2024 Routine Bridge Inspection Report - District 4-0

PennDOT Bridge Inspection Report

BMS ID:	**63 1002 0230 0739**	Bridge Category:	C3
BRKEY:	**35588**		
Feature Carried:	SR 1002		
Feature Under:	Delaware River		
Inspection Date:	**October 7, 2024**	Next Inspection Due:	4/2025 (Special)

Municipality:	Damascus Township
County:	Wayne County
[redacted]	[redacted]
Bridge Posting:	K - Closed to traffic
Recalculate Rating:	No
Scour Critical:	8
Scour Plan of Action Required:	No
Underwater Inspection Required:	Yes

INSPECTION CREW

[redacted]

AECOM

625 West Ridge Pike (Suite E-100)
Conshohocken, PA 19428

[redacted]

2024 ROUTINE BRIDGE INSPECTION REPORT
SR 1002 over DELAWARE RIVER

BMS No. 63 1002 0230 0739

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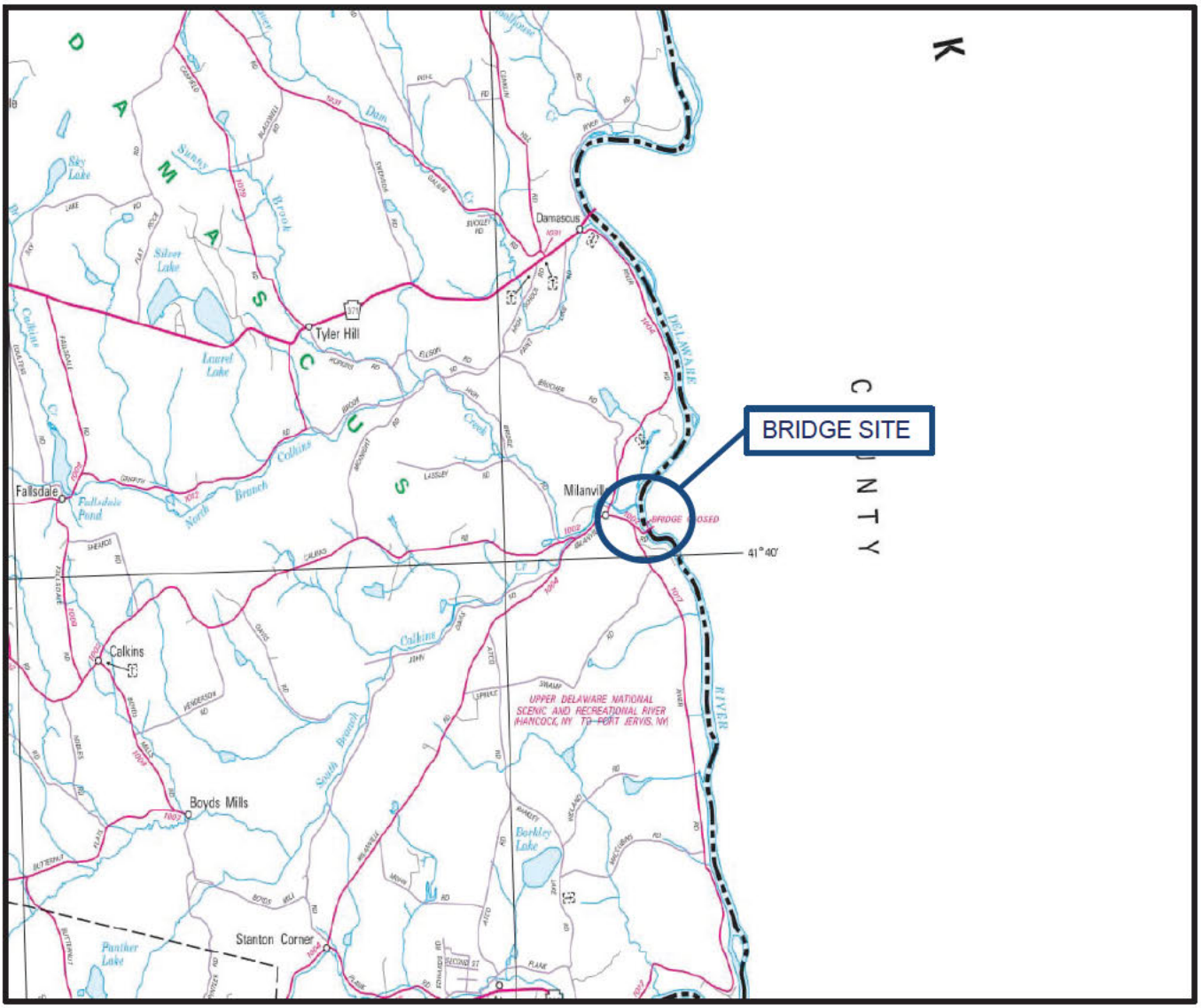

LOCATION MAP

SR 1002 over DELAWARE RIVER

Damascus Township
Wayne County

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Bridge Inspection Access Equipment and Maintenance and Protection of Traffic Requirements

Bridge Inspection Access Equipment Used:	Rope Access
Bridge Inspection Access Equipment Provided By:	AECOM
Maintenance and Protection of Traffic Required:	No
Maintenance and Protection of Traffic Provided By:	N/A
Required Lane Closure Restrictions:	N/A
Hours Required for Lane Closures:	N/A

BRIDGE DESCRIPTION:

Year Built:	1901	Year of Last Rehabilitation:	1980
Superstructure Type:	Simple, Non-Composite, Steel Thru-Truss		
Structure Length:	467'		
Curb-to-curb:	13.1'	Out-to-out of deck:	16.6'
Underclearance:	N/A		
No. of Spans:	2		

INSPECTION RESULTS:

STRUCTURE CONDITION:

Current Condition Rating: **0** **- FAILED**
Previous Condition Rating: **2** **- CRITICAL**

The overall condition is governed by the Substructure rating.

APPROACH ROADWAY:

Current Condition Rating: **5** **- FAIR**
Previous Condition Rating: **5** **- FAIR**

The asphalt approach roadways exhibit transverse and longitudinal cracks, up to 3/4" wide, and minor settlement along the roadway edges. The near left approach corner has an asphalt swale drainage system with a wide crack along the back edge of the top course of stones for the near left wingwall, allowing water penetration into the wingwall fill. The other three approach drainages are natural with no significant defects.

DECK WEARING SURFACE:

Current Condition Rating: **3** **- SERIOUS**
Previous Condition Rating: **3** **- SERIOUS**

The timber wearing surface consists of timber planks along the wheel paths with splits and checks throughout. Several of the planks are bent up, dry rotted, missing bolts, and missing throughout. Several of the bolts are protruding, causing puncture hazards.

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INSPECTION RESULTS (Cont.):

DECK:

Current Condition Rating: **4** **- POOR**
Previous Condition Rating: **4** **- POOR**

The top of deck consists of laminated 2x4 timber planks with checks, splits, and dry rot throughout. The worst conditions are at the missing running board locations. The underside of deck also exhibits checks, splits, and dry rot throughout. There are several deteriorated, loose, or missing "J" hooks hanging from the deck at the original stringer locations, typically along Stringers 4 and 8.

SUPERSTRUCTURE:

Current Condition Rating: **2** **- CRITICAL**
Previous Condition Rating: **4** **- POOR**

FLOORBEAMS:
There are (11) steel floorbeams in each of the two spans. Several floorbeams have angle repairs in the top half of the web. There are widespread areas of active corrosion with minor to advanced section loss to the top and bottom flanges. The floorbeam webs have areas of minor to heavy corrosion with minor section loss throughout. The transverse plates at each end of the floorbeams, which connect the floorbeam to the truss vertical members, have active corrosion with minor section loss. The floorbeam top flange plates for the U-bolt connection to the truss bottom chord have moderate to severe corrosion with up to 100% section loss.

STRINGERS:
There are (11) steel stringers in each floorbeam bay. Several stringers were replaced during the 1980 rehabilitation, which display minor peeling paint. The remaining original stringers have moderate to severe corrosion with minor to advanced section loss throughout.

TRUSS MEMBERS:
The steel truss consists of lattice channels, angles, and eyebars with paint failure, and minor section loss throughout, worst at the vertical and diagonal eyebar connections to the bottom chord. Various repairs and/or replacement of entire members have been completed since the 1980 rehabilitation, which display no significant defects. There is severe corrosion to the bottom chord eye bars at the bearing locations, missing/crack pin retaining nuts at several upper/middle panel points, and pack rust between members/gusset plates.

PORTALS/BRACING
The steel angle and HSS lateral bracing above deck is typically has peeling paint and a few areas of 100% section loss. The steel angle lateral bracing below deck has severe corrosion with 100% section loss, exhibits severe sagging, and is missing or broken throughout. Additionally, the gusset connection to several lateral bracings exhibit 100%section loss, loose bolts, and exposed bolt threads throughout. The inspection team removed two sections of lateral bracing during the routine inspection and identified several others as fall hazards.

BEARINGS:
The roller nested truss bearings at both abutments exhibit severe rust, frozen rollers, missing retainers, and appear to be twisted out of plane. The truss bearings also appear to be over-expanded by up to 3" at the Near Abutment. The Far Abutment bearings are shifted left due to settlement on the substructure cap stones. The left bearing at the Far Abutment was grout repaired to mitigate bearing loss, and has cracked, indicating additional movement of the stem/wingwall.

PAINT CONDITION:

Current Condition Rating: **2** **- CRITICAL**
Previous Condition Rating: **2** **- CRITICAL**

The floorbeams and original stringers have failed paint with severe corrosion with section loss throughout. The rehabilitated stringers have minor peeling paint. The truss members have minor peeling paint with exposed steel throughout. The lower lateral bracing has failed paint with severe corrosion and 100% section loss. The nested roller truss bearings have failed paint with severe corrosion.

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INSPECTION RESULTS (Cont.):

SUBSTRUCTURE:

Current Condition Rating: **0** **- FAILED**
Previous Condition Rating: **2** **- CRITICAL**

The stone masonry abutments have several voids due to deteriorating mortar or missing stones. There are a few delaminated, fractured, and displaced stones throughout both abutments. The abutment wingwalls have large voids, missing mortar, missing/loose stones, and separation at the stem interface which has been monitored for movement during the past several cycles, 3/8" movement was noted during this inspection at the Far Left wingwall. The cap stones below the truss bearings are fractured and settled with large areas of missing mortar and loose or displaced stones. The superstructure has shift left at the Far Abutment. Repairs adjacent to the Far Left truss bearing showed signs of addition movement. The stone masonry pier is typically in good condition with some vegetation growth, and areas of loose and missing mortar.

CHANNEL:

Current Condition Rating: **5** **- FAIR**
Previous Condition Rating: **5** **- FAIR**

The Abutments are dry and outside the normal flow of the channel. An Underwater Inspection should be scheduled to verify the conditions of the Pier foundation. The bridge was closed to traffic as of November 2019. The Underwater Inspection by divers was removed from schedule on form P by PennDOT in April 2020 due to the bridge being closed to vehicular traffic. The following is based on 2015 Underwater Inspection: "*The channel has minor scour at the upstream nose of the pier, exposing the footing at this location. The stream banks exhibit areas of minor erosion throughout. There are large rocks placed around the perimeter of the pier, which extend approximately 25' to 35' away from the pier."*

Scour Inspection Findings (IN24)

The bridge is not considered Scour Critical and does not require a Scour Plan of Action.

TRAFFIC SAFETY FEATURES:

Current Appraisal Rating: **4 4 6 8**
Previous Appraisal Rating: **4 4 6 8**

The bridge railings are 2'-9" high Type 2S W-beam guiderail with reflectors, a rub rail, and no offset brackets. Several of the outboard anchor bolts for the guiderail posts are loose or dislodge, due to a poor connection to the deck. The transition has a minimum 2'-9" high Type 2SC W-beam guiderail with steel offset brackets, a rub rail, and reflectors. The near approach guiderail has a minimum 2'-6" high Type 2SC W-beam guiderail with plastic offset brackets and a rub rail. The far approach guiderail has a minimum 2'-7" high Type 2S W-beam guiderail with steel offset brackets and a rub rail. The end treatment is considered continuous at >87.5' from the bridge.

ADDITIONAL REMARKS:

Work done since the previous inspection dated 08/03/2024:

- None Observed

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MAINTENANCE RECOMMENDATIONS:

PRIORITY 0 - IMMEDIATE ACTION REQUIRED (WITHIN 7 DAYS)

NONE

PRIORITY 1 - AS SOON AS WORK CAN BE SCHEDULED (WITHIN 6 MONTHS)

B744802	Repair abutment.							
	6	CY	@	$2,230.00	per	CY	=	**$ 13,380.00**
D744602	Remove lower lateral bracing & "J" hooks.							
	76	EA	@	$1,800.00	per	EA	=	**$ 136,800.00**
B744501*	Replace steel bearing							
	4	EA	@	$2,690.00	per	EA	=	**$ 10,760.00**
C744802*	Repair/replace wings.							
	45	CY	@	$2,230.00	per	CY	=	**$ 100,350.00**

PRIORITY 2 - ADJUST SCHEDULE AS NEEDED (WITHIN 2 YEARS)

E744803	Underpin footing							
	1	CY	@	$975.00	per	CY	=	**$ 975.00**
A744701	Strengthen/repair/replace Truss Member							
	24	EA	@	$8,965.00	per	EA	=	**$ 215,160.00**
RDDRAIN	Improve off-bridge drainage.							
	1	EA	@	$100.00	per	EA	=	**$ 100.00**
D744503	Reconstruct bearings pedestals/seat.							
	4	EA	@	$3,250.00	per	EA	=	**$ 13,000.00**
A744602	Repair/replace steel stringer.							
	55	EA	@	$24,000.00	per	EA	=	**$ 1,320,000.00**
B744301	Repair/replace timber deck							
	680	SY	@	$275.00	per	SY	=	**$ 187,000.00**
RLGPEDN	Repair/replace pedestrian railing							
	50	LF	@	$180.00	per	LF	=	**$ 9,000.00**
F744804	Repoint masonry.							
	1000	LF	@	$25.00	per	LF	=	**$ 25,000.00**

* Maintenance item Priority unable to be changed to Priority 1 in BMS3 due to "Differed Work" status

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MAINTENANCE RECOMMENDATIONS (cont.):

PRIORITY 3 - ADD TO SCHEDULED WORK

B745301	Install rock protection.								
	1	CY	@	$95.00	per	CY	=	$	**95.00**
D744802	Repair piers.								
	5	CY	@	$2,230.00	per	CY	=	$	**11,150.00**
B744602	Repair/replace steel floorbeam.								
	22	EA	@	$12,000.00	per	EA	=	$	**264,000.00**
B744701	Repair deteriorated truss bracing								
	20	EA	@	$3,250.00	per	EA	=	$	**65,000.00**
A744801	Repair backwall.								
	1	CY	@	$1,795.00	per	CY	=	$	**1,795.00**
BRSHCLR	Clear brush surrounding bridge								
	1	EA	@	$50.00	per	SY	=	$	**50.00**
RDPAVMT	Patch/raise pavement.								
	10	SY	@	$75.00	per	SY	=	$	**750.00**
C744702	Tighten loose truss members								
	4	EA	@	$580.00	per	EA	=	$	**2,320.00**

PRIORITY 4 - ROUTINE STRUCTURAL

RDGDERL	Improve the existing approach guiderail to meet current standards.								
	4	EA	@	$4,500.00	per	EA	=	$	**18,000.00**
RLGSTRM	Improve the existing bridge parapet to meet current standards.								
	933	LF	@	$150.00	per	LF	=	$	**139,950.00**
C743201	Paint the superstructure.								
	1	EB	@	$370,000.00	per	EB	=	$	**370,000.00**

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MAINTENANCE RECOMMENDATIONS (cont.):

PRIORITY 5 - ROUTINE NON-STRUCTURAL

C743102	Clean and flush the bridge seat.								
	1	EB	@	$480.00	per	EB	=	**$**	**480.00**
A743101	Clean and flush the deck.								
	1	EB	@	$720.00	per	EB	=	**$**	**720.00**
D743102	Clean and flush the horizontal steel.								
	1	EB	@	$330.00	per	EB	=	**$**	**330.00**

TOTAL COST OF RECOMMENDED REPAIRS = $ 2,881,165.00

Note: These costs are estimates for maintenance items only. They do not include costs for engineering, permitting, right-of-way easements, contractor's overhead and construction inspection which could add significantly to the total cost of rehabilitating the structure

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LOAD RATING SUMMARY

The bridge is closed due to the advanced deterioration of the superstructure and substructure. According to BMS3, it is mandatory for a coding of "900" to be used for the load type (Item IR04), inventory rating (Item IR10) and operating rating (IR11) respectively.

POSTING SUMMARY

The bridge is currently CLOSED to vehicular and pedestrian traffic due to the overall critical and serious deterioration of the superstructure and substructure. The bridge is to remain closed until further notice.

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1. Left Elevation

2. Right Elevation

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3. Near approach, looking ahead.

4. Far approach, looking back.

5. Near portal with reinforcement mesh used to restrict access to bridge.

6. Far portal with reinforcement mesh used to restrict access to bridge.

7. PVC tubes detached and hanging from far clearance bar.

8. Damaged gravel bag at the near approach.

9. Typical gravel dumped at the ends of the bridge.

10. Top of deck in Span 1, looking ahead.

11. Top of deck in Span 2, looking ahead.

12. Typical warped running plank with missing fasteners.

13. Typical loose fasteners protruding from the running planks.

14. Typical missing running planks in Span 2.

15. Missing running planks with severe decay to below to laminated deck boards in Span 2.

16. Close-up of previous photo showing severe decay to deck boards.

17. Typical bridge railing, looking right.

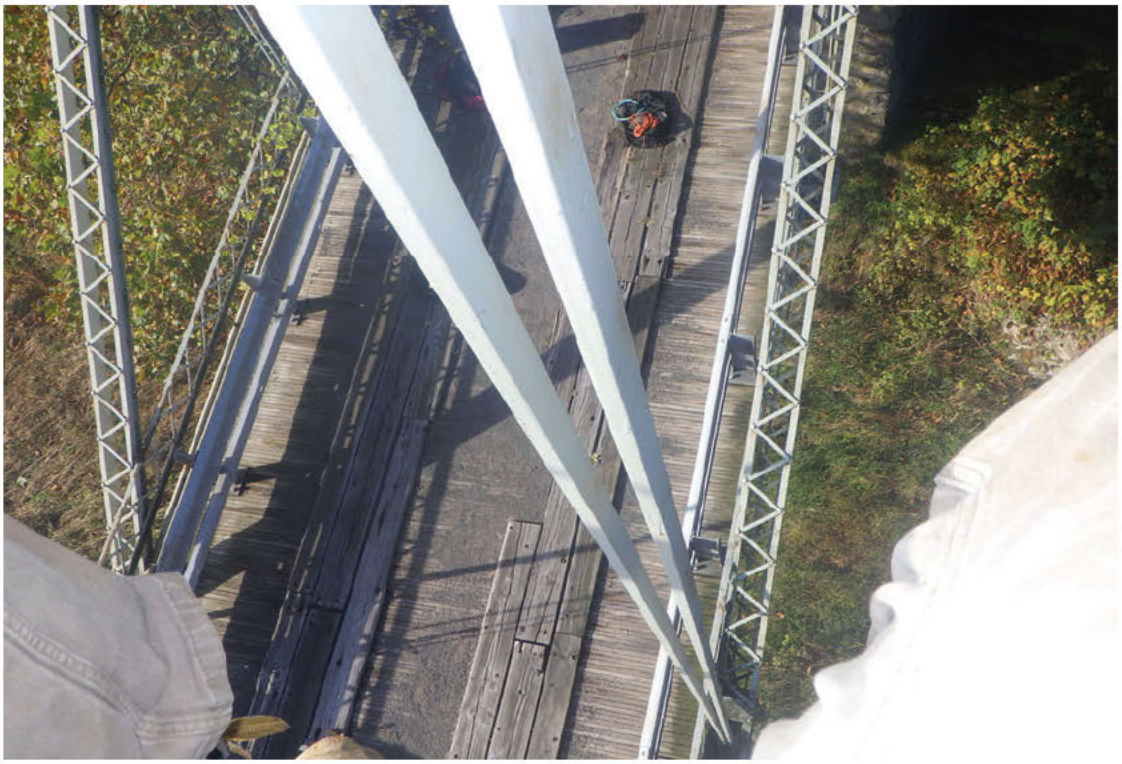
18. Typical bridge rail anchor not engaging stringer top flange.

19. General underside of Span 1, looking ahead.

20. General underside of Span 2, looking back.

21. Typical bottom chord condition, L8-L9, Left Truss in Span 2, looking ahead.

22. Typical diagonal condition, M9-L10, Right Truss in Span 1, looking ahead.



23. Typical vertical condition, L2-U2, Left Truss in Span 1.

24. Typical top chord condition, U2-U4, Right Truss in Span 2.

25. Severe corrosion to L0-L1 at L0, Left Truss in Span 2.

26. Close-up of previous photo showing section loss to eyebar head.

27. Severe corrosion to L11-L12 at L12, Right Truss in Span 2.

28. Close-up of previous photo showing section loss to eyebar head.

29. Bottom chord repair, L0-L1 at L0, Left Truss in Span 1.

30. Bottom chord with vegetation growth, L0-L1, Right Truss in Span 1.

31. Diagonal eyebar with section loss, L6-M7, Right Truss.

32. Retrofit U8-M9 at M9, Right Truss, Span 2.

33. Mis-drilled hole, M7-L8 at M7, Right Truss, Span 1.

34. Missing pin cap for M7-L8 at M7, Left Truss, Span 1.

35. Pin plate not bearing on pin for M7-L8 at M7, Left Truss, Span 1.

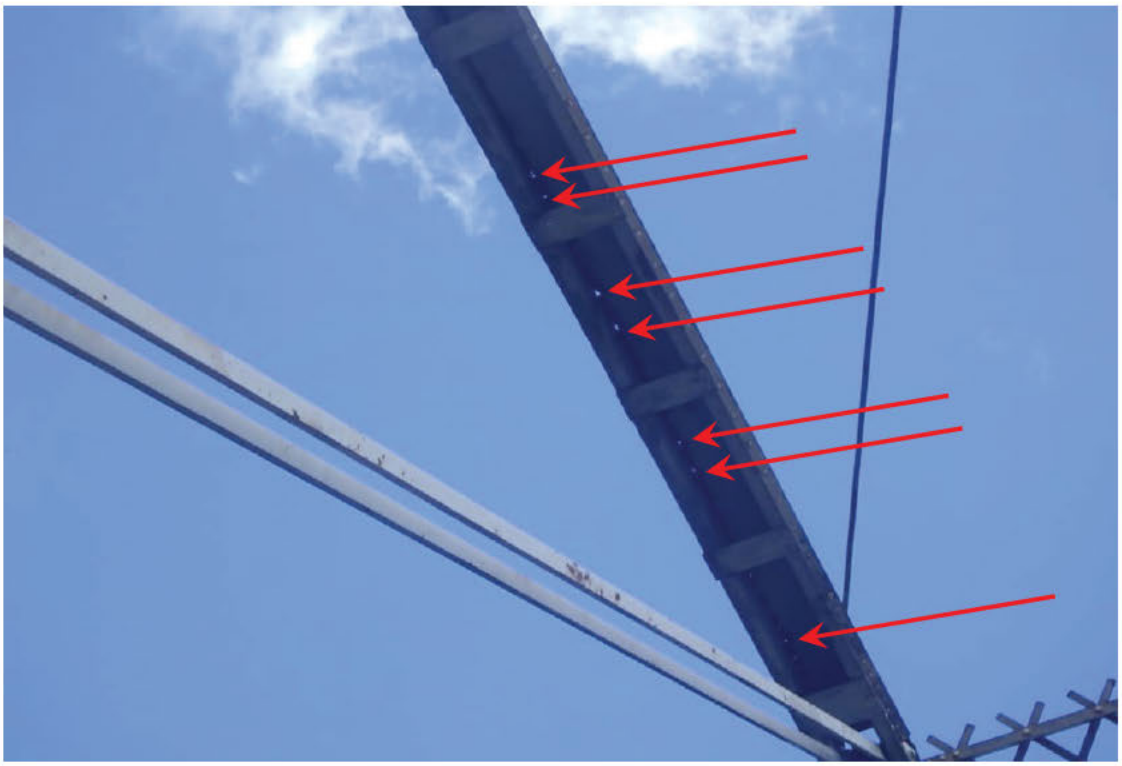
36. Pack rust between L4-U4 & M4-M5 at M4, Left Truss, Span 1.

37. Retrofit vertical, L10-U10, Left Truss, Span 2.

38. Cracked outboard pin cap at U4, Right Truss, Span 1.

39. Cracked outboard pin cap at U4, Right Truss, Span 1.

40. Un-seated bolt at U8, Right Truss, Span 1.



41. Top chord cover plate with 100% section loss, U8-U10, Left Truss in Span 1.

42. Typical sway bracing, M6-U6 in Span 1.

43. Collison damage to horizontal strut of sway bracing, M5 in Span 1, looking right.

44. 100% section loss to horizontal strut of sway bracing at M7, Left Truss in Span 2.

45. Typical view of Floorbeam 7 in Span 2, looking far left.

46. Angle repair to Floorbeam 8 in Span 1, looking ahead.

47. Typical floorbeam connection, FB9, Left Truss in Span 1, looking back.

48. Typical condition of floorbeam bottom flange, FB 3 in Span 2, looking right.

49. Section loss to bottom flange of Floorbeam 1, Span 1, looking right.

50. Section loss to bottom flange of Floorbeam 5 in Span 2, looking right.

51. Section loss to top flange of Floorbeam 10 in Span 2, adjacent to Stringer 11.

52. Flame cut hole in web of Floorbeam 4 in Span 1.

53. Typical stringer condition in Span 1 between Floorbeam 10 & 11, looking back.

54. Typical stringer condition in Span 2 between Floorbeam 4 & 5, looking back.

55. Section loss to bottom flange of Stringer 8 in Floorbeam Bay 4 of Span 2.

56. Section loss to web and bottom flange of Stringer 11 at Floorbeam 8 in Span 2.

57. Timber cribbing in Bay 10 over Pier 1, looking back.

58. Typical newer stringer in Floorbeam Bay 2 of Span 1, looking back

59. Loose "J" hook not engaging stringer bottom flange, Stringer Bay 1 in Span 1.

60. Loose "J" hook not engaging stringer bottom flange, Stringer Bay 5 in Span 2.

61. Loose "J" hook not engaging stringer bottom flange, Stringer Bay 10 in Span 1.

62. Severe section loss to left side lower lateral bracing, Bay 10 in Span 1.

63. Sagging lower lateral bracing on left side, Bay 12 in Span 1.

64. Partial length missing and cantilevered lower lateral bracing, Bay 6 in Span 1, looking right.

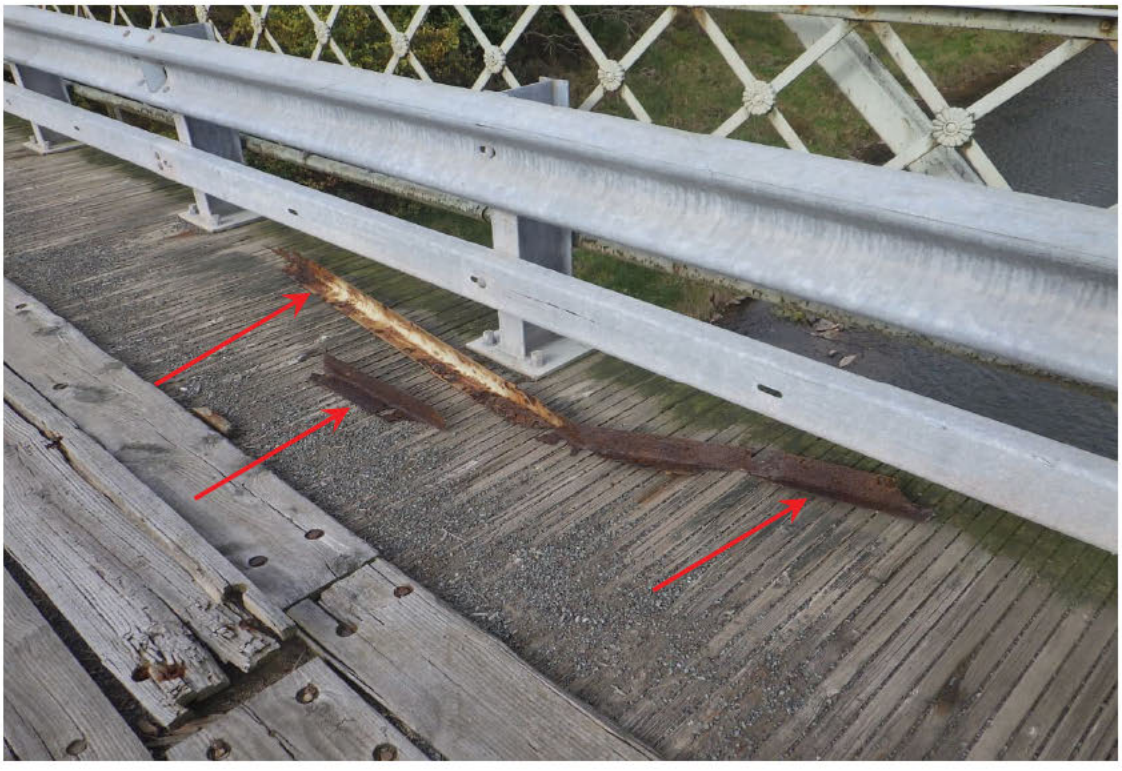
65. Left side Bay 12 Span 2

66. Sagging right lower lateral brace, Bay 12 in Span 1. (Removed during inspection)

67. Disconnected right lower lateral brace, Bay 12 in Span 1. (Removed during inspection)

68. Removed right lower lateral brace, Bay 12 in Span 1.

69. Disconnected left lower lateral brace, Bay 4 in Span 1. (Removed during inspection)



70. Removed left lower lateral brace, Bay 4 in Span 1. (Removed during inspection)

71. Remaining cantilevered section of left lower lateral brace, Bay 4 Span 1.

72. General view of the Left Truss Bearing at the Near Abutment.

73. Left Truss bearing sole plate overhanging nested rollers at the Near Abutment.

74. Close-up of previous photo.

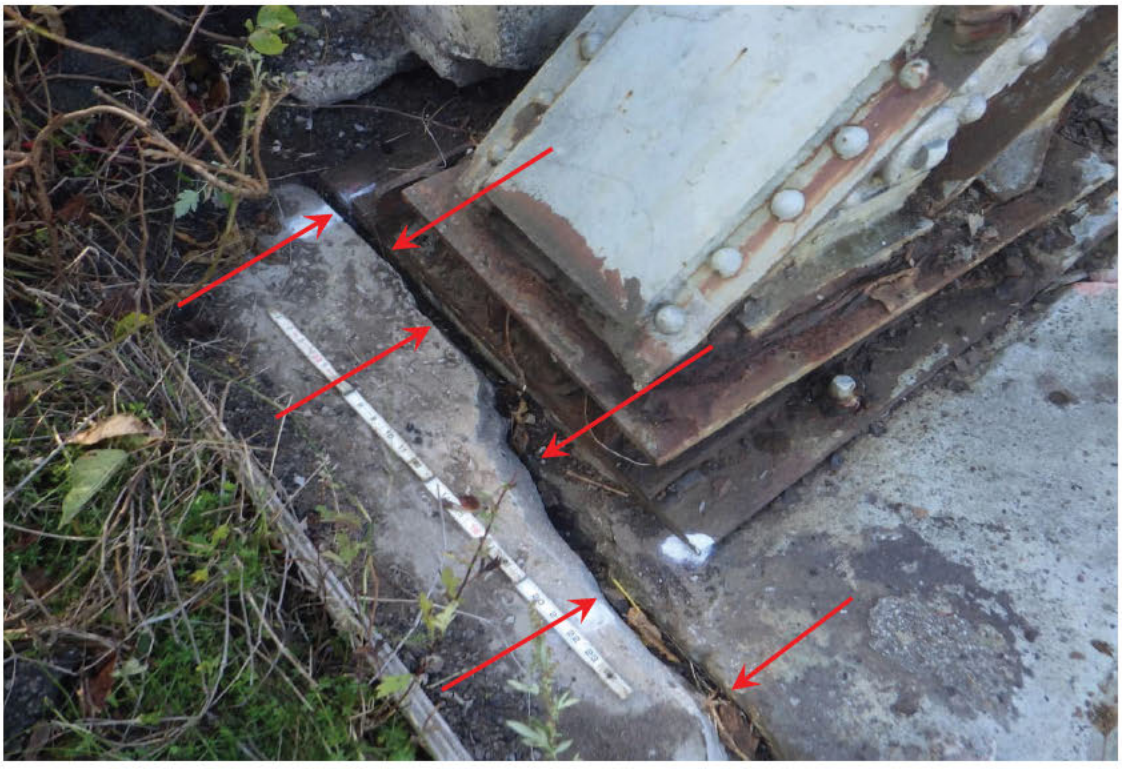
75. General view of the Right Truss bearing at the Near Abutment.

76. Close-up of previous photo, showing sole plate overhanging the nested roller bearings.

77. Left truss bearings at Pier 1, looking right.

78. Right truss bearings at Pier 1, looking left.

79. General view of the Left Truss bearing at the Far Abutment.



80. Repair done in 2018 adjacent to the Left Truss bearing showing evidence of movement.

81. Sole plate shifted left on the left truss bearing at the Far Abutment.

82. Close-up of previous photo.

83. General view of the Right Truss bearing at the Far Abutment.

84. Superstructure shifted left with exposed rollers at the Right Truss bearing on the Far Abutment.

85. Exposed rollers with debris impacting movement of the Right bearing at the Far Abutment.

86. General view of the Near Abutment.

87. Several fractured cap stones along the top of the Near Abutment.

88. Fractured stone in 5th coarse below Left Truss a the Near Abutment.

89. Area of deteriorated mortar and loose stones below Stringer 4 to Left Truss, Near Abutment.

90. Close-up of previous photo showing deep voids in mortar joints.

91. Missing stone/mortar under right capstone at the Near Abutment.

92. Close-up of previous photo showing undermining of the capstone.

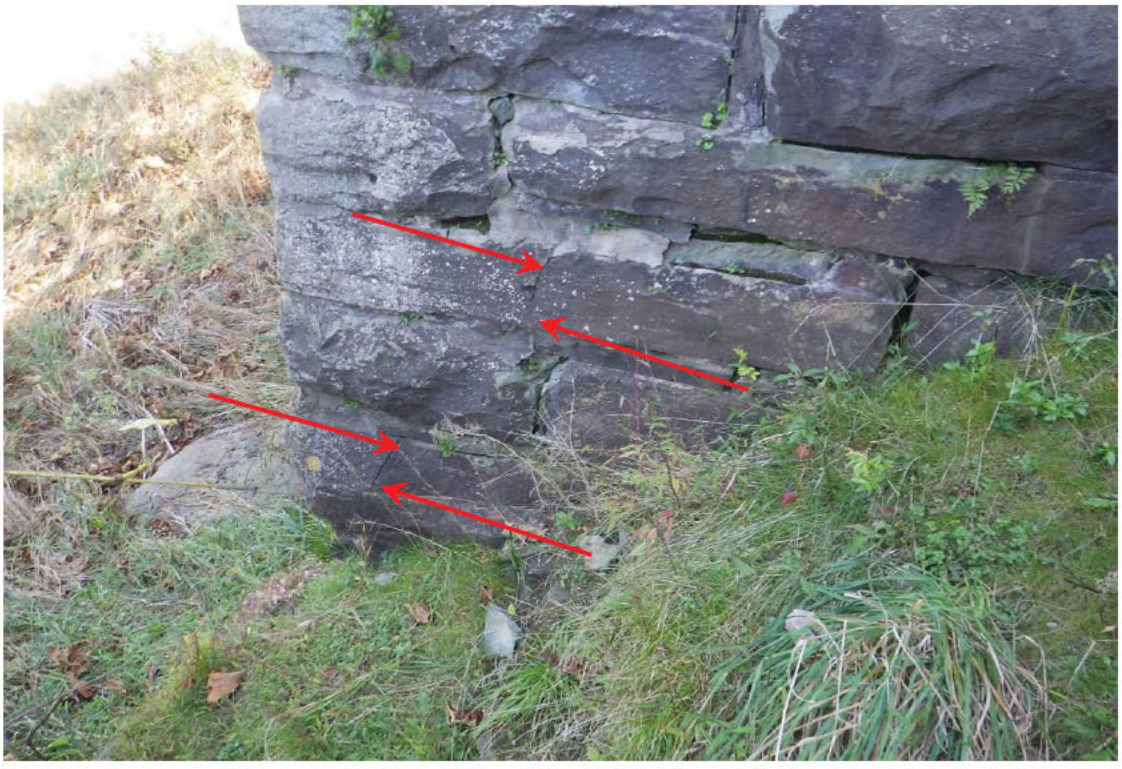
93. Fractured cap stone below Stringer 10 at the Near Abutment.

94. Missing stone below Stringer 10 at the Near Abutment.

95. Fractured cap stone and deteriorated mortar at the Near Left wingwall.

96. Fractured cap stone at the left end of the Near Abutment.

97. Shifted cap stone at the Near Left wingwall.



98. Fractured stones along the bottom of the Near Left wingwall.

99. Missing stones with void along the base of the Near Left wingwall.

100. Close-up of previous photo.

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101. Missing stone with void in the Near Right wingwall.

102. Near face of Pier 1.

103. Areas of missing mortar along the top of the near face of Pier 1.

104. Close-up of deteriorated mortar on the near face of Pier 1.

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105. General view of the far face of Pier 1.

106. Area of missing mortar on the far face of Pier 1.

107. Cracks with efflorescence on the left nose of Pier 1.

108. Vegetation growth on the right nose of Pier 1.

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109. General view of the Far Abutment.

110. Missing mortar and displaced stones on the right side of the Far Abutment.

111. Displaced stone and missing mortar at the Far Abutment.

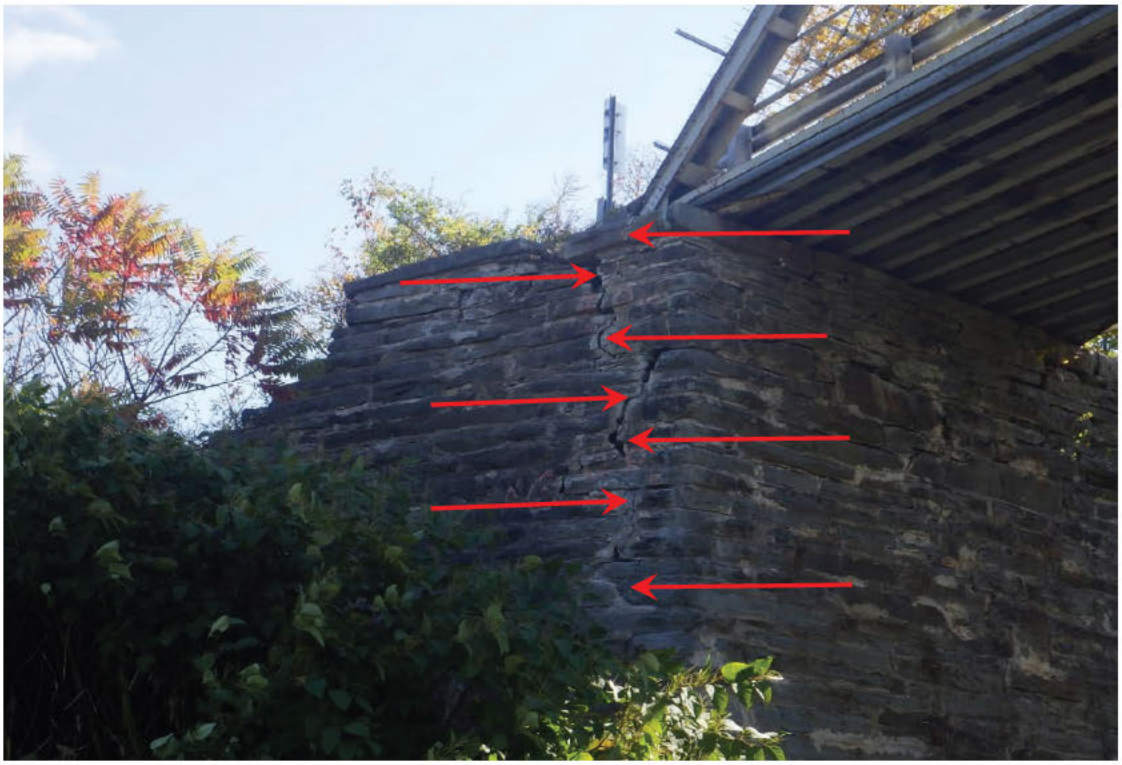
112. Missing mortar and deep voids at the Far Abutment.

113. Fractured capstone on the Left side of the Far Abutment.

114. Repair adjacent to the left truss bearing at the Far Abutment.

115. Separation of repair and left truss bearing at the Far Abutment.

116. Close up of previous photo.



117. Crack with voids and loose stones at the Far Left wingwall.

118. Close-up of previous photo.

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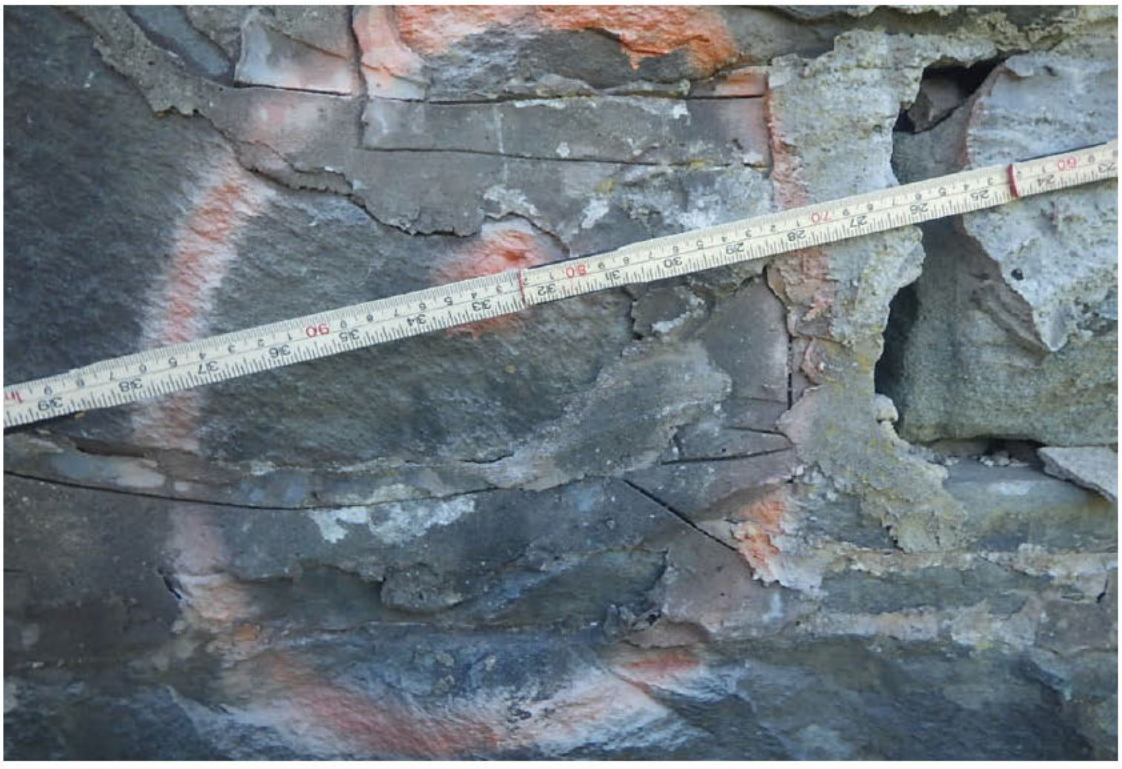
119. Deep void in crack with loose stones and fill at the Far Left wingwall.

120. Close- up of previous photo.

121. Monitoring point A' to B at the Far Left wingwall.



122. Close-up of monitoring point A', showing movement since previous inspection.

123. Far Right wingwall monitoring point A-B, no change from previous inspection.

124. Displaced stones above monitoring point A-B at the Far Right wingwall.

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125. Near approach sign traveling south on River Road at Calkin Road intersection.

126. Near approach sign on Calkin Road near south River Road intersection.

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127. Far approach sign, looking north on Route 97 at South Skinners Falls Road intersection.

128. Close-up of previous photo.

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129. Far approach sign, looking south on Route 97 at North Skinners Falls Road intersection.

130. Close-up of previous photo.

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131. Far approach sign at fork in Skinners Falls Road.

132. Near approach sign, traveling west on Calkins Road after north River Road intersection.

Structure Identification

5A01 Structure ID:	63100202300739
5A02 Structure Name:	SKINNERS FALLS-MILANVILLE BRIDGE (5 OF 10)
5A03 NBI Structure No:	35588

Location

5A04 District:	04 - District 4
5A05 County:	63 - WAYNE
5A06 City/Town/Place:	63/206 - DAMASCUS
5A07 Feature Intersected:	DELAWARE RIVER
5A08 Facility Carried:	SR 1002
5A09 Location:	DAMASCUS TP SKINNERS FLLS
5A10 Latitude:	41.669736°
5A11 Longitude:	-75.058372°

Age and Service

5A15 Year Built:	1901
5A16 Year Reconstruction:	1980
5A17 Service Type On:	1 - Highway
5A18 Service Type Under:	5 - Waterway
5A19 # of Lanes Under:	0
5A20 Maint Resp:	01 - State Hwy Agency
5A21 Owner Code:	01 - State Hwy Agency
6A06 Submitting Agency:	D04 - District 04
6A23 Owner Description:	PA. & N.Y. IBC
6A19 BPN:	4 - Other Non-NHS Routes
VP02 Posting Status:	C - Closed to traffic

Deck Information

5B01 Deck Structure Type:	8 - Wood or Timber
5B02 Deck Surface Type:	7 - Wood or Timber
5B03 Deck Membrane Type:	0 - None
5B04 Deck Protection:	0 - None
5B05 Left Curb/S'walk Width:	0.0 ft
5B06 Right Curb/S'walk Width:	0.0 ft
5B07 Deck Width (O/O):	16.6 ft
5B08 Median Type:	0 - No Median
5B09 Skew:	90°
5B10 Structure Flare:	0 - No flare
6A38 PennDOT Deck Type:	03 - Spiked Lam Timber
6A39 Relief Joints?:	0 - Joints not present
6A40 Form Type:	_
6A41 No. of Joints:	2

Span Information

5B11 No. of Main Spans:	2
5B12 Main Span Mat'l Type:	3 - Steel
5B13 Main Span Design Type:	10 - Truss-Thru
5B14 No. of Approach Spans:	0
5B15 Appr Span Mat'l Type:	
5B16 Appr Span Design Type:	
5B18 Structure Length:	467 ft
VD19 Culvert Length:	
5B19 Deck Area:	7,752 sq.ft

Classification Items

5E01 NBIS Bridge Length:	Y - Long Enough
5E03 Temporary Structure:	_
5E04 Historical Significance:	1 - Br on NRHP
5A24 Report Group:	S1 - State with NBIS = Y

2A01 Structure Notes

I
SCOUR EVALUATION 25978 W06 = 5 E29-A = 5
SF SP SW DDDATE USGSFV USGSSD EP DSTAT USGSSF EF SAS FEDCAT
B N -- 09211998 MMYYYY 032001 2 AAN 082002 8 072 2A1
MAP D13 D14 HSOR HSCCV SPR CK COMMENT OVER O DATE P/F
THIS LINE IS RESERVED FOR CCV DATA
STAT IR IC ACM INSP ACM QNTY # LOCATION OF ACM
B B 0 0 MMDDYYYY UNKNWN 0 ***
B N -- 09211998 MMYYYY 032001 2 AAN 082002 8 072 2A1082

Structure Type

	Main	Approach
6A26 Material	1 - Steel	_
6A27 Physical Span Make-Up	9 - Other or none	_
6A28 Span Interaction	1 - Simple, non-comp	_
6A29 Structure Type	18 - Truss - thru	_
6A33 Wearing Surface Thickness	1.5 in	0.0 in
6A34 WS Thickness Date	01/01/1901	01/01/1901
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	[redacted]
[redacted]	[redacted]	
[redacted]	[redacted]	[redacted]

Span-Specific Information

5D01 Unit Key	5D04/SP01 Type	5D02/ SP02 Unit ID	SP03 Span Length	SP04 Deck Width	SP05 Flared?	SP07 to SP10 Structural Config	Structure Type Description
1	M - Main	1	232.0	14.0	☐	19918	ST TRUSS THRU
2	M - Main	2	232.0	-1.0	☐		
3	P - Pier	P01	-1.0		☐		
4	W - Wingwall	WFL	-1.0		☐		
5	W - Wingwall	WNL	-1.0		☐		
6	B - Abutment	NAB	-1.0		☐		
7	B - Abutment	FAB	-1.0		☐		
8	W - Wingwall	WFR	-1.0		☐		
9	W - Wingwall	WNR	-1.0		☐		
13	F - Frame	Unit 13			☐		

SNBI Inspection Types Performed

B.IE.01 Inspection Type	B.IE.02 Inspection Start Date	B.IE.03 Inspection End Date	B.IE.04 NCBI (Team Leader)	B.IE.05 Inspection Interval	B.IE.06 Inspection Due Date	B.IE.07 RBI Method
2 - Routine	10/07/2024	10/11/2024	[redacted]	24	10/11/2026	1 - Method 1

B.IE.01 Inspection Type: 2 - Routine
B.IE.02 Inspection Start Date: 10/07/2024
B.IE.03 Inspection End Date: 10/11/2024
B.IE.04 NCBI (Team Leader): [redacted]
B.IE.05 Inspection Interval: 24 mos
B.IE.06 Inspection Due Date: 10/11/2026
B.IE.07 RBI Method: 1 - Method 1
B.IE.08 Quality Control Date:
B.IE.10 Modified Date: 10/18/2024
B.IE.11 Limited Scope Descr:
B.IE.12 Inspection Equipment: AX|IN

Access Equipment (Check all that apply, at least one is required)

☐ No Acc. Equip. Used ☐ Ladder ☐ Bucket lift vehicle ☐ Snooper ☐ Rigging ☐ Waders
☐ Boat ☐ Snorkel ☐ SCUBA ☐ Surface supplied air ☐ ROV ☐ Video pole
☐ Borescope ☐ UAS/UAV ☐ Service Traveler ☑ Other Access Equip.

Inspection Equipment (Check all that apply, at least one is required)

☑ No Insp. Equip. Used ☐ Ultrasonic ☐ GP Radar ☐ Infrared Thermo. ☐ Radiographic Test. ☐ Impact Echo
☐ Electromagnetic ☐ Rebound/Penetration ☐ Acoustic Emissions ☐ Dye Penetrant ☐ Magnetic Particle ☐ Eddy Current
☐ Boring or Drilling ☐ Underwater Imaging ☐ Depth Finder ☐ Stress Wave Timer ☐ Other Insp. Equip.

[redacted]	10/07/2024	10/11/2024	[redacted]	0	01/01/1901	1 - Method 1

B.IE.01 Inspection Type: [redacted]
B.IE.02 Inspection Start Date: 10/07/2024
B.IE.03 Inspection End Date: 10/11/2024
B.IE.04 NCBI (Team Leader): [redacted]
B.IE.05 Inspection Interval: 0 mos
B.IE.06 Inspection Due Date: 01/01/1901
B.IE.07 RBI Method: 1 - Method 1
B.IE.08 Quality Control Date:
B.IE.10 Modified Date: 10/15/2024
B.IE.11 Limited Scope Descr: [redacted]
B.IE.12 Inspection Equipment: AX|IN

Access Equipment (Check all that apply, at least one is required)

☐ No Acc. Equip. Used ☐ Ladder ☐ Bucket lift vehicle ☐ Snooper ☐ Rigging ☐ Waders
☐ Boat ☐ Snorkel ☐ SCUBA ☐ Surface supplied air ☐ ROV ☐ Video pole
☐ Borescope ☐ UAS/UAV ☐ Service Traveler ☑ Other Access Equip.

Inspection Equipment (Check all that apply, at least one is required)

☑ No Insp. Equip. Used ☐ Ultrasonic ☐ GP Radar ☐ Infrared Thermo. ☐ Radiographic Test. ☐ Impact Echo
☐ Electromagnetic ☐ Rebound/Penetration ☐ Acoustic Emissions ☐ Dye Penetrant ☐ Magnetic Particle ☐ Eddy Current
☐ Boring or Drilling ☐ Underwater Imaging ☐ Depth Finder ☐ Stress Wave Timer ☐ Other Insp. Equip.

7 - Special	10/07/2024	10/11/2024	[redacted]	6	04/11/2025	N - Not Applicable

B.IE.01 Inspection Type: 7 - Special
B.IE.02 Inspection Start Date: 10/07/2024
B.IE.03 Inspection End Date: 10/11/2024
B.IE.04 NCBI (Team Leader): [redacted])
B.IE.05 Inspection Interval: 6 mos
B.IE.06 Inspection Due Date: 04/11/2025
B.IE.07 RBI Method: N - Not Applicable
B.IE.08 Quality Control Date:
B.IE.10 Modified Date: 10/18/2024
B.IE.11 Limited Scope Descr: Confirm priority maintenance recommendations remained.

B.IE.12 Inspection Equipment: AX|IN

Access Equipment (Check all that apply, at least one is required)

☐ No Acc. Equip. Used	☐ Ladder	☐ Bucket lift vehicle	☐ Snooper	☐ Rigging	☐ Waders
☐ Boat	☐ Snorkel	☐ SCUBA	☐ Surface supplied air	☐ ROV	☐ Video pole
☐ Borescope	☐ UAS/UAV	☐ Service Traveler	☑ Other Access Equip.		

Inspection Equipment (Check all that apply, at least one is required)

☑ No Insp. Equip. Used	☐ Ultrasonic	☐ GP Radar	☐ Infrared Thermo.	☐ Radiographic Test.	☐ Impact Echo
☐ Electromagnetic	☐ Rebound/Penetration	☐ Acoustic Emissions	☐ Dye Penetrant	☐ Magnetic Particle	☐ Eddy Current
☐ Boring or Drilling	☐ Underwater Imaging	☐ Depth Finder	☐ Stress Wave Timer	☐ Other Insp. Equip.	

E - Elements	10/07/2024	10/11/2024	[redacted]	24	10/11/2026	N - Not Applicable

B.IE.01 Inspection Type: E - Elements
B.IE.02 Inspection Start Date: 10/07/2024
B.IE.03 Inspection End Date: 10/11/2024
B.IE.04 NCBI (Team Leader): [redacted]
B.IE.05 Inspection Interval: 24 mos
B.IE.06 Inspection Due Date: 10/11/2026
B.IE.07 RBI Method: N - Not Applicable
B.IE.08 Quality Control Date:
B.IE.10 Modified Date: 10/15/2024
B.IE.11 Limited Scope Descr:
B.IE.12 Inspection Equipment: AX|IN

Access Equipment (Check all that apply, at least one is required)

☐ No Acc. Equip. Used	☐ Ladder	☐ Bucket lift vehicle	☐ Snooper	☐ Rigging	☐ Waders
☐ Boat	☐ Snorkel	☐ SCUBA	☐ Surface supplied air	☐ ROV	☐ Video pole
☐ Borescope	☐ UAS/UAV	☐ Service Traveler	☑ Other Access Equip.		

Inspection Equipment (Check all that apply, at least one is required)

☑ No Insp. Equip. Used	☐ Ultrasonic	☐ GP Radar	☐ Infrared Thermo.	☐ Radiographic Test.	☐ Impact Echo
☐ Electromagnetic	☐ Rebound/Penetration	☐ Acoustic Emissions	☐ Dye Penetrant	☐ Magnetic Particle	☐ Eddy Current
☐ Boring or Drilling	☐ Underwater Imaging	☐ Depth Finder	☐ Stress Wave Timer	☐ Other Insp. Equip.	

SNBI Future Scheduling Information

Inspection Type	7A57 Required	7A58 Last Date	7A59 Interval	7A60 Next Inspection Date
1 - Initial	N/A		0 mos	N/A
2 - Routine	☑	11/07/2022	24 mos	10/11/2026
3 - Underwater	☐		0 mos	
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]
5 - Damage	N/A		0 mos	N/A
6 - In-Depth	☐		0 mos	
7 - Special	☑	04/05/2024	6 mos	04/11/2025
8 - Service	☐		0 mos	
9 - Scour Monitoring	N/A		0 mos	N/A
P - Problem Area	N/A	08/03/2024	0 mos	N/A
E - Elements	☑	11/07/2022	24 mos	10/11/2026
Q - QA	N/A		0 mos	N/A

Inspection Information

7A05 Inspection Performed By: 8 - Consulting Firm
7A05a Inspection Organization: AECOM Technical Services, Inc.
6B49 Inaccessible Area:
6B09 Weather: 1 - Clear
6B12 Temperature: 70.0

6B23 Inspection Team Member: [redacted]

7A22 Underwater Diver Name:

6B24 Consultant Hired By: 1 - PENN DOT

6B25 Inspection Agreement Number:

7A19 Ext. Insp. Interval Elig.: 0 - No

7A20 Ext. Insp. Interval Conc.: 0 - No

7A21 NBIS Ext. Insp. Interval Elig.: 0 - No

6B26 NBI Crew Hours:

6B27 Crane Hours: [redacted]

6B30 UW Hours:

6B32 Engineering Costs: 0

6B33 Rigging Costs: 0

6B34 Office Costs: 0

Legacy Schedule Information

7A01 Inspection Start Date: 10/07/2024

7A01e Inspection End Date: 10/11/2024

7A02 Team Leader: [redacted]

7A03 Primary Inspection Type: R - Regular (routine)

7A06 Inspection Performed:

NBI: ☑

[redacted] ■

Underwater: ☐

Other Special: ☑

Element: ☑

	7A07 Required	7A08 Last Inspection Date	7A09 Inspection Interval	7A10 Next Inspection Date
NBI:		11/07/2022	24 mos	10/11/2026
[redacted]	■	[redacted]	[redacted]	[redacted]
Underwater:	☐		0 mos	
Other Special:	☑	04/05/2024	6 mos	04/11/2025
Element:	☑	11/07/2022	24 mos	10/11/2026

Inspection Status

1A09 Inspection Status: 2 - Submitted

Key Field Comparison since Last Accepted Inspection

	Current	Previous
7A01 Inspection Date:	10/07/2024	08/03/2024
7A03 Inspection Type:	R	P
1A01 Deck:	4	4
1A04 Superstructure:	2	4
1A02 Substructure:	0	2
1A03 Culvert:	N	N
IA02/B.C.05 Railings:	4	4
IA02/B.C.06 Transition:	4	4
IB01 Bearings:	2	4
IJ01 Joints:	4	--
1A05 Channel:	5	5
1A05b Channel Protection:	5	5
1A13 Scour:	6	6
1A14 Underwater:	N	N
[redacted]	[redacted]	[redacted]
4A08 SCBI:	8	8
4A08b SCBI Category:	--	--
IN15 Streambed Material:	A5	A5
4A14 Bridge Condition:	P	P

	7A07 Required		7A09 Interval	
	Current	Previous	Current	Previous
NBI	N/A	N/A	24 mos	24 mos
[redacted]	[redacted]	[redacted]	[redacted]	--
UW	☐	☐	0 mos	--
OS	☑	☑	6 mos	12 mos
Element	☑	☑	24 mos	24 mos

Condition Ratings

1A01 Deck:	4 - Poor	**1A04 Superstructure:**	2 - Critical
1A02 Substructure:	0 - Failed	**1A05 Channel:**	5 - Fair
1A03 Culvert:	N - N/A	**1A06 Waterway:**	9 - Excellent
[redacted]		**1A16 Lowest Condition Rating:**	0 - Failed

2A02 Inspection Notes:
Due to the Condition Rating of the Deck ('4-Poor'), Superstructure ('2-Critical') and Substructure ('0-Failed') the bridge is considered to be Structurally Deficient.

S.C.B.I. Calculator was not run during the current inspection. Calculator is run during Underwater Inspections. The previous S.C.B.I. code of '8' remains the same.

PC&S met with District 4-0 Bridge Unit and AECOM at the bridge on 6/8/19 to discuss Deferred Priority 1 Maintenance Items and establish a prioritization and schedule for completing the repairs to the Substructure and Superstructure.

Bridge closed to traffic as of November 2019. Underwater Inspection by divers removed from schedule on form P by PennDOT in April 2020 due to bridge being closed to vehicular traffic.

11/12/2020 Inspection Notes: Bridge remains closed to traffic. A cursory inspection was performed focusing on the far stone masonry abutment (reason for closure). Minor increases were noted at the monitoring points. Substructure CR lowered from '3-Serious' to '2-Critical' since this is the reason for closure. Type III Barricades and gravel are in place at each end of the bridge. A Detour is posted. The bridge remains open to pedestrians.

4/14/2022 Problem Area Inspection Notes: Bridge remains closed to traffic. Inspection focused on the far stone masonry abutment, specifically the far left wingwall, to monitor the stone masonry condition following the freeze/thaw cycle. Minor increases were noted at the far left wingwall monitoring points. New cracking was observed in the grout/concrete repair to the far left truss bearing capstone which was completed in the summer of 2018. A priority notification email was sent to the district on 4/15/2022. Problem Area inspections to be completed in April of every year to monitor the NY Abutment.

11/7/2022 Inspection Notes: Bridge remains closed to traffic. A cursory inspection was performed focusing on the far stone masonry abutment (reason for closure). Moderate increases were noted at the monitoring points. Type III Barricades and gravel are in place at each end of the bridge. A Detour is posted. The bridge remains open to pedestrians.

4/5/2024 Interim Inspection Notes: Bridge remains closed to traffic. Inspection focused on the far stone masonry abutment, specifically the far left wingwall, to monitor the stone masonry condition following the freeze/thaw cycle. Minor increases were noted at the far right wingwall monitoring points. Interim inspections to be completed in April of every year to monitor the NY Abutment.

This inspection was initiated on 11/7/2022 and completed on 12/7/2022 upon receipt of a Special Use Permit from the National Park Service.

8/3/2024 Problem area Inspection: PCS Performed a (ground level) problem area inspection at the request of the District due to complaints of falling debris from the bridge. During the inspection, missing pieces of the horizontal steel tube sections of the original bridge railing, loose/hanging timber deck "J" hooks, and deteriorated/missing sections of the lower lateral bracing system were observed. Under the bridge along the NY bank/shore a section of the horizontal steel tube railing and a "J" hook were found along with small pieces of laminar rust. Refer to photographs for further details.

10/7/2024 Routine: A routine inspection was performed by AECOM utilizing rope access to achieve hands-on of all necessary members. The condition rating of the Superstructure was reduced from '4-Poor' to '2-Critical' due to the continued deterioration of bottom chord eyebars, missing/cracked retaining nuts, severe corrosion to original stringers, corroded/detached lateral bracing, and severely misaligned/frozen truss bearings. The condition rating of the Substructure was reduced from '2-Critical' to '0-Failed' due to severe shifting in the stone masonry abutments, which has caused the superstructure to shift as well.

Appraisal Ratings

IA02 Railing:	4 - Does Not Meet Code 6	**4A02 Approach Alignment:**	4 - Minimum Tolerable
IA02 Transition:	4 - Does Not Meet Code 6	**6B38 Approach Slab:**	N - N/A
IA02 Approach Guide Rail:	6 - Adeq/Not Standard	**6B39 Approach Roadway:**	5 - Fair
IA02 Approach Rail End:	8 - Good Cond/Meets Stds	**4A10 Deck Geometry:**	2 - Intolerable - Replace
6B35 New Protective Coating?	☐	**4A11 Underclearance:**	N - N/A
6B36 Protective Coating:	2 - Critical	**6B40 Deck Wearing Surface:**	3 - Serious
6B37 Protective Coating (Extent):	2 - Blast + >60%	**4A08 SCBI:**	8 - Stable Above Footing
4B03 Posting:	0 - >39.9% below	**4A08b SCBI Category:**	--
4A26 Seismic Vulnerability:	N - Not Required	**4A14 Bridge Condition:**	P - Poor

Approach Conditions

4A02 Approach Alignment: 4 - Minimum Tolerable

Alignment Notes:
Negative (-) grade at the far end. Ninety (90) degree left curve at the near end and a tangent at the far end. Limited sight distance at the near end.

6B39 Approach Roadway:	5 - Fair	**6B38 Approach Slab:**	N - N/A
IA02 Railing:	4 - Does Not Meet Code 6	**IA02 Transition:**	4 - Does Not Meet Code 6
IA02 Guide Rail:	6 - Adeq/Not Standard	**IA02 Rail End:**	8 - Good Cond/Meets Stds

Approach Details and Inspection Notes

6A43 Approach Pavement Width: 16 ft

Pavement:
N/F Bituminous Concrete: Longitudinal and transverse cracks up to 3/4"W with minor shoulder settlement and a few patches at the near end. The far end is in satisfactory condition with isolated longitudinal and transverse cracks up to 1/4"W. Near concrete header exhibits a crack at centerline and is exposed up to 1"H due to minor spall in bituminous approach roadway. Joint header at left end of far abutment is cracked and spalled (3 SF).

Drainage:
NRt/FLt/FRt: Natural. No significant defects noted.
NLt: Bituminous swale behind guiderail with wide crack along back edge of top course of stones in NLt wingwall allowing water penetration.

Shoulders:
None.

Approach Slab:
N/A

6B04 Bump at Bridge? ☑
At near and far transitions. Bituminous leveling patch at Far Approach has reduced bump.

6A39 Pavement Relief Joints Present? No
N/A

Bridge Railing:

Description:

Notes:

Lt/Rt: 2'-9" High Type 2S W-beam guiderail with rubrail and reflectors. No offsets provided. At several locations the anchor bolts or anchor nuts are loose or dislodged at the post base plates. This defect is limited to the back side anchors and therefore does not significantly affect the strength of the railing. Span 2 Left side with missing 12.5ft section of rubrail near L4.

Transition:

Description:

Notes:

All corners: 2'-9" to 3'-0" High Type 2SC W-beam guiderail with steel offsets, rubrail and reflectors. 1st post space at bridge is 6'-6". Several collision scrapes.

Guiderail:

Description:

Notes:

NLt: 2'-6" to 2'-9" High Type 2SC W-beam guiderail with rubrail for 1st panel then Type 2SCC all with plastic offsets.
NRt: 2'-6" to 2'-9" High Type 2SC W-beam guiderail with rubrail for 1st panel then Type 2S with plastic offsets.
FLt/FRt: 2'-7" to 2'-9" High Type 2S W-beam guiderail with steel offsets and rubrail. Collision scrapes at FRt.

Rail End:

Description:

Notes:

NRt: Boxing glove flared outisde of the clear zone at 87'-6" total length.
NLt/FLt/FRt: Considered continuous @ > 87'-6" total length.

Signs

ID01 Type of Sign	ID03 Sign Message	ID04 Near Advance	ID06 Bridge Site Near	ID07 Bridge Site Far	ID05 Far Advance	ID08 Signing Notes
0 - Bridge	BRIDGE	G	G	G	G	BRIDGE CLOSED sign in-place in front of dumped gravel, orange flashing lights on top of signs are operating. Torn gravel bags on top of sign footings. Gravel dumped at each end, detour in-place.
1 - Bridge Weight	4 TONS	G	G	G	G	Two weight limit signs in-place at each bridge site, several approach signs in-place.
2 - Except Comb						
3 - One Truck						
4 - Vert Clearance On	8'-6"	D	G	D	G	NADV Sign location does not provide alternate route or room to turn around. Far bridge site sign is damaged and attached by (2 of 4) bolts. (2) Far site red and white PVC clearance pipes, both hanging by outer connections only.
5 - Vert Clearance Under						
6 - One Lane Bridge		G			M	Missing at FAdv
7 - Narrow Bridge						
8 - Hazardous Clearance		N	D	D	N	Near Right sign leaning and shakes when pulled. Far right sign is loose at guiderail post connection.
9 - Other		M	G	G	M	Yield to Oncoming Traffic both ends. No truck sign in-place at both bridge sites.

Deck Conditions

1A01 Deck Condition Rating: 4 - Poor

Overall Deck Notes:
There is a broken and abandoned utility conduit attached to the bridge railing in Span 2 at far end.

6B40 Wearing Surface Condition Rating: 3 - Serious

Overall Wearing Surface Notes:
Timber planks along the wheel paths -
- Open splits and checks throughout.
- Lag bolt heads protruding or missing at several locations.
- Several of the planks exhibit dry rot, bent upward, missing bolts, and missing pieces throughout (approx. 475 TSF).

6B10/6B11 Estimated Chloride Content/Date:	%	01/01/1901
5B02/6A30 Surface Type Main/Approach:	7 - Wood or Timber	_
5B03/6A31 Membrane Type Main/Approach:	0 - None	_
5B04/6A32 Protection Main/Approach:	0 - None	_
6A33 Wearing Surface Thickness Main/Approach:	1.5 in	0.0 in
6A34 Wearing Surface Date Recorded Main/Approach:	01/01/1901	01/01/1901
6B47 Deck Cracking Metric:	YD/SY	
5B01 Deck Structure Type:	8 - Wood or Timber	
5B07 Deck Width (O/O):	16.6 ft	
5C27 Roadway Width (C/C):	13.1 ft	
5B05 Left Curb or Sidewalk Width:	0.0 ft	
5B06 Right Curb or Sidewalk Width:	0.0 ft	
5B08 Bridge Median Type:	0 - No Median	

Deck Inspection Notes

Deck Top and Wearing Surface:
2"W x 4"H timber deck -
- Checks and splits throughout.
- Rot is evident at locations of missing longitudinal running boards.
- Heavy gravel accumulation throughout.

Deck Underside:
2"W x 4"H timber deck -
- Checks, splits, seepage stains, and seepage throughout.
- Several boards exhibit areas of rot with up to 50% deterioration of timber.
- The clips to the original stringer top flanges are generally deteriorated, hanging loose, or missing entirely.
- Few burnt areas from torch cutting guiderail post backer channels.

Deck Drainage:
None

Joint Conditions

IJ01 Overall Joint Condition Rating: 4 - Poor

Overall Joint Notes:
Bare metal plates at abutments. The joint at the Far Abutment bangs under traffic.

Legend:

IJ02 Joint Key	IJ05 Joint Location	IJ09 Debris Impaction?	IJ12 Covered?
IJ03 Record Key	IJ06 Joint Movement	IJ10 Leaking?	IJ13 Condition Rating
IJ04 Joint Type	IJ08 Joint Length (ft)	IJ11 Damage?	

IJ02-IJ03	IJ04	IJ05	IJ06	IJ08	IJ09	IJ10	IJ11	IJ12	IJ13
1-1	D - Plate Dam	Abutment-NAB	U - Unknown	0 ft	☐	☑	☐	☐	5
IJ19 Joint Notes:									
2-1	D - Plate Dam	Abutment-FAB	U - Unknown	0 ft	☐	☑	☑	☐	4
IJ19 Joint Notes: Joint bangs under live load (Not confirmed during 2024 routine due to bridge being closed).									

Superstructure Conditions

1A04 Superstructure Condition Rating: 2 - Critical

Overall Superstructure Notes:
(2) Span steel thru-truss with rolled floorbeams and stringers.

6B48 Combustible Material Under Bridge: 12 - No Reportable Materials

Combustible Material Under Bridge Notes:
None.

6B35 New Coating Since Last Inspection: ☐

6B36 Protective Coating Rating: 2 - Critical

6B37 Protective Coating (Extent) Rating: 2 - Blast + >60%

Overall Protective Coating Notes:
Peeling paint with exposed steel to the truss members. Severe corrosion with moderate section loss to the floorbeams and original stringers throughout.

Superstructure Details

5B11 Main Spans: 2 **5B14 Approach Spans:** 0

VD31 Bridge Seat Cleaning: 2

VD32 Bridge Seat Cleaning Notes:

VD33 Scuppers w/Downspouts: 0 **VD34 Scuppers w/out Downspouts:** 0

Superstructure Inspection Notes

Girders/Beams:
N/A

Floorbeams:
There are eleven (11) steel I-beams in each of the two (2) spans. Several floorbeams have been repaired, see structure plan S-33267 for details. Top flanges have widespread rust and pitting with areas of minor to advanced section loss. Bottom flanges have widespread rust and pitting with minor to advanced section loss. The transverse steel plates at the ends of the bottom flanges where the vertical members bolt through to support floorbeams are corroded with flaking and minor section loss at various locations. Webs have areas of minor to heavy rust with minor section loss. The plates at the top flange for the U-bolt connections around the bottom chords have moderate to severe corrosion with areas of 100% section loss. A few floorbeams have field welded attachments or flame cut-outs at the webs. See "Additional Field Notes and Sketches" for defect details and specific locations.

Stringers:
Eleven (11) steel I-beams each bay. Several stringers replaced, see structure plan S-33267 for details. Original stringers have areas of minor to severe rust, pitting and minor to advanced section loss. See "Additional Field Notes and Sketches" for defect details and specific locations.

Diaphrams:
N/A

Truss Members:
Steel channels, angles and forged eyebars have pitting, paint failure and section loss to connection plates at pin connections of verticals and diagonals to bottom chords. Pin connections exhibit pack rust and a few locations with missing or cracked pin caps. Severe section loss to eye bar heads at bearing locations. Various repairs and retrofits with a few members replaced entirely. Several retrofits and repairs include field welds both parallel and perpendicular to the direction of internal stresses. See "Additional Field Noted and Sketches".

Portals/Bracings:
Several upper bracing members have collision damage and areas of 100% section loss adjacent to truss connections. The lower lateral bracing has extensive severe section loss thruout and several are missing or severely deflected (possible fall hazard). The areas with missing sections have the remaining portion cantilevered from its attachment point and are a possible fall hazard. (2) sections where able to be removed by hand during 10/2024 inspection and placed on the top of deck. See "Additional Field Notes and Sketches.

Drainage System:
N/A

Protective Coating Inspection Notes

Interior Girder/Beam:
Moderate to heavy rust, pitting, section loss at webs, and top and bottom flanges of floorbeams and stringers.

Fascia:
Similar to Interior members.

Splash Zone - Truss/Girder:
Heavy to severe rust with pack rust and section loss at pin connections.

Truss:
Minor to moderate spot corrosion with pitting and section loss. A few areas of severe rust and up to 100% section loss at the top chord and end posts. Bottom chords have moderate paint failure and surface corrosion.

Bearing:
Moderate to severe rust with section loss.

Other:
None

Bearing Conditions

IB01 Overall Bearing Condition Rating: 2 - Critical

Overall Bearing Notes:
Bearings: Roller nests at NAB and FAB -
- Severe rust, rollers are frozen and twisted out of plane, and the retainers are rusted off.
- Bearings at the NAB are over expanded 3" at left truss and 1.625" at right at 60 deg. F.
- Left bearing at FAB over expanded 1.5" at 60 deg. F.
- Far abutment bearings are twisted/shifted (superstructure to the left) laterally exposing the rollers; 2.5" at left truss and 3.5" at right truss.
- Bearing area loss at FLt repaired with grout between 5/7/18 and 11/28/18 Inspections; as of (4/14/22) Problem Area Inspection, the grouted repair was cracked indicating ongoing movement of the stone masonry abutment / wingwall.
- See additional sketch and movement table for the FAB Lft Bearing (began during 10/2024 routine).

Fixed bearings at piers: Severe rust to all bearing components.

Legend:

IB02 Bearing Key	IB05 Bearing Location	IB08 Corrosion?	IB11 Loss of Bearing Area?
IB03 Record Key	IB06 Bearing Count	IB09 Alignment Issues?	IB12 Condition Rating
IB04 Bearing Type	IB07 Bearing Movement?	IB10 Anchor Bolt Issues?	

IB02-IB03	IB04	IB05	IB06	IB07	IB08	IB09	IB10	IB11	IB12
1-1	09 - Roller-Nest-Encl	Abutment-NAB	2	E	Y-M	Y-M	Y-M	Y-M	3
IB17 Bearing Notes:									
2-1	03 - Steel Plates	Pier-P01	2	F	Y-M	N	Y-M	N	5
IB17 Bearing Notes:									
3-1	03 - Steel Plates	Pier-P01	2	F	Y-M	N	Y-M	N	5
IB17 Bearing Notes:									
4-1	09 - Roller-Nest-Encl	Abutment-FAB	2	E	Y-M	Y-M	Y-M	Y-M	2
IB17 Bearing Notes:									

Substructure Conditions

1A02 Substructure Condition Rating: 0 - Failed

Substructure Notes:
see "Additional Abutment & Pier Sketches"
4/29/15 Underwater Inspection:
The underwater substructure condition rating is Fair (5).
See 'Form G' for details.

Near Abutment

Near Abutment Inspection Notes

Backwall:
Concrete -
- Backwall header has fine transverse cracks up to 1/8"W with minor spalls and delamination.
- Spall at left end (2 SF).

Bridge Seats:
Concrete -
- 1/8"W vertical crack below S2.
- Open cracks, up to 1"W under S10, and 3/4"W under S5.
- Small open/incip spall below S11 (< 1 SF).
- 1/4"W crack with 1/2"H vertical misalignment between S2 and S3. Cut stone under left truss bearing cracked through left face and intersects FLt anchor bolt.

Cheekwalls:
N/A

Stem:
Stone masonry -
- Minor to moderate deterioration of mortar joints, minor cracks, and large areas of missing mortar with a several loose or missing stones.
- Areas of minor vegetational growth at top left and top right.
- 1/4"W vertical crack in stone at 5th course from top, below left truss.
- Area of heavy mortar deterioration at the top between left truss to S4, with voids of up to 12"D.
- Small spall/void in capstone below S10 (8"H x 4"W x 32"D).
- Large void below right bottom chord (8"W x 1'H x 18"D).
- Large missing stone below S10 at 2/3H of stem (16"L x 6"H x 8"D void).
- Large void at right end at 2/3H of stem (22"L x 3"H x 8"D) with associated delaminated stone below (3 SF).
- Bottom left of stem has (3) fractured stones.

Wings:
Stone masonry -
- Minor random cracks at mortar joints at free end, as well as loose and missing mortar throughout the joints.

Left Wingwall -
- Cap stones pushed out at top (up to 8"; typ. 2" to 3"), loose stones along bottom creating voids between them and a few cracks in the stones at the fixed end.
- Several missing stones along the groundline creating voids of up to 3' deep (no exposed fill); surrounding stones appear stable.
- Starting 2' from the stem, two thirds of the wingwall height has deep mortar loss prevalent with up to 3"W x 24"D gaps between the stones.

Right Wingwall -
- Moderate vegetation growth through joints.
- Corner along top exhibits a large gap between the stones.
- Large missing stone (24"L x 12"W x 28"D void) at stem interface at top.

Footing:
Not exposed.

Piles:
N/A

Settlement:
None

Embank Slope-Wall:
N/A

Wall Drainage:
None

Near Abutment - Waterway

IN01 Sub Unit:	6 - NAB	**IN12 Pier/Abutment Type:**	6 - Stone Masonry
IN02 Current Inspection?	☐	**IN13 Inv Foundation Type:**	A - Competent bedrock
IU27 SCBI Code:	8	**IN14 OSA Foundation Type:**	1 - Bedrock
IU28 SCBI Case:	2	**IN15 Streambed Material:**	A5 - Stable nat alluvium
IN03 Scour Rating:	8 - None or minor	**IN16 UW Inspection Type:**	E - No underwater req'd
IN04 Change Since Last Insp:	9 - None	**IN17 Observed Scour Depth:**	0.0 ft.
IN05 Scour Hole:	9 - None	**IN18 Water Depth:**	0.0 ft.
IN06 Debris Potential:	7 - Minor	**IN19 Movement Indicator:**	☐
IN07 Scourability:	7 - P7/C7/R7	**IN20 Scour/Undermine Indicator:**	☐
IN08 Opening Adeq Channel:	9 - Good	**IN21 Countermeasures:**	☐
IN09 Sediment:	9 - None	**IN22 100yr Flood Scour Depth:**	0.0 ft.
IN10 Alignment:	8 - Good	**IN23 500yr Flood Scour Depth:**	0.0 ft.
IN11 Velocity Stream Slope:	7 - Medium	**IN25 In 500yr Flood Plain?**	☑

IN24 Notes:
Dry at time of inspection; no scour evident.

Far Abutment

Far Abutment Inspection Notes

Backwall:
Concrete -
- Backwall header has hairline transverse cracks.
- (3 SF) spall at left end of header.

Bridge Seats:
Stone masonry -
- Seepage, dirt and debris built up along the beam seats.
- Cut stone under the left truss bearing has 1/4"W diagonal fracture from the NLt to FRt corners and settled 1". Repaired with grout between 5/7/18 and 11/28/18 Inspections. As of (4/14/22) Problem Area Inspection, the grouted repair was cracked indicating ongoing movement of the stone masonry abutment / wingwall.
- S1 right anchor bolt fully exposed and masonry plate undermined (4"D x 2"W) due to (10"W x 5"H x 4 1/4"D) spall below S1 & S2.
- S2 masonry plate undermined (4 1/2"W x 1 1/2"D) due to spall.
- 1/8"W vertical crack below S8.
- Open/incip spall below S10 causing bearing masonry to float for 2/3L.
- Cut stone under the right truss bearing is cracked vertically at near face (appears to potentially be two separate stones).

Cheekwalls:
N/A

Stem:
Stone masonry -
- Hairline to 1/4"W cracks at the mortar joints, areas of missing mortar with voids up to 13"D, mostly typical in top one third of the stem with a few small loose stones.
- Cracks up to 1/8"W through a few stones on the left side
- Full-height vertical crack in the capstone below S2; 1 5/8"W at bottom and 5/8"W at top with 2 1/8" lateral movement at bottom, flush at top (measured at white dots).
- Missing stone below Stringer Bay 8 approx. 3' below capstone (1.5'L x 4"H) w/ 20"D void.
- Missing stone below Stringer Bay 9 below capstone (1'L x 6"W).
- Large stone walking out below S9 (3").

- Large stone walking out below right bottom chord (4").
- Hairline to 1/4"W vertical crack on the right side below the bearing for the full height of the stone.

Wings:
Stone masonry -
- Areas of mortar patches, open stepped mortar joints and diagonal cracks with missing mortar and seepage.
- The monitoring points used to determine if cracks are increasing in size at FL and FR. Increase of 3/8" at point 2' on the FL wingwall; all other points remain unchanged during 10/2024 inspection. Additional monitor points established behind FL bearing.
- Large void between measurement 'A to B' at WFR (16"H x 8"W x 20"D) and above measurement at top right (8"H x 5"W x 17"D); both voids have displaced stones up to 4".
- Large Z-shaped void between measurement 'C to D' at WFR with 32"D probing and stones displaced up to 3".
- The top corner of the FL wing and Far Abutment interface exhibits a 15"H x 8"W x 27"D void under the left truss bearing capstone.
- Small amounts of fill and deteriorated mortar spill out of voids when probed.

Footing:
Not exposed.

Piles:
N/A

Settlement:
See "monitoring" sketches.

Embank Slope-Wall:
N/A

Wall Drainage:
None

Far Abutment - Waterway

IN01 Sub Unit:	7 - FAB	**IN12 Pier/Abutment Type:**	6 - Stone Masonry
IN02 Current Inspection?	☐	**IN13 Inv Foundation Type:**	A - Competent bedrock
IU27 SCBI Code:	8	**IN14 OSA Foundation Type:**	1 - Bedrock
IU28 SCBI Case:	2	**IN15 Streambed Material:**	A5 - Stable nat alluvium
IN03 Scour Rating:	8 - None or minor	**IN16 UW Inspection Type:**	E - No underwater req'd
IN04 Change Since Last Insp:	9 - None	**IN17 Observed Scour Depth:**	0.0 ft.
IN05 Scour Hole:	9 - None	**IN18 Water Depth:**	0.0 ft.
IN06 Debris Potential:	7 - Minor	**IN19 Movement Indicator:**	☐
IN07 Scourability:	7 - P7/C7/R7	**IN20 Scour/Undermine Indicator:**	☐
IN08 Opening Adeq Channel:	9 - Good	**IN21 Countermeasures:**	☐
IN09 Sediment:	9 - None	**IN22 100yr Flood Scour Depth:**	0.0 ft.
IN10 Alignment:	8 - Good	**IN23 500yr Flood Scour Depth:**	0.0 ft.
IN11 Velocity Stream Slope:	7 - Medium	**IN25 In 500yr Flood Plain?**	☑

IN24 Notes:
Dry at time of inspection; no scour evident.

Pier 01

Pier 01 Inspection Notes

Condition Summary:
Cap - N/A

Footing - stones exposed at the upstream end with slight settlement and undercutting (information based on Underwater Inspection dated 4/29/15).

Pile - N/A

Bridge Seats:
Stone masonry - Moderate debris and dirt accumulation.

Cheekwalls:
N/A

Columns/Stems:
Stone Masonry -
- Vegetational growth and deteriorated mortar throughout.
- Concrete repair along top at upstream pier nose
- Several areas of loose and missing mortar.
- Far face has concrete pour for water height determination.

Settlement:
Far Side - vertical crack above the settled footing stone (based on Underwater Inspection dated 4/29/15).

Pier 01 - Waterway

IN01 Sub Unit:	3 - P01	**IN12 Pier/Abutment Type:**	24 - Stone-Masonry
IN02 Current Inspection?	☐	**IN13 Inv Foundation Type:**	A - Competent bedrock
IU27 SCBI Code:	8	**IN14 OSA Foundation Type:**	1 - Bedrock
IU28 SCBI Case:	2	**IN15 Streambed Material:**	A5 - Stable nat alluvium
IN03 Scour Rating:	6 - Minor to advanced	**IN16 UW Inspection Type:**	C - Incomp; divers req'd
IN04 Change Since Last Insp:	8 - None	**IN17 Observed Scour Depth:**	1.0 ft.
IN05 Scour Hole:	6 - Advanced	**IN18 Water Depth:**	2.9 ft.
IN06 Debris Potential:	6 - Medium	**IN19 Movement Indicator:**	☐
IN07 Scourability:	9 - NF/P9/R9/D9	**IN20 Scour/Undermine Indicator:**	☑
IN08 Opening Adeq Channel:	9 - Good	**IN21 Countermeasures:**	☐
IN09 Sediment:	9 - None	**IN22 100yr Flood Scour Depth:**	0.0 ft.
IN10 Alignment:	8 - Good	**IN23 500yr Flood Scour Depth:**	0.0 ft.
IN11 Velocity Stream Slope:	7 - Medium	**IN25 In 500yr Flood Plain?**	☑

IN24 Notes:
The following notes pertain to the (4/29/15) Underwater inspection (by Divers): The footing is partially exposed at the left (upstream) end of the pier (see drawings in Appendix 2 and 3 for details). At the upstream end of the far face, a large flat footing stone (measuring 0.9' thick) has settled and is slightly undercut (Underwater Photo 5). The undercutting measures 1.0' long x 0.6' high. The diver could probe laterally into the void 3.0'. This may be due to the footing stones being founded on timber cribbing. The settled stone has created a gap between the top of the footing stone and the lower course of stem stones (Underwater Photo 6). The gap is a maximum of 0.5' high, however, the probing rod penetrated 3.5' into the gap in one small area (possible joint). Rehabilitation plans (S-10863) dated 1963 show the pier foundation (timber cribbing) goes below the exposed stones. Large rock protection encompasses the entire perimeter of the pier and the settled footing stone appears to have stabilized. A small void between the stones was detected at the upstream nose of the near face (Photo 7). It measured 1.0' long x 0.3' high x 1.0' laterally. A wide, vertical crack through the stem stones and masonry joints was observed on the upstream nose. The pier stem generally exhibits occasional cracks in the masonry joints and stones. Approximately 30% of the mortar is missing in the masonry joints (Photo 8).

Waterway Conditions

4A08 SCBI:	8 - Stable Above Footing	**1A05 Channel:**	5 - Fair
4A08b Scour Critical Category:	--	**1A05b Channel Protection:**	5 - Fair
IU03 SCBI Source:	O - observed	**1A06 Waterway:**	9 - Excellent
IU04 Overall SCBI:	8 - Stable Above Footing	**1A13 Overall Scour:**	6 - Minor/Moderate Scour
IU04b:	☑	**1A14 Underwater:**	N - N/A
		IU29 Scour Vulnerability:	A - Stable w/o SM
		IU30 Scour POA Required:	0 - Not Required

Waterway Details

IU06 Stream Bed Material: A5 - Stable nat alluvium

IU07 Streambed Material Description: Placed Rock Protection

IU02 Number of Subunits:	0	**IU17 Horizontal Debris Start:**	
IU11 NAB Location:	2 - Right	**IU18 Horizontal Debris End:**	(0%=LAB to 100%=RAB)
IU12 FAB Location:	1 - Left	**IU19 Vertical Debris Start:**	
IU13 U/S Left WW Presence:	2 - Not Necessary	**IU20 Vertical Debris End:**	(0%=Str'bed to 100%=Bm)
IU14 U/S Left Condition:	N - not applicable		
IU15 U/S Right WW Presence:	2 - Not Necessary		
IU16 U/S Right Condition:	N - not applicable		

Current Scour Measures and Countermeasures

Record Key	IU21 Type	IU22 Location	IU23 Condition	IU24 Subunit
1	1 - Riprap	4 - Pier	2 - Partial	3 - P01

Potential Countermeasures

Record Key	IU25 Location	IU26 Countermeasures

Channel and Waterway Adequacy Information

1A05 Channel: 5 - Fair **1A05b Channel Protection:** 5 - Fair **1A06 Waterway:** 9 - Excellent

Channel:
Minor scour at upstream pier nose with footing exposed on the far side. Rock protection surrounds pier.

Channel Protection:

Banks:
Areas of minor erosion.

Streambed Movements:
No recent significant movement.

Debris, Vegetation:
None.

River (Stream) Control Devices:
None

Embankment/Streambed Controls:
Placed rock surrounds the entire pier and extends between 25'L and 35'L away from the pier.

Drift, Other:
Water Level Reference Datum - galvanized steel reference marker (painted orange) located in the downstream nose of the center pier to the 2015 underwater inspection waterline - 7.1'H.

Waterway Adequacy:
No efficiency given.

IL02 Overtopping Likelihood: 1 - Remote **IL03 Traffic Delay:** I - Insignificant
IL13 Worst Flood Event: **IL14 Worst Flood Event Date:** 01/01/2001
5C22 Functional Class: 09 - Rural Local
IL05 High Water Elevation: -1 ft **IL06 High Water Date:** 01/01/1901 **IL07 New High Water Mark:** ☐

IL08 High Water Notes:
The high water elevation is unknown.

Subunits within 500yr Flood Plain

Legend:

IN01 Subunit	IN06 Debris Potential	IN10 Alignment	IN19 Movement Ind
IN03 Obs Scour Rtg	IN07 Scourability	IN11 Velocity Str Slope	IU27 SCBI Code
IN04 Chg Since Last Insp	IN08 Opening Adeq/Channel	IN12 Pier/Abut Type	
IN05 Scour Hole	IN09 Sediment	IN15 Strmbd Matl	

IN01	IN12	IN15	IN19	IN04	IN05	IN06	IN07	IN08	IN09	IN10	IN11	IN03	IU27
FAB	6	A5	☐	9	9	7	7	9	9	8	7	8	8
NAB	6	A5	☐	9	9	7	7	9	9	8	7	8	8
P01	24	A5	☐	8	6	6	9	9	9	8	7	6	8

Other Subunit Details:

Legend:

IN01 Subunit	IN16 UW Insp Type	IN20 Scour/Undermine	IN22 100yr Flood Calc Scour Depth (ft)
IN02 Info From Current Insp	IN17 Obs Scr Depth (ft)	IN21 Countermeasures	IN23 500yr Flood Calc Scour Depth (ft)
IN14 OSA Found Type	IN18 Water Depth (ft)		IN25 In 500yr Flood Plain?

IN01	IN14	IN16	IN18	IN17	IN20	IN21	IN02	IN22	IN23	IN25
FAB	1	E			☐	☐	☐			☑
IN24 Notes: Dry at time of inspection; no scour evident.										
NAB	1	E			☐	☐	☐			☑
IN24 Notes: Dry at time of inspection; no scour evident.										
P01	1	C	2.9 ft	1.0 ft	☑	☐	☐			☑

IN24 Notes: The following notes pertain to the (4/29/15) Underwater inspection (by Divers): The footing is partially exposed at the left (upstream) end of the pier (see drawings in Appendix 2 and 3 for details). At the upstream end of the far face, a large flat footing stone (measuring 0.9' thick) has settled and is slightly undercut (Underwater Photo 5). The undercutting measures 1.0' long x 0.6' high. The diver could probe laterally into the void 3.0'. This may be due to the footing stones being founded on timber cribbing. The settled stone has created a gap between the top of the footing stone and the lower course of stem stones (Underwater Photo 6). The gap is a maximum of 0.5' high, however, the probing rod penetrated 3.5' into the gap in one small area (possible joint). Rehabilitation plans (S-10863) dated 1963 show the pier foundation (timber cribbing) goes below the exposed stones. Large rock protection encompasses the entire perimeter of the pier and the settled footing stone appears to have stabilized. A small void between the stones was detected at the upstream nose of the near face (Photo 7). It measured 1.0' long x 0.3' high x 1.0' laterally. A wide, vertical crack through the stem stones and masonry joints was observed on the upstream nose. The pier stem generally exhibits occasional cracks in the masonry joints and stones. Approximately 30% of the mortar is missing in the masonry joints (Photo 8).

IR01a Load Rating Rev. Recom'd: ☐ **IR01b Reviewer Action:** 1 - Re-rating Not Reqd **VP11 Posting Rev. Recom'd:** ☐

Inspection Team Notes:
A load rating analysis is not required at this time

Previous Inspection Team Notes:

Previous Load Rating Engineer Notes:

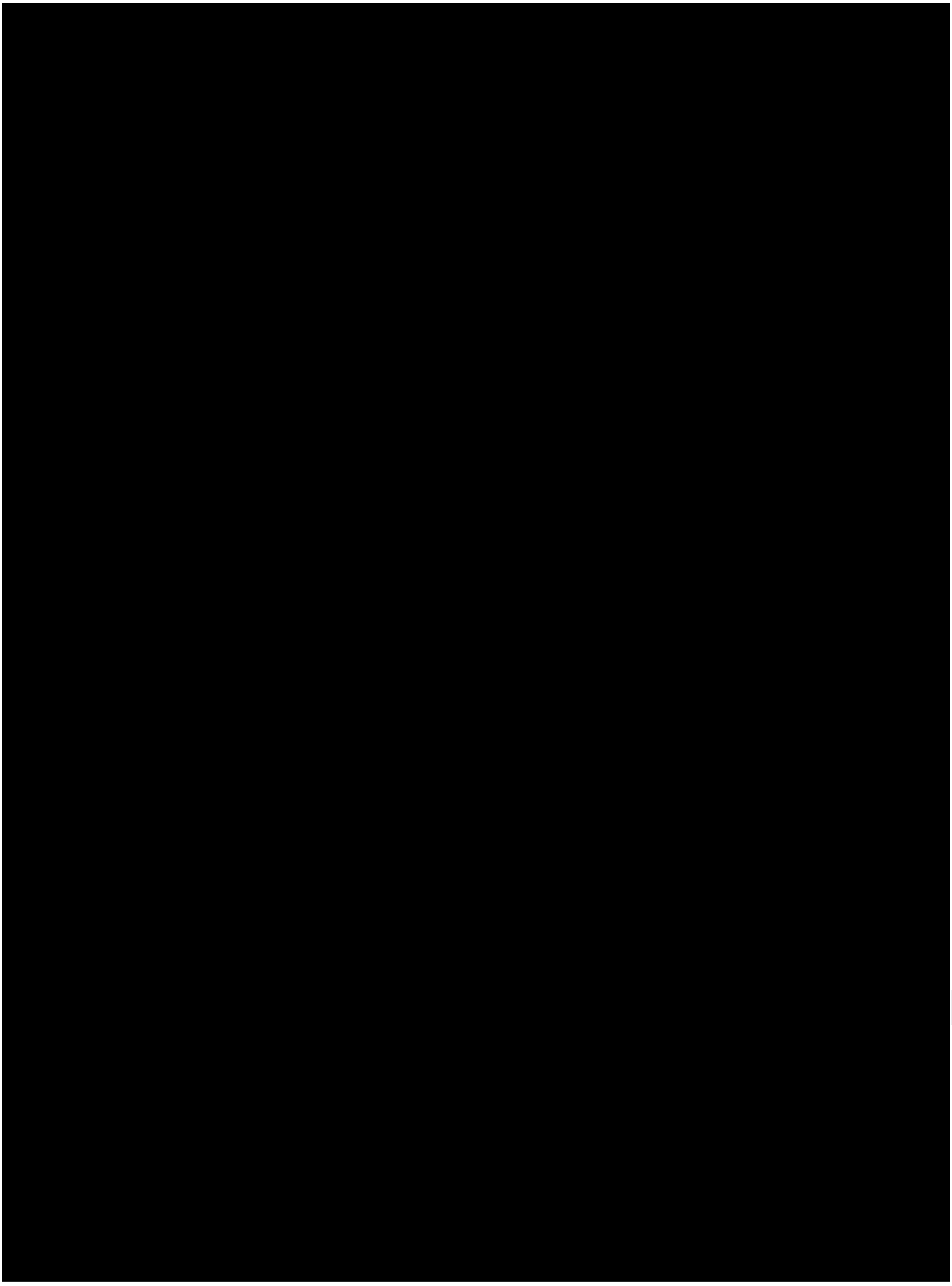
IR03 Calculation Date: 12/22/2014

IR02 Assigned Rating Approval Date: 05/15/2015

IR02a Assigned Rating Approval Engineer:

Load Ratings Details

[redacted]



4B12a ML80 Oper. Rating:	[redacted]	**4B12c ML80 Oper. Type:**	[redacted]
4B13 TK527 Inv. Rating:	[redacted]	**4B13b TK527 Inv. Type:**	[redacted]
4B13a TK527 Oper. Rating:	[redacted]	**4B13c TK527 Oper. Type:**	[redacted]

Posting History

VP01 Status Date	VP02 Posting Status	VP03 Special Restr. Posting	VP04 Posted Wt. Limit (Tons)	VP05 Posted Limit Comb. (Tons)	VP06 Posting Reason
10/16/2019	C - Closed to traffic		-1	-1	[redacted]

VP01 Status Date:	10/16/2019	**VP06 Posting Reason:**	[redacted]
VP02 Posting Status:	C - Closed to traffic	**VP07 Field Conditions:**	
VP02a Posting Type:	C - Closed	**VP08 Special Conditions:**	
VP02b Posting Condition:		**VP09 AASHTO Impact Code:**	
VP03 Special Restr. Posting:		**Active:**	☑
VP03a Vehicle Posting Type:			
VP04 Posted Wt. Limit:	-1 Tons		
VP05 Posted Limit Comb.:	-1 Tons		

10/19/2016	P - Posted for load		4	-1	

VP01 Status Date:	10/19/2016	**VP06 Posting Reason:**	
VP02 Posting Status:	P - Posted for load	**VP07 Field Conditions:**	
VP02a Posting Type:		**VP08 Special Conditions:**	
VP02b Posting Condition:		**VP09 AASHTO Impact Code:**	
VP03 Special Restr. Posting:		**Active:**	☐
VP03a Vehicle Posting Type:			
VP04 Posted Wt. Limit:	4 Tons		
VP05 Posted Limit Comb.:	-1 Tons		

12/11/2015	C - Closed to traffic	0 - Not Applicable	-1	-1	[redacted]

VP01 Status Date:	12/11/2015	**VP06 Posting Reason:**	[redacted]
VP02 Posting Status:	C - Closed to traffic	**VP07 Field Conditions:**	
VP02a Posting Type:		**VP08 Special Conditions:**	
VP02b Posting Condition:		**VP09 AASHTO Impact Code:**	
VP03 Special Restr. Posting:	0 - Not Applicable	**Active:**	☐
VP03a Vehicle Posting Type:			
VP04 Posted Wt. Limit:	-1 Tons		
VP05 Posted Limit Comb.:	-1 Tons		

12/22/2014	P - Posted for load	0 - Not Applicable	4	4	[redacted]

VP01 Status Date:	12/22/2014	**VP06 Posting Reason:**	[redacted]
VP02 Posting Status:	P - Posted for load	**VP07 Field Conditions:**	

VP01 Status Date	VP02 Posting Status	VP03 Special Restr. Posting	VP04 Posted Wt. Limit (Tons)	VP05 Posted Limit Comb. (Tons)	VP06 Posting Reason
VP02a Posting Type:			**VP08 Special Conditions:**		
VP02b Posting Condition:			**VP09 AASHTO Impact Code:**		
VP03 Special Restr. Posting:	0 - Not Applicable		**Active:**	☐	
VP03a Vehicle Posting Type:					
VP04 Posted Wt. Limit:	4 Tons				
VP05 Posted Limit Comb.:	4 Tons				
07/11/2012	P - Posted for load	0 - Not Applicable	7	7	
VP01 Status Date:	07/11/2012		**VP06 Posting Reason:**		
VP02 Posting Status:	P - Posted for load		**VP07 Field Conditions:**		
VP02a Posting Type:			**VP08 Special Conditions:**		
VP02b Posting Condition:			**VP09 AASHTO Impact Code:**		
VP03 Special Restr. Posting:	0 - Not Applicable		**Active:**	☐	
VP03a Vehicle Posting Type:					
VP04 Posted Wt. Limit:	7 Tons				
VP05 Posted Limit Comb.:	7 Tons				
04/03/2012	C - Closed to traffic		-1	-1	[redacted]
VP01 Status Date:	04/03/2012		**VP06 Posting Reason:**		[redacted]
VP02 Posting Status:	C - Closed to traffic		**VP07 Field Conditions:**		
VP02a Posting Type:			**VP08 Special Conditions:**		
VP02b Posting Condition:			**VP09 AASHTO Impact Code:**		
VP03 Special Restr. Posting:			**Active:**	☐	
VP03a Vehicle Posting Type:					
VP04 Posted Wt. Limit:	-1 Tons				
VP05 Posted Limit Comb.:	-1 Tons				
02/01/2010	P - Posted for load	0 - Not Applicable	7	7	[redacted]
VP01 Status Date:	02/01/2010		**VP06 Posting Reason:**		[redacted]
VP02 Posting Status:	P - Posted for load		**VP07 Field Conditions:**	0 - Not Applicable	
VP02a Posting Type:			**VP08 Special Conditions:**	0 - Not Applicable	
VP02b Posting Condition:			**VP09 AASHTO Impact Code:**	1 - AASHTO Impact Factor	
VP03 Special Restr. Posting:	0 - Not Applicable		**Active:**	☐	
VP03a Vehicle Posting Type:					
VP04 Posted Wt. Limit:	7 Tons				
VP05 Posted Limit Comb.:	7 Tons				
01/19/2010	C - Closed to traffic	0 - Not Applicable			[redacted]

SP02 Structure Unit ID: 1 — SP01 Span Type: M - Main — 5D01 Unit Key: 1

	1B01 Element Description	1B05 SF	1A10 Total Qty	UOM	1A11 CS1 Qty	1A11 CS2 Qty	1A11 CS3 Qty	1A11 CS4 Qty
	31-Timber Deck	1.0	3,422	sq.ft	0	1,672	1,400	350
⚡	1140-Decay/ Section Loss	1.0	1,118	sq.ft	0	418	350	350
⚡	1150-Check/ Shake	1.0	768	sq.ft	0	418	350	0
⚡	1160-Crack (Timber)	1.0	768	sq.ft	0	418	350	0
⚡	1170-Split/ Delamination (Timber)	1.0	768	sq.ft	0	418	350	0
Description:			Condition:					
	113-Steel Stringer	1.0	2,552	ft	687	480	640	745
⚡	1000-Corrosion	0.0	1,840	ft	0	480	615	745
⚡	1900-Distortion	0.0	25	ft	0	0	25	0
🛡	515-Steel Protective Coating	0.0	6,380	sq.ft	1,724	1,164	1,164	2,328
⚡	3440-Effectiveness (Steel Protective Coatings)	0.0	4,656	sq.ft	0	1,164	1,164	2,328
Description:			Condition:					
	120-Steel Truss	1.0	464	ft	284	70	85	25
⚡	1000-Corrosion	0.0	125	ft	0	50	50	25
⚡	1020-Connection	0.0	25	ft	0	10	15	0
⚡	7000-Damage (Impact Related)	0.0	30	ft	0	10	20	0
🛡	515-Steel Protective Coating	0.0	3,500	sq.ft	2,700	350	350	100
⚡	3440-Effectiveness (Steel Protective Coatings)	0.0	800	sq.ft	0	350	350	100
Description:			Condition:					
	152-Steel Floor Beam	1.0	191	ft	0	9	87	95
⚡	1000-Corrosion	0.0	186	ft	0	9	82	95
⚡	1020-Connection	1.0	5	ft	0	0	5	0
🛡	515-Steel Protective Coating	1.0	802	sq.ft	0	160	242	400
⚡	3440-Effectiveness (Steel Protective Coatings)	1.0	802	sq.ft	0	160	242	400
Description:			Condition:					
	213-Masonry Pier Wall	1.0	31	ft	0	21	10	0
⚡	1610-Mortar Breakdown (Masonry)	1.0	10	ft	0	10	0	0
⚡	1620-Split/ Spall (Masonry)	1.0	6	ft	0	6	0	0
⚡	6000-Scour	1.0	15	ft	0	5	10	0
Description:			Condition:					
	217-Masonry Abutment	1.0	80	ft	0	0	35	45
⚡	1610-Mortar Breakdown (Masonry)	1.0	30	ft	0	0	10	20
⚡	1620-Split/ Spall (Masonry)	1.0	25	ft	0	0	25	0
⚡	1640-Masonry Displacement	1.0	25	ft	0	0	0	25
Description:			Condition:					
	305-Assembly Joint Without Seal	1.0	18	ft	0	18	0	0

	1B01 Element Description	1B05 SF	1A10 Total Qty	UOM	1A11 CS1 Qty	1A11 CS2 Qty	1A11 CS3 Qty	1A11 CS4 Qty
⚡	2370-Metal Deterioration or Damage	1.0	18	ft	0	18	0	0
Description:			**Condition:**					
	311-Movable Bearing	1.0	2	each	0	0	0	2
⚡	2210-Movement	1.0	2	each	0	0	0	2
🛡	515-Steel Protective Coating	1.0	6	sq.ft	0	0	0	6
⚡	3440-Effectiveness (Steel Protective Coatings)	1.0	6	sq.ft	0	0	0	6
Description:			**Condition:**					
	313-Fixed Bearing	1.0	2	each	0	2	0	0
⚡	1000-Corrosion	1.0	2	each	0	2	0	0
🛡	515-Steel Protective Coating	1.0	4	sq.ft	0	0	0	4
⚡	3440-Effectiveness (Steel Protective Coatings)	1.0	4	sq.ft	0	0	0	4
Description:			**Condition:**					
	330-Metal Bridge Railing	1.0	467	ft	422	0	45	0
⚡	1020-Connection	1.0	45	ft	0	0	45	0
🛡	515-Steel Protective Coating	1.0	1,168	sq.ft	1,168	0	0	0
Description:			**Condition:**					

SP02 Structure Unit ID: 2 SP01 Span Type: M - Main 5D01 Unit Key: 2

	1B01 Element Description	1B05 SF	1A10 Total Qty	UOM	1A11 CS1 Qty	1A11 CS2 Qty	1A11 CS3 Qty	1A11 CS4 Qty
	31-Timber Deck	1.0	3,422	sq.ft	0	1,672	1,400	350
⚡	1140-Decay/ Section Loss	1.0	1,118	sq.ft	0	418	350	350
⚡	1150-Check/ Shake	1.0	768	sq.ft	0	418	350	0
⚡	1160-Crack (Timber)	1.0	768	sq.ft	0	418	350	0
⚡	1170-Split/ Delamination (Timber)	1.0	768	sq.ft	0	418	350	0
Description:			**Condition:**					
	113-Steel Stringer	1.0	2,552	ft	777	425	500	850
⚡	1000-Corrosion	0.0	1,750	ft	0	425	475	850
⚡	1900-Distortion	0.0	25	ft	0	0	25	0
🛡	515-Steel Protective Coating	0.0	6,380	sq.ft	1,724	1,164	1,164	2,328
⚡	3440-Effectiveness (Steel Protective Coatings)	0.0	4,656	sq.ft	0	1,164	1,164	2,328
Description:			**Condition:**					
	120-Steel Truss	1.0	464	ft	271	80	85	28
⚡	1000-Corrosion	1.0	125	ft	0	50	50	25
⚡	1020-Connection	0.0	28	ft	0	10	15	3
⚡	1900-Distortion	1.0	10	ft	0	10	0	0
⚡	7000-Damage (Impact Related)	1.0	30	ft	0	10	20	0
🛡	515-Steel Protective Coating	0.0	3,500	sq.ft	2,700	350	350	100

	1B01 Element Description	1B05 SF	1A10 Total Qty	UOM	1A11 CS1 Qty	1A11 CS2 Qty	1A11 CS3 Qty	1A11 CS4 Qty
⚡	3440-Effectiveness (Steel Protective Coatings)	0.0	800	sq.ft	0	350	350	100
Description:			**Condition:**					
	152-Steel Floor Beam	1.0	191	ft	0	14	87	90
⚡	1000-Corrosion	0.0	186	ft	0	14	82	90
⚡	1020-Connection	1.0	5	ft	0	0	5	0
🛡	515-Steel Protective Coating	1.0	802	sq.ft	0	160	242	400
⚡	3440-Effectiveness (Steel Protective Coatings)	1.0	802	sq.ft	0	160	242	400
Description:			**Condition:**					
	217-Masonry Abutment	1.0	86	ft	0	0	21	65
⚡	1610-Mortar Breakdown (Masonry)	1.0	20	ft	0	0	5	15
⚡	1620-Split/ Spall (Masonry)	1.0	10	ft	0	0	10	0
⚡	1630-Patched Area (Masonry)	1.0	6	ft	0	0	6	0
⚡	1640-Masonry Displacement	1.0	50	ft	0	0	0	50
Description:			**Condition:**					
	305-Assembly Joint Without Seal	1.0	18	ft	0	9	9	0
⚡	2370-Metal Deterioration or Damage	1.0	18	ft	0	9	9	0
Description:			**Condition:**					
	311-Movable Bearing	1.0	2	each	0	0	0	2
⚡	2220-Alignment	1.0	2	each	0	0	0	2
🛡	515-Steel Protective Coating	0.0	6	sq.ft	0	0	0	6
⚡	3440-Effectiveness (Steel Protective Coatings)	0.0	6	sq.ft	0	0	0	6
Description:			**Condition:**					
	313-Fixed Bearing	1.0	2	each	0	2	0	0
⚡	1000-Corrosion	1.0	2	each	0	2	0	0
🛡	515-Steel Protective Coating	1.0	4	sq.ft	0	0	0	4
⚡	3440-Effectiveness (Steel Protective Coatings)	1.0	4	sq.ft	0	0	0	4
Description:			**Condition:**					
	330-Metal Bridge Railing	1.0	467	ft	409	13	45	0
⚡	1020-Connection	1.0	45	ft	0	0	45	0
⚡	7000-Damage (Impact Related)	1.0	13	ft	0	13	0	0
🛡	515-Steel Protective Coating	1.0	1,168	sq.ft	1,168	0	0	0
Description:			**Condition:**					

Clearance Information

Minimum Vert Clr

4A15 Over Structure:	15.60 ft
4A16 Under (Reference):	N - Feature not hwy/RR
4A17 Under Clr:	0.00 ft

Minimum Lateral Clr

4A18 Reference Feature:	N - Feature not hwy/RR
4A19 Under Right:	-1.0 ft
4A20 Under Left:	-1.0 ft

Navigation Control

4A21 Nav Control Exists:	0 - Permit Not Required	**4A22 Nav Vert Clr:**	0.00 ft
4A23 Nav Horiz Clr:	0.00 ft	**4A24 Min Vert Lift Clr:**	0.00 ft

Feature Intersection Details

5C03 On/Under:	1 - Route On Structure	**6B02 New Wear Surface Ind:**	☐
5C01 Feature Name:	SR 1002	**6C18 Horiz (L):**	-1.00 ft
6C01 County:	63 - WAYNE	**6C19 Horiz (R):**	13.10 ft
6C02 State Route #:	1002	**6C20 Min Vert (L):**	99.9 ft
6C03 Segment:	0230	**6C21 Min Vert (R):**	15.60 ft
6C04 Offset:	0739	**6C22 Defense Vert (L):**	99.9 ft
5C06 Route #:	00000	**6C23 Defense Vert (R):**	15.60 ft
5C06 Direction:	0 - Both Directions	**6C34 Feature Type:**	1 - Highway
5C22 Functional Class:	09 - Rural Local	**6C35 Vert Clr Sign (L):**	0 - not req/not existing
5C29 Nat Hwy Sys:	0 - Not on NHS	**6C37 Vert Clr Posting (L):**	ft in
5C08 Lanes:	1	**6C36 Vert Clr Sign (R):**	
5C08 Medians:		**6C38 Vert Clr Posting (R):**	ft in
5C08 Speed:	25 mph		
5C10 Recent ADT:	379		
5C11 Year:	2024		
5C14 Truck % ADT:	4		
6C27 ADTT:	16		
6C28 ADTT Year:	2017		

5C03 On/Under:	2 - One Route Under	**6C34 Feature Type:**	3 - Waterway
FW01 Stream Name:	DELEWARE RIVER	**FW10 Primary Waterway:**	☐
FW02 Stream Class 1:		**FW11 Vert Clr:**	34.0 ft
FW03 Stream Class 2:		**FW12 Max W.S. Elev:**	-1.0 ft
FW04 Timeframe:		**FW13 Max W.S. Elev Year:**	-1
FW05 Stream Class 3:		**FW14 Design Flood Magn:**	-1 cf/s
FW06 Permit Type:		**FW15 Design Flood Elev:**	-1 ft
FW07 Drainage Area:	-1 sq mi.	**FW16 Design Flood Freq:**	-1 yrs
FW08 Fishable:	☐	**FW17 Design Flood Velocity:**	-1 fps
FW09 Waterflow Direction:			
FW18 Pollutant Descr:			
FW19 Stream Restrict Descr:			
FW20 Notes:			

Proposed Candidates

3A02 Candidate ID	IM03 Action	IM04 Est Qty	UOM	IM05 Priority	IM06 Initial Recom'd Date
BMS3-035588-2024-1015-10074595	28 - B744802-REPAIR ABUTMENT	6	CY	1	10/07/2024

IM07 Status: 0 - Work not planned
IM08 Target Year:
IM11 Work Assign:

IM09 Location:
NAB and FAB

IM15a Work Candidate Notes:
#1 N/A
#2 Routine inspection 10/14/2024 recommends a Priority 1 for NAB & FAB due to loose and missing stones.

BMS3-035588-2024-1015-10093114	54 - D744602-RPR/ RPLSTLDIAPHRAGM	76	EA	1	10/07/2024

IM07 Status: 0 - Work not planned
IM08 Target Year:
IM11 Work Assign:

IM09 Location:
Spans 1 & 2

IM15a Work Candidate Notes:
#1 N/A
#2 Routine inspection 10/07/2024 recommends a Priority 1 for severely deteriorated lateral bracing and loose deck "J" hooks.

EF-35588-61-20070220090251571	61 - B744501-RPL.STEEL BRG	4	EA	2	10/06/2006

IM07 Status: D - Deferred Work
IM08 Target Year: 2017
IM11 Work Assign:

IM09 Location:
Near and Far Abutments

IM15a Work Candidate Notes:
#1 N/A
#2 Critical Deficiency Letter sent (10/18/12 [redacted])
#3 Critical Deficiency Letter sent (11/25/13 [redacted])
#4 Critical Deficiency Letter sent (5/23/14 [redacted])
#5 Per discussion with PennDOT on 10/22/12, bridge is on the TIP and is to be rehabilitated in 2017. Deficiency will continue to be monitored on a 6 month basis until that time, to assure that the condition doesn't deteriorate into a PR0 maintenance item.
#6 Critical Deficiency Letters sent (11/5/14 and 11/7/14 [redacted])
#7 Critical Deficiency Letter sent (5/12/15 [redacted])
#8 Critical Deficiency Letter sent (11/12/15 [redacted])
#9 Critical Deficiency Letter (2/27/17 [redacted])
#10 Critical Deficiency Letter (5/17/17 [redacted])
#11 Priority 1 mitigated to a 2 due to bridge closure - [redacted]
#12 Critical deficiency letter sent on 10/14/2024. Letter states Priority 1 maintenance recommendation, but it cannot be changed in BMS3 due to 'Deferred Work' status.

IFORMS-2009-17-VPBT-TH-OY-8660	15 - C744802-RPR/RPL WINGWALL	45	CY	2	03/13/2009

IM07 Status: D - Deferred Work
IM08 Target Year: 2017
IM11 Work Assign:

IM09 Location:
Far left wingwall, Far right wingwall, Near left wingwall, Near right wingwall

IM15a Work Candidate Notes:
#1 N/A
#2 Critical Deficiency Letter sent (10/18/12 [redacted])
#3 Critical Deficiency Letter sent (11/25/13 [redacted])
#4 Critical Deficiency Letter sent (5/23/14 [redacted])
#5 Per discussion with PennDOT on 10/22/12, bridge is on the TIP and is to be rehabilitated in 2017. Deficiency will continue to be monitored on a 6 month basis until that time, to assure that the

3A02 Candidate ID	IM03 Action	IM04 Est Qty	UOM	IM05 Priority	IM06 Initial Recom'd Date
	condition doesn't deteriorate into a PR0 maintenance item. #6 Critical Deficiency Letters sent (11/5/14 and 11/7/14 [redacted]) #7 Critical Deficiency Letter sent (5/12/15 [redacted]) #8 Critical Deficiency Letter sent (11/12/15 [redacted]) #9 Critical Deficiency Letter (2/27/17 [redacted]) #10 Critical Deficiency Letter (5/17/17 [redacted]) #11 Combined duplicate entry dated 11/17/2012 for NLt WW and added FRt WW. Quantity updated to 30 CY. #12 Priority 1 mitigated to a 2 due to bridge closure - [redacted] #13 Critical deficiency letter sent on 10/14/2024, added NR and increased quantity to 45 CY. Letter states Priority 1 maintenance recommendation, but it cannot be changed in BMS3 due to 'Deferred Work' status.				
IFORMS-2012-22-3CIH-NA-LL-1191	22 - E744803-UNDRPIN FOOTING	1	CY	2	10/17/2012

IM07 Status: 0 - Work not planned
IM08 Target Year: 2013
IM11 Work Assign:

IM09 Location:
Pier 1 footing

IM15a Work Candidate Notes:
Underpin footing at far left side of the peer (information based on Underwater Inspection dated 8/12/2008).

#1 Changed from 1 to 2 based upon localized area of scour.
#2 Critical Deficiency Letter sent (10/18/12 [redacted])
#3 Per discussion with PennDOT on 10/22/12, bridge is on the TIP and is to be rehabilitated in 2017. Deficiency will continue to be monitored on a 6 month basis until that time, to assure that the condition doesn't deteriorate into a PR0 maintenance item.
#4 Critical Deficiency Letters sent (11/5/14 and 11/7/14 [redacted])
#5 Critical Deficiency Letter sent (5/12/15 [redacted])
#6 Critical Deficiency Letter sent (11/12/15 [redacted])
#7 Critical Deficiency Letter (2/27/17 [redacted])
#8 Critical Deficiency Letter (5/17/17 [redacted])

Note that this maintenance item was not entered by PC&S based on conditions identified during Underwater Inspection by divers. This item should be reviewed during the next Underwater Inspection and deleted if determined to not be warranted.

IFORMS-2012-30-7DK8-NX-JC-2176	19 - F744804-REPOINT MASONRY	1000	LF	2	10/17/2012

IM07 Status: 0 - Work not planned
IM08 Target Year: 0
IM11 Work Assign:

IM09 Location:
NAB, FAB, P01

IM15a Work Candidate Notes:
Repoint the masonry.

IFORMS-2012-22-BX4P-UP-6L-7153	36 - A744701-RPR/RPL.TRUSS MEMBER	24	EA	2	10/17/2012

IM07 Status: D - Deferred Work
IM08 Target Year: 2013
IM11 Work Assign:

IM09 Location:
Span 1, Span 2

IM15a Work Candidate Notes:
Span 1 M7 replace missing pin cap assembly.
Span 1 & 2 Strengthen members L0L2 & L10L12 at L0 & L12 with up to 50% SL to eyebar heads.
Span 2 U4 Left & Right and U8 Left & Right replace bent/damaged bolts & rivets.

3A02 Candidate ID	IM03 Action	IM04 Est Qty	UOM	IM05 Priority	IM06 Initial Recom'd Date
	#1 N/A #2 Critical Deficiency Letter sent (10/18/12[redacted]) #3 Per discussion with PennDOT on 10/22/12, bridge is on the TIP and is to be rehabilitated in 2017. Deficiency will continue to be monitored on a 6 month basis until that time, to assure that the condition doesn't deteriorate into a PR0 maintenance item. #4 Missing pin caps repair was completed on 11/15/12. #5 Recommend Department changes status to completed (11/11/2015) #6 Recommend Department changes status to completed (11/29/2016) #7 Combined duplicate entries dated 11/6/2014, 5/12/2015 and 11/11/2015. Update Location and Quantity. #8 Locations detailed at top to be repaired on priority 1 basis. Additional locations with advanced SL, collision damage, previous emergency repairs (field welding of FC members) and pack rust at various pinned connections to be repaired on Priority 2 basis. #9 Priority 1 mitigated to a 2 due to bridge closure - [redacted] #10 10/07/2024: No significant changes.				
IFORMS-2015-2-FOTI-DC-KQ-54235	25 - A744602-RPR/RPL.STEEL BEAM	55	EA	2	11/11/2015
IM07 Status: D - Deferred Work **IM08 Target Year:** 2018 **IM11 Work Assign:**	**IM09 Location:** Spans 1 & 2 **IM15a Work Candidate Notes:** Repair/Replace stringers with serious web section loss, lateral buckling, minor vertical deformations and rotations about the web axis. #1 N/A #2 Critical Deficiency Letter Sent (11/12/2015[redacted]) #3 Priority 1 mitigated to a 2 due to bridge closure - [redacted] #10 10/07/2024: No significant changes.				
IFORMS-2018-24-YUH3-O8-84-5815	45 - D744503-RPL.BRGPED/SEAT	4	EA	2	11/28/2017
IM07 Status: 0 - Work not planned **IM08 Target Year:** 0 **IM11 Work Assign:**	**IM09 Location:** NAB/FAB (Lt & Rt Trusses) **IM15a Work Candidate Notes:** Repair/Reconstruct/Replace fractured cap stones.				
IFORMS-2018-24-CHJO-BL-IT-1301	47 - RDDRAIN-IMPR.OFF BR.DRAINAGE	1	EA	2	11/28/2017
IM07 Status: 0 - Work not planned **IM08 Target Year:** 0 **IM11 Work Assign:**	**IM09 Location:** NLt **IM15a Work Candidate Notes:** Seal cracks in bituminous concrete swale above NLt wing wall.				
MA-3558-2-230117090330330	35 - B744301-RPR/RPL.TMBR.DK.	680	SY	2	11/07/2022
IM07 Status: 0 - Work not planned **IM08 Target Year:** **IM11 Work Assign:**	**IM09 Location:** Spans 1 and 2 **IM15a Work Candidate Notes:** Repair or replace timber running boards.				
MA-3558-1-2308031348264826	18 - RLGPEDN-RPR/RPL.PED.RLG	50	LF	2	08/03/2023
IM07 Status: 3 - Work sent to SAP **IM08 Target Year:** 2023	**IM09 Location:** Near and Far				

3A02 Candidate ID	IM03 Action	IM04 Est Qty	UOM	IM05 Priority	IM06 Initial Recom'd Date
IM11 Work Assign:	**IM15a Work Candidate Notes:** Install Security fencing at near and far to prevent pedestrian access onto closed bridge				
A-PADOT-35588-3	13 - B745301-CONST RCK PROTECT	1	CY	3	10/12/1994
IM07 Status: 0 - Work not planned **IM08 Target Year:** 0 **IM11 Work Assign:**	**IM09 Location:** Pier 1 **IM15a Work Candidate Notes:** Underwater Inspection Repair Recommendation (8/12/2008) - place additional rock protection in the area of the settled footing stone.				
A-PADOT-35588-5	32 - D744802-RPR. PIER	5	CY	3	10/14/1998
IM07 Status: 0 - Work not planned **IM08 Target Year:** 0 **IM11 Work Assign:**	**IM09 Location:** Pier 1 **IM15a Work Candidate Notes:** Underwater Inspection Repair Recommendation (8/12/2008) - seal the cracks in the masonry and the gap above the settled footing stone.				
IFORMS-2018-24-YUAN-HN-QP-1969	40 - RDPAVMT-PATCH/RAISE PAVEMENT	10	SY	3	11/28/2017
IM07 Status: 0 - Work not planned **IM08 Target Year:** 0 **IM11 Work Assign:**	**IM09 Location:** N, F **IM15a Work Candidate Notes:** Seal cracks. Eliminate "Bump" at transition.				
IFORMS-2018-24-SFQS-HL-7K-1011	50 - B744602-RPR/RPL.STL.FLBM	22	EA	3	11/28/2017
IM07 Status: 0 - Work not planned **IM08 Target Year:** 0 **IM11 Work Assign:**	**IM09 Location:** 1, 2 **IM15a Work Candidate Notes:**				
IFORMS-2019-28-FKV8-64-1Z-1071	82 - B744701-MOD.TRUSSPORTAL	20	EA	3	11/28/2018
IM07 Status: 0 - Work not planned **IM08 Target Year:** 0 **IM11 Work Assign:**	**IM09 Location:** Sp1/Sp2 **IM15a Work Candidate Notes:** Repair the damaged/deteriorated truss bracing.				
IFORMS-2019-28-YD6B-AO-DB-1622	71 - C744702-SHRTN.TRUSS MEMBER	4	EA	3	11/28/2018
IM07 Status: 0 - Work not planned **IM08 Target Year:** 0 **IM11 Work Assign:**	**IM09 Location:** Sp1 Rt M5-L6; Sp 1 Lt M7 hanger; Sp2 Rt M5-L6, SP1 L10U10 hanger **IM15a Work Candidate Notes:** Tighten loose members.				
IFORMS-2019-26-CODQ-H9-YZ-1672	38 - A744801-RPR/RPL.BACKWALL	1	CY	3	05/07/2019
IM07 Status: 0 - Work not planned **IM08 Target Year:** **IM11 Work Assign:**	**IM09 Location:** FAB Header **IM15a Work Candidate Notes:**				
MA-3558-3-2408051040304030	92 - BRSHCLR - Brush clearing	1	EA	3	08/05/2024

3A02 Candidate ID	IM03 Action	IM04 Est Qty	UOM	IM05 Priority	IM06 Initial Recom'd Date
IM07 Status: 3 - Work sent to SAP **IM08 Target Year:** 2024 **IM11 Work Assign:**	**IM09 Location:** **IM15a Work Candidate Notes:** Submitted per DBE request to cut tree limbs adjacent to bridge to prevent further deterioration of steel members				
EF-35588-65-20070220090251587	65 - C743201-PAINT SUPERSTRUCTURE	1	EB	4	10/06/2006
IM07 Status: 0 - Work not planned **IM08 Target Year:** 0 **IM11 Work Assign:**	**IM09 Location:** Spans 1 and 2 **IM15a Work Candidate Notes:** Paint the superstructure.				
IFORMS-2012-5-WIKI-IL-WS-58292	27 - RDGDERL-CONNECT GDERAIL TO BR	4	EA	4	10/17/2012
IM07 Status: 0 - Work not planned **IM08 Target Year:** 0 **IM11 Work Assign:**	**IM09 Location:** Near and far approaches **IM15a Work Candidate Notes:** Install/repair approach guiderail, transitions and end treatments to meet current standards.				
IFORMS-2015-17-FFN5-YB-9D-1631	17 - RLGSTRM-RPR/RPL.STR.MTD.G.R.	933	LF	4	11/11/2015
IM07 Status: 0 - Work not planned **IM08 Target Year:** 0 **IM11 Work Assign:**	**IM09 Location:** Spans 1 and 2 **IM15a Work Candidate Notes:** Install structure mounted guiderail that meets current standards.				
A-PADOT-MPMS-35588-52	01 - MPMS Def.			5	
IM07 Status: 4 - Review Required **IM08 Target Year:** **IM11 Work Assign:**	**IM09 Location:** **IM15a Work Candidate Notes:** Added by MPMS Interface for MPMS project 000121919.				
A-PADOT-MPMS-35588-47	01 - MPMS Def.			5	
IM07 Status: 4 - Review Required **IM08 Target Year:** **IM11 Work Assign:**	**IM09 Location:** **IM15a Work Candidate Notes:** Added by MPMS Interface for MPMS project 000113520.				
IFORMS-2021-15-VTBC-1D-JY-2502	8 - C743102-CLEAN BRG/SEAT	1	EB	5	10/17/2012
IM07 Status: 0 - Work not planned **IM08 Target Year:** **IM11 Work Assign:**	**IM09 Location:** Bearing seats **IM15a Work Candidate Notes:** Clean the bearing seats.				
IFORMS-2021-15-LNZR-DL-F2-2535	34 - D743102-CLN.STL.HOR.SURFACES	1	EB	5	11/11/2015
IM07 Status: 0 - Work not planned **IM08 Target Year:** **IM11 Work Assign:**	**IM09 Location:** Spans 1 and 2 **IM15a Work Candidate Notes:** Remove bird nest debris from top and botom chords.				
IFORMS-2021-15-GTKL-HD-FB-1166	23 - A743101-CLEAN/FLUSH DK	1	EB	5	11/11/2015
IM07 Status: 0 - Work not planned	**IM09 Location:** Spans 1 and 2				

3A02 Candidate ID	IM03 Action	IM04 Est Qty	UOM	IM05 Priority	IM06 Initial Recom'd Date

IM08 Target Year:
IM11 Work Assign:
IM15a Work Candidate Notes:
Clean/flush the deck wearing surface.

Completed Candidates

3A02 Candidate ID	IM03 Action	IM04 Est Qty	UOM	IM05 Priority	IM06 Initial Recom'd Date	IM14a Completed Date
IFORMS-2014-8-CT1P-MR-WG-25416	70 - RDLDSGN-RPL.LOAD LIMIT SIGN	4	EA	0	05/23/2014	07/25/2014

IM07 Status: 5 - Completed/Dept
IM08 Target Year: 0
IM11 Work Assign:
IM09 Location:
N site, N advance, F site, F advance
IM15a Work Candidate Notes:
Load limit sign missting distance ahead plaque (W16-103P) at Near and Far advance locations.
Site signs are >25' from bridge
Far advance sign is >25' from advance intersection

#1 N/A
#2 Critical Deficiency Letter sent (5/23/14 [redacted])

IFORMS-2012-22-JYOZ-LK-52-3041	70 - RDLDSGN-RPL.LOAD LIMIT SIGN	4	EA	0	10/17/2012	11/26/2013

IM07 Status: 5 - Completed/Dept
IM08 Target Year: 2012
IM11 Work Assign:
IM09 Location:
N site, N advance, F site, F advance
IM15a Work Candidate Notes:
Load limit sign missing distance ahead plaque (W16-103P) at Near and Far advance.
Site signs are >25' from bridge.
Far advance sign is >25' from advance intersection.

#1 N/A
#2 Critical Deficiency Letter sent (10/18/12 [redacted])
#3 Per discussion with PennDOT on 10/22/12, Pennoni contacted the NYDOT regarding this maintenance item on 10/29/2012. [redacted] for NYSDOT, Region 9, [redacted] agreed to add the sign during the week of 11/5/2012 and will contact Pennoni when complete.
#4 Per email from [redacted] for NYSDOT, Region 9, [redacted], the Far advance sign was installed on 11/15/2012.
#5 Priority 0 was changed to a 2 and three signs need to be reset as listed above.
#6 11-22-13 - Leaning load Load limit sign at near and far site and OLB sign at far reset since previous inspection
#7 Critical Deficiency Letter sent (11-22-13 [redacted])

IFORMS-2014-19-MD7U-RV-WX-1647	70 - RDLDSGN-RPL.LOAD LIMIT SIGN	4	EA	0	11/06/2014	01/01/1901

IM07 Status: 5 - Completed/Dept
IM08 Target Year: 2015
IM11 Work Assign:
IM09 Location:
N site, N advance, F site, F advance
IM15a Work Candidate Notes:
Load limit sign missing distance ahead plaque (W16-103P) at Near and Far advance locations and signs are >25' from advance

3A02 Candidate ID	IM03 Action	IM04 Est Qty	UOM	IM05 Priority	IM06 Initial Recom'd Date	IM14a Completed Date
	intersection. Site signs are > 25' from bridge. #1 N/A #2 Critical Deficiency Letters sent (11/5/14 and 11/7/14 [redacted]) #3 Bridge closed signs in place. Mitigated the need for load posting signs. #3 Critical Deficiency Letter sent (5/12/15 [redacted]) #4 Critical Deficiency Letter sent (11/12/15 [redacted])					
MA-3558-1-1001221350355035	36 - A744701-RPR/RPL.TRUSS MEMBER	1	EA	1	01/19/2010	02/01/2010
IM07 Status: 5 - Completed/Dept **IM08 Target Year:** 2010 **IM11 Work Assign:**	**IM09 Location:** Bottom chords **IM15a Work Candidate Notes:** 1. Bridge was closed on 1/19/2010. 2. Repair left side of turss at bottom chords by placing addtional cable. 3. Repair is assigned to wayne County Maintenance. 4. Work is expected to be completed by 2/19/2010.					
A-PADOT-35588-2	36 - A744701-RPR/RPL.TRUSS MEMBER	4	EA	1	04/03/2012	07/11/2012
IM07 Status: 6 - Completed/Contr **IM08 Target Year:** 2012 **IM11 Work Assign:**	**IM09 Location:** Floorbeam 11 at Span 2, also Span 2 Diagonal Eye Bar from M-5 to L-6 at right side **IM15a Work Candidate Notes:** 1. PC was 0, bridge was closed on 4/3/2012. 2. Only one of two vertical at upstream active. 3. Repair the vertical chord is assigned to maintnance contract. 4. Design is to be completed by 4/18/2012. 5. Work is expected to be complted by 7/30/2012.					
IFORMS-2013-16-JW4R-Y0-7Q-1571	35 - B744301-RPR/ RPL.TMBR.DK.	1	SY	1	11/22/2013	05/06/2014
IM07 Status: 5 - Completed/Dept **IM08 Target Year:** 2014 **IM11 Work Assign:**	**IM09 Location:** Span 2, Bay 7, Left runner **IM15a Work Candidate Notes:** Replace split board that leaves fastener as possible puncture concern. #1: N/A #2: Critical Deficiency Letter sent (11/22/13 [redacted])					
MA-3558-3-1805110915091 59	70 - RDLDSGN-RPL.LOAD LIMIT SIGN	1	EA	1	05/07/2018	07/30/2018
IM07 Status: 5 - Completed/Dept **IM08 Target Year:** 0 **IM11 Work Assign:**	**IM09 Location:** F Site **IM15a Work Candidate Notes:** Replace missing far site (NY side) load posting signs "Bridge" and "Weight Limit 4 Tons"					
IFORMS-2012-22-2H7S-FS-VI-1951	36 - A744701-RPR/RPL.TRUSS MEMBER	2	EA	1	10/17/2012	05/20/2013

3A02 Candidate ID	IM03 Action	IM04 Est Qty	UOM	IM05 Priority	IM06 Initial Recom'd Date	IM14a Completed Date
IM07 Status: 6 - Completed/Contr **IM08 Target Year:** 2013 **IM11 Work Assign:**	**IM09 Location:** Span 1 **IM15a Work Candidate Notes:** Replace Span 1, FB10, left side U bolt. Replace Span 1, FB5, left side U bolt. #1 N/A #2 Critical Deficiency Letter sent (10/18/12[redacted]) #3 Per discussion with PennDOT on 10/22/12, bridge is on the TIP and is to be rehabilitated in 2017. Deficiency will continue to be monitored on a 6 month basis until that time, to assure that the condition doesn't deteriorate into a PR0 maintenance item.					
A-PADOT-35588-6	40 - RDPAVMT-PATCH/RAISE PAVEMENT	10	SY	2	02/27/2006	04/27/2012
IM07 Status: 5 - Completed/Dept **IM08 Target Year:** 2012 **IM11 Work Assign:**	**IM09 Location:** **IM15a Work Candidate Notes:** H03 LOCATION: N F Converted from BMS - H01 code: RDPAVMT					
MA-3558-2-2408051041554155	71 - C744702-SHRTN.TRUSS MEMBER	1	EA	2	08/05/2024	
IM07 Status: 6 - Completed/Contr **IM08 Target Year:** 2024 **IM11 Work Assign:**	**IM09 Location:** **IM15a Work Candidate Notes:** Submitted per DBE request to remove hanging piece of lateral bracing. 10/11/2024 AECOM removed (2) sections of lower lateral bracing.					
A-PADOT-35588-4	54 - D744602-RPR/ RPLSTLDIAPHRAGM	8	EA	2	03/22/2004	01/01/1901
IM07 Status: 6 - Completed/Contr **IM08 Target Year:** 0 **IM11 Work Assign:**	**IM09 Location:** **IM15a Work Candidate Notes:** 11/22/13 - Recommend Department changes status to completed.					
IFORMS-2008-31-AKL2-DS-SW-8022	20 - D744102-RPR.STL.EXP.DAM	1	LF	2	03/31/2008	04/16/2008
IM07 Status: 5 - Completed/Dept **IM08 Target Year:** 2008 **IM11 Work Assign:**	**IM09 Location:** **IM15a Work Candidate Notes:** Expansion dam cover plate cracked and deflecting under traffic at far left (See photo)					
MA-3558-1-1001201413171317	36 - A744701-RPR/RPL.TRUSS MEMBER		EA	2	01/20/2010	
IM07 Status: 6 - Completed/Contr **IM08 Target Year:** 0 **IM11 Work Assign:**	**IM09 Location:** Near left **IM15a Work Candidate Notes:** Prepare for repairs at the direction of the bridge engineer. Cut plate and remove concrete from approach side left vertical truss member as directed by the engineer.					
IFORMS-2018-24-UXQB-UH-ZY-1113	51 - RDCLSGN-RPL.CLEARANCE SIGN	3	EA	2	11/28/2017	09/03/2024
IM07 Status: 5 - Completed/Dept	**IM09 Location:**					

3A02 Candidate ID	IM03 Action	IM04 Est Qty	UOM	IM05 Priority	IM06 Initial Recom'd Date	IM14a Completed Date
IM08 Target Year: 0		NADV, NRt				
IM11 Work Assign:		**IM15a Work Candidate Notes:** Replace missing FADV "One Lane Bridge" sign. Relocate NADV Underclearance signs. Reset NRt Hazard/Clearance marker.				
A-PADOT-35588-1	25 - A744602-RPR/RPL.STEEL BEAM	31	EA	2	03/22/2004	05/20/2013
IM07 Status: 6 - Completed/Contr		**IM09 Location:**				
IM08 Target Year: 0		**IM15a Work Candidate Notes:** H03 LOCATION: 12 Converted from BMS - H01 code: A744602				
IM11 Work Assign:		Replaced several stringers and added angles to several floorbeams under emergency repairs. See structure plan S-33267 for locations.				
IFORMS-2015-3-K8QB-XW-LX-36437	35 - B744301-RPR/ RPL.TMBR.DK.	680	SY	2	11/11/2015	10/19/2021
IM07 Status: 5 - Completed/Dept		**IM09 Location:** Spans 1 and 2				
IM08 Target Year: 2019		**IM15a Work Candidate Notes:** Repair or replace timber running boards. 10-8-2019 Submit to SAP- Customer complaint about tire damage. Hazards (all running Boards & fastener's) to be removed. County scheduling work 11/25/2019: Replace the timber deck.				
IM11 Work Assign:						
IFORMS-2015-17-IPGV-LN-FH-1051	70 - RDLDSGN-RPL.LOAD LIMIT SIGN	2	EA	2	11/11/2015	01/01/1901
IM07 Status: 6 - Completed/Contr		**IM09 Location:** Near and far approaches				
IM08 Target Year: 0		**IM15a Work Candidate Notes:** #1 Install additional measures to deter overweight vehicles from using the bridge. #2 Lower clearance warning bars were installed since the previous inspection (11/29/2016).				
IM11 Work Assign:						
MA-3558-1-09070707483248 32	23 - A743101-CLEAN/FLUSH DK	0	EB	3	03/12/2009	03/17/2009
IM07 Status: 5 - Completed/Dept		**IM09 Location:**				
IM08 Target Year: 2009		**IM15a Work Candidate Notes:**				
IM11 Work Assign:						
EF-35588-19-200702200902 51587	19 - F744804-REPOINT MASONRY	3000	LF	3	10/06/2006	08/17/2011
IM07 Status: 5 - Completed/Dept		**IM09 Location:**				
IM08 Target Year: 2011		**IM15a Work Candidate Notes:** H03 LOCATION: N1 F				
IM11 Work Assign:						
IFORMS-2015-17-HEJG-M8-X2-1631	35 - B744301-RPR/ RPL.TMBR.DK.	75	SY	3	05/12/2015	08/05/2015
IM07 Status: 5 - Completed/Dept		**IM09 Location:**				
IM08 Target Year: 0		**IM15a Work Candidate Notes:**				

3A02 Candidate ID	IM03 Action	IM04 Est Qty	UOM	IM05 Priority	IM06 Initial Recom'd Date	IM14a Completed Date
IM11 Work Assign:	Repair or replace timber running boards: Span 1 - 8 in left lane, 10 in right lane Span 2 - 18 in left lane, 9 in right lane					
IFORMS-2010-31-CTHQ-GF-I5-1513	35 - B744301-RPR/ RPL.TMBR.DK.	4	SY	3	08/31/2010	09/10/2010
IM07 Status: 5 - Completed/Dept **IM08 Target Year:** 2010 **IM11 Work Assign:**	**IM09 Location:** Various **IM15a Work Candidate Notes:**					
IFORMS-2017-6-GC6J-8J-WQ-14014	70 - RDLDSGN-RPL.LOAD LIMIT SIGN	1	EA	3	11/29/2016	01/01/1901
IM07 Status: 5 - Completed/Dept **IM08 Target Year:** 0 **IM11 Work Assign:**	**IM09 Location:** Far approach **IM15a Work Candidate Notes:** Replace the one (1) missing center low clearance warning bar on the far end of the bridge.					
EF-35588-35-20070220090251587	35 - B744301-RPR/ RPL.TMBR.DK.	20	SY	3	10/06/2006	09/05/2008
IM07 Status: 5 - Completed/Dept **IM08 Target Year:** 2007 **IM11 Work Assign:**	**IM09 Location:** **IM15a Work Candidate Notes:** H03 LOCATION: 12					
IFORMS-2008-31-TZKX-LQ-WY-2269	35 - B744301-RPR/ RPL.TMBR.DK.	1	SY	3	03/31/2008	10/02/2008
IM07 Status: 5 - Completed/Dept **IM08 Target Year:** 2008 **IM11 Work Assign:**	**IM09 Location:** **IM15a Work Candidate Notes:** Timber running boards damaged at near left (See photo)					
MA-3558-1-090410070541541	35 - B744301-RPR/ RPL.TMBR.DK.		SY	3	04/10/2009	07/24/2009
IM07 Status: 5 - Completed/Dept **IM08 Target Year:** 2009 **IM11 Work Assign:**	**IM09 Location:** **IM15a Work Candidate Notes:**					
IFORMS-2010-31-UZVV-6I-EM-1771	20 - D744102-RPR.STL.EXP.DAM	16	LF	3	08/31/2010	09/09/2010
IM07 Status: 5 - Completed/Dept **IM08 Target Year:** 2010 **IM11 Work Assign:**	**IM09 Location:** Far Abutment **IM15a Work Candidate Notes:**					

APPENDIX A

Sketches and Additonal Field Notes

Truss Member Detailed Notes

Superstructure – Truss Members

TOP CHORDS: Built-up riveted top chords have areas of paint failure, minor rust and pack rust between top plate and channels. Connection plates at panel points are missing rivets and exhibit pack rust up to 1" total. There are birds' nests/debris at the interior of the top chords at panel points.

SPAN 1 TOP CHORD NOTES:

Right Truss:

U1L0 - 5" diagonal 100% section loss along pin plate at L0.
U4-U6 - Bottom flange of interior channel is bent up for a 1/2"H x 1'L near U6.
U4 - Right face has cracked washer. 1/2" pack rust between gusset and top chord.
U6 - Minor pitting of eyebar heads. Up to 1/2" pack rust between M6U6 connection plate and channels.
U11 - Diagonal from U11 to U10 at U10 has 1" thick pack rust.

Left Truss:

L0-U1 - 4 1/2"L x 3"H area of 100% section loss at L0 along pin plate. Previously buckled but filled with concrete to stabilize.
U1 - 1/8"D pitting to connection plate. Upper lateral bracing connection at U1 near side - 1/2" thick pack rust.
U2 - Left pin washer 1/4" pack rust with bent pin plate.
U1L0 - Left channel web bowed 1 3/4" over 15", Right channel bowed 1" over 15". Left channel web has area of 100% section loss at bottom. L0U1 filled partially with concrete.
U8-U10 - Up to (13) 1"L x 1"W x 1/2"D areas of 100% section loss in top plate along edge of channels. Visible sweep to right along length of member.
U10 - Top connection plate - (1) missing and (2) loose rivets at the interior and (2) missing on the exterior.
U11 - 5/8" thick pack rust at brace connection.
U11 - Diagonal from U11 to U10 at U10 - 1 1/2" thick pack rust.

SPAN 2 TOP CHORD NOTES:

Right Truss:

U11 - 1/2" diameter hole in top chord top plate on diagonal between U12 and U11 at U11.
U4 - (1) missing bolt and unseated rivet at top, (6) of (6) nuts and rivets unseated and torqued at interior web plate and (4) loose at bottom flange.
U6 - Minor pack rust at top plate, (4) unseated rivets (3 at left, 1 at right of U4U6).
U8 - Necking down of interior plate at top, exterior right plate pulled away 1/2" with adjacent unseated and torqued (6) of (6) bolts in web plate and (1) of (2) in bottom flange loose. Retrofit pin connection and cap at interior.
U11 - (1) popped rivet due to 3/4" thick pack rust.

Left Truss:

L0-U1 has a slight (estimated 1") sweep to the right over the length of the member.
U4 - 5/8" thick pack rust and (1) missing nut at Right interior plate. Right exterior plate has rust and pack rust at bottom. Pin and pin cap retrofit with 1/2" total bulge. (6) unused bolt holes at U4.
U6 - Minor to 1/2" thick pack rust.
U8 - 3/8" thick pack rust at far corner of exterior splice plate.

MIDDLE ORDINATES: Typical pack rust between eye-bars and the vertical members at M4, M6 and M8. At the ends of the middle chord elements through the horizontal angle flanges are typical 1" diameter areas of 100% section loss with 2 1/2"L x 1"W area of 100% section loss in Span 1, at M8 in the right truss.

SPAN 1 MIDDLE ORDINATE NOTES:

Right Truss:

M4 - 1/2" thick pack rust.
M5M6 & M6M7 at M6 - Typical full height x 1/2"L x 1/8"-3/16"W section loss to all vertical angle legs.
M7 - Misdrilled hole at diagonal member, 3/8" thick pack rust/severe pitting between interior & exterior M7-L6 and M7-M6.
M8 - 5/8" thick pack rust.
M9 - 1/2" thick pack rust. Left edge of pin appears displaced 1/2".

Left Truss:

M5M6 - Right connection plate has ~1/8-1/4" remaining at M5 and 1/4" pack rust. Bottom left angle at M6 has 2"H x 1/2"L, 100% section loss to vertical leg with 1/8" remaining to both vertical legs of Left angles.
M7 - Interior connection plate with severe pitting 1/8"D. Pin is missing left cap bolt and washer. Outboard pin plate (3/8" thick) for M7-L8 is not bearing on pin, pushed off end with only channel web bearing on pin.

M8 - 1/4" thick pack rust.
M9 - 3/8" thick pack rust. Left edge of pin appears displaced 1/2". 3/16" to 1/4" section loss to head of eyebar.

SPAN 2 MIDDLE ORDINATE NOTES:

Right Truss:
M3 - up to 1/2" thick pack rust between U2-M3 and M3-L4 and up to 1/4"-3/8"D section loss to eyebar heads (orig. 5/8" total).
M4 - up to 1/2" thick pack rust.
M5 - 1/4" thick pack rust between M5-U4 and M5-L6 eyebars.
M7 - 1/2" thick pack rust between M7-L6 and M7-U8. 1/8" section loss around head of the eyebars.
M8 - 1/2"H x full width x 1/8"D painted over/arrested section loss to vertical plates.
M8 - 5/8" thick pack rust.
M9 - 1/2" thick pack rust and up to 1/4"D section loss to eyebar heads (orig. 5/8" total).

Left Truss:
M3 - up to 1/2" thick pack rust between U2-M3 and M3-L4.
M4 - up to 1/2" thick pack rust.
M5 - 1/2" thick pack rust between M5-U4 and M5-L6 eyebars.
M5 - M4-M5 & M5-M6 @ M5 outboard plate with 50% section loss to bottom half of connection plate. Outboard pin cap has newer retaining nut bolt.
M8 - 5/8" thick pack rust.
M9 - 1/2" thick pack rust.

BOTTOM CHORDS:

SPAN 1 BOTTOM CHORD NOTES:

Left Truss:
L0 - Eyebar has section loss knife edge to 1/8" remaining. L0L1 eyebars retrofit at L0. Left eyebar with bolted retrofit while right eyebar retrofit field welded parallel and perpendicular to the direction of stress. Both repairs have field welded closure around pin - (see field sketch last page).
L0L2 - Eyebars exhibit up to 1/8"D pitting. At L1, near exterior saddle U-bolt replaced/painted.
L2 - 1/4" to 3/8" estimated section loss to L0L2 at L2. Left hanger rod has 3/8" to 1/2" estimated section loss just above pin. 1/2" pack rust between eyebar heads. L2L4 eyebar heads with 1/8"-1/4" estimated section loss.
L5 - Near interior saddle U-bolt replaced/painted. Plates at top of floorbeams where U-bolts connect bottom chords to floorbeams exhibit up to 100% section loss for a 3"L x 7/8"W area.
L6 - Vertical eye bar is bent at NRt corner and diagonal eyebar to bottom chord pin connection has severe rust. Pin metal casing is broken/open with active rust and 1/8"-1/4" D pitting on pin bottom and up to 1/8" section loss on eyebar heads. L6L8, interior eyebar head has 1/4" to 3/8" D section loss. L6M7 interior eyebar head has up to 3/8" section loss. 1/4"-3/8" pack rust between eyebar heads.
L7 - Far interior saddle U-bolt replaced/painted.
L8 - Interior pin cap and anchor bolt replaced.
L10-U11 - Between L10-U11 at connection to L10, bottom chord has 1/4" to 1/2" thick pack rust and eyebars have up to 1/8"D section loss. U-bolt under L10 replaced.
L10L12 - Bottom chords are bent/wavy.
L10L12 at L12 - ~ 50% estimated section loss to eyebar heads below pin.

Right Truss:
L0L2 - Eyebar heads with 3/16"D pitting @ L0. At L1, near interior saddle U-bolt replaced/painted.
L2 - 1/2" total remaining to L2L4 and L0L2 eyebars. 1/2" thick pack rust between eyebar heads.
L4 - Interior pin cap and bolt replaced.
L6 - Pin metal casing broken and open with active rust and pitting on pin with 1/4"-3/8" estimated section loss. L6M7 with 1/4"-3/8" estimated remaining (3/4" original) at eyebar heads.
L8 - Interior pin cap and bolt replaced. U-bolt loose and can be shaken by hand.
L9 - 2"L x 1"W area of 100% section loss in top flange connection plate on near side. Near interior saddle U-bolt replaced/painted.
L10 - Exterior pin cap bolt unseated 1/2" with loose pin cap and up to1/2"D pitting and section loss to L10L12 eyebar head.
L11 - Near interior saddle U-bolt replaced/painted.
L10L12@L12 - ~50% estimated section loss to eyebar heads below pin. (see sketch)

SPAN 2 BOTTOM CHORD NOTES:
Left Truss:
L0L2@L0 - ~50% estimated section loss to eyebar heads below pin.
L0U1 - 3"L x 1/2"H, 100% section loss to Left channel adjacent to fillet and pin plate.
L1 - 1/8"D section loss for a 2"W x 1"L area in the horizontal plate at far side interior saddle U-bolt.
L2 - Bottom chord eyebars have 1/8"-1/4" section loss and 1/4"-1/2" pack rust. L2U1 and L2M3 have bolted and field welded repairs at L2.
L4 - Up to 1/4"D section loss to eyebar heads on both sides below the pin.
L6M7 & L6M5 diagonal eyebars at bottom chord pin connection, severe rust with advanced section loss up to 3/8"D and up to 3/4" total pack rust between eyebar heads and L6U6. Right bottom chord eyebar heads have isolated severe rust and up to 1/4" to 3/8" max section loss.
L8 - Interior pin cap and pin cap bolt replaced. 1/16"D pitting to eyebar heads.
L9 - Bottom U-bolt connection plate has section loss with 3/8" remaining for 4"L.
L10 - 1/4"-3/8" section loss to eyebar heads with 1/2"-3/4" thick pack rust.
U8L10 - Left channel has 100% section loss around pin. Right channel similar condition with bolted repair plate.
L10 - 3/4" thick pack rust at pin.
L10L12@L12 - ~50% section loss to eyebar heads. (see sketch)

Right Truss:
L0U1 at L0 - 6"L x 1"H, 100% section loss to channel adjacent to top flange of channel. Eyebar heads have 50% est. section loss below the pin.
L2 - Eyebars have 1/8"-1/4" section loss to heads. Diagonal members have 1/8"-1/4" section loss. L2M3 channel has severe rust with ~~up to~~ 100% section loss surrounding the pin at the left channel web. Interior pin cap replaced. Replacement consists of field welded all thread to end of pin. 1/2" gap between cap and L2M3. No contact between L2 and vertical.
L4 - Interior pin cap and bolt replaced. Eyebars have severe rust with advanced section loss (up to 50%) with 3/8" remaining.
L6 - Between M5-L6 at bottom chord pin connection, eyebar has severe rust with advanced section loss (up to 50%) with 3/8" remaining. 3/4" thick pack rust between lower chord and diagonal members. Up to 3/8"D loss to all eyebar heads.
L6U6 - Right connection plate has 3/4" thick pack rust and is bent.
L8 - Up to 1/8"D pitting to L6-L8 and L8-L10 eyebar heads. 1/4" section loss to L8L10 eyebar head.
M7-L8 - 2" diameter area of 100% section loss at L8.
L10M11 - Left connection plate has 1/8" remaining. L8L10 1/4 to 3/8" section loss to eyebar heads.
L12-L10L12 - ~50% section loss to Right eyebar head. Left eyebar head ~~appears~~ similar. (see sketch)

SWAY BRACING:
Sleeves have typical rust to ends with isolated areas of section loss. Many locations are loose/sagging, worst case in span 2 U8/U10 bracing.

SPAN 1 SWAY BRACING NOTES:
M5 - Collision damage.
M9 - Collision damage.
M6-U6 - Left/right bracing is loose.

SPAN 2 SWAY BRACING NOTES:
M3 - Left side has moderate section loss to end of sleeve.
M5 - Right side has 2"L x 1/2"W area of section loss and pitting to sway bracing sleeve (painted over).
M5 - Left side with 100% section loss adjacent to bolt (3"x1").
M7 - Collision damage. Severe rust at left with 100% section loss to bottom half of pipe, 50% section loss to top half of pipe. 1/4" diameter area of 100% section loss at 1 ft from right.
M9 - Collision damage.

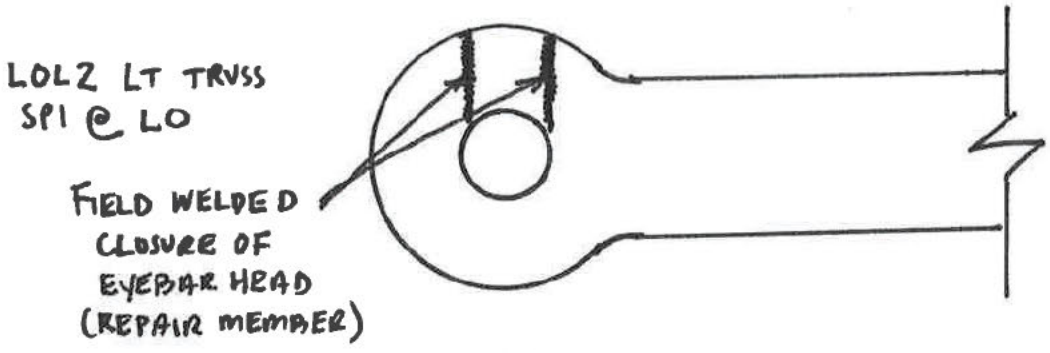
VERTICALS/DIAGONALS:
SPAN 1 NOTES:
Left Truss:
L2M3 at M3 - Right connection plate is cracked through (channel has no significant defects).
L6-U6 - 4"L x 2"W collision damage to NRt approx. 1' from deck. Twisted at U6 (not new but not previously noted), reference marker lines added 11/25/2019.
L7-M7 - Collision damage along bottom 6'.

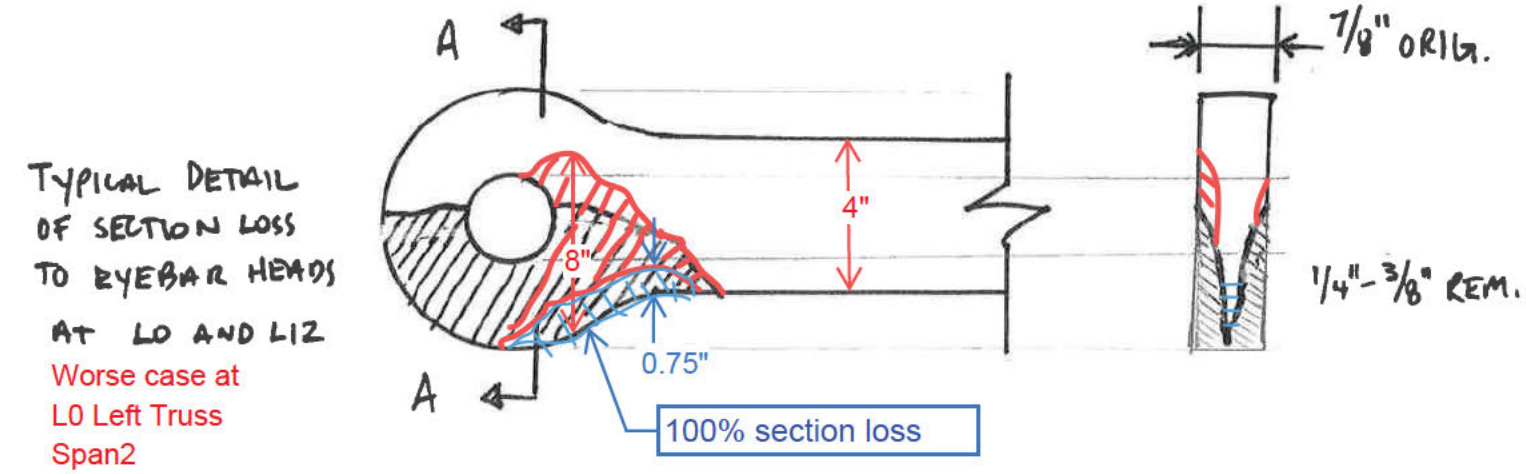
L10-U10 - Retrofit at bottom. Left member previously replaced carries no load. Could be tightened at top (U10).
L10-U11 - Moderate rust/paint failure at bottom 3'.

Right Truss:
L1-U1 - Retrofit at top.
M3-L4 - Rust and paint failure bottom 3'.
M5-L6 - Left eyebar exhibits collision damage and is loose.
L6-U6 - 3"L x 1"H collision damage.
L10-U10 - Retrofit at bottom of member between vertical and pin connection.
L10-U11 - 2"L x 1"W flame cut at top of bottom batten plate.
U11-L12 - Moderate rust along bottom 4'.

SPAN 2 NOTES:
Right Truss:
L10-U11 - (1) bent and sheared lacing bar.
M5-L4 - (1) lacing bar at M5 bent, (3) at L4.
U10 - 3/4" pack rust between top plate and top chord.
M5-L4 - (1) lacing bar at M5 bent, (3) at L4.
M5-L6 - Left eyebar exhibits collision damage and is loose.
U8M9 - Present in this span at this truss only (retrofit). Not part of original construction.

Left Truss:
L0-U1 - 1/2" thick pack rust causing distortion to top plate.
L7-U7 - (1) U-bolt nut missing at bottom.
L8-U8 - Minor collision damage to Right flange at bottom.





Floorbeam and Stringer Detailed Notes

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 1 BAY NO. 1

FLOORBEAM NO. 1

STRINGERS

* Timber cribbing at all bays @ NAB

S1

S2

S3 — New condition.

S4

S5 — New condition. Timber cribbing @ FB 1

S6 — Timber cribbing @ FB 1

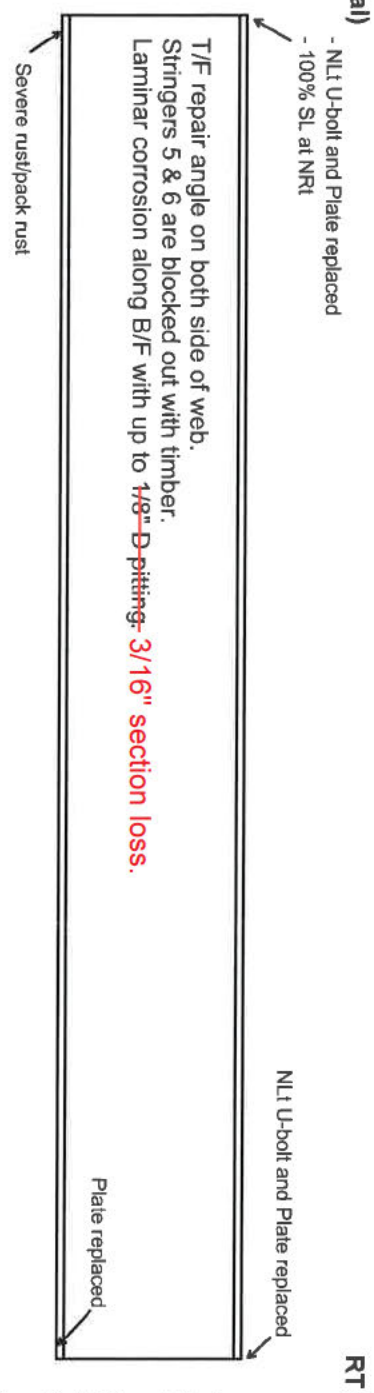
S7 — New condition.

S8

S9 — New condition.

S10

S11



Additional Notes:

Original stringers 8" D, 4" W flanges, 5/16" flange thickness.

LEGEND:
Bottom Flange = B/F
Top Flange = T/F
Knife Edge = KE

SYM. BY	DATE	COLOR	SYM. BY	DATE	COLOR
[redacted]	11/10/2015 1/11/2017 5/17/2017		[redacted]	10/9/2024	Red

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 1 BAY NO. 2 FLOORBEAM NO. 2

STRINGERS

New condition	S1
Similar to Str 3; 3/8" at top	S2
S3 Str ends twisted 1" at top and misaligned	S3
New condition	S4
	S5
	S6
	S7
New condition	S8
	S9
Top twisted 3/4"	S10
	S11

Additional Notes:

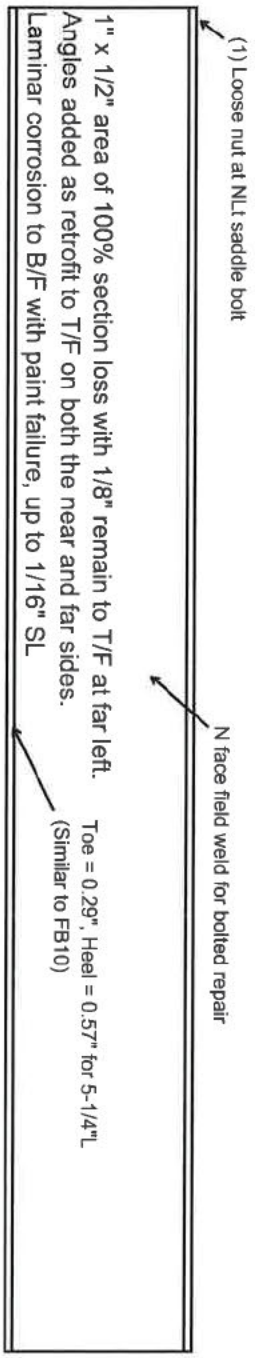
SYM.	BY	DATE	COLOR	SYM.	BY	DATE	COLOR
	[redacted]	11/10/2015 1/11/2017 5/17/2017					

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 1 BAY NO. 3 FLOORBEAM NO. 3

STRINGERS

At FB3, 2" L x 1/16" T x 1/4" W section loss at B/F end. 2" x 1" x 1/8" D web pitting at FB3 bearing. 1/4" dia. painted over hole in top of web 30" from FB3.	S1
Twisted 1/2" @ FB2	S2
Twisted 7/8" @ FB2	S3
New condition.	S4
New condition.	S5
	S6
New condition.	S7
	S8
	S9
Twisted 3/4" @ FB2	S10
	S11



Additional Notes:

SYM.	BY	DATE	COLOR	SYM.	BY	DATE	COLOR
	[redacted]	11/10/2015 1/11/2017 5/17/2017					

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 1 BAY NO. 4 FLOORBEAM NO. 4

STRINGERS

Left B/F section loss to KE at FB3.	S1
Twisted ~ 1/2" at FB4	S2
Twisted ~1/2" @ FB4	S3
New condition.	S4
	S5
	S6
	S7
Twisted ~7/8" @ FB4	S8
Twisted ~1/2" @ FB4 BF 3-5/8" W; Toe = 0.10" Heel = 0.29"	S9
	S10
	S11

7" W x 3" H flame cut hole in web between S6/7.
Paint failure with surface corrosion, 1/16" D pitting to B/F below S5-S7.

Additional Notes:

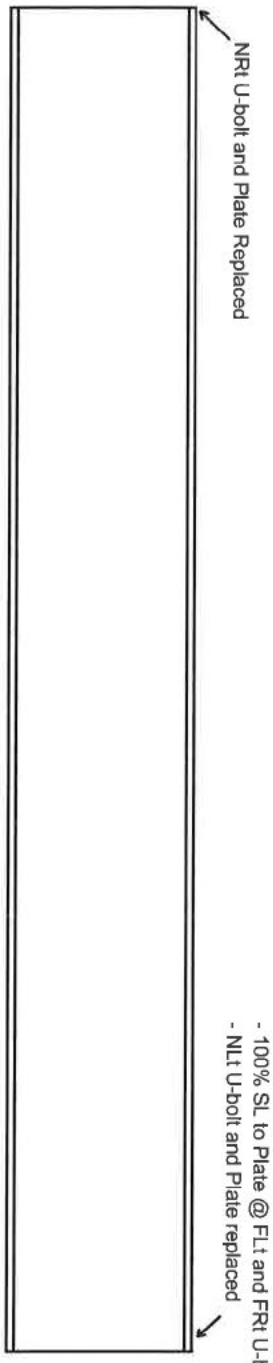
SYM. BY	DATE	COLOR	SYM. BY	DATE	COLOR
[redacted]	11/10/2015				

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 1 BAY NO. 5 FLOORBEAM NO. 5

STRINGERS

At FB5, end 1-foot, B/F thickness to KE and 1/4" W loss.	S1
New condition.	S2
New condition.	S3
Twisted ~1/2" @ FB4	S4
	S5
	S6
	S7
	S8
New condition.	S9
	S10
	S11



Additional Notes:

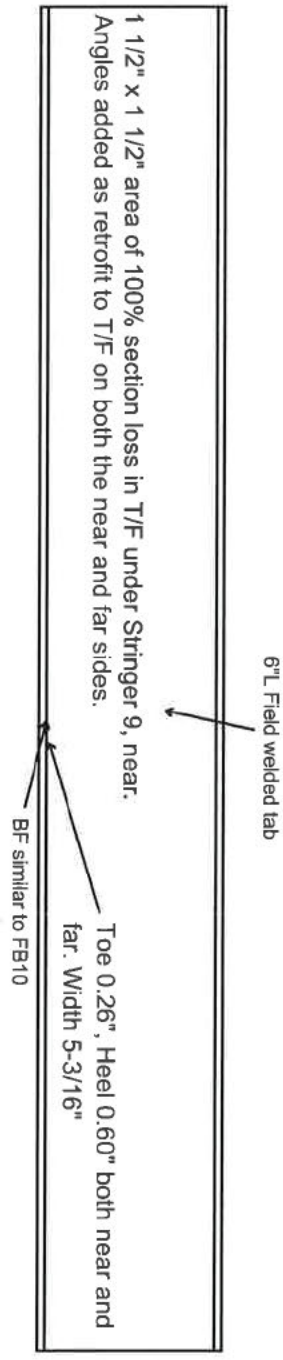
SYM. BY	DATE	COLOR	SYM. BY	DATE	COLOR
[redacted]	11/10/2015 1/11/2017				

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 1 BAY NO. 6 FLOORBEAM NO. 6

STRINGERS

New condition. 1/16-inch D pitting to B/F at FB5.	S1
New condition.	S2
New condition.	S3
New condition.	S4
Typical	S5
BF Heel = 0.34", Toe = 0.16" for 3-3/4" wide x full length	S6
New condition.	S7
	S8
New condition.	S9
	S10
3"L x 1"H x 1/4" SL @ FB6 Web Fillet	S11



Additional Notes:

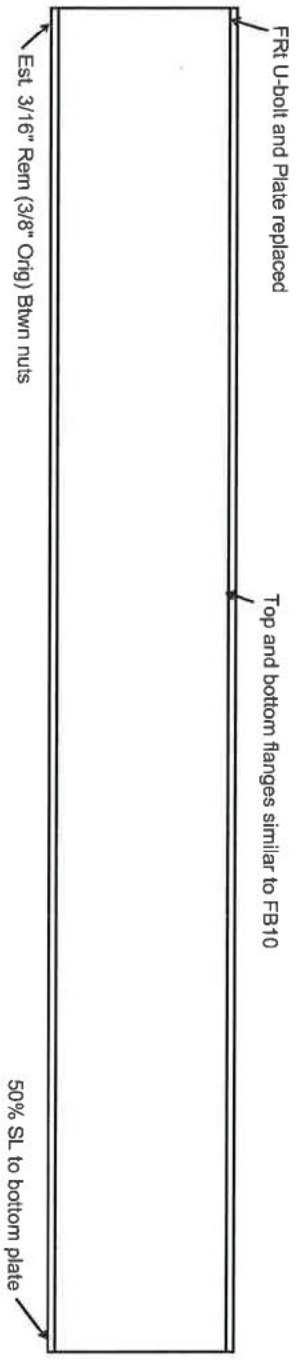
SYM.	BY	DATE	COLOR	SYM.	BY	DATE	COLOR
	[redacted]	11/10/2015 1/11/2017					

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 1 BAY NO. 7 FLOORBEAM NO. 7

STRINGERS

New condition.	S1
New condition.	S2
New condition.	S3
New condition.	S4
New condition	S5
Similar to S7	S6
Toe = 0.10" and 0.12" Heel = 0.40" and 0.46"	S7
New condition.	S8
New condition.	S9
Typical	S10
1/16" to 1/8" S.L.	S11



Additional Notes:

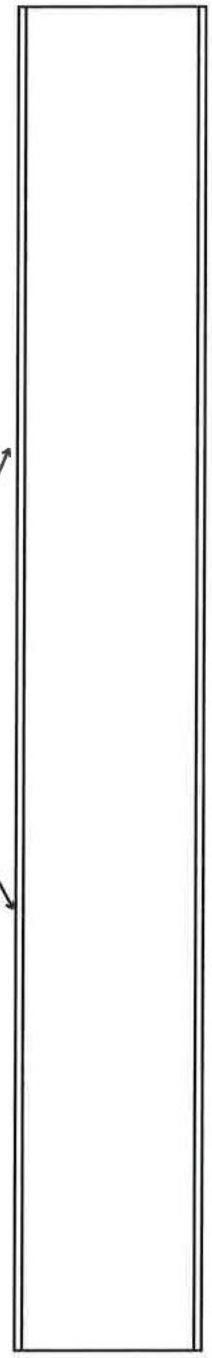
SYM.	BY	DATE	COLOR	SYM.	BY	DATE	COLOR
	[redacted]	11/10/2015 1/11/2017					

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 1 BAY NO. 8 FLOORBEAM NO. 8

STRINGERS

New condition.	S1
New condition.	S2
New condition.	S3
New condition.	S4
1/8" Rem @ Toe 3/8" Rem @ Heel	S5
Similar to S5	S6
New condition.	S7
New condition.	S8
New condition.	S9
	S10
New condition.	S11



Additional Notes:

SYM.	BY	DATE	COLOR	SYM.	BY	DATE	COLOR
	[redacted]	11/10/2015 1/11/2017					

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 1 BAY NO. 9 FLOORBEAM NO. 9

STRINGERS

New condition.	S1
New condition.	S2
New condition.	S3
New condition.	S4
Typical	S5
Typical	S6
Typical	S7
New condition	S8
New condition.	S9
New condition.	S10
	S11

Far Face, under S1, 5" L x 2 1/2" H x 3/32" D pitting to web bottom and part of B/F. Repair plate in good cond.
Angles added as retrofit to T/F on both near and far sides. Field welded tab @ web near mid span ~5'L

Bot. Plate 1/16" Rem Btwn nuts

NLt u-bolt PL replaced
NRt 100% S.L. at PL

Additional Notes:

Stringers typically exhibit 1/16" D pitting to B/F and T/F thickness and 1/16" W loss on both sides.

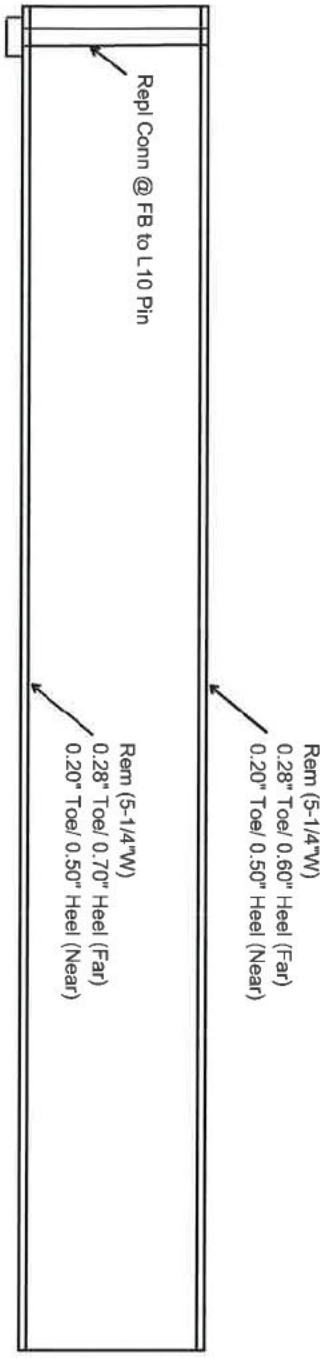
SYM.	BY	DATE	COLOR	SYM.	BY	DATE	COLOR
	[redacted]	11/10/2015 1/11/2017					

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 1 BAY NO. 10 FLOORBEAM NO. 10

STRINGERS

New condition.	S1
New condition.	S2
New condition.	S3
New condition.	S4
New condition.	S5
	S6
	S7
New condition.	S8
New condition.	S9
New condition.	S10
BF has 1/16" Rem full width x 4"L @ FB10	S11



Additional Notes:

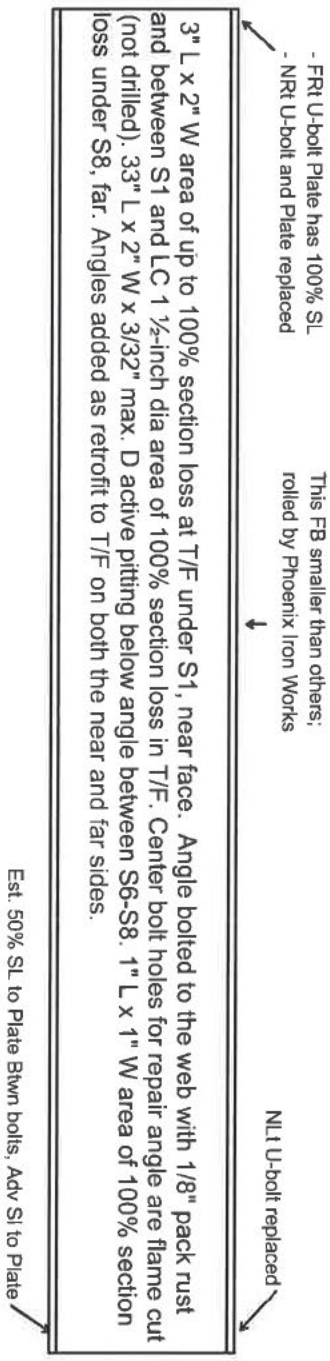
SYM.	BY	DATE	COLOR	SYM.	BY	DATE	COLOR
	[redacted]	11/10/2015 1/11/2017					

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 1 BAY NO. 11 FLOORBEAM NO. 11

STRINGERS

100% section loss - 1.5" dia. to left T/F and 1" x 1/4" to right T/F at FB10; 1.5" dia. to B/F at FB11; 1/4" dia. at FB11.	S1
New condition.	S2
BF: Toe = 1/4" Rem Heel = 1/2" Rem	S3
Similar to S3	S4
Similar to S3	S5
Similar to S3	S6
Similar to S3	S7
New condition.	S8
Similar to S3	S9
Near FB11, B/F surface corrosion and pitting.	S10
1" L x full-width x 1/16" D pitting at FB11 conn.	S11



Additional Notes:

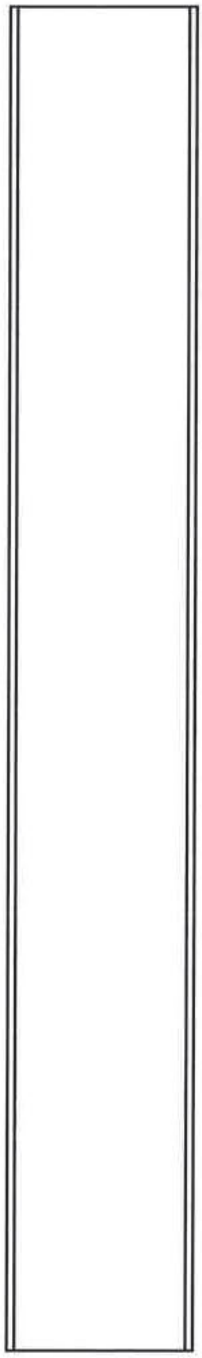
SYM.	BY	DATE	COLOR	SYM.	BY	DATE	COLOR
	[redacted]	11/10/2015 1/11/2017					

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 1 BAY NO. 12 FLOORBEAM NO. X

STRINGERS

T/F 8" L x full-width x 5/16" D remain at 18" from FB12. 5" L x 1" W area of 100% sect. loss to B/F at pier.	S1
New condition.	S2
Similar to S6	S3
Similar to S6	S4
Similar to S6	S5
BF: Toe = 0.11" and 0.15" Rem, Heel = 0.25" and 0.32" Rem BF = 3-7/8" Wide	S6
Similar to S6	S7
New condition.	S8
	S9
	S10
6"L hole in BF/Web fillet area in front of cribbing at P01	S11



Additional Notes:

Stringers typically exhibit up to 1/16" D loss to B/F thickness and 1/8" D loss to T/F width both sides and minor web pitting.

SYM.	BY	DATE	COLOR	SYM.	BY	DATE	COLOR
	[redacted]	11/10/2015 1/11/2017					

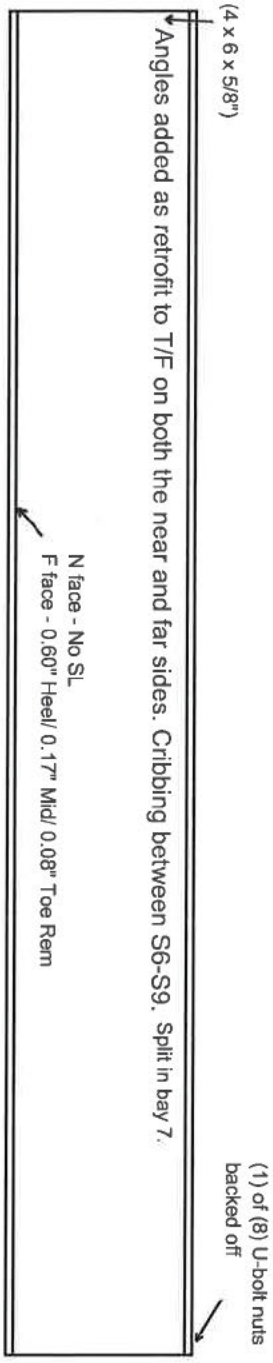
FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 2 BAY NO. 1 FLOORBEAM NO. 1

STRINGERS

Timber cribbing all bays @ P01

	S1
Hole in BF/Web fillet area in front of timber cribbing	S2
Small hole in BF/Web Fillet area in front of timber cribbing	S3
15"L hole in BF/Web fillet area in front of timber cribbing	S4
	S5
BF: (3-7/8" W) Toe = 0.12" and 0.17" Rem, Heel = 0.28" and 0.30" Rem	S6
	S7
	S8
	S9
	S10
Hole in BF/Web at fillet area in front of timber cribbing	S11



Additional Notes:
Paint failure with surface corrosion throughout.

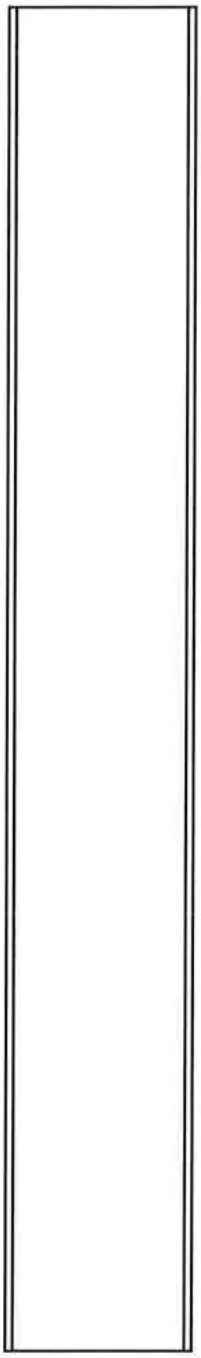
SYM.	BY	DATE	COLOR	SYM.	BY	DATE	COLOR
	[redacted]	11/10/2015 1/11/2017 5/17/2017					

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 2 BAY NO. 2 FLOORBEAM NO. 2

STRINGERS

New condition.	S1
New condition.	S2
Similar to S6. 3/4" Dia. hole @ BF/Web fillet over FB1	S3
Similar to S6.	S4
New condition.	S5
Top and Bot FL: (3-3/4"W) Toe - 0.08" and 0.05" Rem Heel - 0.27" and 0.23" Rem	S6
Similar to S6.	S7
New condition.	S8
	S9
	S10
New condition.	S11



Additional Notes:

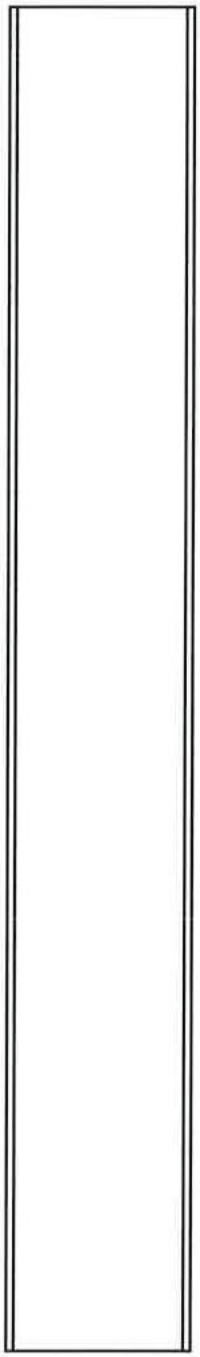
SYM.	BY	DATE	COLOR	SYM.	BY	DATE	COLOR
	[redacted]	11/10/2015 1/11/2017					

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 2 BAY NO. 3 FLOORBEAM NO. 3

STRINGERS

3-feet from FB3, 100% section loss 1" x 1 ½" in left T/F at bolted connection.	S1
	S2
	S3
Similar to S5.	S4
Top and Bot FL: (3-7/8"W) Toe = 0.03" and 0.08" Rem Heel = 0.28" and 0.24" Rem	S5
Similar to S5.	S6
Similar to S5.	S7
	S8
New condition. Not properly shimmed (1/4" gap at deck).	S9
	S10
	S11



Additional Notes:

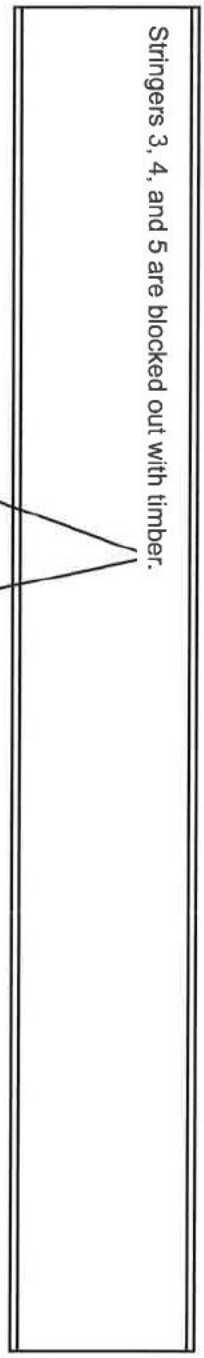
SYM.	BY	DATE	COLOR	SYM.	BY	DATE	COLOR
	[redacted]	11/10/2015 1/11/2017					

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 2 BAY NO. 4 FLOORBEAM NO. 4

STRINGERS

At FB3, 2" L x 1" W x 1/8" loss to B/F at connection. Web top 1-inch arrested section loss full-length up to 1/16-inch deep. Web bott. arrested section loss (2" H x 2' L) w/ 2-inch diameter hole painted w/ no active corrosion w/ adjacent B/F KE 2-feet L. KE T/F full-length located 2-feet from FB3 and 2" L x 1/2" section loss w/ KE in BF width at mid-bay.	S1
	S2
	S3
Hole in BF/Web fillet area at FB4 from stringer end to 1/4" past FB top flange	S4
	S5
New condition.	S6
	S7
	S8
	S9
	S10
1 1/2" L x 1/2" H flame cut hole, 1' from FB3.	S11



Additional Notes:

SYM.	BY	DATE	COLOR	SYM.	BY	DATE	COLOR
	[redacted]	11/10/2015 1/11/2017 5/17/2017					

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 2 BAY NO. 5 FLOORBEAM NO. 5

STRINGERS

	S1
Similar to S6.	S2
BF: (3-5/8"W) Toe = 0.14" and 0.20" Rem Heel = 0.29" and 0.38" Rem	S3
1/2" Dia drilled hole in BF/Web fillet area at FB4. Similar to S6.	S4
Similar to S6.	S5
BF: (3-7/8"W) Toe = 0.20" and 0.24" Rem Heel = 0.41" and 0.43" Rem	S6
New condition.	S7
New condition.	S8
Similar to S6.	S9
New condition.	S10
New condition.	S11

Timber cribbing

Additional Notes:

Laminar corrosion and 1/16" D loss to B/F typical.

SYM. BY	DATE	COLOR	SYM. BY	DATE	COLOR
[redacted]	11/10/2015 1/11/2017				

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 2 BAY NO. 6 FLOORBEAM NO. 6

STRINGERS

New condition.	S1
Similar to S5.	S2
Web bowed 3/8" @ FB5 Similar to S5.	S3
New condition.	S4
T/F KE with up to 1/4" W loss on both sides at FB5. BF: (4"W) Toe = 0.08" and 0.11" Rem Heel = 0.29" and 0.31" Rem	S5
Similar to S5.	S6
	S7
New condition.	S8
Similar to S5 at FB 6. Est. 1/16" rem web 2" H x 12" L	S9
	S10
	S11

6' L x 1/4" remaining section loss at toe in the B/F at mid-span on far side.

Additional Notes:

Except new condition stringers, T/F typically exhibits laminar corrosion with up to 1/8" W loss in random locations on both sides.

SYM.	BY	DATE	COLOR	SYM.	BY	DATE	COLOR
	[redacted]	11/10/2015 1/11/2017 5/17/2017					

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 2 BAY NO. 7 FLOORBEAM NO. 7

STRINGERS

4"L x 1-1/2"H x 1/4" SL to bottom of webs @ FB6	S1
Similar to S4.	S2
New condition.	S3
BF: Toe = 0.13" and 0.10" Rem Heel = 0.30" and 0.32" Rem Width 3-3/4" Str sweep to the Lt FL up to 3/8" measured at top.	S4
Not shimmed properly, Deck 1/2" to 5/8" above top flange @ FB7. New condition.	S5
New condition.	S6
New condition.	S7
New condition.	S8
Similar to S4.	S9
	S10
New condition.	S11

1" W x 1/4" D pitting in T/F adjacent to S6.

Additional Notes:

SYM.	BY	DATE	COLOR	SYM.	BY	DATE	COLOR
	[redacted]	11/10/2015 1/11/2017 5/17/2017					

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 2 BAY NO. 8 FLOORBEAM NO. 8

STRINGERS

T/F typically exhibit severe laminar corrosion throughout. B/F typically exhibits significant laminar corrosion and section loss up to 1/16" D with random areas of 1/8" D loss.	S1
Similar to S6.	S2
Similar to S6.	S3
New condition.	S4
New condition.	S5
BF: (4"W) Toe = 0.21" and 0.17" Rem Heel = 0.39" and 0.41" Rem	S6
Similar to S6.	S7
New condition.	S8
Similar to S6.	S9
New condition.	S10
8"L x 2"H x 1/4" SL to bottom of web @ FB8.	S11

Additional Notes:

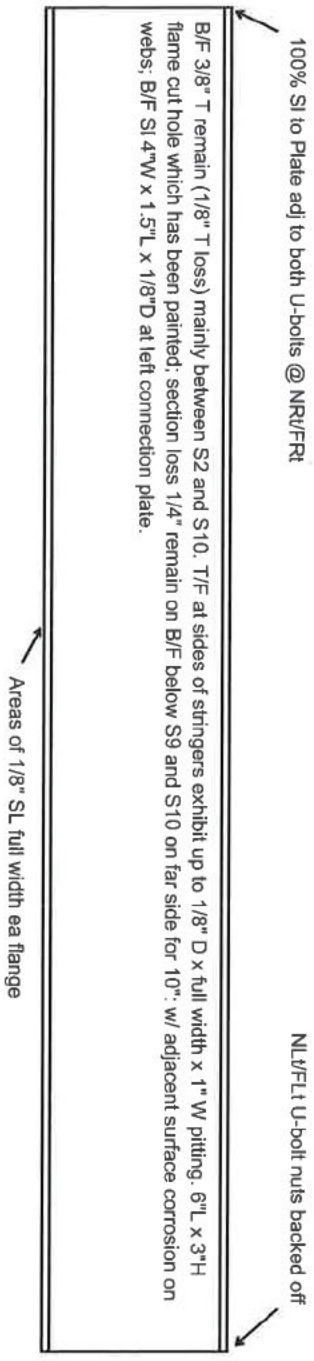
SYM.	BY	DATE	COLOR	SYM.	BY	DATE	COLOR
	[redacted]	11/10/2015 1/11/2017					

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 2 BAY NO. 9 FLOORBEAM NO. 9

STRINGERS

New condition.	S1
New condition.	S2
BF: (3"W) 0.07" Toe Rem 0.30" Heel Rem (est.) over LLB at Mid	S3
BF: (4"W) Toe = 0.17" and 0.21" Rem Heel = 0.34" and 0.41" Rem	S4
New condition.	S5
New condition.	S6
Similar to S4.	S7
New condition.	S8
New condition.	S9
	S10
Rt BF toe knife edged and 100% SL to web (4.5"L x 2"H)	S11



Additional Notes:

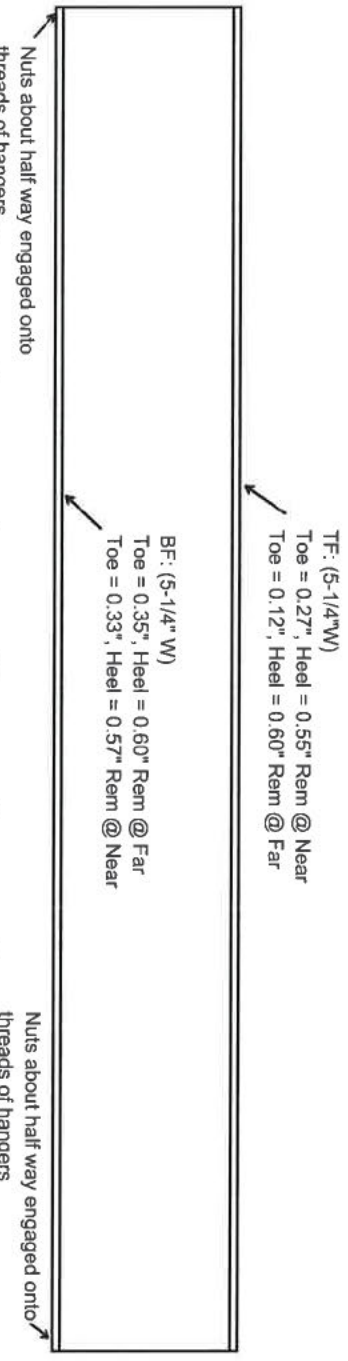
SYM.	BY	DATE	COLOR	SYM.	BY	DATE	COLOR
	[redacted]	11/10/2015 1/11/2017 5/17/2017			[redacted]	10/7/2024	Red

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 2 BAY NO. 10 FLOORBEAM NO. 10

STRINGERS

S1	B/F 3/16" T remain throughout. T/F laminar corrosion and 1/4" T remain to KE throughout. Similar to S4.
S2	B/F 3/16" T remain throughout. T/F laminar corrosion and 1/4" T remain to KE throughout. Similar to S4.
S3	B/F 3/16" T remain throughout. T/F laminar corrosion and 1/4" T remain to KE throughout. Similar to S4.
S4	BF: (3-3/4"W) Toe = 0.07" Rem Heel = 0.28" Rem
S5	New condition.
S6	B/F 3/16" T remain throughout. T/F laminar corrosion and 1/4" T remain to KE throughout. Similar to S4.
S7	New condition.
S8	
S9	Similar to S4.
S10	
S11	



Additional Notes:

SYM.	BY	DATE	COLOR	SYM.	BY	DATE	COLOR
	[redacted]	11/10/2015 1/11/2017					

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 2 BAY NO. 11 FLOORBEAM NO. 11

STRINGERS

New condition.	S1
New condition.	S2
Severe laminar corrosion to B/F and T/F, T/F down to KE typical with up to 1/4" W loss to width of flange on both sides. 1/2" W loss to T/F width mid-bay. 2"L x 1"W W area of 100% sect. loss to T/F, 3.5' from FB11 BF: (3.5"W) Toe = 0.02" and 0.06", Heel = 0.36" and 0.38" Rem	S3
Severe laminar corrosion to B/F and T/F, T/F down to KE typical with up to 1/4" W loss to width of flange on both sides. Similar to S3.	S4
Severe laminar corrosion to B/F and T/F, T/F down to KE typical with up to 1/4" W loss to width of flange on both sides. K/E with 1" L x 1/2" W area of 100% section loss, 3'-6" from FB11 Similar to S3.	S5
Severe laminar corrosion to B/F and T/F, T/F down to KE typical with up to 1/4" W loss to width of flange on both sides. Similar to S3.	S6
Similar to S3.	S7
New condition.	S8
6"L x 1"W SL to T/F, 4' from FB11 BF: (3" W) TF similar Toe = 0.03" and 0.07" Rem Heel = 0.29" and 0.30" Rem FL TF: Lt leg 50% est net SL Rt leg 90% est net SL	S9
	S10
	S11

(6 x 4 x 5/8") Angles (Replaced) added as retrofit to TF on both near and far faces.

1/8-inch section loss in T/F below S1, S6 and S7. Near web has 12-inch wide x full-height areas of surface corrosion and pitting up to 1/16-inch deep. Bird nest on T/F at right. Old plate weld at center with weld porosity at near. 3" L x 1/2" W area of 100% section loss in T/F at both L & R truss connection plates. Far web laminar corrosion and bottom flange surface corrosion.

BF: Toe = 0.39", Heel = 0.53" Rem @ Near
Toe = 0.43", Heel = 0.64" Rem @ Far

100% Sl to plate N and F (2) of (4) (NRt/FRt)

Additional Notes:

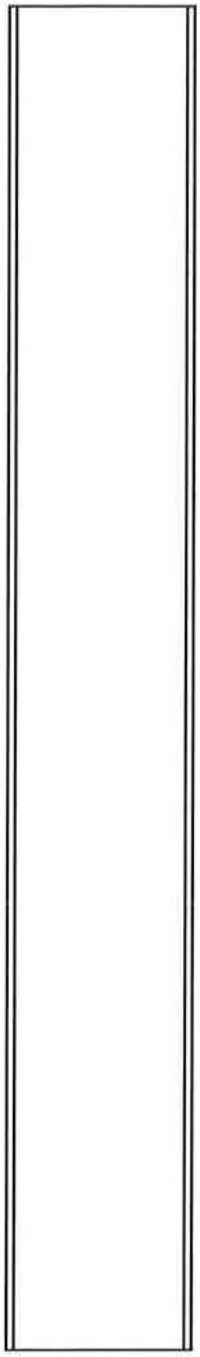
SYM.	BY	DATE	COLOR	SYM.	BY	DATE	COLOR
	[redacted]	11/10/2015 5/17/2017					

FLOORBEAM AND STRINGER DETAILED NOTES SHEETS
BMS NO. 63-1002-0230-0739

SPAN NO. 2 BAY NO. 12 FLOORBEAM NO. X

STRINGERS

New condition.	S1
New condition.	S2
New condition.	S3
New condition.	S4
New condition.	S5
New condition.	S6
New condition.	S7
New condition.	S8
New condition.	S9
New condition.	S10
New condition.	S11



Additional Notes:

All new stringers with minor surface rust at edges in random locations with rust staining.

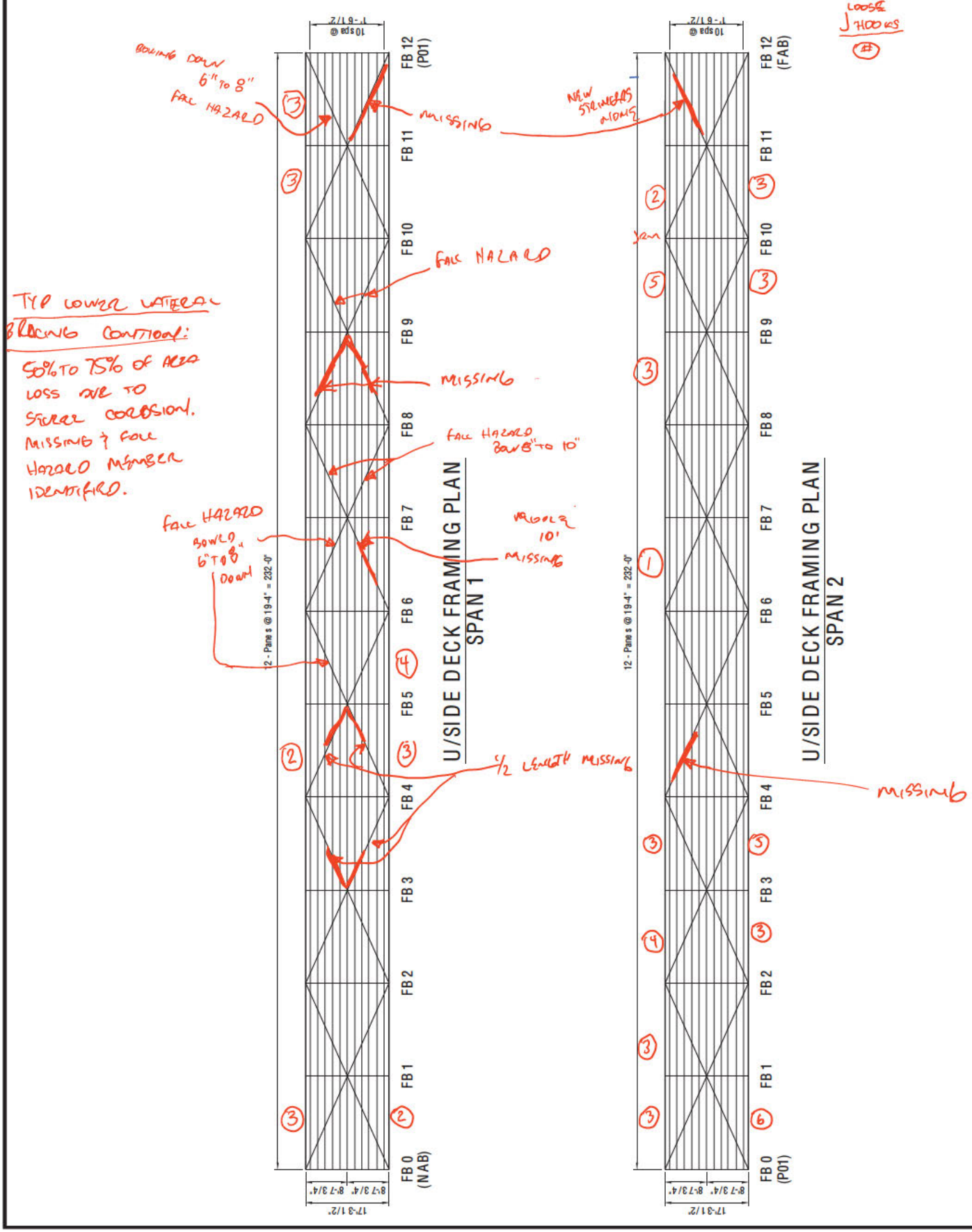
SYM. BY	DATE	COLOR	SYM. BY	DATE	COLOR
[redacted]	11/10/2015 1/11/2017				

AECOM

Subject
SR 1002
over
Delaware River

Sheet No. 1 of 1
Job No. 60641778
[redacted] Date: 10/7,8,9/2024
By: Date:

BMS No. 63 1002 0230 0739 BR Key: 35588 District: 4-0



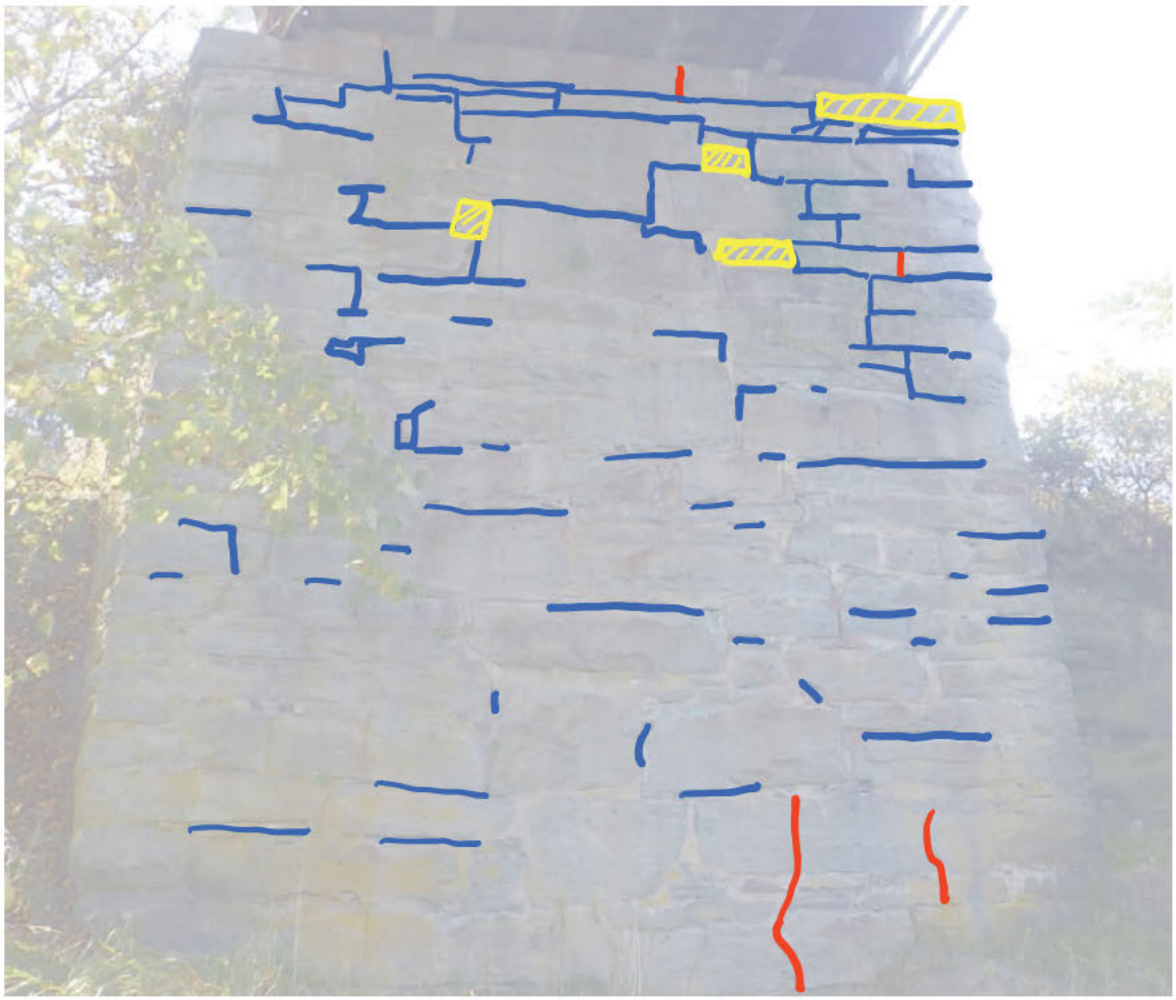
AECOM

Subject
S.R. 1002
over
THE DELAWARE RIVER

Sheet No. 1 of 4
Job No. 60641778
[redacted] Date: 10/11/2024
By: Date:

BMS No. 63 1002 0230 0739 BR Key: 35588 District: 4-0

NEAR ABUTMENT:



— MISSING MORTAR & VOIDS
— CRACKED STONES
— MISSING/DISPLACED STONES

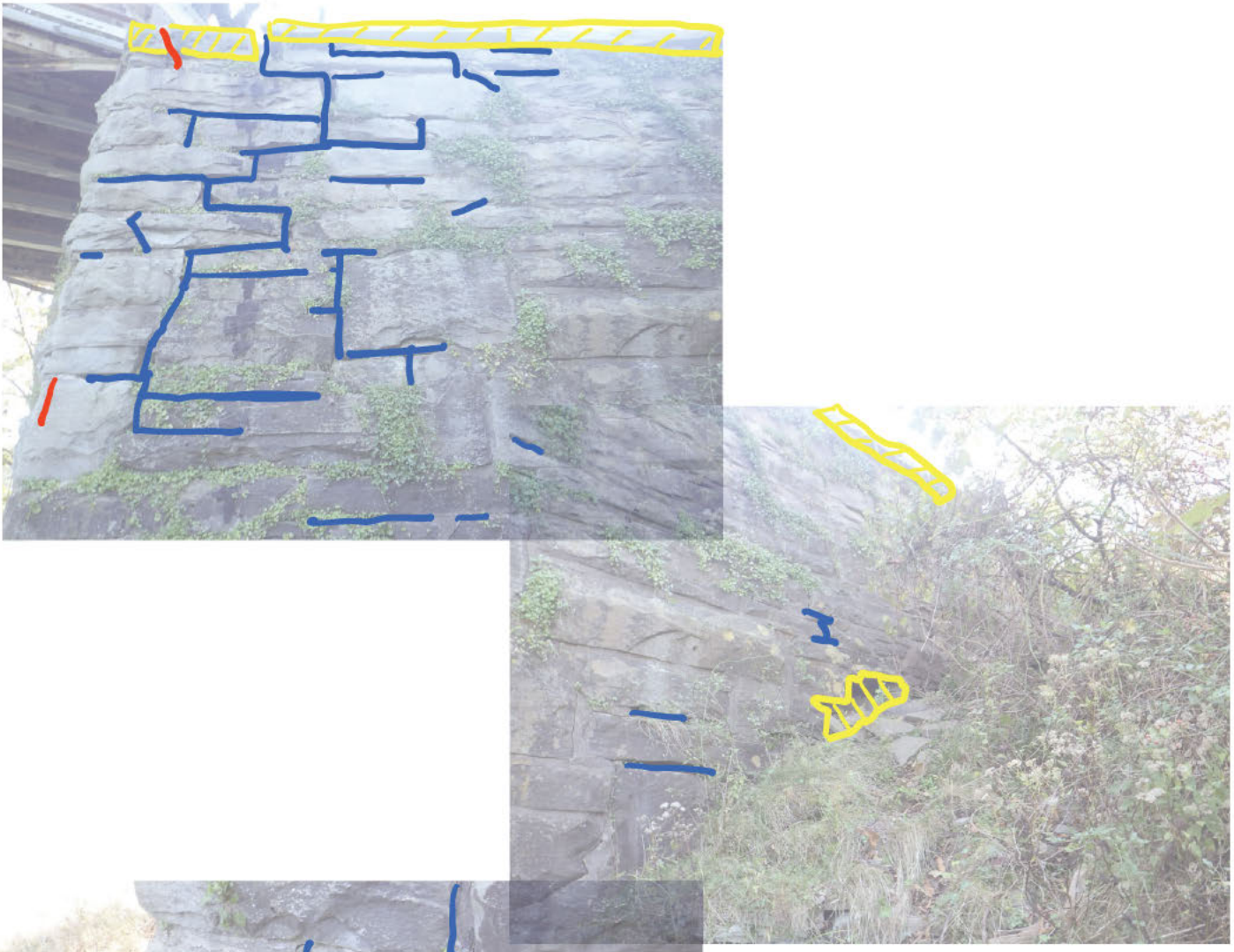
AECOM

Subject
S.R. 1002
over
THE DELAWARE RIVER

Sheet No. 2 of 4
Job No. 60641778
[redacted] Date: 10/11/2024
By: Date:

BMS No. 63 1002 0230 0739 BR Key: 35588 District: 4-0

NEAR LEFT WING WALL:



SEE ADDITIONAL MONITOR POINT SHEETS

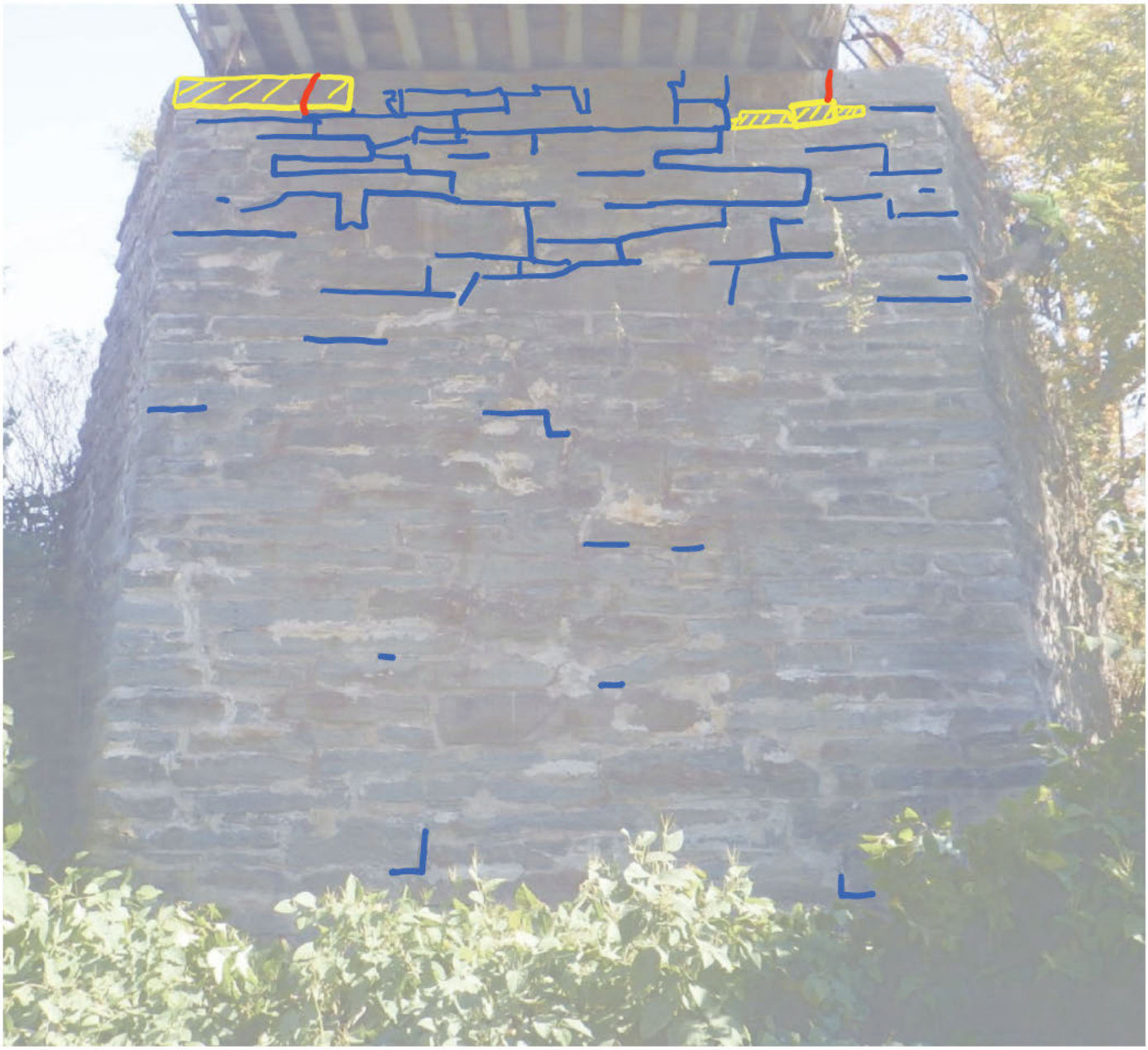
AECOM

Subject
S.R. 1002
over
THE DELAWARE RIVER

Sheet No. 3 of 4
Job No. 60641778
[redacted] Date: 10/11/2024
By: Date:

BMS No. 63 1002 0230 0739 BR Key: 35588 District: 4-0

FAL ABUTMENT:



— MISSING MORTAR & VOIDS

— CRACKED STONES

— MISSING/DISPLACED STONES

AECOM

Subject
S.R. 1002
over
THE DELAWARE RIVER

Sheet No. 4 of 4
Job No. 60641778
[redacted]
Date: 10/11/2024
By: Date:

BMS No. 63 1002 0230 0739 BR Key: 35588 District: 4-0

FAR LEFT WING WALL:

— MISSING MORTAR & VOIDS
— CRACKED STONES
— MISSING/DISPLACED STONES

SEE ADDITIONAL MONITOR POINT SHEETS

AECOM

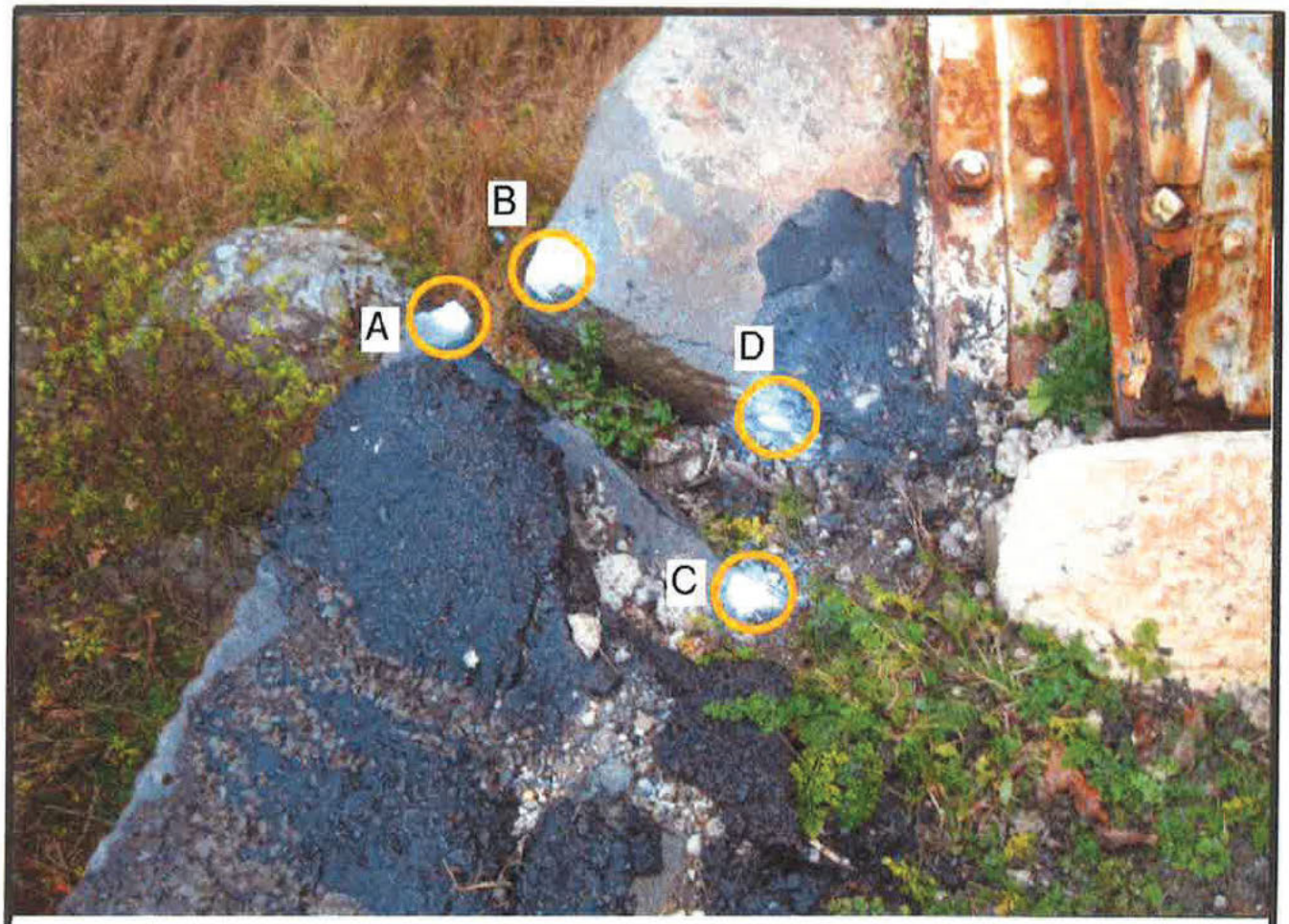
Subject
SR 1002
over
Delaware River

Sheet No. _____ of _____
Job No. 60641778
[redacted] Date: 10/11/2024
By: _____ Date: _____

BMS No. 63 1002 0230 0739 BR Key: 35588 District: 4-0

FAR ABUT: LFT TRUSS BEARING (LOOKING BACK)

DATE	INSP	A	B	C
10/11/2024	[redacted]	3/4"	5"	2 1/2"



MONITORING POINTS

@ NEAR LEFT WINGWALL

PA D.O.T. ENGINEERING DISTRICT 4-0 BRIDGE INSPECTION SKETCH		
SRID 63 1002 0230 0739 2-SPAN STEEL THRU TRUSS WAYNE COUNTY DAMASCUS TOWNSHIP		
INSPECTED BY	DATE	SHEET NO.
[redacted]	NOV. 6, 2014	1 OF 2

MONITORING POINTS

(NEAR LEFT WINGWALL)

DATE	INSPECTED BY	A to B	C to D				
11/6/14	[redacted]	3 1/2"	7"				
5/12/15		N/C	N/C				
11/11/15		N/C	N/C				
1/11/17		N/C	N/C				
5/17/17		N/C	N/C				
11/28/17		N/C	N/C				
5/7/18		N/C	N/C				
11/28/18		N/C	N/C				
5/8/19	[redacted]	N/C	N/C				
11/25/19		N/C	N/C				
11/12/20		N/C	N/C				
4/14/22		*	*				
12/13/22		*	*				
4/4/23	[redacted]	*	*				
4/3/24		*	*				
10/11/24		*	*				

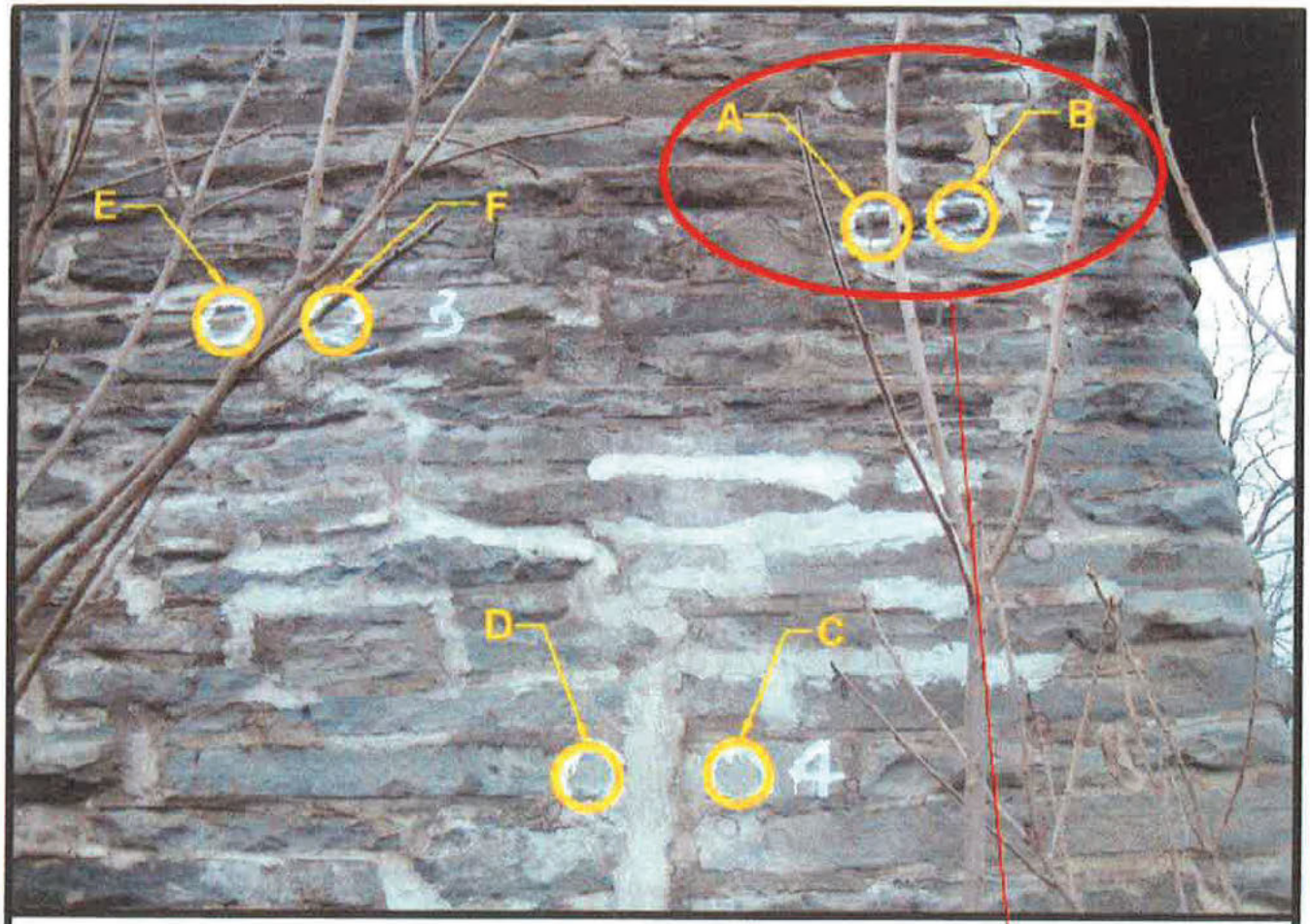
NOTES

* = Not Evaluated

PA D.O.T. ENGINEERING DISTRICT 4-0
BRIDGE INSPECTION SKETCH

SRID 63 1002 0230 0739
2-SPAN STEEL THRU TRUSS
WAYNE COUNTY
DAMASCUS TOWNSHIP

INSPECTED BY	DATE	SHEET NO.
[redacted]	NOV. 6, 2014	2 OF 2

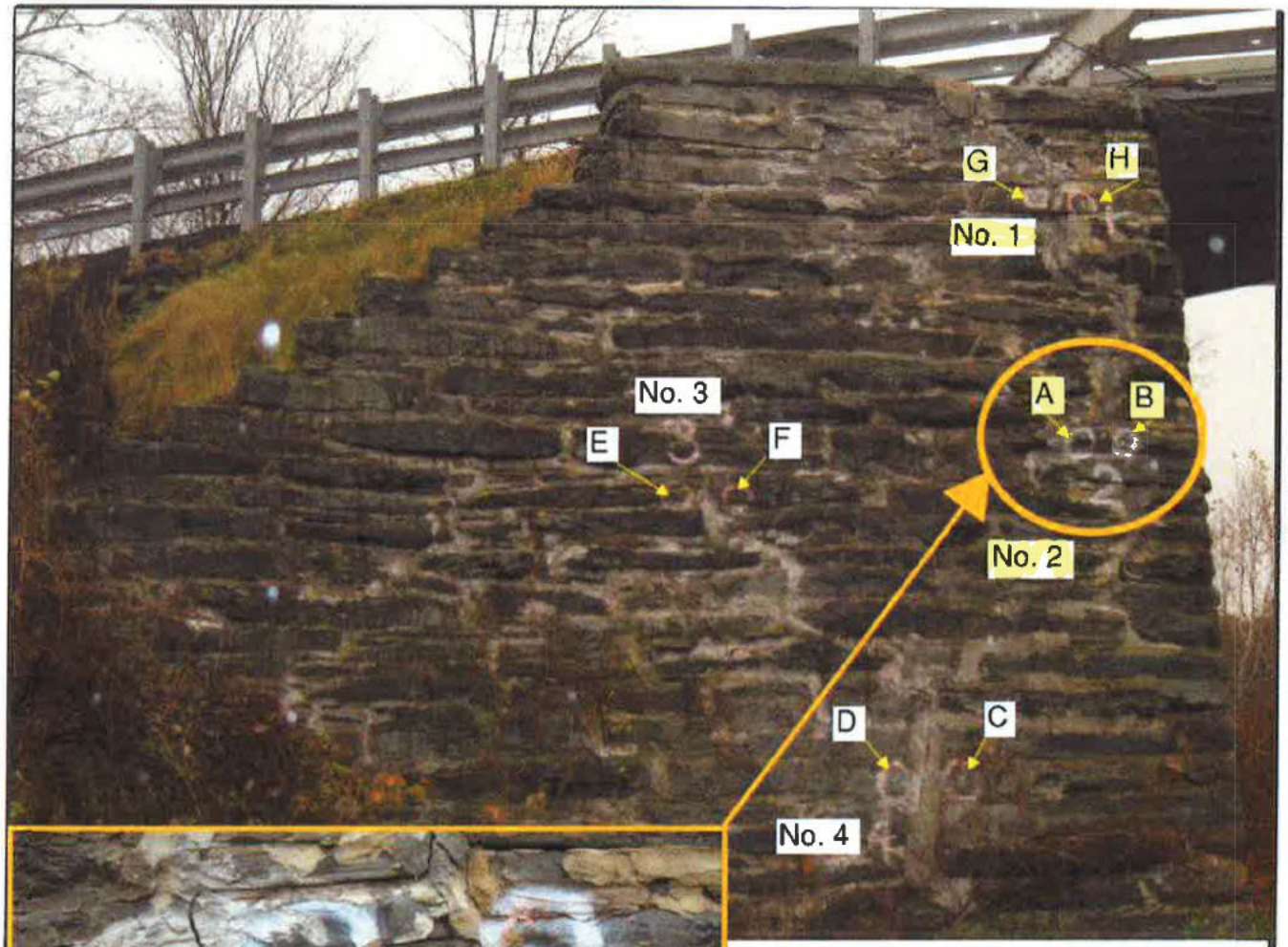


MONITORING POINTS

@ FAR LEFT WING WALL

11/6/2014 : Previous Location 2 monitoring points no longer visible due to mortar repairs. See new monitoring points on Sheet 2 of 4.

PA D.O.T. ENGINEERING DISTRICT 4-0 BRIDGE INSPECTION SKETCH		
SRID 63 1002 0230 0739 2-SPAN STEEL THRU TRUSS WAYNE COUNTY DAMASCUS TOWNSHIP		
INSPECTED BY	DATE	SHEET NO.
[redacted]	APRIL 29, 2003	1 OF 4



MONITORING POINTS
@ FAR LEFT WINGWALL

11/6/2014 - New Location 2 monitoring points.

PA D.O.T. ENGINEERING DISTRICT 4-0
BRIDGE INSPECTION SKETCH

SRID 63 1002 0230 0739
2-SPAN STEEL THRU TRUSS
WAYNE COUNTY
DAMASCUS TOWNSHIP

INSPECTED BY	DATE	SHEET NO.
[redacted]	NOV. 6, 2014	2 OF 4

MONITORING POINTS

(TOP FAR LEFT WING)

DATE	INSPECTED BY	NO. 1	NO. 2	NO. 3	NO. 4		
4/12/02	[redacted]	12"	11 5/16"	14 5/8"	16 5/8"		
10/29/02		12"	11 5/16"	14 5/8"	16 5/8"		
DATE		NO. 1	A to B	E to F	C to D		
4/29/03		12"	11 5/16"	14 5/8"	16 5/8"		
9/30/03		12"	11 5/16"	14 5/8"	16 5/8"		
2/3/04		COULD NOT VERIFY	COULD NOT VERIFY	COULD NOT VERIFY	COULD NOT VERIFY		
4/29/04		12"	11 5/16"	14 5/8"	16 5/8"		
7/30/04		12"	11 5/16"	14 5/8"	16 5/8"		
11/1/04		12"	11 5/16"	14 5/8"	16 5/8"		
2/28/05		COULD NOT ACCESS	COULD NOT ACCESS	COULD NOT ACCESS	COULD NOT ACCESS		
8/31/05		12"	11 5/16"	14 5/8"	16 5/8"		
2-27-06	[redacted]	Could Not Access	Could Not Access	Could Not Access	N/C		
8-25-06		"	"	"	"		
2-28-07		"	"	"	N/C		
9-19-07		"	11 5/8"	N/C	N/C		
3-31-08		Could Not Verify	Could Not Verify	Could Not Verify	N/C		
9-2-08		Could Not Verify	Could Not Verify	Could Not Verify	N/C		
3-13-09		12 3/4"	11 5/8"	N/C	N/C		
5-4-09		12 3/4"	11 5/8"	14 5/8"	16 3/4"		
9-25-09	[redacted]	"	12"	14 5/8"	16 3/4"		
3-23-10		12 3/4"	12"	14 5/8"	16 3/4"		
8-31-10		N/C	N/C	N/C	N/C		

PA D.O.T. ENGINEERING DISTRICT 4-0
BRIDGE INSPECTION SKETCH
SRID 63 1002 0230 0739
2 SPAN STEEL THRU TRUSS
WAYNE COUNTY
DAMASCUS TOWNSHIP

INSPECTED BY	DATE	SHEET NO.
[redacted]	APRIL 29, 2003	3 OF 4

MONITORING POINTS

(TOP FAR LEFT WING)

DATE	INSPECTED BY	NO. 1	NO. 2	NO. 3	NO. 4	No. 2'	
5/23/14	[redacted]	NC	NC	NC	NC		
10/17/12		13"	13 1/4"	N/C	N/C		
11/22/13		N/C	N/C	N/C	N/C		
11/5/14		13 1/4"	*13"	N/C	N/C		
5/12/15		13 1/2"	* 12 3/4"	N/C	N/C		
11/11/15		N/C	N/C	N/C	N/C		
1/11/17		N/C	N/C	N/C	N/C		
5/17/17		N/C	13"	N/C	N/C		
11/28/17		13 3/4"	13 1/8"	N/C	N/C		
5/7/18		N/C	12" **	N/C	N/C		
11/28/18		13 7/8"	12"	N/C	N/C	A'-B (EST. 5/19)	
5/8/19		N/C	N/C	N/C	16 7/8"	32 1/8"	
11/25/19		14 1/8"	N/C	N/C	N/C	32 1/4"	
11/12/20	[redacted]	N/C	N/C	—	—	N/C	
4/14/22		N/C	12 1/8"	—	—	32 3/8"	
12/13/22		14 3/8"	12 3/8"	—	—	N/C	
4/4/23		14 3/8" - N/C	12 3/8" - N/C	14 3/4"	16 7/8" - N/C	32 3/8" - N/C	
4/5/24		N/C	N/C	N/C	N/C	N/C	
10/11/24		14 3/8"	12 3/8"	14 3/4"	16 7/8"	32 3/8"	

NOTES

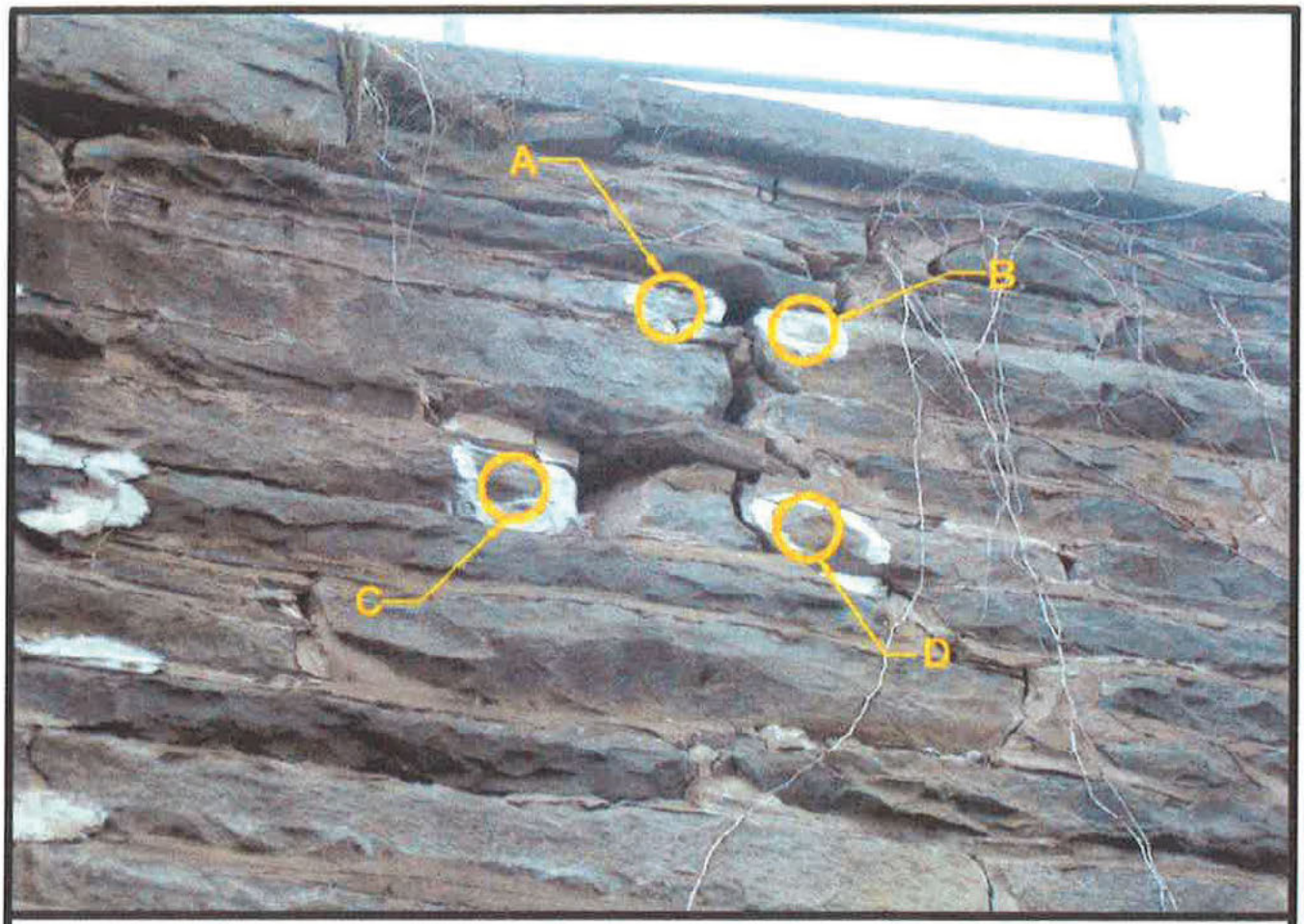
* Previous Location 2 monitoring points no longer visible due to mortar repairs. See new monitoring points on sheet 2 of 4.

** Difficulty finding previous monitoring points. New points established. Review of photos shows no significant changes.

PA D.O.T. ENGINEERING DISTRICT 4-0
BRIDGE INSPECTION SKETCH

SRID 63 1002 0230 0739
2-SPAN STEEL THRU TRUSS
WAYNE COUNTY
DAMASCUS TOWNSHIP

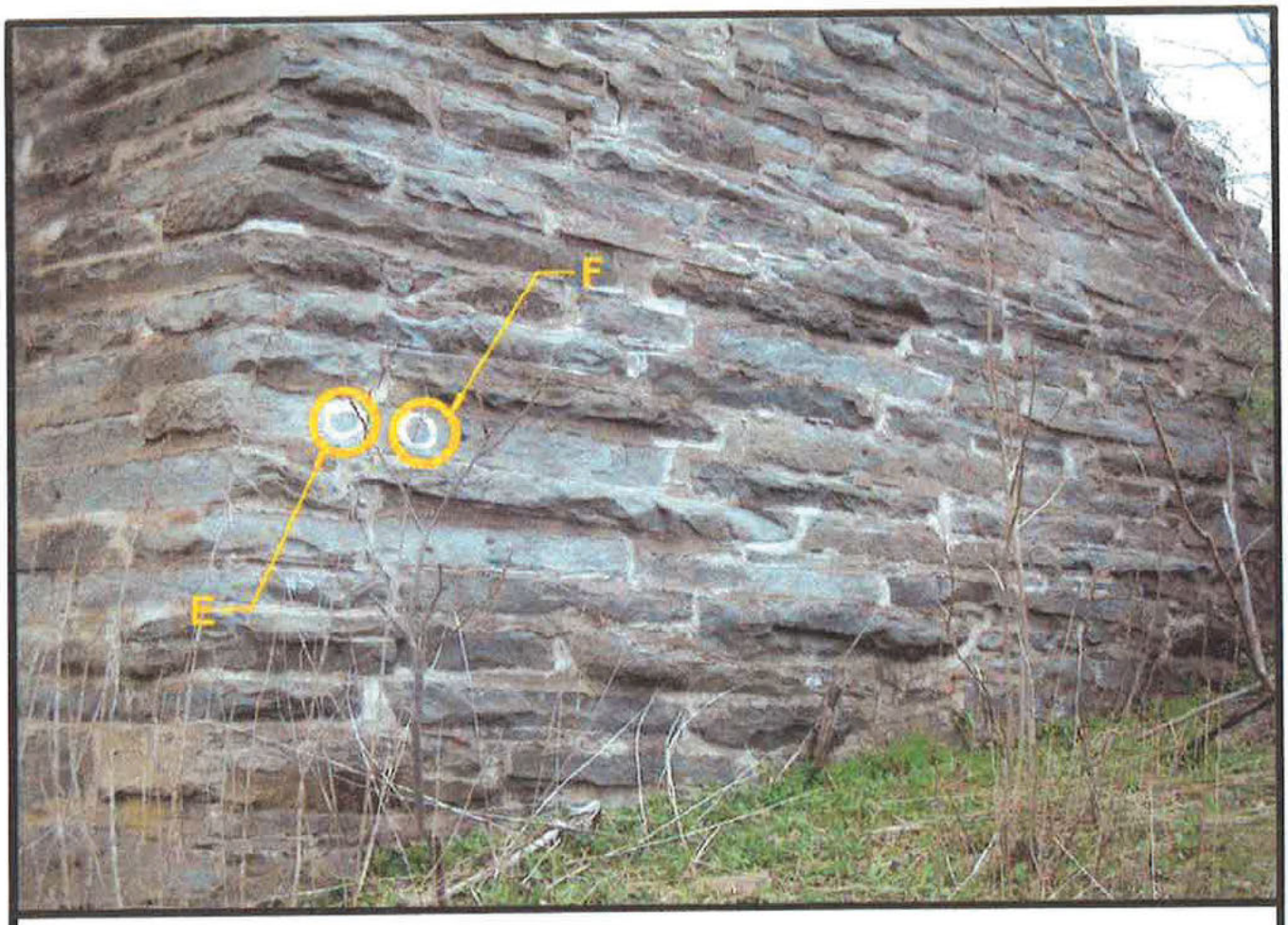
INSPECTED BY	DATE	SHEET NO.
[redacted]	APRIL 29, 2003	4 OF 4



MONITORING POINTS

@ FAR RIGHT WING WALL

PA D.O.T. ENGINEERING DISTRICT 4-0 BRIDGE INSPECTION SKETCH		
SRID 63 1002 0230 0739 2-SPAN STEEL THRU TRUSS WAYNE COUNTY DAMASCUS TOWNSHIP		
INSPECTED BY	DATE	SHEET NO.
[redacted]	APRIL 29, 2003	1 OF 4



MONITORING POINTS

@ FAR RIGHT WING WALL

PA D.O.T. ENGINEERING DISTRICT 4-0 BRIDGE INSPECTION SKETCH		
SRID 63 1002 0230 0739 2-SPAN STEEL THRU TRUSS WAYNE COUNTY DAMASCUS TOWNSHIP		
INSPECTED BY	DATE	SHEET NO.
[redacted]	APRIL 29, 2003	2 OF 4

MONITORING POINTS

(FAR RIGHT WING)

DATE	INSPECTED BY	A to B	C to D	E to F
4/12/02	[redacted]	9 15/16"	21 1/2"	
10/29/02		9 15/16"	21"	
4/29/03		10"	21 1/2"	12"
9/30/03		10"	21 1/2"	12"
2/3/04		COULD NOT VERIFY	COULD NOT VERIFY	COULD NOT VERIFY
4/29/04		10"	21 5/8"	12"
7/30/04		10"	21 5/8"	12"
11/1/04		10"	21 5/8"	12"
2/28/05		COULD NOT ACCESS	COULD NOT ACCESS	COULD NOT ACCESS
8/31/05		10"	21 5/8"	12"
2-27-06		Could Not Access	Could Not Access	N/C
8.25.06	"	"	"	"
2-28-07	[redacted]	"	"	N/C
9-19-07		N/C	21 3/4"	N/C
3-31-08		Could Not Verify	Could Not Verify	N/C
9-2-08		Could Not Verify	Could Not Verify	N/C
3-13-09		10 1/2"	22"	~~N/C~~ 12 1/4"
5-4-09		10 1/2"	22 1/8"	12 1/4"
5-29-09		10 1/2"	22 1/8"	12 1/4"

NOTES

3-23-10	[redacted]	10 1/2"	22 1/8" 12 1/4"
8-31-11		N/C	N/C N/C
10/17/12		10 3/4"	22 3/8" N/C
11/22/13		N/C	N/C N/C

PA D.O.T. ENGINEERING DISTRICT 4-0

BRIDGE INSPECTION SKETCH

SRID 63 1002 0230 0739

2 - SPAN STEEL THRU TRUSS

WAYNE COUNTY

DAMASCUS TOWNSHIP

INSPECTED BY	DATE	SHEET NO.
[redacted]	APRIL 29, 2003	3 OF 4

MONITORING POINTS
(FAR RIGHT WINGWALL)

DATE	INSPECTED BY	A to B	C to D	E to F			
5/23/14	[redacted]	NC	NC	NC = 12 ¼"			
11/5/14		NC	NC	NC			
5/12/15		N/C	N/C	N/C			
11/11/15		N/C	N/C	N/C			
1/11/17		N/C	N/C	N/C			
5/17/17		11 1/2"	23"	N/C			
11/28/17		11 3/4"	23 3/8"	N/C			
5/7/18		11 7/8"	23 1/2"	N/C			
11/28/18		12"	23 3/4"	N/C			
5/8/19		12 ⅛"	N/C	N/C			
11/25/19		12 1/4"	23 13/16"	N/C			
11/12/20		12 5/8"	23 15/16"	N/C			
4/14/22		*	*	*			
12/13/22		13 1/8"	24 3/8"	N/C			
4/4/23	[redacted]	13 ⅛" - N/C	24 3/8" - N/C	12 ¼" - N/C			
4/5/24		N/C	24 ½"	12 3/16"			
10/11/24		N/C	N/C	N/C			

NOTES

*Not Evaluated

PA D.O.T. ENGINEERING DISTRICT 4-0
BRIDGE INSPECTION SKETCH
SRID 63 1002 0230 0739
2-SPAN STEEL THRU TRUSS
WAYNE COUNTY
DAMASCUS TOWNSHIP

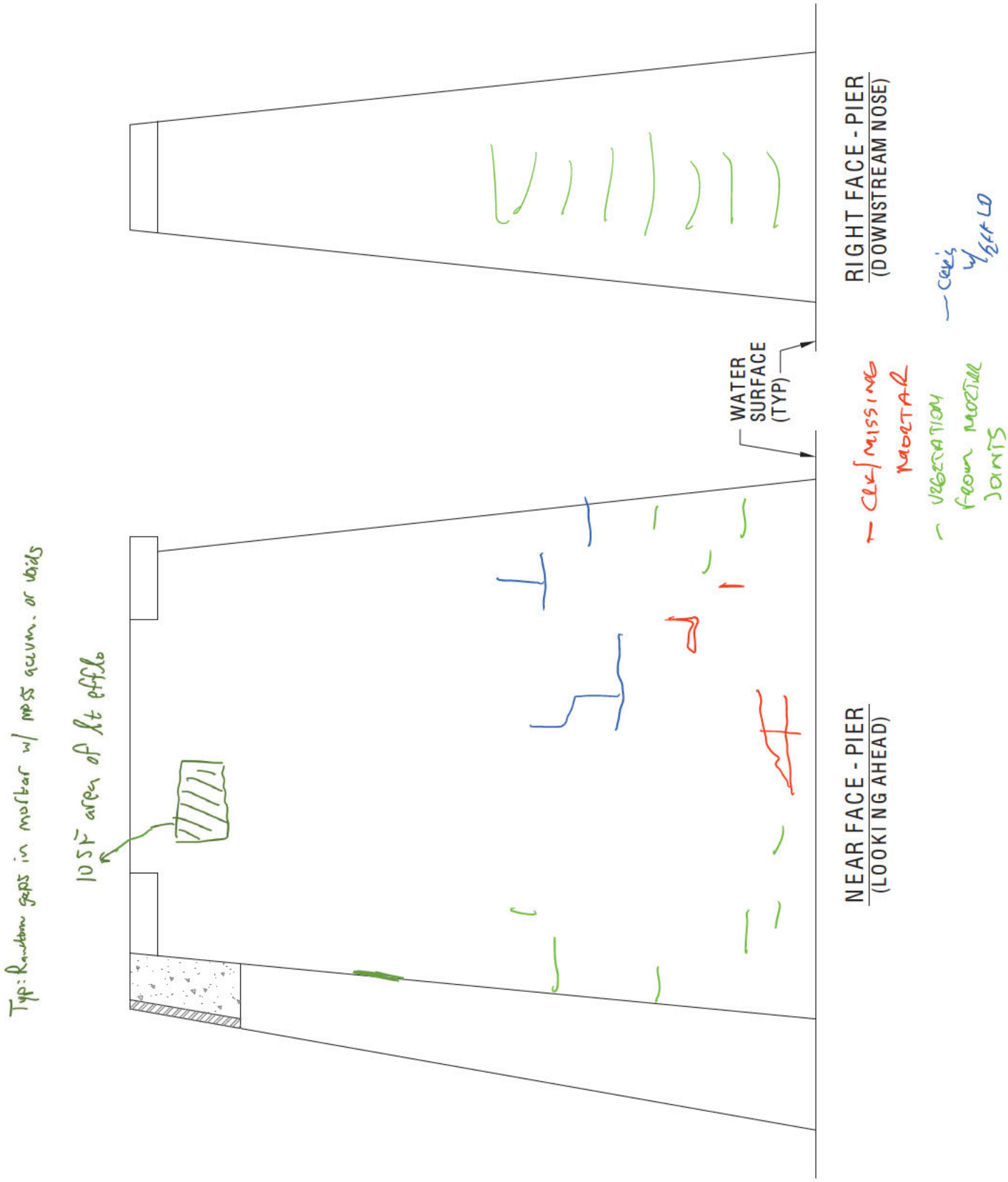
INSPECTED BY	DATE	SHEET NO
[redacted]	APRIL 29, 2003	4 OF 4

AECOM

Subject
SR 1002
over
Delaware River

Sheet No. 1 of 2
Job No. 60641778
[redacted]
Date: 10/10/11/2024
By: Date:

BMS No. 63 1002 0230 0739 BR Key: 35588 District: 4-0

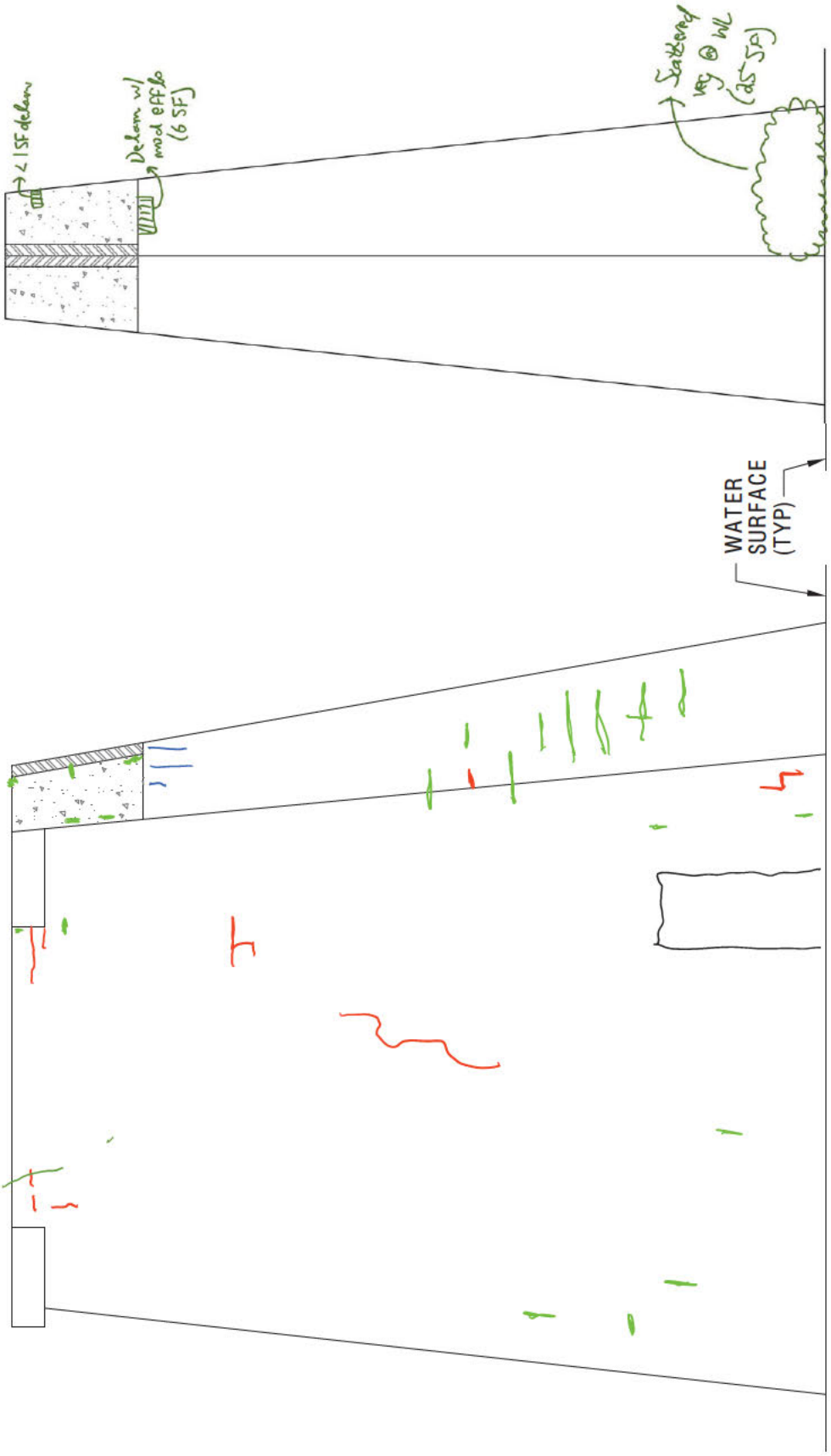


AECOM

Subject
SR 1002
over
Delaware River

Sheet No. 2 of 2
Job No. 60641778
[redacted] Date: 10/10/11/2024
By: Date:

BMS No. 63 1002 0230 0739 BR Kev: 35588 District: 4-0



APPENDIX C

PRIORITY MAINTENANCE NOTIFICATION

From: [redacted]
Sent: Monday, October 14, 2024 12:44 PM
To: [redacted]
Cc:
Subject: FW: BMS 63 1002 0230 0739 (BRKEY 35588) - Skinners Falls SR1002 over Delaware River
Attachments: Skinner Priority Photos - 10.14.2024.pdf; Lateral Bracing & J Hooks.pdf

Subject Bridge: BMS 63 1002 0230 0739 (BRKEY 35588) - Skinners Falls SR1002 over Delaware River

[redacted]

Our recent inspection of the subject bridge identified the changes in the condition ratings and priority maintenance recommendations as detailed below and in the attachments. Although the bridge is closed to traffic, it is still recommended that action be taken to address the priority maintenance items identified for both the superstructure and substructure due to significant concerns regarding the safety to the public below the bridge. Let me know if you have any questions or require additional information.

[redacted]

[redacted]

[redacted]

AECOM
625 West Ridge Pike, Suite E-100
Conshohocken, Pennsylvania 19428
aecom.com

Delivering a better world
LinkedIn | Twitter | Facebook | Instagram

From: [redacted]
Sent: Monday, October 14, 2024 12:25 PM
To: [redacted]
Subject: BMS 63 1002 0230 0739 (BRKEY 35588) - Skinners Falls SR1002 over Delaware River

BMS 63 1002 0230 0739
BRKEY 35588
Skinners Falls-Milanville Bridge
SR1002 over Delaware River

[redacted]

Based on the findings of the 10/7 thru 10/11/2024 inspection the following condition rating were changed:
Superstructure Condition Rating was lowered from "4-poor" to "2-critical". Due to severe corrosion to the bottom chord eye bars at the bearing locations, missing/crack pin retaining nuts, severe corrosion to the original stringers, severe corrosion/detached lower lateral bracing members, and severe misalignment with loss of bearing/frozen condition at the Abutment bearings.
Substructure Condition Rating was lowered from "2-critical" to "0-Failed" ("0-Failed" may be mitigated to "1-Imminent Failure" based on bridge being closed to all traffic). Due to significant deterioration to the Near and Far Abutment stone masonry abutments. The deterioration has caused a shift of the superstructure at the Far Abutment. There are wide cracks along the abutment wingwall interface. Several areas at both abutments have large areas of loose/missing stones and adjacent deep voids in the mortar joints.

We also identified the following priority maintenance recommendations.

Priority 1:

61 – B744501 – Replace Steel Bearings
The Near Abutment Bearings are over expanded with the sole plate walking off the nested rollers (up to 3"). The Far Abutment bearings are shifted to the left with the sole plate overhanging the nested rollers (up to 3.5").

IM03 – ACTION - Flexible- 61 – B744501 – Replace Steel Bearings
IM04 – EST.QTY. – 4 EA
IM05 – PRIORITY – 1
IM07 – STATUS – D– Deferred Work
IM09 – LOCATION – NAB & FAB
IM15 – Notes: #1 N/A
#2 Critical Deficiency Letter sent (10/18/12 [redacted])
#3 Critical Deficiency Letter sent (11/25/13 [redacted])
#4 Critical Deficiency Letter sent (5/23/14 [redacted])
#5 Per discussion with PennDOT on 10/22/12, bridge is on the TIP and is to be rehabilitated in 2017. Deficiency will continue to be monitored on a 6 month basis until that time, to assure that the condition doesn't deteriorate into a PR0 maintenance item.
#6 Critical Deficiency Letters sent (11/5/14 and 11/7/14 [redacted])
#7 Critical Deficiency Letter sent (5/12/15 [redacted])
#8 Critical Deficiency Letter sent (11/12/15 [redacted])
#9 Critical Deficiency Letter (2/27/17 [redacted])
#10 Critical Deficiency Letter (5/17/17 [redacted])
#11 Priority 1 mitigated to a 2 due to bridge closure - [redacted]
#12 Critical Deficiency Letter (10/14/2024)

15 – C744802 – Repair Stone Masonry Wingwalls
The Near Left, Near Right, Far Left, and Far Right wingwalls have significant loose and missing stones.

IM03 – ACTION - Flexible- 28 – B744802 – Repair Abutment
IM04 – EST.QTY. – 45 CY
IM05 – PRIORITY – 1
IM07 – STATUS – D– Deferred Work
IM09 – LOCATION – LNR, LFR
IM15 – Notes: #1 N/A

#2 Critical Deficiency Letter sent (10/18/12 [redacted])
#3 Critical Deficiency Letter sent (11/25/13 [redacted])
#4 Critical Deficiency Letter sent (5/23/14 [redacted])
#5 Per discussion with PennDOT on 10/22/12, bridge is on the TIP and is to be rehabilitated in 2017. Deficiency will continue to be monitored on a 6 month basis until that time, to assure that the condition doesn't deteriorate into a PR0 maintenance item.
#6 Critical Deficiency Letters sent (11/5/14 and 11/7/14 [redacted])
#7 Critical Deficiency Letter sent (5/12/15 [redacted])
#8 Critical Deficiency Letter sent (11/12/15 [redacted])
#9 Critical Deficiency Letter (2/27/17 [redacted])
#10 Critical Deficiency Letter (5/17/17 [redacted])
#11 Combined duplicate entry dated 11/17/2012 for NLt WW and added FRt WW. Quantity updated to 30 CY.
#12 Priority 1 mitigated to a 2 due to bridge closure – [redacted]
#13 Critical Deficiency Letter sent, added NR and increased quantity to 45 CY (10/14/24)

28 – B744802 – Repair Stone Masonry Abutment
The Near and Far Abutments have significant loose and missing stones.

IM03 – ACTION - Flexible- 28 – B744802 – Repair Abutment
IM04 – EST.QTY. – 6 CY
IM05 – PRIORITY – 1
IM07 – STATUS – 0– Work not planned
IM09 – LOCATION – NAB & FAB
IM15 – Notes: #1 N/A
#2 Routine inspection 10/14/24 recommends a Priority 1 for NAB & FAB loose and missing stones.

54 – D744602 – Remove/Replace Lateral Bracing
The lower lateral bracing in Span 1 & 2 had severe deterioration to the angle members. Some are missing partial length or deflected down up to 12". There are numerous loose "J" hooks that can be moved by hand and have gaps between the stringer bottom flange. The lateral bracing and deck "J" hooks are a falling hazard and could jeopardize public safety below the bridge. (Members able to be removed with minimal effort during the 10/2024 inspection were moved to the deck surface ~ 6 EA)

IM03 – ACTION - Flexible- 54 – D744602 – Remove/Replace Lateral Bracing
IM04 – EST.QTY. – 76 EA (13 Laterals & 63 "J" Hooks)
IM05 – PRIORITY – 1
IM07 – STATUS – 0– Work not planned
IM09 – LOCATION – Span 1 & 2
IM15 – Notes: #1 N/A
#2 Routine inspection 10/14/24 recommends a Priority 1 for severely deteriorated lateral bracing and loose deck "J" hooks.

See attached photos and sketch of Priority defects. Let me know if you have any questions.

[redacted]

[redacted]

[redacted]

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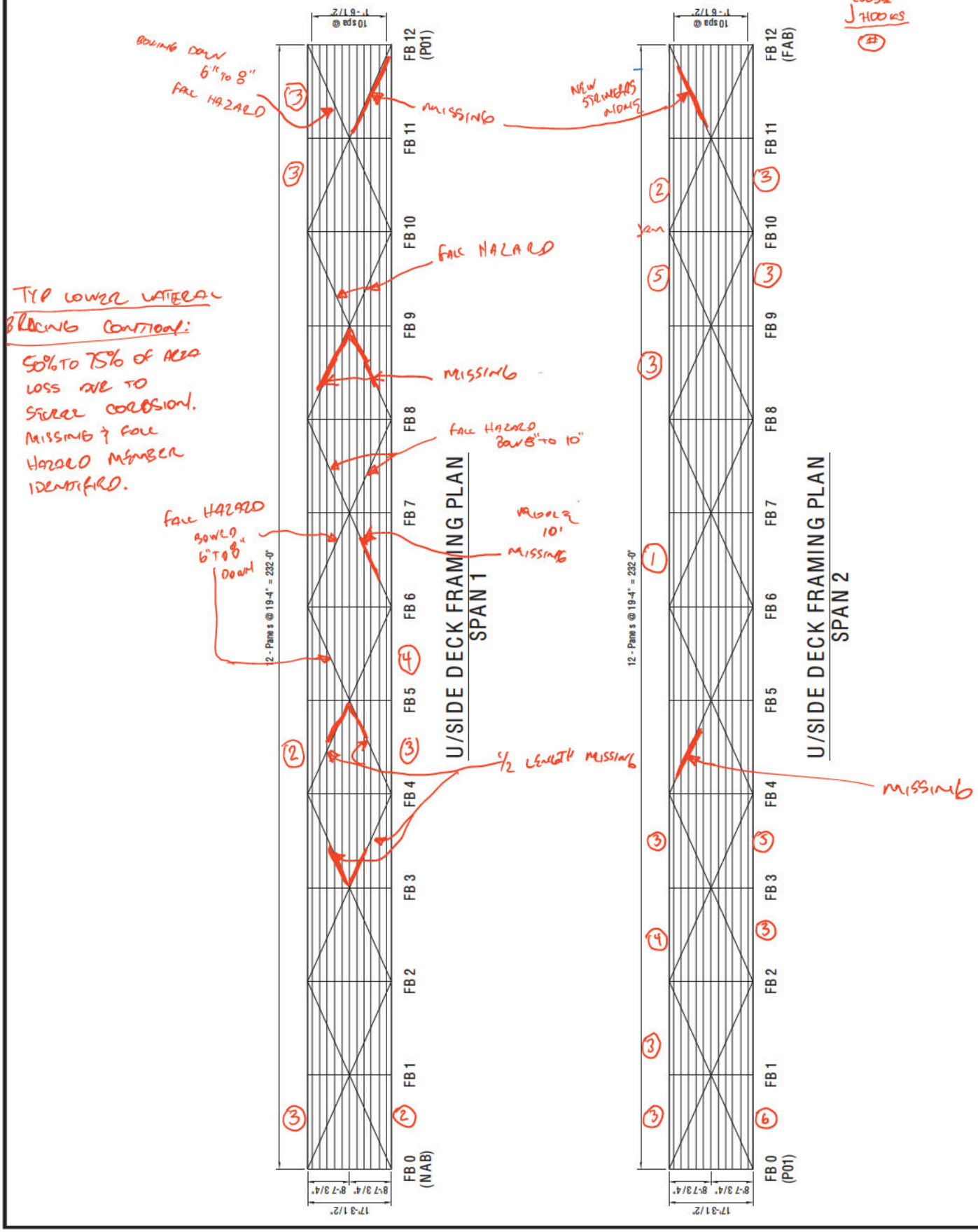
AECOM

Subject
SR 1002
over
Delaware River

Sheet No. 1 of 1
Job No. 60641778
[redacted] Date: 10/7,8,9/2024
By: Date:

BMS No. 63 1002 0230 0739 BR Key: 35588 District: 4-0



PENNDOT DISTRICT 4-0 NBIS
WAYNE COUNTY
October 14, 2024
BRIDGE I.D. NUMBER **63 1002 0230 0739**

1. Overexpanded Left Truss Bearing at Near Abutment.

2. Close-up of previous Photo showing sole plate overhanging nested rollers.

3. Far Abutment bearing shifted to left on the Right Truss.

4. Close-up of previous photo showing exposed rollers.

5. Far Abutment bearing shifted to left on the Left Truss.

6. Close-up of previous photo showing exposed rollers.

7. Near Left wingwall with loose and fractured stones with adjacent mortar joint voids

8. Fractured cap stone at NAB/NL Wingwall interface.

PENNDOT DISTRICT 4-0 NBIS
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9. Near Left wingwall with large void due to missing stones.

10. Close-up of previous Photo.

11. Area of loose stones and missing mortar at left end of the Near Abutment.

12. Area of loose stones and missing mortar at left end of the Far Abutment.

13. Area of loose/displaced stones and missing mortar at right end of the Far Abutment.

14. Close-up of previous photo showing displaced stone.

15. Deep void and loose stones on the right side of the Far Abutment.

16. Deep void and loose stones at the Far Right Wingwall.

17. General view of the Far Left Wingwall.

18. Wide crack with loose stones and missing mortar in the Far Left Wingwall.

19. Partial length lower lateral bracing, Span 1 between FB 8 & 9. looking back.

20. Deflected left lower lateral brace with severe corrosion, Span 1 between FB 11 & 12, looking ahead.

21. Loose right lower lateral brace member removed and left on the top of deck, Span 1 between FB 11 & 12.

22. Loose deck "J" hook in Span 2, between FB 9 & 10.