the curb and the U-wall ranges from 2 in. to 5 in., allowing debris/sand to accumulate and trap moisture.

The End 10½ ft. of the End-Left curb is completely detached from the U-wall and can easily be displaced by hand. No safety flag is issued since the shoulder is up to 8½ ft. wide and the loose curb section poses no immediate threat to traffic. However, the section can easily be moved during snow removal operations.

At the End-Right quadrant, the End 10 ft. of the granite curb is slightly misaligned and rotated toward traffic. The gap (due to spalling of the concrete safety walk + rotation of the curb) between the concrete safety walk and the curb is up to 7 in., exposing 1 of the curb's anchor bar.

The Left granite curb on Span 2 is in better condition and would rate '5' except at the Pier 1 joint where a 1 ft. long section is completely detached from the concrete safety walk and can be displaced easily by hand. No safety flag is issued since the shoulder is up to 8½ ft. wide and the loose curb section poses no immediate threat to traffic. However, the section can easily be moved during snow removal operations.

Also, at the End, the last curb segment is broken in 2 with the End 3 ft. long piece being slightly misaligned and separated from the safety walk by 2 in. The misalignment is due to spalling of said safety walk where debris fills in and traps moisture, accelerating corrosion of the exposed anchor bars.

The Right granite curb is also in fair condition with no significant defects, and would rate '5'.

Rating reduced from '5' to '3' due to the loose/detached section at the End-Left quadrant.

RATING FORM: TP350			
ITEM:	TITLE:		RATINGS
	REMARKS:	SPAN:	NEW: PRE: PHOTO #:

21 Sidewalks & Fascias

SPAN 1: 1 4 4 49, 50, 51

FASCIAS

The Left fascia exhibits fine longitudinal cracking throughout, moderate efflorescence stains emanating from the longitudinal interface between the deck and the safety walk coping, and a few areas of shallow spalling along the bottom edge.

Near the End, there is a 4 ft. L x 1¾ ft. W x 2 in. D spall with 3 exposed, moderately corroded transverse reinforcing bars in the deck overhang. The spall extends up the vertical face by 3 in. There are 4 other smaller, shallow spalls in the Begin half, but no reinforcing is exposed.

The Right fascia is in better condition with fine longitudinal cracking throughout, light efflorescence stains emanating from the longitudinal interface between the deck and the safety walk coping, and a few areas of concrete repairs.

SIDEWALKS

The concrete safety walk (brush curb) on the Left side exhibits widespread fine cracking and intermittent spalling, up to 4 in. wide x 1 in. deep, along the granite curb on 80% of the Begin half of the span.

Near 2/3 span (at the 5th bridge railing post), there is a 4 ft. L x 10 in. W x 2 in. D debris-filled spall that undermines the post's base plate and partially exposes the End-Right anchor bolt. Similarly, at the End (7th post), there is a 2 ½ ft. L x 5 in. W x 2 in. D spall that undermines the post's base plate and partially exposes the Begin-Right and End-Right anchor bolts.

The Right safety walk (brush curb) is in better condition and would rate '5'.

Rating remains '4' due to the spalling in the Left safety walk and Left fascia.

RATING FORM: TP350			
ITEM:	TITLE:		RATINGS
	REMARKS:	SPAN:	NEW: PRE: PHOTO #:

21 Sidewalks & Fascias

SPAN 2: 2 4 4 44, 52, 53, 54
FASCIAS

The Left fascia exhibits, scattered fine longitudinal cracks and light efflorescence stains emanating from the longitudinal interface between the deck and the safety walk coping.

At the End, the deck overhang spall extends up the full height of the fascia, exposing several, heavily corroded reinforcing bars.

The Right fascia exhibits fine longitudinal cracking throughout, light efflorescence stains emanating from the longitudinal interface between the deck and the safety walk coping, and a few areas of small, shallow spalls.

SIDEWALKS

The concrete safety walk (brush curb) on the Left side exhibits widespread fine cracking throughout and intermittent small, shallow spalling along the edge with the granite curb.

Near the Begin (at the 1st bridge railing post), there is a 5 ft. L x 4 in. W x 1 in. D debris-filled spall that slightly undermines the Right edge of the post's base plate.

At the End, there is spalling on the vertical face of the End 3½ ft. length, contributing to a 2 in. wide gap between the safety walk and the curb. One of the curb's anchor bars is exposed as a result.

The Right safety walk (brush curb) exhibits similar widespread fine cracking and intermittent shallow spalling along the edge with the granite curb, but not as severe.

Rating remains '4'.

RATING FORM: TP350			
ITEM:	TITLE:		RATINGS
	REMARKS:	SPAN:	NEW: PRE: PHOTO #:

22 Railings & Parapets

SPAN 1: 1 4 4 51, 55

The railing on the Left side of the bridge is comprised of 2 steel box beam rails mounted to open web posts, anchored to the concrete safety walk. The railing is extended onto the approaches with the posts (7 at each end) anchored to the top of the Begin-Left and End-Left U-wall wingwalls.

At the 2nd post (from the Begin joint), the top of the Begin-Left wingwall is spalled across its entire thickness for a 4½ ft. length. The spall depth is up to 4 in. and undermines the post's base plate, exposing all 3 anchor bolts. The base plates of the 1st and 3rd posts are also slightly undermined along the inboard edges due to said wingwall spalling. The undermining reduces the posts' anchorages and their resistance to lateral (impact) loads. The other 4 posts exhibit no significant defects.

On Span 1, the 1st, 5th and 7th (last) posts have base plates that are undermined with 1 or more anchor bolts exposed due to spalling of the concrete safety walk. Though the posts have lost some anchorage strength, the railing still feels secure.

Overall, the Left railing is materially sound except at the splices (Begin, Pier and End joints) where the rails exhibit localized heavy corrosion on their undersides.

The steel 4 rail panelized railing on the Right side of the bridge has been retrofitted with the addition of a thrie beam that is attached to each post with U bolts.

The original steel railing exhibits moderate corrosion throughout except at the splice locations (Begin, Pier and End joints) where severe corrosion exists on the rails, including large perforations.

Overall, the Right railing is still very rigid and functions as designed.

Rating remains '4'.

RATING FORM: TP350					
ITEM:	TITLE:		RATINGS		
	REMARKS:	SPAN:	NEW:	PRE:	PHOTO #:

22 Railings & Parapets

SPAN 2: 2 4 4 54, 56, 57, 58
 On Span 2, at the 1st post of the Left bridge railing, there is a 5 ft. L x 4 in. W x 1 in. D debris-filled spall in the concrete safety walk that slightly undermines the Right edge of the post's base plate.

At the End-Left, the 2nd post (from the End joint) has its base plate undermined along its Right edge and 2 of the three anchor bolts exposed due to spalling of the top of the U-wall wingwall. At said base plate, the nuts on 2 of the three anchor bolts are unfastened and remain frozen in a "raised" position. The base plate is, effectively anchored by 1 of the 3 bolts.

Despite the minimal loss of anchorage, the Left railing still feels secure.

The original steel railing on the Right side of the bridge exhibits moderate corrosion throughout except at the splice locations (Begin, Pier and End joints) where severe corrosion exists on the rails, including large perforations.

Overall, the Right railing is still very rigid and functions as designed.

Rating remains '4'.

23 Scuppers

SPANS 1 & 2: 1 8 6 59
 There are no scuppers noted on this bridge. Therefore, the ratings are changed from '6' to '8'.

At the End-Right corner of Span 1, the weep tube has a break right above the top attachment bracket on the Begin side of the Pier.

2 8 6

RATING FORM: TP350			
ITEM:	TITLE:		RATINGS
	REMARKS:	SPAN:	NEW: PRE: PHOTO #:

27 Deck Structural

SPAN 1: 1 4 4 60, 61
The deck underside in Span 1 exhibits areas of spalling, dampness and discoloration.

The spalling is up to 3 in. deep and mostly within Bays 1, 2, 8, 9 (median) and 11. Bay 2 is the worst with up to 33 SF of spalling, while Bay 9 is similar with up to 29 SF. All spalls have exposed reinforcing bars that are moderately corroded.

The dampness and discoloration are noted in Bays 5 thru 9, on the End 2/3 of the span. Bay 9 (median) also exhibits minor active leakage along the longitudinal joint between the EB and WB decks.

The spalling and dampness/discoloration occurs on approximately 35% of the total Span 1 deck area.

See "Deck Deterioration Sketch".

Rating remains '4'.

SPAN 2: 2 4 4 62, 63
The deck underside in Span 2 exhibits more isolated areas of spalling, dampness and discoloration.

The spalling is up to 3 in. deep and mostly within Bays 6, 7, 9 (median), 10 and 16. Median Bay 9 is the worst with approximately 45 SF of spalling affecting the End 20 ft. (+/-) of the WB deck overhang, while Bay 7 has a single 6 ft. L x 5½ ft. W x 2 in. D spall near the Pier. All spalls have exposed reinforcing bars that are moderately corroded.

Any significant dampness and discoloration is isolated to Bay 9 where minor active leakage is also noted along the longitudinal joint between the EB and WB decks.

Overall, spalling and dampness/discoloration affects less than 5% of the total Span 2 deck area.

See "Deck Deterioration Sketch".

Rating remains '4'.

RATING FORM: TP350			
ITEM:	TITLE:		RATINGS
	REMARKS:	SPAN:	NEW: PRE: PHOTO #:

28 Primary Members

SPAN 1: 1 4 4 64, 65, 66,
67, 68, 69,
70
The 18 rolled steel girders are generally in fair condition except at the End (Pier 1) where moderate to heavy joint leakage has accelerated the deterioration of the steel, leading to corrosion of the girder ends, end diaphragms (rated as Primary Members since they support the deck) and end diaphragm connection plates.

At the pier, the fascia girders G1 and G18 exhibit heavy corrosion with notable section losses, including perforations on the bottom 6 in. to 8 in. of the girder webs and End diaphragm connection plates.

At girder G1, the connection plate has a 2 in. high x full-width corrosion perforation at the bottom, while at girder G18, the plate has a 5 in. high x full-width perforation at the bottom. D-meter measurements taken on G18, in the adjacent bearing area of the web range from 0.226 in. (61% loss) to 0.570 in. (2% loss), with a maximum 49% average web loss directly over the bearing. No flag is warranted since the loss is still less than 50%.

See "Girder End Section Loss Documentation".

Also at the pier, girder G8 has a similar perforation, up to 1/2 in. high x 2 in. wide, near the bottom of its left connection plate. The plate exhibits minor localized buckling in the vicinity of the perforation. Girders G13 and G16, exhibit similar localized buckling of the End diaphragm connection plates.

The Left fascia girder G1 and adjacent interior girder G2 exhibit recent impact damage to the bottom flange (and cover plate) over the Passing Lane of Mohawk Street NB, despite the 14.58 ft. minimum vertical clearance. The Left sides of both G1 and G2 bottom flanges are bent upward 1 in. over a 2 ft. length.

Rating remains '4'.

RATING FORM: TP350			
ITEM:	TITLE:		RATINGS
	REMARKS:	SPAN:	NEW: PRE: PHOTO #:

28 Primary Members

SPAN 2: 2 4 5 65, 71, 72,
73, 74

The 18 rolled steel girders are generally in fair condition except at the Begin (Pier 1) where moderate to heavy joint leakage has accelerated the deterioration of the steel, leading to corrosion of the girder ends, end diaphragms (rated as Primary Members since they support the deck) and end diaphragm connection plates.

At the pier, the fascia girders G1 and G18 exhibit heavy corrosion with notable section losses, including perforations on the bottom 6 in. to 8 in. of the girder webs and End diaphragm connection plates.

At girder G1, the bottom flange has an estimated 80% section loss such that it is very malleable by hammer and the web has an estimated 30% loss. The Begin diaphragm connection plate has a 6 in. high x 1 in. wide perforation at the top, along the edge of the Begin diaphragm and a 3 in. high x full-width perforation at the bottom.

The Right fascia girder G18 exhibits similar heavy corrosion with up to 50% localized section loss on the top and bottom 8 in. of the web, but no perforations are noted at this time.

Also at the pier, girder G2 has 2 in. high x 1 in. wide perforation at the top, along the edge of diaphragm and a 2 in. high x full-width perforation at the bottom.

All 18 girders exhibit minor scrape marks on their bottom flanges, over the Driving Lane of Mohawk Street SB, but no significant dents, gouges or displacements are noted.

Rating reduced from '5' to '4'.

RATING FORM: TP350			
ITEM:	TITLE:		RATINGS
	REMARKS:	SPAN:	NEW: PRE: PHOTO #:

30 Paint

SPANS 1 & 2: 1 4 4 65, 70, 75

The paint in Spans 1 and 2 has failed at the pier due to active joint leakage, resulting in minor to heavy corrosion with moderate section losses, including perforations in the end diaphragm connection plates.

Away from the pier, the paint on all 18 girders is peeling, but with active corrosion primarily to the tips of the top and bottom flanges.

Paint loss is estimated as follows:

- Fascia girders at supports - 80%
- Fascia girders - 20%
- Interior girders at supports - 30%
- Interior girders - 10%
- Median fascia girders G8 & G9 - 15%

Ratings remain '4'.

2 4 4 65, 71, 73, 76

31 Joints

The joint at the pier is comprised of a neoprene seal with steel armor angles anchored into concrete headers. 1 3 3 77

The concrete headers exhibit a few small, shallow spalls throughout, with the worst two located on the Span 2 side of the EB Passing Lane.

The steel armors exhibit surface corrosion within the travel lanes, but more significant corrosion within the shoulders and median where drainage ponds.

The previously reported damaged steel armor (and resulting hole) in the EB Driving Lane have been addressed since the previous (2013) inspection. The armor has been straightened and the hole has been filled in with asphalt as part of repaving of the entire Driving Lane.

Below deck, minor active leakage is noted, particularly in the fascia and median bays (Bays 1, 9 and 17).

Rating remains '3' due to active leakage.

RATING FORM: TP350			
ITEM:	TITLE:		RATINGS
	REMARKS:	SPAN:	NEW: PRE: PHOTO #:

33 Bearings, Anchor Bolts, Pads

All 36 Span 1 and Span 2 bearings at Pier 1 are high steel rockers. 1 3 3 78, 79, 80, 81

At the Span 2 bearing for girder G5, the rocker can be rocked slightly by hand, indicating that the girder does not transfer any load (reaction force) to the bearing. Also, the pin between the sole plate and the rocker can be slid along its longitudinal axis by light hammer blows.

The Span 1 bearing for girder G8 exhibits a similar condition as its pin and rocker are also loose.

No vertical movement of either girder end is noted to indicate that the bearing's sole plate engages the rocker (via the pin) and transfers any load during truck/live load passage.

With girders G5 and G8 not transmitting any reaction force to their bearings, said force is re-distributed to the adjacent bearings via the adjacent girders. The additional load could result in the adjacent girders and bearings being overstressed, thus a YELLOW Structural Flag (#15-078) is issued.

The Span 1 and Span 2 bearings at the fascia girders G1 & G18 and at the median girders G9 & G10 exhibit advanced corrosion, a result of active joint leakage. Rust debris has accumulated between the rockers and their respective masonry plates, hindering thermal movement.

At the Span 1 rocker for girder G17, pack rust has accumulated between the rocker and the masonry plate, lifting the rocker off the plate by up to 1/2 in., exposing the 2 pintels/dowels. The bearing appears to still transmit loads nonetheless.

Rating remains '3'.

RATING FORM: TP350			
ITEM:	TITLE:		RATINGS
	REMARKS:	SPAN:	NEW: PRE: PHOTO #:

35 Top of Pier Cap or Beam

The top of the pier capbeam exhibits the following deterioration: 1 4 4 82, 83, 84

Bay 1

3 ½ ft. L x 3 ft. W delamination near girder G1

Bay 6

1 ft. L x 2 ft. W x 2 in. D spall at the End-Left corner of the masonry plate for girder G7. Adjacent 1 ft. L x 1 ft. W area is delaminated.

Bay 8

2½ ft. L x 2 ft. W delamination near girder G8

The deterioration represents approximately 5% of the total top of capbeam area.

See "Pier Deterioration Sketch".

Rating remains '4'.

RATING FORM: TP350			
ITEM:	TITLE:		RATINGS
	REMARKS:	SPAN:	NEW: PRE: PHOTO #:

37 Cap Beam

The capbeam is severely deteriorated with numerous large areas of delamination and several areas of spalling with exposed reinforcing bars on the Begin and End faces as well as the underside. The most severe deterioration is as follows:

	1	3	3	85, 86, 87, 88, 89, 90, 91
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BEGIN FACE:

- 40 SF delamination along the top, from columns C4 to C5
- 5 SF x 2 in. deep spall along the bottom edge, at column C7; Surrounding 25 SF area is delaminated
- 11½ ft. x full-height (3½ ft.) delamination with several 2 in. to 3 in. deep spalls at column C9

The deterioration represents approximately 39% (12% spalls; 27% delaminations) of the total Begin face area.

END FACE:

- 13 SF delamination full-height, on the Left nose
- 15 SF delamination along the top, in column Bay 2
- Total of 40 SF delamination in column Bay 3
- 18 SF delamination near mid-height and 3 ft. x 3 ft. 2 in. D spall, in column Bay 4
- 40 SF delamination along the top, at column C9 and column Bay 9.
- 10 SF x 3 in. deep spall along the bottom edge, at the middle of column Bay 9

The deterioration represents approximately 47% (9% spalls; 38% delaminations) of the total End face area.

UNDERSIDE:

- 40 SF x 3 in. deep spall with exposed and debonded reinforcing bars along the Begin edge of column Bay 1. This 2½ ft. wide spall exposes 2 main longitudinal bars and over 10 shear stirrups, all of which have heavy corrosion.
- 84 SF delamination along the Begin edge of column Bay 6
- 16 SF x 3½ in. deep spall with exposed and debonded reinforcing bars along the End edge of column Bay 7
- 7 ft. L x 1½ ft. W x 4 in. D spall adjacent to column C9 exposes 6 longitudinal main bars and 3 shear stirrups all of which are heavily corroded

The deterioration represents approximately 51% (22% spalls; 29% delaminations) of the total underside area.

See "Pier Deterioration Sketch".

Rating remains '3'.

RATING FORM: TP350			
ITEM:	TITLE:		RATINGS
	REMARKS:	SPAN:	NEW: PRE: PHOTO #:

38 Pier Columns

PIER 1: 1 3 3 88, 89, 92,
93, 94, 95,
96, 97
The columns are severely deteriorated with numerous large areas of delamination and several areas of spalling with exposed reinforcing bars. The most severe deterioration is as follows:

C1 - 9½ ft. H x 1¾ ft. W x 4 in. D spall with 7 of the 8 exposed ties broken/corroded through on the Begin face. Two vertical rebars are also exposed and exhibit heavy corrosion. Area to the Left of the spall (2½ ft. wide) and Right of the spall (1½ ft. wide) is delaminated.

C2 - No significant defects.

C3 - 6 ft. H x 2½ ft. W x 2½ in. D spall with 5 ties and 2 vertical reinforcing bars exposed on the Begin face. Surrounding area is delaminated up to 3 ft. wide.

C4 - 5 ft. H x 3 ft. W delamination at the top of End-Left face.

C5 - 6 ft. H x 3 ft. W delamination at the top of the Begin-Right face. Area extends to the middle of the Right face. The adjacent 3 ft. W x full-height area on the End-Right face is also delaminated.

C6 - 4 ft. H x 1½ ft. W delamination at the top of the Begin-Right face.

C7 - 7½ ft. H x 2 ft. W x 2½ in. D spall with the top 3 of 7 exposed ties broken and 5 exposed vertical bars on the Begin face.

- To the Right of the spall, there is a 6 ft. H x 2 ft. W delamination at the top of the Begin-Right face.

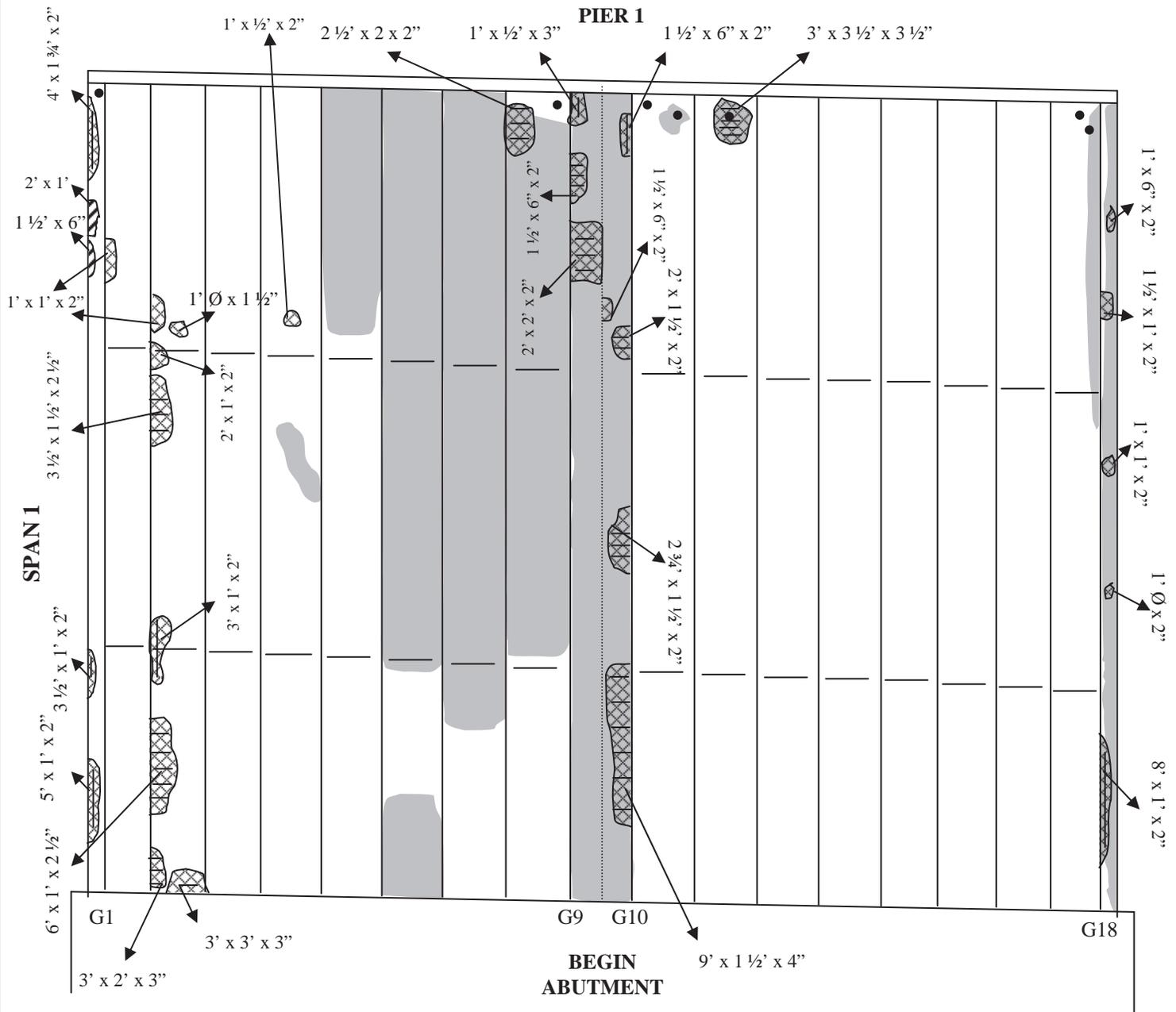
- 8 ft. H x 3 ft. W delamination at the top of the End-Left face.

C8 - 3 ft. H x 4 ft. W delamination at the base of the Begin-Left face.

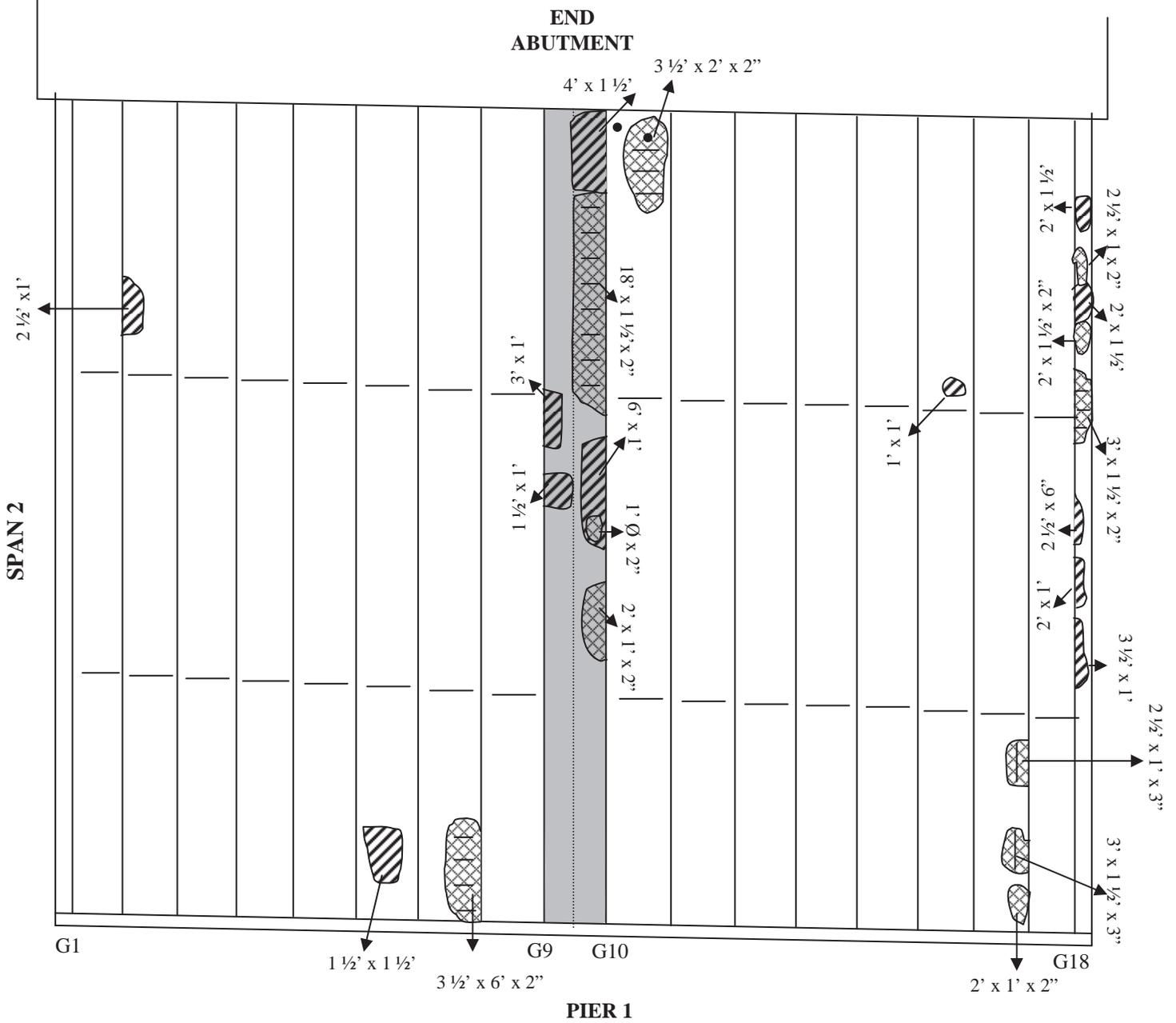
C9 - Full-height x 5 ft. W delamination on the Begin face.
- 6 ft. H x 4 ft. W delamination at the base of the End face.

C10 - 4 in. H x 2½ in. D spall along the full circumference of the column at the base.

Rating remains '3'.



- Hollow / Delaminated
- Spall
- Spall w/ exposed rebar
- Cracks w/ Efflorescence
- Damp / Discolored
- Scupper



Hollow / Delaminated

Spall

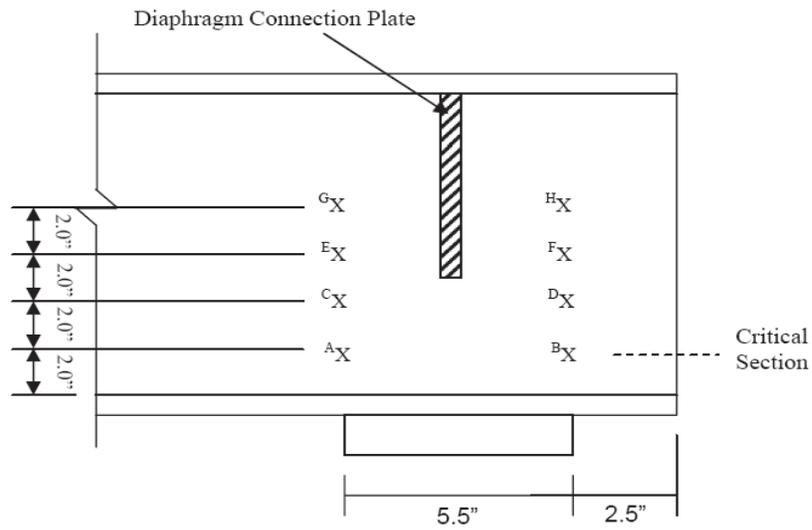
Spall w/ exposed rebar

Cracks w/ Efflorescence

Damp / Discolored

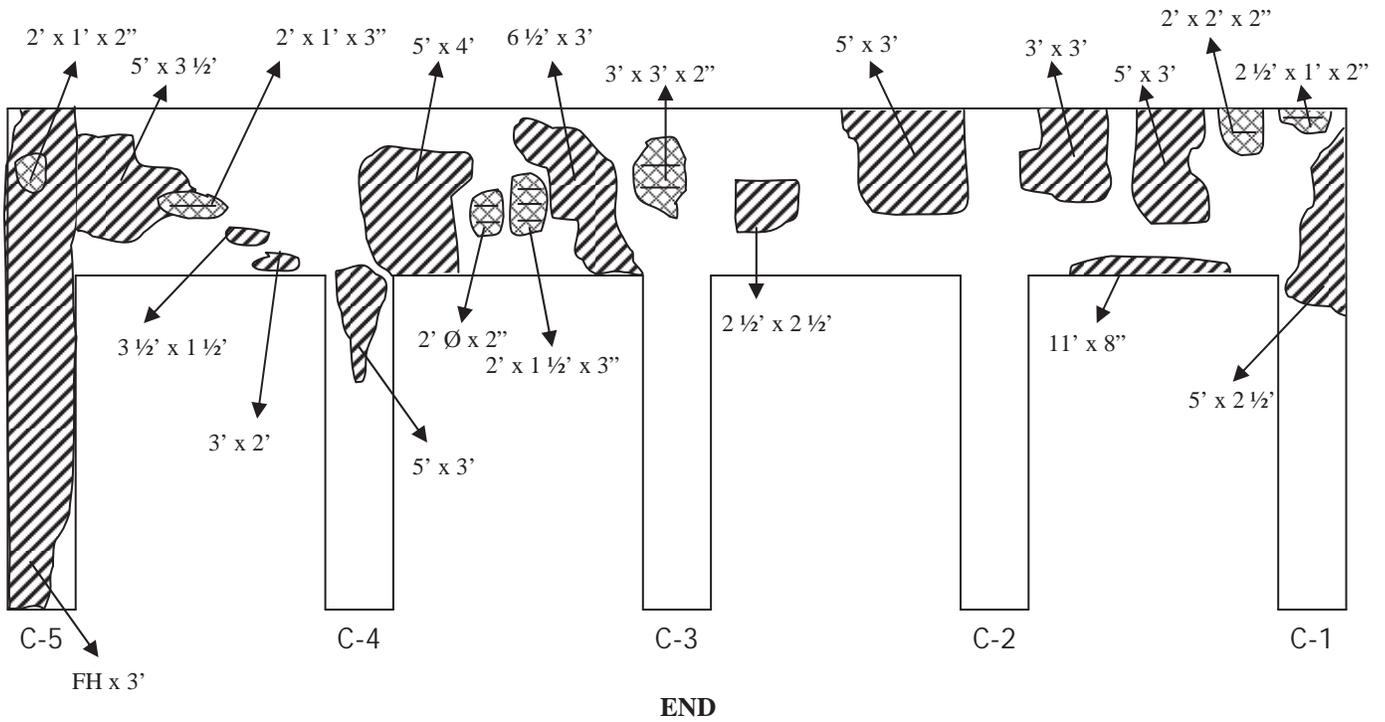
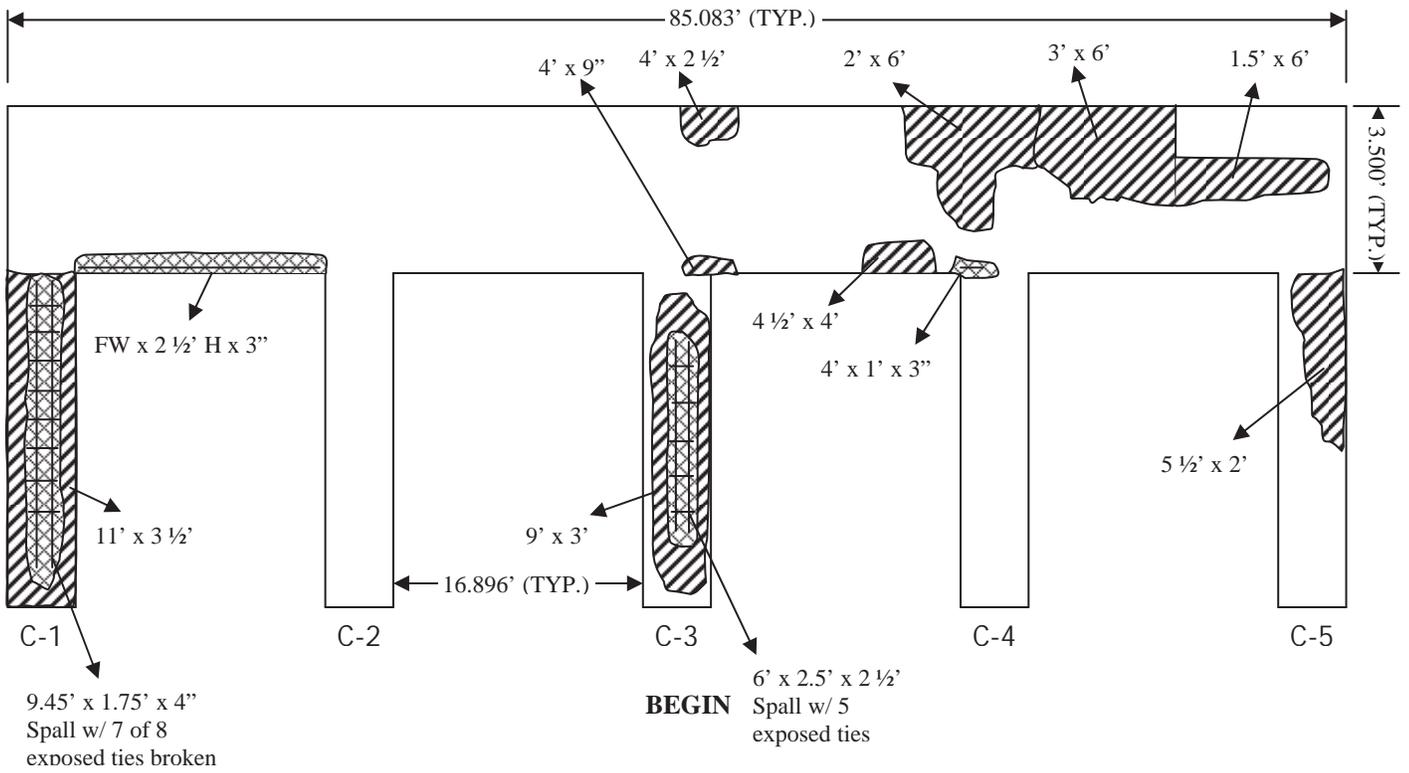
Scupper

(N.T.S.)



	ROW 1		ROW 2		Row 3		Row 4	
Location	A	B	C	D	E	F	G	H
Reading	0.361	0.226	0.397	0.295	0.503	0.232	0.570	0.302
Average	0.294		0.346		0.368		0.436	

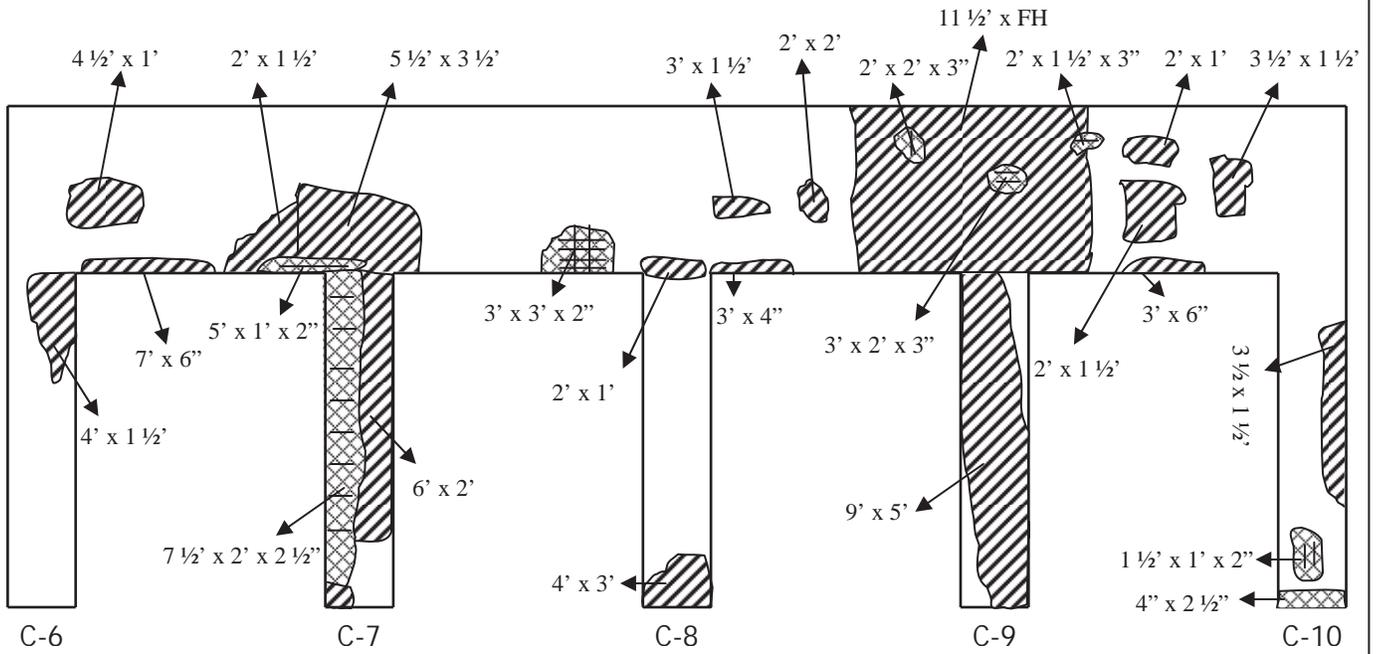
Span 1, G18 @ Pier 1	Percent Section Loss			
	Identification: Fascia Girder Design Section Per Plan: 33 WF 130; Web: 0.580", Bearing Stiffener: None*	2015		
Computed Avg. SL.	38%			
Computed Avg. SL. for Critical Section (Row 1)	49%			
Notes:				
2015: Web Section Loss monitoring continued.				



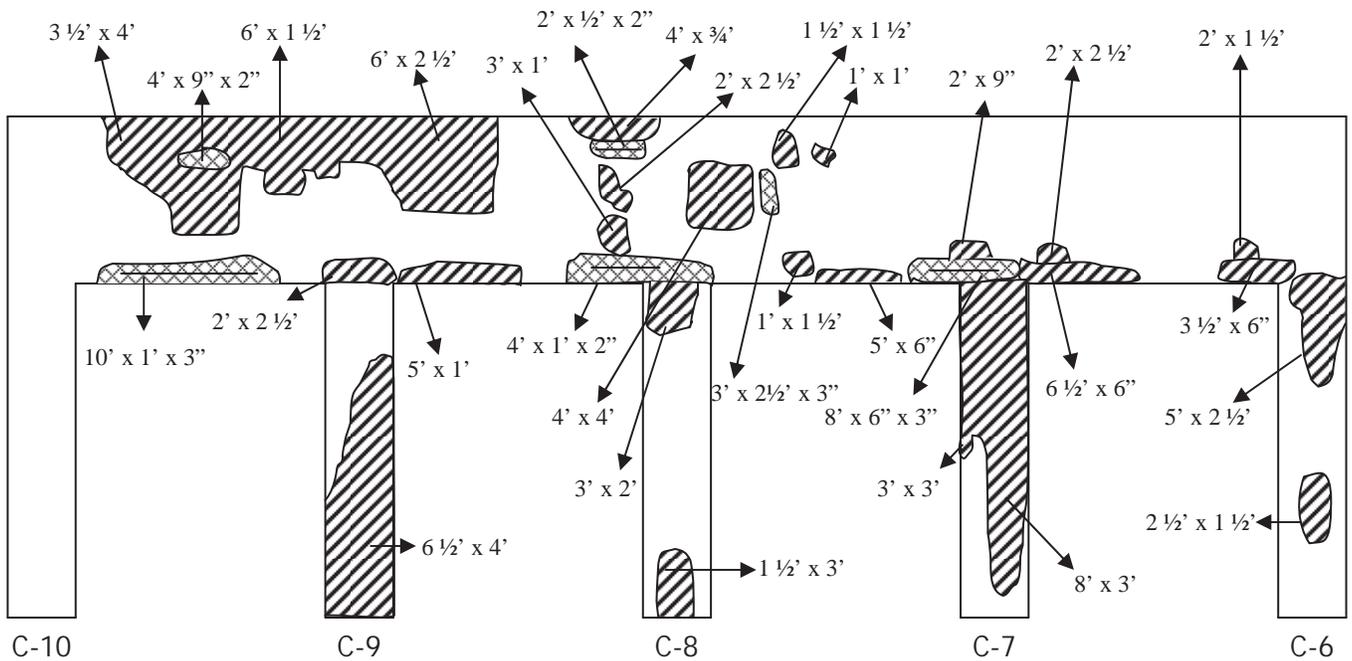
Hollow / Delaminated



Spall w/ exposed rebar



BEGIN



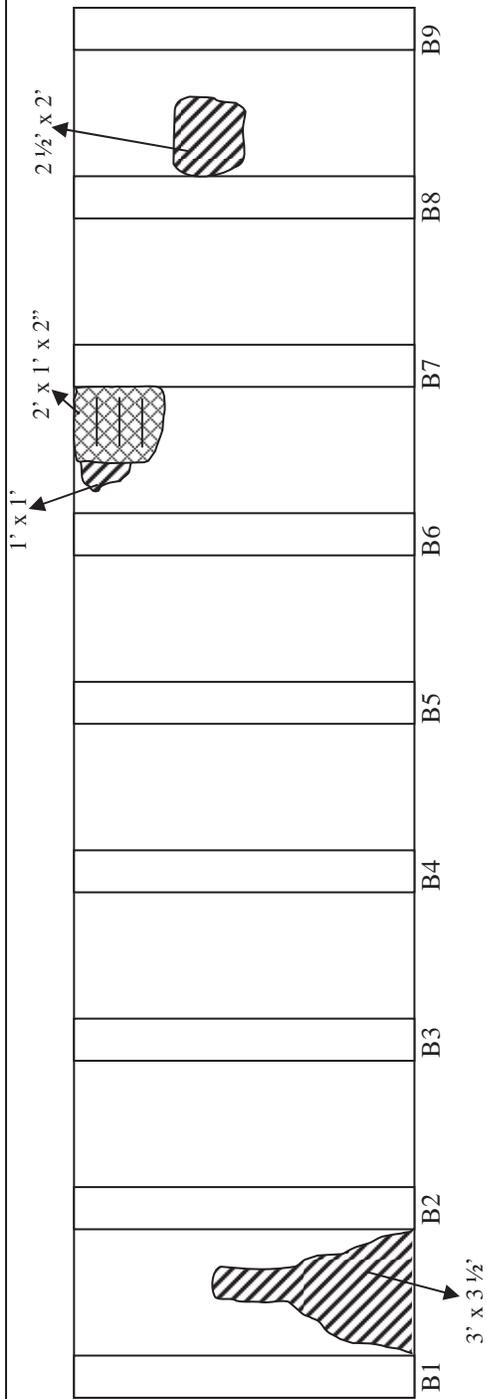
END



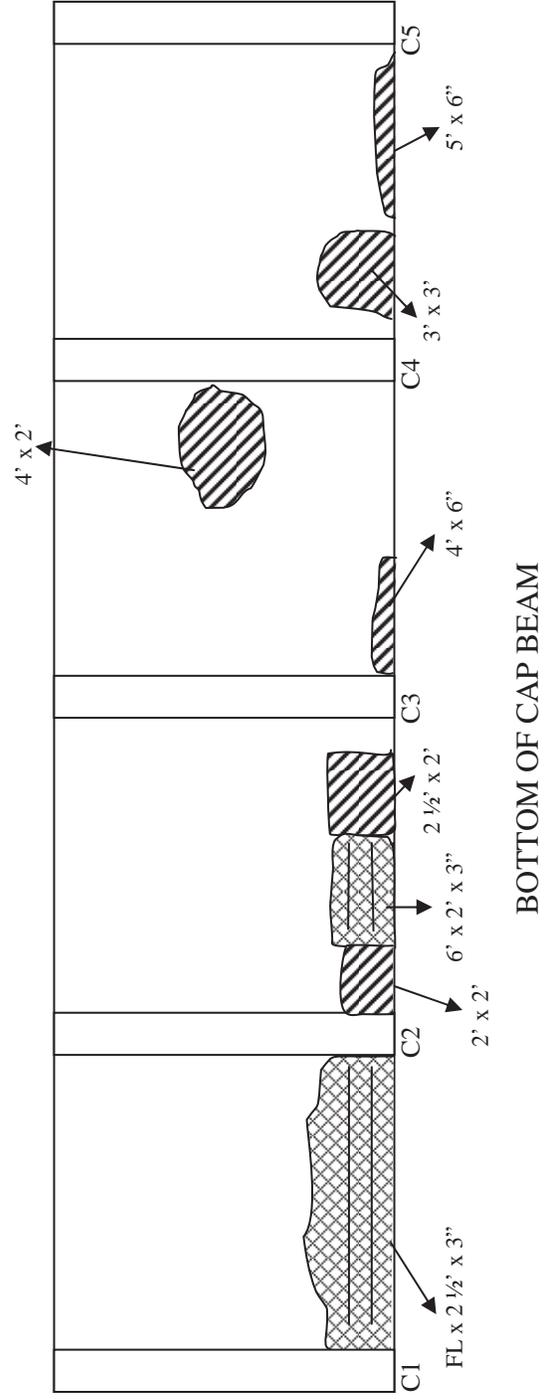
Hollow / Delaminated



Spall / w exposed rebar



TOP OF CAP BEAM



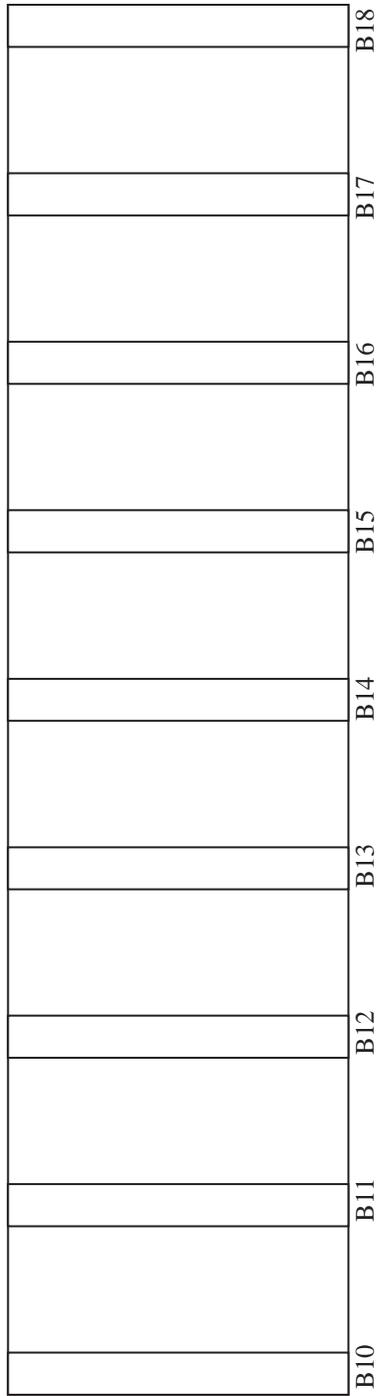
BOTTOM OF CAP BEAM



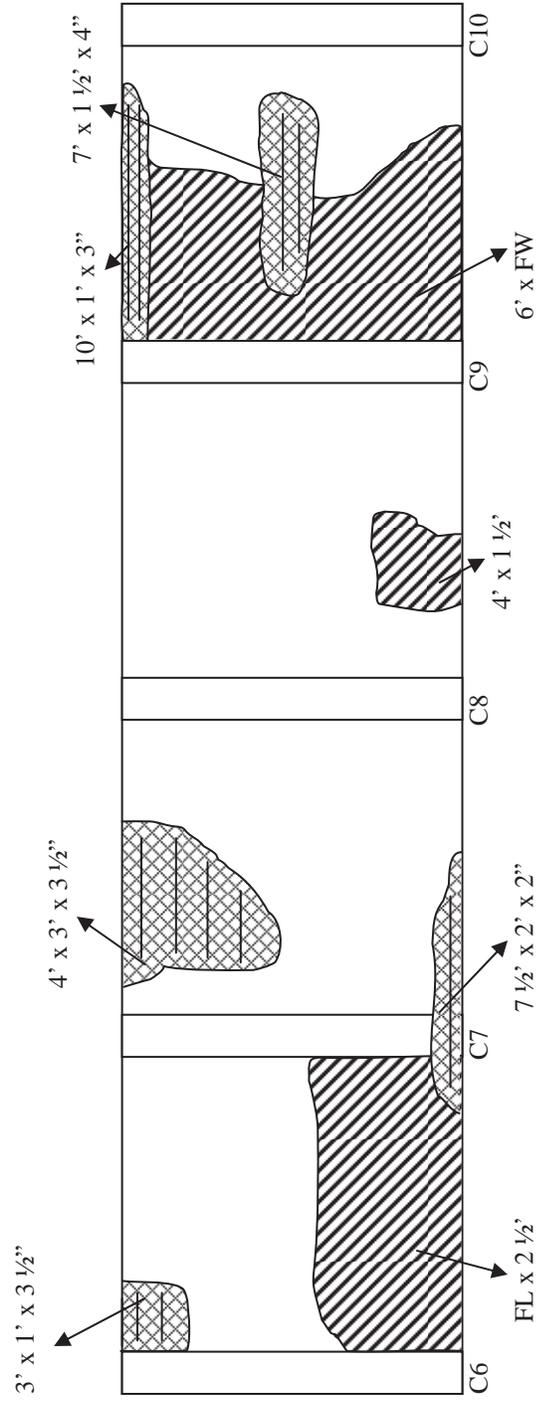
Hollow / Delaminated



Spall w/ exposed rebar



TOP OF CAP BEAM



Hollow / Delaminated



Spall w/ exposed rebar

PHOTOGRAPHS

PHOTO ABOVE DECK

PHOTO BELOW DECK

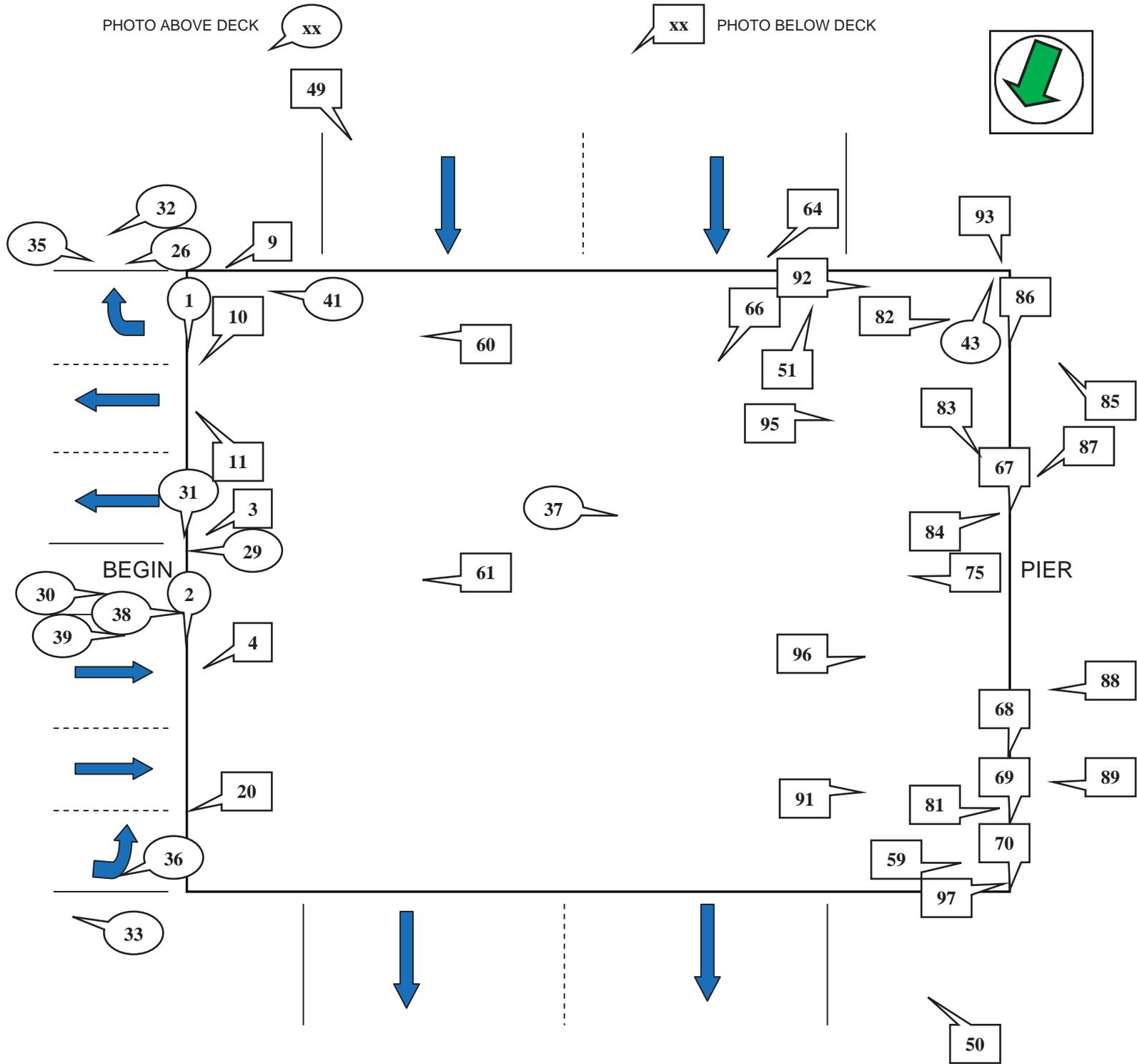


Photo 94 is close-up of Photo 93.

PHOTO ABOVE DECK

PHOTO BELOW DECK

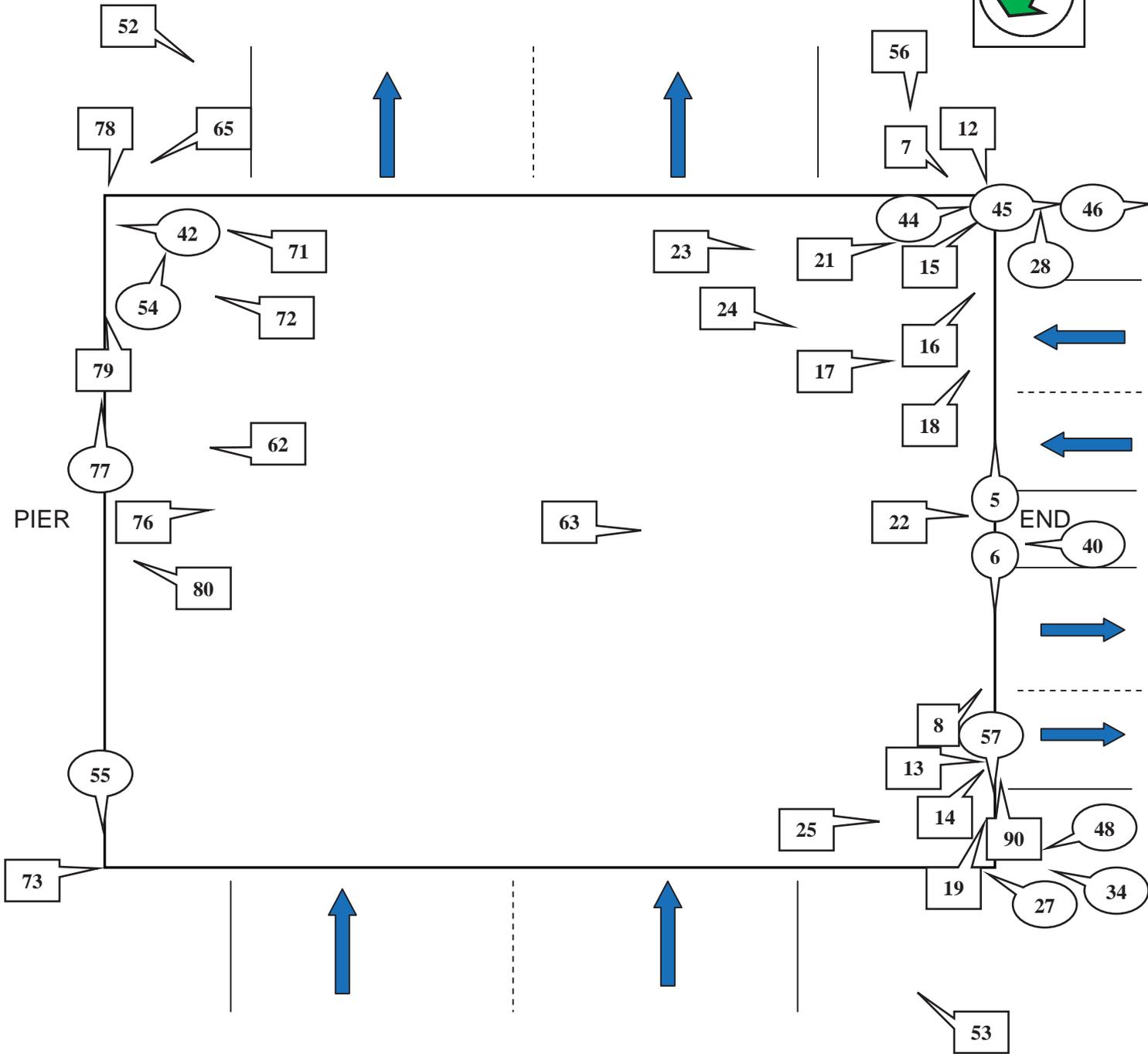
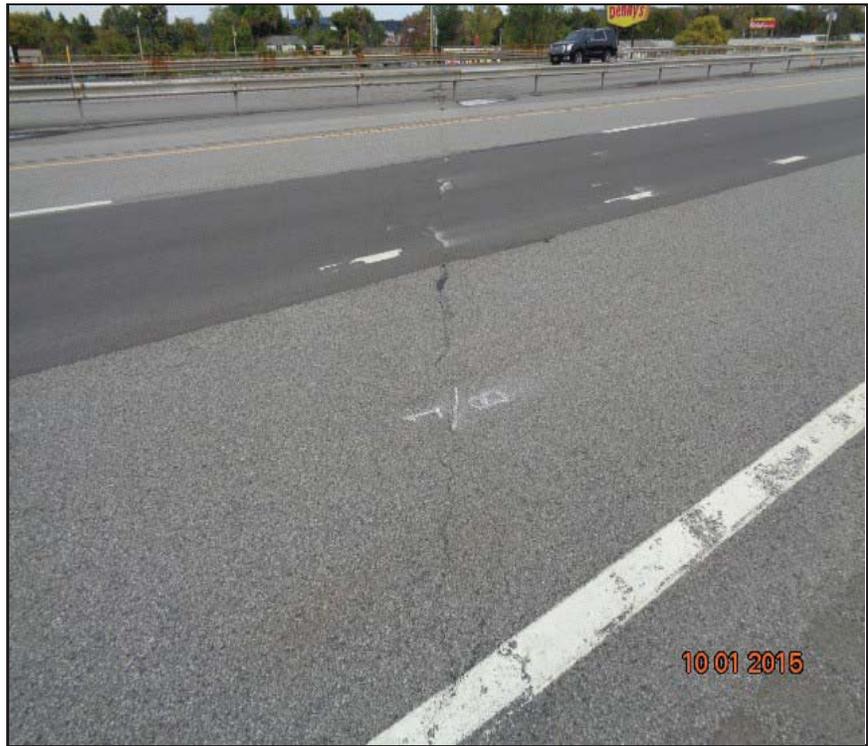


Photo 47 in same location as Photo 46.
Photo 58 in same location as Photo 28.
Photo 74 is a close-up of Photo 73.

Location:	Photo Name:	Photo #:
Begin Joint from Left (EB) shoulder	219.91-349-22-00-15BegEB.JPG	1

Description(s):
- Up to 1/4" transverse cracks across the travel lanes



Reference:

Form:	Item:	Item Desc:	Rate:
349	22	Joint With Deck (Begin)	3

Location:	Photo Name:	Photo #:
Begin Joint from Right (WB) Median Shoulder	219.91-349-22-01-15BegWB.JPG	2

Description(s):
- Up to 1/2" transverse cracks across the travel lanes.



Reference:

Form:	Item:	Item Desc:	Rate:
349	22	Joint With Deck (Begin)	3

Location:	Photo Name:	Photo #:
Begin Abutment underneath Bay 8	219.91-349-22-02-15BAB8.JPG	3

Description(s):
- Evidence of active joint leakage.



Reference:

Form:	Item:	Item Desc:	Rate:
349	22	Joint With Deck (Begin)	3

Location:	Photo Name:	Photo #:
Begin Abutment underneath Bay 11	219.91-349-22-03-15BAB11.JPG	4

Description(s):
- Evidence of active leakage.



Reference:

Form:	Item:	Item Desc:	Rate:
349	22	Joint With Deck (Begin)	3

Location:	Photo Name:	Photo #:
End Abutment Joint from Left (EB) Mall Shoulder	219.91-349-23-00-15EndEB.JPG	5

Description(s):
 - 18" Wide area of transverse cracks (up to 1/4" wide) across all travel lanes.



Reference:

Form:	Item:	Item Desc:	Rate:
349	23	Joint With Deck (End)	3

Location:	Photo Name:	Photo #:
End Abutment Joint from Right (WB) Mall Shoulder	219.91-349-23-01-15EndWB.JPG	6

Description(s):
 - 12" Wide area of transverse cracks (up to 1/4" wide) along all travel lanes.



Reference:

Form:	Item:	Item Desc:	Rate:
349	23	Joint With Deck (End)	3

Location:	Photo Name:	Photo #:
End Abutment backwall and joint header at Left	219.91-349-23-02-15EALt.JPG	7

Description(s):

- 1' Long x 1 1/2' Wide x 6" deep spall with exposed and debonded reinforcing bars.



Reference:

Form:	Item:	Item Desc:	Rate:
349	23	Joint With Deck (End)	3
349	29	Backwall (End)	4

Location:	Photo Name:	Photo #:
End Abutment backwall & bridge seat Bay 14	219.91-349-23-03-15EAB14.JPG	8

Description(s):

- Active moderate joint leakage causing dampness on bridge seat and backwall.



Reference:

Form:	Item:	Item Desc:	Rate:
349	23	Joint With Deck (End)	3

Location:	Photo Name:	Photo #:
Begin Abutment Bearing at Girder G1 from Left	219.91-349-24-00-15BAG1.JPG	9

Description(s):

- Corrosion of the sole plate and the bearing area may prevent proper movement of girder end.



Reference:

Form:	Item:	Item Desc:	Rate:
349	24	Bearings, Anchor Bolts, Pads (Begin)	3

Location:	Photo Name:	Photo #:
Begin Abutment Bearing at Girder G2 from Left	219.91-349-24-01-15BAG2.JPG	10

Description(s):

- Active corrosion of the sole plate and the bearing area may prevent proper movement of the girder end.



Reference:

Form:	Item:	Item Desc:	Rate:
349	24	Bearings, Anchor Bolts, Pads (Begin)	3

Location:	Photo Name:	Photo #:
Begin Abutment Bearing at Girder G3 from Right	219.91-349-24-02-15BAG3.JPG	11

Description(s):

- Active corrosion of the sole plate and the bearing area may prevent proper girder end movement.



Reference:

Form:	Item:	Item Desc:	Rate:
349	24	Bearings, Anchor Bolts, Pads (Begin)	3

Location:	Photo Name:	Photo #:
End Abutment Bearing at Girder G1 from Left	219.91-349-25-00-15EAG1.JPG	12

Description(s):

- 2' Long x 1' High x 4" Deep spall at the left face of the pedestal undermining the masonry plate up to 1 3/4".



Reference:

Form:	Item:	Item Desc:	Rate:
349	25	Bearings, Anchor Bolts, Pads (End)	3
349	27	Bridge Seat and Pedestals (End)	3

Location:	Photo Name:	Photo #:
End Abutment Bearing at Girder G17	219.91-349-25-01-15EAG17.JPG	13

Description(s):
 - Up to 3/4" gap between the sole plate and the bearing surface at the right side



Reference:

Form:	Item:	Item Desc:	Rate:
349	25	Bearings, Anchor Bolts, Pads (End)	3

Location:	Photo Name:	Photo #:
Begin Abutment Bearing at Girder G17 from Right	219.91-349-25-02-15EAG17.JPG	14

Description(s):
 - 3/4" gap between the bearing surface and the sole plate.



Reference:

Form:	Item:	Item Desc:	Rate:
349	25	Bearings, Anchor Bolts, Pads (End)	3

Location:	Photo Name:	Photo #:
End Abutment Bridge Seat Bay 1 from Right	219.91-349-27-00-15EAB1.JPG	15

Description(s):
- 4 1/2' Long x 6" Wide x 3" Deep spall at the begin edge of the seat



Reference:

Form:	Item:	Item Desc:	Rate:
349	27	Bridge Seat and Pedestals (End)	3

Location:	Photo Name:	Photo #:
End Abutment Bridge Seat in Bay 2	219.91-349-27-01-15EAB2.JPG	16

Description(s):
- 2' Long x 2 1/2" Wide x 3" Deep spall almost at Mid Bay along the begin face.



Reference:

Form:	Item:	Item Desc:	Rate:
349	27	Bridge Seat and Pedestals (End)	3

Location:	Photo Name:	Photo #:
End Abutment Bridge Seat at Bay 4	219.91-349-27-02-15EAB4.JPG	17

Description(s):
- 1/4" crack along the entire length of the bay surrounded by a 2 1/2' Wide delaminated area.



Reference:

Form:	Item:	Item Desc:	Rate:
349	27	Bridge Seat and Pedestals (End)	3
349	31	Stem (Breastwall) (End)	4

Location:	Photo Name:	Photo #:
End Abutment Bridge Seat at Bay 5	219.91-349-27-03-15EAB5.JPG	18

Description(s):
- 1/4" crack along the entire length of the bay.



Reference:

Form:	Item:	Item Desc:	Rate:
349	27	Bridge Seat and Pedestals (End)	3

Location:	Photo Name:	Photo #:
End Abutment Bridge Seat at Bay 17	219.91-349-27-04-15EAB17.JPG	19

Description(s):
- 4 1/2' Long x 6" Wide delaminated area across the front edge of the seat.



Reference:

Form:	Item:	Item Desc:	Rate:
349	27	Bridge Seat and Pedestals (End)	3

Location:	Photo Name:	Photo #:
Begin Abutment Backwall in Bay 16	219.91-349-28-00-15BAB16.JPG	20

Description(s):
- 2 1/2' High x 8' Wide delaminated concrete area with shallow edge spalls.



Reference:

Form:	Item:	Item Desc:	Rate:
349	28	Backwall (Begin)	4

Location:	Photo Name:	Photo #:
End Abutment Backwall at Bay 1	219.91-349-29-00-15EAB1.JPG	21

Description(s):

- Shallow scaling (up to 1/2 in. deep) along the entire length of the bay



Reference:

Form:	Item:	Item Desc:	Rate:
349	29	Backwall (End)	4

Location:	Photo Name:	Photo #:
End Abutment Backwall in Bay 9	219.91-349-29-01-15EAB9.JPG	22

Description(s):

- 8" High x 1 1/2" Wide x 9" Deep spall along the top edge of the backwall.



Reference:

Form:	Item:	Item Desc:	Rate:
349	29	Backwall (End)	4

Location:	Photo Name:	Photo #:
End Abutment Stem under Bay 1 and 2	219.91-349-31-00-15EAB1.JPG	23

Description(s):
- 6' High x 4 1/2' Wide x 3" Deep spall at the top of the stem in bay 1



Reference:

Form:	Item:	Item Desc:	Rate:
349	31	Stem (Breastwall) (End)	4

Location:	Photo Name:	Photo #:
End Abutment Stem under Bay 4	219.91-349-31-01-15EAB4.JPG	24

Description(s):
- Stem has a 2 1/2 ft. H x 7 1/2 ft. W delamination at the top.



Reference:

Form:	Item:	Item Desc:	Rate:
349	31	Stem (Breastwall) (End)	4

Location:	Photo Name:	Photo #:
End Abutment Stem under Bay 17	219.91-349-31-02-15EAB17.JPG	25

Description(s):
 - 19 SF of delaminated concrete



Reference:

Form:	Item:	Item Desc:	Rate:
349	31	Stem (Breastwall) (End)	4

Location:	Photo Name:	Photo #:
Begin Left Wingwall at Post #6	219.91-349-40-00-15BegLt.JPG	26

Description(s):
 - 4 1/2' Long x 1 3/4' Wide x 4" Deep spall along the top face of the wingwall



Reference:

Form:	Item:	Item Desc:	Rate:
349	40	Walls (Begin)	4

Location:	Photo Name:	Photo #:
End Right Wingwall	219.91-349-41-00-15EndRt.JPG	27

Description(s):
- 9 1/2' Long x 10 1/2" High x 5" Deep spall along the top of the wingwall.



Reference:

Form:	Item:	Item Desc:	Rate:
349	41	Walls (End)	4

Location:	Photo Name:	Photo #:
End Left Wingwall at Post #2	219.91-349-41-01-15EndLt2.JPG	28

Description(s):
- 10" Wide x 2" Deep spall across the entire length of the wall.



Reference:

Form:	Item:	Item Desc:	Rate:
349	41	Walls (End)	4

Location:	Photo Name:	Photo #:
Begin Approach Left (EB) Median Shoulder	219.91-349-53-00-15BegEB.JPG	29

Description(s):
- water ponding due to 2 1/2" settlement of the pavement.



Reference:

Form:	Item:	Item Desc:	Rate:
349	53	Drainage	4

Location:	Photo Name:	Photo #:
Begin Approach Right (WB) Median Shoulder	219.91-349-53-01-15BegWB.JPG	30

Description(s):
- Asphalt adjacent to the inlet is raveled and 4" lower than the inlet level.



Reference:

Form:	Item:	Item Desc:	Rate:
349	53	Drainage	4

Location:	Photo Name:	Photo #:
Begin Approach Left (WB) Median Shoulder	219.91-349-55-00-15BegEB.JPG	31

Description(s):
- Up to 2 1/2" settlement of the asphalt pavement.



Reference:

Form:	Item:	Item Desc:	Rate:
349	55	Settlement	4

Location:	Photo Name:	Photo #:
Begin Left Approach	219.91-349-56-00-15BegLt.JPG	32

Description(s):
- Asphalt placed along the embankment to arrest previous erosion. The soil plates for the first 3 posts are exposed due to erosion.



Reference:

Form:	Item:	Item Desc:	Rate:
349	56	Erosion	4
349	58	Guide Railing	4

Location:	Photo Name:	Photo #:
Begin-Right approach guide railing	219.91-349-56-01-15BegRt.JPG	33

Description(s):

- Previously placed asphalt is cracked up and sloughing down the embankment. The soil plates of the first 5 guide railing posts are exposed up to 8"



Reference:

Form:	Item:	Item Desc:	Rate:
349	56	Erosion	4
349	58	Guide Railing	4

Location:	Photo Name:	Photo #:
End-Right approach embankment and guide railing	219.91-349-56-02-15EndRt.JPG	34

Description(s):

- 2' Wide x 6" Deep trough that extends down the embankment. The soil plates of the first 4 guide railing posts are exposed.



Reference:

Form:	Item:	Item Desc:	Rate:
349	56	Erosion	4
349	58	Guide Railing	4

Location:	Photo Name:	Photo #:
Begin-Left approach guide railing	219.91-349-58-00-15BegLt.JPG	35

Description(s):

- One disconnected cable and the other two are loose.



Reference:

Form:	Item:	Item Desc:	Rate:
349	58	Guide Railing	4

Location:	Photo Name:	Photo #:
Begin-Right approach guide railing	219.91-349-58-02-15BegRt.JPG	36

Description(s):

- W-beam rail disconnected between the 7th and the 10th post.



Reference:

Form:	Item:	Item Desc:	Rate:
349	58	Guide Railing	4

Location:	Photo Name:	Photo #:
Span 1 Left (EB) Median Shoulder near mid span	219.91-350-19-00-15Sp1EB.JPG	37

Description(s):

- 15' Long x 5' Wide ponding water underneath the median barrier.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	19	Wearing Surface	1	5

Location:	Photo Name:	Photo #:
Begin Approach Right (WB) Median Shoulder	219.91-350-19-01-15Sp1Med.JPG	38

Description(s):

- Longitudinal crack along the entire length of the joint between EB and WB bridges.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	19	Wearing Surface	1	5

Location:	Photo Name:	Photo #:
Begin Approach Right (WB) Median Shoulder	219.91-350-19-02-15Sp1WB.JPG	39

Description(s):

- 2½' Long x 5½' Wide x 2" Deep pothole exposing the torn waterproof membrane allowing ponding and infiltration of run-off water.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	19	Wearing Surface	1	5

Location:	Photo Name:	Photo #:
End Approach Right (WB) Median Shoulder, Picture Taken from End.	219.91-350-19-03-15Sp2Med.JPG	40

Description(s):

- Up to ½" wide crack along the joint of the EB and WB bridges.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	19	Wearing Surface	2	5

Location:	Photo Name:	Photo #:
Span 1 Curb on the Left	219.91-350-20-00-15BegLt.JPG	41

Description(s):

- The granite curb is rotated toward traffic such that the top is 3" off alignment.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	20	Curbs	1	4

Location:	Photo Name:	Photo #:
Left Curb at Pier 1	219.91-350-20-01-15S1S2Lt.JPG	42

Description(s):

- Granite curbs are missing mortar which reduces anchorage to the concrete safety walk (brush curb).



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	20	Curbs	1	4

Location:	Photo Name:	Photo #:
Left Curb at Pier 1	219.91-350-20-02-15S1S2Lt.JPG	43

Description(s):

- 1½ ft. long section of granite curb is completely detached from the concrete safety walk (brush curb) and can be displaced easily by hand.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	20	Curbs	1	4

Location:	Photo Name:	Photo #:
Span 2 Left Curb at End	219.91-350-20-03-15Sp2End.JPG	44

Description(s):

- End curb segment broken in 2 with End 3 ft. being slightly misaligned and separated from the safety walk by 2 in. Misalignment is due to spalling of said safety walk where debris fills in and traps moisture, accelerating corrosion of exposed anchor bars.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	20	Curbs	2	3
350	21	Sidewalks & Fascias	2	4

Location:	Photo Name:	Photo #:
End-Left approach curb	219.91-350-20-04-15EndLt.JPG	45

Description(s):

- 2" - 5" gap between the granite curb and the U-wall.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	20	Curbs	2	3

Location:	Photo Name:	Photo #:
End-Left approach curb	219.91-350-20-05-15EndLt.JPG	46

Description(s):

- End 10½ ft. of the curb is completely detached from the U-wall and can easily be displaced by hand.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	20	Curbs	2	3

Location:	Photo Name:	Photo #:
End-Left approach curb	219.91-350-20-06-15EndLt.JPG	47

Description(s):

- End 10½ ft. of the curb is completely detached from the U-wall and can easily be displaced by hand.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	20	Curbs	2	3



Location:	Photo Name:	Photo #:
End-Right approach curb	219.91-350-20-07-15EndRt9.JPG	48

Description(s):

- Up to 7" wide spall along the side walk with one exposed anchor bar.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	20	Curbs	2	3



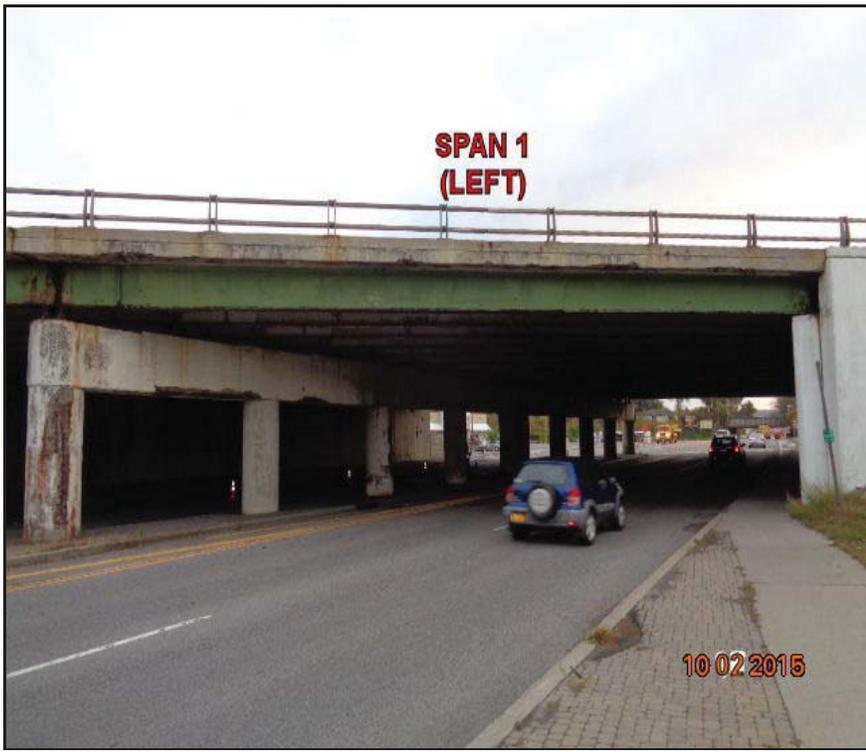
Location:	Photo Name:	Photo #:
Span 1 Left Fascia	219.91-350-21-00-15Sp1Lt.JPG	49

Description(s):

- Moderate efflorescence seeping from the interface between the deck fascia and the safety walk coping.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	21	Sidewalks & Fascias	1	4



Location:	Photo Name:	Photo #:
Span 1 Right Fascia	219.91-350-21-01-15Sp1Rt.JPG	50

Description(s):

- Minor cracks with light efflorescence along the interface between the deck fascia and the safety walk coping.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	21	Sidewalks & Fascias	1	4



Location:	Photo Name:	Photo #:
Span 1, Left safety walk (brush curb) at 5th bridge railing post	219.91-350-21-02-15Sp1L5.JPG	51

Description(s):

- 4' L x 11" W x 2" D spall undermining the base plate and exposing the end right anchor bolt.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	21	Sidewalks & Fascias	1	4
350	22	Railings & Parapets	1	4

Location:	Photo Name:	Photo #:
Span 2 Left Fascia	219.91-350-21-03-15Sp2Lt.JPG	52

Description(s):

- Fine cracks with efflorescence along the interface between the deck fascia and the safety walk coping.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	21	Sidewalks & Fascias	2	4

Location:	Photo Name:	Photo #:
Span 2 Right Fascia	219.91-350-21-04-15Sp2Rt.JPG	53

Description(s):

- Fine cracks with efflorescence along the interface between the deck fascia and the safety walk coping.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	21	Sidewalks & Fascias	2	4

Location:	Photo Name:	Photo #:
Span 2, Left safety walk (brush curb) at the 11th bridge railing post	219.91-350-21-05-15Sp2L1.JPG	54

Description(s):

- 5' L x 4" W x 1" D spall slightly undermining the base plate of the post.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	21	Sidewalks & Fascias	2	4
350	22	Railings & Parapets	2	4

Location:	Photo Name:	Photo #:
Pier 1 Railing at Right	219.91-350-22-00-15S1S2Rt.JPG	55

Description(s):

- Severe corrosion of the original steel railing.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	22	Railings & Parapets	1	4

Location:	Photo Name:	Photo #:
Span 2 Last Post from Left	219.91-350-22-01-15Sp2Lt.JPG	56

Description(s):

- Corrosion of the lower steel box beam near the last post on the bridge.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	22	Railings & Parapets	2	4

Location:	Photo Name:	Photo #:
Span 2, Right bridge railing at End	219.91-350-22-02-15Sp2Rt.JPG	57

Description(s):

- Severe corrosion at the splice of the original railing.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	22	Railings & Parapets	2	4

Location:	Photo Name:	Photo #:
Span 2, Left bridge railing at the 2nd post	219.91-350-22-03-15EndLt2.JPG	58

Description(s):

- Undermining of the right edge of the 2nd post from the end joint with two out of 3 nuts unfastened.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	22	Railings & Parapets	2	4

Location:	Photo Name:	Photo #:
Pier 1 End Right	219.91-350-23-00-15Sp1Rt.JPG	59

Description(s):

- Broken weep tube.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	23	Scuppers	1	8



Location:	Photo Name:	Photo #:
Span 1 Deck Under Bay 2	219.91-350-27-00-15Sp1B2.JPG	60

Description(s):

- 33 SF of spalled areas with exposed, moderately corroded rebars.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	27	Deck Structural	1	4



Location:	Photo Name:	Photo #:
Span 1 Deck Under Bay 9	219.91-350-27-01-15Sp1B9.JPG	61

Description(s):

- 29 SF of spalled areas with exposed, moderately corroded rebars.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	27	Deck Structural	1	4

Location:	Photo Name:	Photo #:
Span 2 deck underside, Bay 7 near the pier	219.91-350-27-02-15Sp2B7.JPG	62

Description(s):

- Deck has a 6' L x 5½' W x 2" D spall with exposed rebars.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	27	Deck Structural	2	4

Location:	Photo Name:	Photo #:
Span 2 deck underside, median Bay 9, looking toward the End	219.91-350-27-03-15Sp2B9.JPG	63

Description(s):

- Deck has a 45 SF Spall with exposed rebar.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	27	Deck Structural	2	4

Location:	Photo Name:	Photo #:
Span 1 Girder G1 at Mid-Span	219.91-350-28-00-15Sp1G1.JPG	64

Description(s):

- Bottom flange is bent up to 1" due to a recent impact.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	28	Primary Members	1	4

Location:	Photo Name:	Photo #:
Left Fascia Girder G1 at Pier 1	219.91-350-28-01-15G1atP1.JPG	65

Description(s):

- Heavy corrosion of the girder end at Pier 1.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	28	Primary Members	1-2	4
350	30	Paint	1-2	4

Location:	Photo Name:	Photo #:
Span 1 Girder G2 at Mid-Span from Left.	219.91-350-28-02-15Sp1G2.JPG	66

Description(s):

- Bottom flange is bent up to 1" from recent impact.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	28	Primary Members	1	4

Location:	Photo Name:	Photo #:
Span 1 Girder G8 at Pier 1 Photo Taken from Left	219.91-350-28-03-15P1S1G8.JPG	67

Description(s):

- Localized buckling of the diaphragm connection plate due to 1/2" High x 2" wide perforation of the connection plate.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	28	Primary Members	1	4

Location:	Photo Name:	Photo #:
Span 1 Girder G13 at Pier 1 Photo Taken from Left	219.91-350-28-04-15Sp1G13.JPG	68

Description(s):

- Localized buckling due to heavy corrosion of the diaphragm connection plate



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	28	Primary Members	1	4

Location:	Photo Name:	Photo #:
Span 1, Girder G16 at Pier 1 Photo Taken from Left.	219.91-350-28-05-15Sp1G16.JPG	69

Description(s):

- Localized buckling of the diaphragm connection plate due to heavy corrosion.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	28	Primary Members	1	4



Location:	Photo Name:	Photo #:
Span 1 Girder G18 at Pier 1 Photo Taken from Left.	219.91-350-28-06-15Sp1G18.JPG	70

Description(s):

- Perforation of the bottom 6"-8" of the diaphragm connection plate.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	28	Primary Members	1	4
350	30	Paint	1	4



Location:	Photo Name:	Photo #:
Span 2 Girder G1 at Pier 1 Photo Taken from Right	219.91-350-28-07-15Sp2G1B.JPG	71

Description(s):

- Perforation for the girder web and the diaphragm connection plate up to 8" from the bottom.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	28	Primary Members	2	4
350	30	Paint	2	4



Location:	Photo Name:	Photo #:
Span 2 Girder G2 at Pier 1 Photo Taken from Right.	219.91-350-28-08-15Sp2G2B.JPG	72

Description(s):

- 2" High x 1" Wide perforation at the top and a 2" High x Full Width at the bottom.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	28	Primary Members	2	4



Location:	Photo Name:	Photo #:
Span 2 Girder G18 at Pier 1 Photo taken from Right Side	219.91-350-28-09-15Sp2G18.JPG	73

Description(s):

- Up to 50% corrosion at the top and bottom 8" of the girder web.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	28	Primary Members	2	4
350	30	Paint	2	4



Location:	Photo Name:	Photo #:
Span 2, girder G18 at Pier, Right side, looking toward the End	219.91-350-28-10-15Sp2G18.JPG	74

Description(s):

- Localized section loss of the top 8" of the girder web.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	28	Primary Members	2	4



Location:	Photo Name:	Photo #:
Span 1 Girder 7 - 10 Looking towards Begin	219.91-350-30-00-15Span1.JPG	75

Description(s):

- Active corrosion at the bottom flanges of the girders.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	30	Paint	1	4



Location:	Photo Name:	Photo #:
Span 2 Girder G6 - G10 Looking towards End	219.91-350-30-01-15Span2.JPG	76

Description(s):

- Active corrosion of at the bottom flanges of the girders

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	30	Paint	2	4



Location:	Photo Name:	Photo #:
Pier 1 joint, EB side, looking from median	219.91-350-31-00-15EB.JPG	77

Description(s):

- Minor shallows spalls along the concrete header.
Previous spall in the driving lane from Span 1 Side was patched since last inspection.



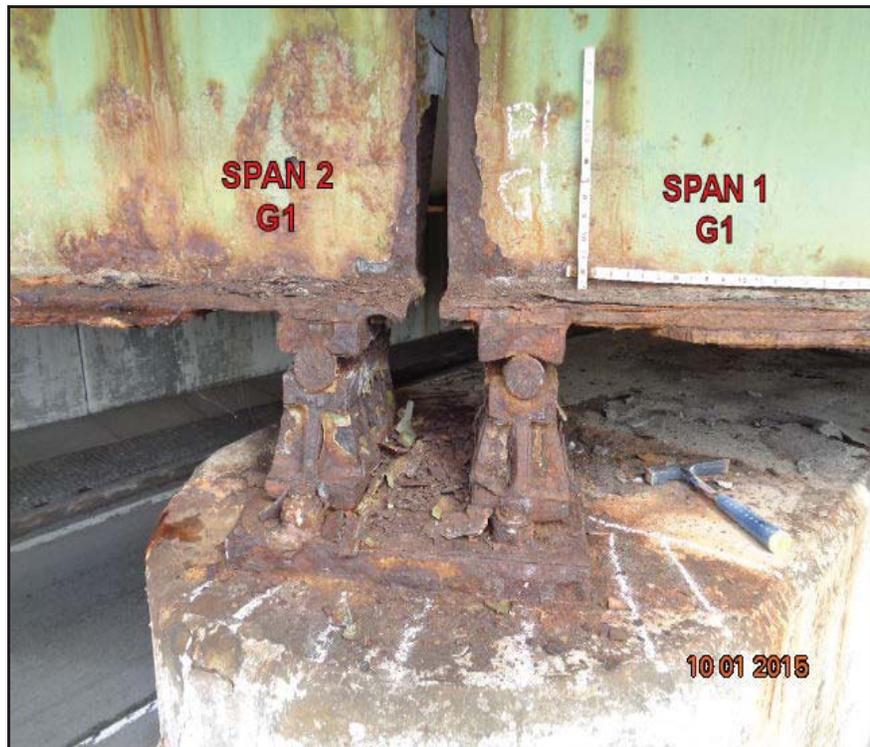
Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	31	Joints	1	3

Location:	Photo Name:	Photo #:
Bearings for Left fascia girder G1 at the Pier, Left side	219.91-350-33-00-15P1G1.JPG	78

Description(s):

- Rocker bearings exhibit advanced corrosion. Rust debris accumulated between the rockers and masonry plate.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	33	Bearings, Anchor Bolts, Pads	1	3

Location:	Photo Name:	Photo #:
Bearings for girder G5 at the pier, Right side	219.91-350-33-01-15P1S2G5.JPG	79

Description(s):

- Spans 2 rocker can be rocked slightly by hand, indicating girder does not transfer load to bearing.

YELLOW Structural Flag (#15-078)



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	33	Bearings, Anchor Bolts, Pads	1	3

Location:	Photo Name:	Photo #:
Bearings for girder G10 at the pier, Right side	219.91-350-33-02-15P1G10.JPG	80

Description(s):

- Rocker bearings exhibit advanced corrosion. Rust debris accumulated between the rockers and masonry plate.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	33	Bearings, Anchor Bolts, Pads	1	3

Location:	Photo Name:	Photo #:
Bearing for Span 1, girder G17 at the pier, Begin side	219.91-350-33-03-15S1G17P.JPG	81

Description(s):

- Pack rust accumulated between rocker and masonry plate, lifting rocker off plate by up to 1/2 in., exposing the 2 pintels/dowels.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	33	Bearings, Anchor Bolts, Pads	1	3

Location:	Photo Name:	Photo #:
Top Cap Beam at Pier 1 Girder Bay 1	219.91-350-35-00-15P1B1.JPG	82

Description(s):

- 3 1/2' Long x 3' Wide hollow sounding concrete.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	35	Top of Pier Cap or Beam	1	4

Location:	Photo Name:	Photo #:
Top Cap Beam at Pier 1 in Girder Bay 6	219.91-350-35-01-15P1B6.JPG	83

Description(s):

- 1' Long x 2' Wide x 2" Deep spall at the End Left corner of the masonry plate of G7. Adjacent to the spall is 1' Long x 1' Wide hollow sounding area.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	35	Top of Pier 1 Cap or Beam	1	4



Location:	Photo Name:	Photo #:
Top of Cap Beam at Pier 1 in Bay 8	219.91-350-35-02-15P1B8.JPG	84

Description(s):

- 2 1/2' Long x 2' Wide delaminated concrete area.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	35	Top of Pier 1 Cap or Beam	1	4



Location:	Photo Name:	Photo #:
Cap Beam at Pier 1 Column Bay 1 from End	219.91-350-37-00-15P1CB1E.JPG	85

Description(s):

- Multiple delaminated concrete areas with several 2" deep spalls.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	37	Cap Beam	1	3



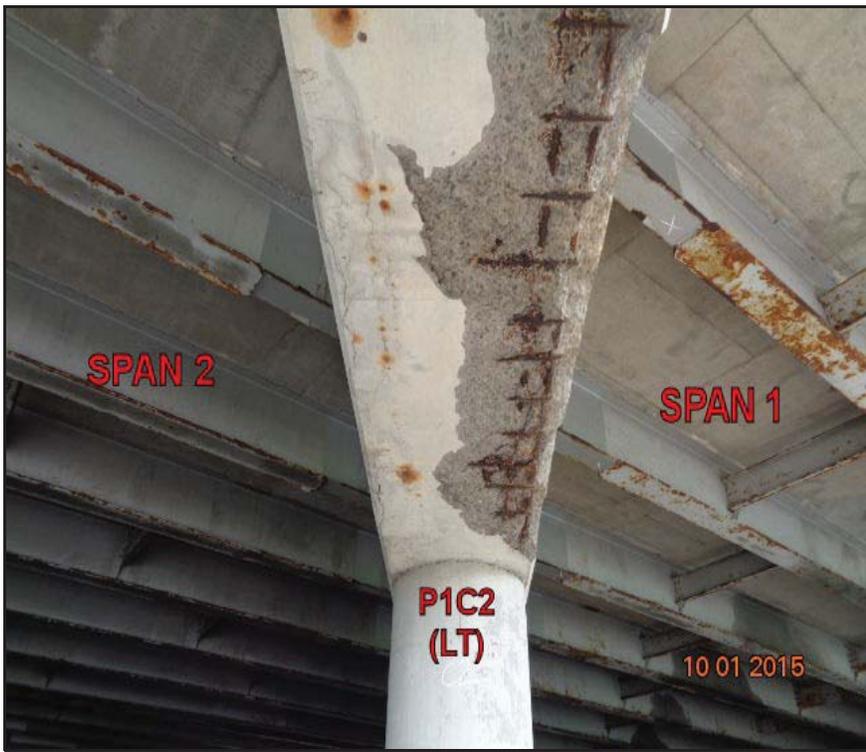
Location:	Photo Name:	Photo #:
Cap Beam at Pier 1 in Column Bay 1 from Left	219.91-350-37-01-15P1CB1.JPG	86

Description(s):

- Full Length x 2 1/2' Wide x 3" Deep spall along the Begin Bottom face of the cap beam.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	37	Cap Beam	1	3



Location:	Photo Name:	Photo #:
Cap Beam at Pier 1 in Column Bay 4 From End	219.91-350-37-02-15P1B5E.JPG	87

Description(s):

- 18 SF of delaminated concrete and 3' Long x 3' Wide x 2" Deep spall with one exposed corroded shear stirrup.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	37	Cap Beam	1	3

Location:	Photo Name:	Photo #:
Cap beam at Pier 1 Coulmn 7 from End	219.91-350-37-03-15P1C7.JPG	88

Description(s):

- 8' Long x 6" High x 3" Deep spall along the bottom corner of the End face of the cap beam. The spall extends the full width of the Bottom face of the cap beam.
- 8' High x 3' Wide delaminated concrete.



Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	37	Cap Beam	1	3
350	38	Pier Columns	1	3

Location:	Photo Name:	Photo #:
Cap Beam at Pier 1 Column 8 End	219.91-350-37-04-15P1C8E.JPG	89

Description(s):

- 24 SF delaminated and 12.5 SF spalled concrete along the end face.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	37	Cap Beam	1	3
350	38	Pier Columns	1	3



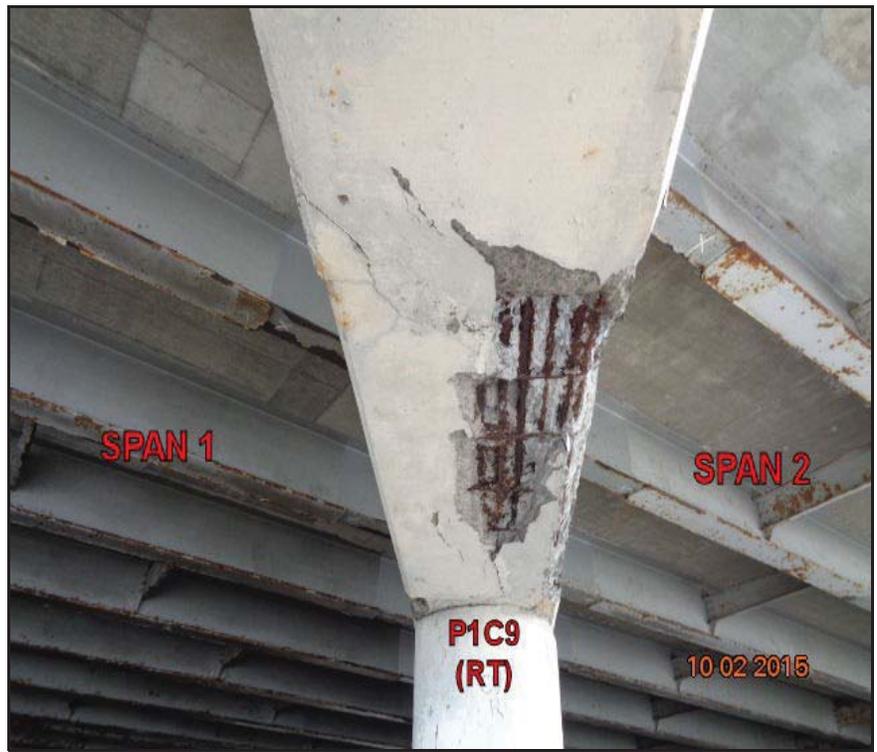
Location:	Photo Name:	Photo #:
Cap Beam at Pier 1 Column Bay 9 from Right	219.91-350-37-05-15P1CB8.JPG	90

Description(s):

- 10 SF x 3" Deep spall at the bottom face of the cap beam near Column C9.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	37	Cap Beam	1	3



Location:	Photo Name:	Photo #:
Cap Beam at Pier 1 Girder Bay 16 from Begin	219.91-350-37-06-15P1B16B.JPG	91

Description(s):

- 11.5' Long x Full Hight hollow sounding concrete with 13 SF x 3" Deep spall.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	37	Cap Beam	1	3



Location:	Photo Name:	Photo #:
Pier 1 Column C1 from Begin	219.91-350-38-00-15P1C1B.JPG	92

Description(s):

- 9 1/2' High x 1 3/4' Wide x 4" Deep spall with 7 out of 8 exposed ties broken.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	38	Pier Columns	1	3



Location:	Photo Name:	Photo #:
Pier 1 Column C1 from Begin Left	219.91-350-38-01-15P1C1B.JPG	93

Description(s):

- Two vertical exposed and debonded rebars.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	38	Pier Columns	1	3



Location:	Photo Name:	Photo #:
Pier 1 Column C1 from Begin	219.91-350-38-02-15P1C1B.JPG	94

Description(s):

- Severe corrosion of the vertical exposed rebars.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	38	Pier Columns	1	3



Location:	Photo Name:	Photo #:
Pier Column C3 Begin Face	219.91-350-38-03-15P1C3B.JPG	95

Description(s):

- 6' High x 2 1/2' Wide x 2 1/2" Deep spall with 5 ties and 2 Vertical rebars exposed.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	38	Pier Columns	1	3



Location:	Photo Name:	Photo #:
Pier 1 Column C7 Begin Face	219.91-350-38-04-15P1C7B.JPG	96

Description(s):

- 7 1/2' High x 2' Wide x 2 1/2" Deep spall with 3 out of 7 exposed ties broken and 5 exposed vertical rebars.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	38	Pier Columns	1	3



Location:	Photo Name:	Photo #:
Pier 1 Column C10 from Begin Right	219.91-350-38-05-15P1C10B.JPG	97

Description(s):

- 4" High x 2 1/2" Deep x Full Width spall at the base of the column.

Reference:

Form:	Item:	Item Desc:	Span:	Rate:
350	38	Pier Columns	1	3



INVENTORY

INVENTORY FIELD VERIFICATION FORM

The accuracy and completeness of the data in the BIMS data base has been compared to field observation of elements that appear to have been improved and to current underclearance measurements recorded during this year's inspection.

NO CHANGES ARE REQUIRED

BIN: 1020079

MP: 219.91

DATE	PREPARED BY	REVIEWED BY	REMARKS
10/2/2015	G.Mullings	G.Hoffmann	NONE



**MINIMUM BRIDGE UNDERCLEARANCE
MAINLINE BRIDGES
SYRACUSE DIVISION
NEW YORK STATE THRUWAY AUTHORITY**

MP: 219.91 SHEET 1 OF 1
BIN: 1020079 DATE: 10/2/2015

Bridge Orientation: West
TWY Traffic Direction: WEST

Feature Crossed: NYS Route 28

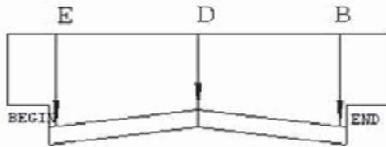
Date	A	B	C	D	E	F	G	H	A'	B'	C'	D'	E'	F'	G'	H'
08/12/2009		14.63		14.72	14.59					14.64		14.74	14.55			
08/10/2011		14.64		14.74	14.59					14.65		14.71	14.57			
09/06/2013		14.66		14.74	14.58					14.66		14.72	14.55			
10/02/2015	14.71	14.65		14.75	14.58					14.64		14.71	14.54		14.58	

REMARKS: 90 IX over SR 28 (Mohawk St.)
Readings were taken to the bottom of the Right Fascia Girder.
Point(s) B, D, E, B', D' and E' were taken at the stripes. Point A and G' were taken at the curb.

NOTES:

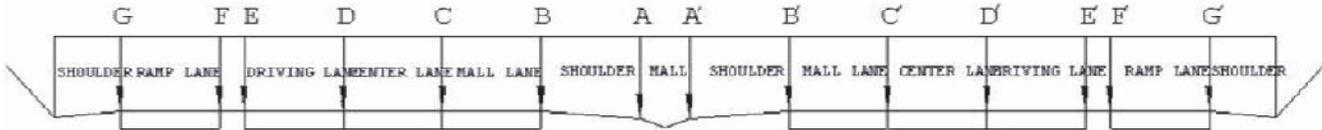
- 1) Use appropriate profile sketch 'A' or 'B'
- 2) When using sketch 'B' use points E,D & B and E', D' & B' to record measurements for 2 lane sections.
- 3) When using sketch 'B', use point F for detached ramps only
- 4) H and H' measurements taken at any other needed location or NA. Note location in remarks.
- 5) Only one row of measurements should be recorded(i.e. only the lowest measurements of each point should be recorded)
- 6) For thruway ramp over other roadway use this form and specify "ramp" under thruway traffic direction column.
The measurement and recording should be done in the same manner as stated in '4' above.
- 7) For riveted construction stringers, Dimensions shall be taken to the bottom of the rivet heads.

THRUWAY MAINLINE BRIDGE



SKETCH 'A'
(NON-DIVIDED HIGHWAY UNDER TWY)
PROFILE VIEW

THRUWAY MAINLINE BRIDGE



SKETCH 'B'
(DIVIDED HIGHWAY UNDER TWY)
PROFILE VIEW

ACCESS CATEGORY CODING FORM

RC - BIN:

1	2
2	3

 -

3	4	5	6	7	8	9
1	0	2	0	0	7	9

INSPECT DATE: 10/2/2015

TEAM LEADER: Glenford Mullings

Span No			Walking	Step Ladder	Extension	40' UBIU	60' UBIU	LGWT - UBIU	<= 30' Lift	30 -90' Lift	> 90' Lift	Row Boat	Barge	Diving	RR Flagging	Electric RR	Scaffolding	Lane Closure	W/Shad Veh	Other	Contractor Code	Record Code	Tx Code	
10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	116	118	120	
B	R	I	X	X	X				X										X			31	17	2
0	0	1	X	X	X				X										X			31	17	2
0	0	2	X		X				X										X			31	17	2

INSTRUCTIONS: - Only a single BIN will be addressed on any single sheet -

- a) Complete the date, preparer, and sheet number headings.
- b) Enter the region, county and BIN number.
- c) In the first line of the form, having a span number of "BRI", place an "X" in each access category necessary for a proper inspection of the entire bridge and enter the contractor code.
- d) In all subsequent rows, WITH ONE SPAN PER LINE AND USING AS MANY LINES AS THERE ARE SPANS FOR THE ENTIRE BRIDGE STRUCTURE, enter the span number being addressed (columns 10-12, right justified and zero filled) place an "X" in each access category necessary for a proper inspection of that span (and the two substructure faces facing that span) and enter the contractor code.
- e) IF DIVING ACCESS IS REQUIRED (as directed by Inspection TA 87-012) FOR EITHER OF THE TWO SUBSTRUCTURE FACES FACING THE SPAN BEING CODED, INDICATE SO WITH AN "X". THIS MUST BE DONE EVEN IF A DIVING INSPECTION IS NOT REQUIRED DURING THE CURRENT INSPECTION SEASON. NOTE that some NYSDOT documents refer to bridges requiring diving inspection as having an "I" ACCESS CATEGORY.
- f) Recode the entire bridge if ANY UPDATING of the Access Category is necessary.
- g) Use col. 28 for situations requiring lane closure WITHOUT a shadow vehicle and col. 29 for lane closure WITH a shadow vehicle.

LOAD RATING

NEW YORK STATE THRUWAY AUTHORITY
BRIDGE INSPECTION FIELD VERIFICATION OF LOAD RATING DATA

Date: 10/2/2015

MP/BIN: 219.91/1020079

Feature Carried / Crossed: 90 IX over Mohawk Street (NYS Route 28)

Dead Load:

WS Thickness & Material Shown on Plans - 3.75" asphalt concrete

Changes Noted in Field: None

Railing Type Shown on Plans - Left: 2-rail steel bridge railing open web post ; Right: 4-rail panelized steel with thrie beam add-on. Median: 2-sided w-section on weak posts.

Changes Noted in Field: None

Other DL Contributions (e.g. utilities) on Plans - None

Changes Noted in Field: None

Section Loss:

Existing Documentation (sketches, etc.) ? - Yes

Location of Documentation (previous report, blue folder, etc.)? - Previous inspection report.

New Section Loss noted? - Yes

Brief Description (attach sketches if helpful) - Span 1, G18 at Pier - web loss increased to 49% in bearing area.

Additional Notes: See attached "Gider End Section Loss Documentation".

Attachments: yes no (please circle)

Team Leader: Glenford A. Mullings

Signature: 

Date: 10/2/2015

LEVEL 2 LOAD RATING (VIRTIS LFD)

MILEPOST: 219.91

BIN: 1020079

REGION: 2

COUNTY: HERKIMER

FEATURE CARRIED: 90IX

FEATURE CROSSED: MOHAWK STREET (NY ROUTE 28)

LEVEL 2 LOAD RATING REVIEW

VIRTIS RUN DATE: 10/8/2013

CHANGES TO INPUT DATA: G10 live load distribution factors revised.
Section loss added per 2013 inspection report.
See list of changes on page 2 of VIRTIS
load rating in BIN folder.

LOADING	INVENTORY RATING (TONS)	OPERATING RATING (TONS)
HS-20	34.9 (HS-19) ✓	58.3 (HS-32) ✓
H-20	27.8 (H-27) ✓	46.3 (H-46) ✓

* ANALYSIS METHOD: LOAD FACTOR

** Lane loading controls the H20 rating. Truck loading controls the HS20 rating.

CONTROLLING MEMBER FOR RATING

LOCATION: SPANS 1 & 2 - WESTBOUND

COMPONENT: MEDIAN FASCIA GIRDER G10

FAILURE TYPE: MIDSPAN FLEXURAL CAPACITY

EFFECTIVE SPAN LENGTH: 61'

H EQUIVALENT OF LEGAL LOAD: H25

PRIMARY MEMBER RATING: 4

SAFE LOAD CAPACITY: H39

SLC COMPUTATION USED (IN BOLD)				
0.60 HOR	0.70 HOR	0.80 HOR	0.85 HOR	HOR

ACTION TAKEN: NONE REQUIRED X

RECOMMEND LEVEL 1 _____

UNRATABLE _____

COMPLETED BY

Michael Gaskill

MICHAEL GASKILL
LOAD RATING ENGINEER

REVIEWED BY

Garret Hoffmann 10/24/13

GARRET HOFFMANN
PE # 070686
QUALITY CONTROL ENGINEER

