

2-DIST

B.I.N.

01

0DY

STRUCTURES INSPECTION FIELD REPORT

BR. DEPT. NO.

P-10-002

ROUTINE INSPECTION

CITY/TOWN PITTSFIELD	8-STRUCTURE NO. P10002-0DY-DOT-634	11-Kilo. POINT 000.000	41-STATUS A:OPEN	90-ROUTINE INSP. DATE MAY 22, 2018
07-FACILITY CARRIED HWY HOLMES RD	MEMORIAL NAME/LOCAL NAME	27-YR BUILT 1977	106-YR REBUILT 0000	YR REHAB'D (NON 106) 2011
06-FEATURES INTERSECTED RR HRR	26-FUNCTIONAL CLASS Urban Minor Arterial	DIST. BRIDGE INSPECTION ENGINEER L. A. Briggs		
43-STRUCTURE TYPE 505 : Prestressed Concrete Box Beam or Girders - Multiple	22-OWNER State Highway Agency	21-MAINTAINER State Highway Agency	TEAM LEADER M. P.E. McCabe <i>Michael McCabe</i>	
107-DECK TYPE 2 : Concrete Precast Panels	WEATHER Rain	TEMP. (air) 20°C	TEAM MEMBERS D. STOKES <i>D. Stokes</i>	

ITEM 58		5		DEF		ITEM 59		5		DEF		ITEM 60		6		DEF		
DECK						SUPERSTRUCTURE						SUBSTRUCTURE						
1. Wearing surface	7	-	1. Stringers	N	-	1. Abutments	Dive	Cur	6	-								
2. Deck Condition	5	S-A	2. Floorbeams	N	-	a. Pedestals	N	N		-								
3. Stay in place forms	N	-	3. Floor System Bracing	N	-	b. Bridge Seats	N	H		-								
4. Curbs	7	-	4. Girders or Beams	5	S-A	c. Backwalls	N	N		-								
5. Median	N	-	5. Trusses - General	N	-	d. Breastwalls	N	6		-								
6. Sidewalks	7	-	a. Upper Chords	N	-	e. Wingwalls	N	6		-								
7. Parapets	N	-	b. Lower Chords	N	-	f. Slope Paving/Rip-Rap	N	N		-								
8. Railing	7	-	c. Web Members	N	-	g. Pointing	N	N		-								
9. Anti Missile Fence	8	-	d. Lateral Bracing	N	-	h. Footings	N	H		-								
10. Drainage System	N	-	e. Sway Bracings	N	-	i. Piles	N	H		-								
11. Lighting Standards	N	-	f. Portals	N	-	j. Scour	N	N		-								
12. Utilities	N	-	g. End Posts	N	-	k. Settlement	N	7		-								
13. Deck Joints	5	M-P	6. Pin & Hangers	N	-	l. Settlement	N	N		-								
14.	N	-	7. Conn Plt's, Gussets & Angles	N	-	m.	N	N		-								
15.	N	-	8. Cover Plates	N	-	2. Piers or Bents		N										
16.	N	-	9. Bearing Devices	H	-	a. Pedestals	N	N		-								
CURB REVEAL (In millimeters)			E	280	W	305	b. Caps	N	N		-							
APPROACHES			DEF		10. Diaphragms/Cross Frames			N	-	c. Columns	N	N		-				
a. Appr. pavement condition	8	-	11. Rivets & Bolts			N	-	d. Stems/Webs/Pierwalls	N	N		-						
b. Appr. Roadway Settlement	8	-	12. Welds			N	-	e. Pointing	N	N		-						
c. Appr. Sidewalk Settlement	N	-	13. Member Alignment			6	-	f. Footing	N	N		-						
d.	N	-	14. Paint/Coating			N	-	g. Piles	N	N		-						
OVERHEAD SIGNS (Attached to bridge)			(Y/N)	N	15.			N	-	h. Scour	N	N		-				
			DEF		Year Painted			N		i. Settlement	N	N		-				
a. Condition of Welds	N	-	COLLISION DAMAGE: Please explain			None (X) Minor () Moderate () Severe ()			3. Pile Bents			N						
b. Condition of Bolts	N	-	LOAD DEFLECTION: Please explain			None (X) Minor () Moderate () Severe ()			a. Pile Caps			N	N		-			
c. Condition of Signs	N	-	LOAD VIBRATION: Please explain			None (X) Minor () Moderate () Severe ()			b. Piles			N	N		-			
			Any Fracture Critical Member: (Y/N)			N	Any Cracks: (Y/N)			N	c. Diagonal Bracing			N	N		-	
											d. Horizontal Bracing			N	N		-	
											e. Fasteners			N	N		-	
											UNDERMINING (Y/N) If YES please explain			N				
											COLLISION DAMAGE:							
											None (X) Minor () Moderate () Severe ()							
											SCOUR: Please explain							
											None (X) Minor () Moderate () Severe ()							
											I-60 (Dive Report):			N	I-60 (This Report):			6
											93B-U/W (DIVE) Insp			00/00/0000				

X=UNKNOWN

N=NOT APPLICABLE H=HIDDEN/INACCESSIBLE

R=REMOVED

CITY/TOWN PITTSFIELD	B.I.N. 0DY	BR. DEPT. NO. P-10-002	8.-STRUCTURE NO. P10002-0DY-DOT-634	INSPECTION DATE MAY 22, 2018
-------------------------	---------------	---------------------------	--	---------------------------------

ITEM 61				N
CHANNEL & CHANNEL PROTECTION				
	Dive	Cur	DEF	
1.Channel Scour	N	N	-	
2.Embankment Erosion	N	N	-	
3.Debris	N	N	-	
4.Vegetation	N	N	-	
5.Utilities	N	N	-	
6.Rip-Rap/Slope Protection	N	N	-	
7.Aggradation	N	N	-	
8.Fender System	N	N	-	

STREAM FLOW VELOCITY:
Tidal () High () Moderate () Low () None (X)

ITEM 61 (Dive Report): **N** ITEM 61 (This Report): **N**

93b-U/W INSP. DATE: 00/00/0000

ITEM 36 TRAFFIC SAFETY				
	36	COND	DEF	
A. Bridge Railing	0	7	-	
B. Transitions	0	7	-	
C. Approach Guardrail	0	5	M-P	
D. Approach Guardrail Ends	0	7	M-P	

WEIGHT POSTING *Not Applicable* **X**

H	3	3S2	Single
N	N	N	N

Actual Posting Recommended Posting Waived Date: 00/00/0000 EJDMT Date: 00/00/0000

At bridge	Other Advance
N S	N S
N S	N S

Signs In Place (Y=Yes, N=No, NR=Not Required)
Legibility/Visibility

CLEARANCE POSTING

Not	X
-----	---

ft	in	ft	in	meter
0	0	0	0	

Actual Field Measurement Posted Clearance

At bridge	Advance
E W	E W
E W	E W

Signs In Place (Y=Yes, N=No, NR=Not Required)
Legibility/Visibility

ACCESSIBILITY (Y/N/P)		
	Needed	Used
Lift Bucket	N	N
Ladder	P	N
Boat	N	N
Waders	N	N
Inspector 50	Y	Y
Rigging	N	N
Staging	N	N
Traffic Control	Y	Y
RR Flagger	Y	Y
Police	Y	Y
Other:		
	N	N

TOTAL HOURS	16
--------------------	----

PLANS (Y/N):	Y
---------------------	---

(V.C.R.) (Y/N):	N
------------------------	---

TAPE#:	
---------------	--

List of field tests performed:	
---------------------------------------	--

RATING

Rating Report (Y/N): **Y**

Date: 02/01/2005

Inspection data at time of existing rating
158: 6 159: 6 160: 6 Date: 01/09/2004

(To be filled out by DBIE)

Request for Rating or Rerating (Y/N): **N**

If YES please give priority:
HIGH () MEDIUM () LOW ()

REASON:

CONDITION RATING GUIDE				(For Items 58, 59, 60 and 61)
CODE	CONDITION	DEFECTS		
N	NOT APPLICABLE			
G	9	EXCELLENT	Excellent condition.	
G	8	VERY GOOD	No problem noted.	
G	7	GOOD	Some minor problems.	
F	6	SATISFACTORY	Structural elements show some minor deterioration.	
F	5	FAIR	All primary structural elements are sound but may have minor section loss, cracking, spalling or scour.	
P	4	POOR	Advanced section loss, deterioration, spalling or scour.	
P	3	SERIOUS	Loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.	
C	2	CRITICAL	Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.	
C	1	"IMMINENT" FAILURE	Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put it back in light service.	
0	0	FAILED	Out of service - beyond corrective action.	

DEFICIENCY REPORTING GUIDE	
DEFICIENCY: A defect in a structure that requires corrective action.	
CATEGORIES OF DEFICIENCIES:	
M= Minor Deficiency - Deficiencies which are minor in nature, generally do not impact the structural integrity of the bridge and could easily be repaired. Examples include but are not limited to: Spalled concrete, Minor pot holes, Minor corrosion of steel, Minor scouring, Clogged drainage, etc.	
S= Severe/Major Deficiency - Deficiencies which are more extensive in nature and need more planning and effort to repair. Examples include but are not limited to: Moderate to major deterioration in concrete, Exposed and corroded rebars, Considerable settlement, Considerable scouring or undermining, Moderate to extensive corrosion to structural steel with measurable loss of section, etc.	
C-S= Critical Structural Deficiency - A deficiency in a structural element of a bridge that poses an extreme unsafe condition due to the failure or imminent failure of the element which will affect the structural integrity of the bridge.	
C-H= Critical Hazard Deficiency - A deficiency in a component or element of a bridge that poses an extreme hazard or unsafe condition to the public, but does not impair the structural integrity of the bridge. Examples include but are not limited to: Loose concrete hanging down over traffic or pedestrians, A hole in a sidewalk that may cause injuries to pedestrians, Missing section of bridge railing, etc.	
URGENCY OF REPAIR:	
I = Immediate-	[Inspector(s) immediately contact District Bridge Inspection Engineer (DBIE) to report the Deficiency and to receive further instruction from him/her].
A = ASAP-	[Action/Repair should be initiated by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) upon receipt of the Inspection Report].
P = Prioritize-	[Shall be prioritized by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) and repairs made when funds and/or manpower is available].

CITY/TOWN
PITTSFIELDB.I.N.
0DYBR. DEPT. NO.
P-10-0028.-STRUCTURE NO.
P10002-0DY-DOT-634INSPECTION DATE
MAY 22, 2018**REMARKS****BRIDGE ORIENTATION**

Holmes Road travels east and west at this location. The Housatonic Railroad travels north and south. This single span structure consists of ten prestressed butted concrete box beams, which also act as the deck, supporting an asphalt wearing surface. The beams are numbered from north to south, in accordance with the plans. See sketch 1 and photos 1 & 2.

GENERAL REMARKS

Railroad Clearance: The minimum clearance over the railroad tracks is 18'-3".

ITEM 58 - DECK**Item 58.1 - Wearing surface**

Throughout the wearing surface, there are longitudinal cracks (reflective cracking), full length x up to 1/16" wide.

Item 58.2 - Deck Condition

Refer to item 59.4 - Beams, for deficiencies.

Item 58.8 - Railing

Both concrete rail bases have random hairline cracks.

The undersides of both rail base overhangs have several full width horizontal cracks.

Item 58.9 - Anti Missile Fence

At the east ends of both anti missile fences, there is moderate vegetation growth.

Item 58.13 - Deck Joints

Both deck joints have laminated rusting of the steel headers near the seals and isolated tears / separations in the seals, allowing leakage to below. See photo 3.

Both deck joints have areas with accumulations of sand and debris. See photo 3.

At the west joint, in the westbound wheel path near the center, the span side steel header is broken, approximately 18" long. See photo 3.

ITEM 59 - SUPERSTRUCTURE**Item 59.4 - Girders or Beams**

The joints between all beams have evidence of leakage. See photo 2.

Between beams 1 - 4 and 8 - 10, the post tensioning strands have moderate corrosion with delamination. See photo 4.

In several locations, the internal cardboard formwork is damp (as seen through the PVC drains).

Also refer to item 59.13 - Member Alignment, for related conditions.

Note: Beam notes are given from south to north as the snooper deploys from the south side of the structure.

CITY/TOWN PITTSFIELD	B.I.N. 0DY	BR. DEPT. NO. P-10-002	8.-STRUCTURE NO. P10002-0DY-DOT-634	INSPECTION DATE MAY 22, 2018
-------------------------	---------------	---------------------------	--	---------------------------------

REMARKS

Item 59.4 - Girders or Beams (Cont'd)

Beam 10:

There is active leakage along the joint with beam 9.

Beam 9:

At 6' from the west abutment, there is a coverspall, 12" in diameter.

At 34' from the west abutment, there is a spall, 1' long x 2' wide x 1" deep. At the same location, the north edge has a spall, 2' long x 3" wide x 4" high.

Between 35' & 40' from the west abutment, there are three spalls, 6" diameter, with rebar stirrups exposed.

At approximately 2' from the east abutment, there is a PVC drain clogged with concrete.

Beam 8:

Just east of midspan, one PVC drain is clogged with concrete.

Beam 7:

At the west abutment, the north edge is spalled, 12" wide x 24" long x 1-1/2" deep, with one exposed and corroded tendon. See photo 5.

Concentrated near mid-span, there are fifteen spalls, 1' in diameter x 1" deep.

At 24' from the west abutment, there is a spall starting at the north edge, 3' long x 2' wide x 8" high x 2" deep, with five tendons exposed and corroded. See photo 6.

At 35' from the west abutment, the north edge is spalled, 3' long x 3' wide x 1-1/2" deep, with two tendons exposed and corroded or broken.

At 40' from the west abutment, the south edge has a spall, 4' long x 4" wide x 8" high, with three drape tendons exposed and corroded or broken.

At 40' from the west abutment, the north edge has a spall, 6' long x 20" wide x 8" high, with six tendons exposed and corroded or broken. See photo 7.

At the east abutment, the north edge is spalled, 8" long x 3" wide x 4" high x 1" deep, with one exposed tendon.

Beam 6:

At the west abutment, the south edge has a corner spall, 12' long x 6" wide x 4" high, with two tendons exposed and corroded or broken. Extending from this spall, the corner is hollow and has longitudinal cracks, 5' long x up to 1/8" wide. See photo 8.

At 16' from the west abutment, the south edge has a longitudinal crack, 1' long x 1/16" wide.

At 24' from the west abutment, the south edge has a spall, 6' long x 3" wide x 6" high, with two drape tendons exposed and corroded or broken.

CITY/TOWN PITTSFIELD	B.I.N. 0DY	BR. DEPT. NO. P-10-002	8.-STRUCTURE NO. P10002-0DY-DOT-634	INSPECTION DATE MAY 22, 2018
-------------------------	---------------	---------------------------	--	---------------------------------

REMARKS

Item 59.4 - Girders or Beams (Cont'd)

Beam 4:

The bottom face, along the south side, has seven hollow areas, 1' in diameter, and five spalls, 1' in diameter x 1" deep.

Beam 3:

At the west abutment, the north edge has a spall, 4' long x 6" wide x 4" high, with one drape tendon exposed and corroded or broken.

At 6' from the west abutment, the south edge has a spall, 4' long x 4" wide x 4" high, with one drape tendon exposed and corroded or broken. Extending from this spall, the corner is hollow and has longitudinal cracks, 12' long x up to 1/16" wide.

At 11' from the west abutment, the north edge has a spall, 6' long x 6" wide x 4" high, with one drape tendon exposed and corroded or broken.

At 21' from the west abutment, the south edge has a spall, 6' long x 3" wide x 9" high, with one drape tendon exposed and corroded or broken.

At 38' from the west abutment, the south edge has a spall, 4' long x 4" wide x 7" high, with three drape tendons exposed and corroded or broken.

Beam 2:

At 1' from the west abutment, the south edge has a spall, 2' long x 4" wide x 4" high, with one tendon exposed and corroded or broken.

At 35' to 46' from the west abutment, the north edge has several spalls, up to 3' long x 4" wide x 4" high, with one tendon exposed and corroded. There are hollow areas between these spalls. See photo 9.

At 5' from the east abutment, the north edge has a hollow area, 16" long x 1' wide.

At the east abutment, the bottom has a hollow and delaminated area, 1' long x 3' wide.

Beam 1:

At 25' from the west abutment, the south edge has a spall, 10' long x 4" wide x 4" high, with one tendon exposed and broken. See photo 9.

At the east abutment, the bottom has a hollow and delaminated area, 1' long x 3' wide.

Item 59.9 - Bearing Devices

Most of the bearings are hidden by design.

Bearing 8, at the west abutment, is exposed at the edge. It appears to have 'walked' to the east slightly.

CITY/TOWN PITTSFIELD	B.I.N. 0DY	BR. DEPT. NO. P-10-002	8.-STRUCTURE NO. P10002-0DY-DOT-634	INSPECTION DATE MAY 22, 2018
-------------------------	---------------	---------------------------	--	---------------------------------

REMARKS

Item 59.13 - Member Alignment

At several locations, the beams adjacent to one another are misaligned by up to 1-1/2". This appears to be an as-built condition.

At both abutments, the beam edges are in contact with the steps in the seats. This appears to be an as-built condition.

ITEM 60 - SUBSTRUCTURE

Item 60.1 - Abutments

Item 60.1.b - Bridge Seats

The seats are hidden by design. Refer to item 60.1.d - Breastwalls, for related conditions.

Item 60.1.d - Breastwalls

Both breastwalls, the top 2' +/- near the seat, have evidence of or active leakage, moderate to heavy horizontal or mapcracking, up to 1/4" wide, with rust staining, and random spalls. See photo 10.

Both breastwalls have random height vertical hairline cracks above the weepholes and isolated hairline cracks throughout.

West Breastwall

Below beam 10, the top has an area of shallow rebar, 6' wide x 4' high, causing cover spalls and heavy mapcracking with efflorescence and rust staining. See photo 11.

East Breastwall:

Below beam 1, there is a 3' long x 4" high x 4" deep, spalled and hollow area at the top of the wall.

Below beam 9, there is a 1' long x 8" high x 2" deep spall, near the top. See photo 10.

Below beam 10, there is a spall, 3' wide x 8" high x 3" deep, with rust stains and leakage. The concrete surrounding this spall is hollow. See photo 10.

Item 60.1.e - Wingwalls

The southwest wingwall and both east wingwalls have moderate mapcracking, up to 1/16" wide, with areas of rust staining and efflorescence throughout.

The southwest wingwall, at the top near the center, has crack, 10' long x up to 1/4" wide; the top above this crack is hollow.

The southeast wingwall, at the top near center, has a spall, 18" long x 3" high x 2" deep.

Item 60.1.h - Footings

The footings are hidden by design.

Item 60.1.i - Piles

The piles are hidden by design.

CITY/TOWN
PITTSFIELDB.I.N.
ODYBR. DEPT. NO.
P-10-0028.-STRUCTURE NO.
P10002-ODY-DOT-634INSPECTION DATE
MAY 22, 2018**REMARKS****TRAFFIC SAFETY****Item 36a - Bridge Railing**

Both bridge railings consist of type AL-3 aluminum railing on aluminum posts mounted to the concrete rail base / sidewalk. The aluminum railings are not tied into the blunt concrete end posts.

Item 36b - Transitions

All transitions consist of nested steel W-beam panels, tied into blunt end posts, mounted on steel posts with steel blockouts, spaced at 3'.

Item 36c - Approach Guardrail

The approach guardrail consists of single steel W-beam panels mounted on steel posts with steel blockouts.

A portion of the southeast approach guardrail is tipped away from the road.

Item 36d - Approach Guardrail Ends

The southwest approach guardrail has a steel terminal end swept away from traffic.

The northeast and southeast approach guardrails have buried ends, not swept.

The northwest approach guardrail has a buried end, swept from traffic.

Sketch / Photo Log

Sketch 1 : Framing plan.

Photo 1 : General topside, looking east.

Photo 2 : Typical underside.

Photo 3 : Broken section of the west joint header. Also, note the debris lodged in the joint.

Photo 4 : Typical rusted post tensioning strand.

Photo 5 : Spall at the west end of beam 7 with one exposed tendon.

Photo 6 : Exposed tendons in beam 7 at 24' from the west abutment.

Photo 7 : Beam 7 at 40' from the west abutment. Note all of the exposed tendons.

Photo 8 : Spall and severed tendon at the west end of beam 6.

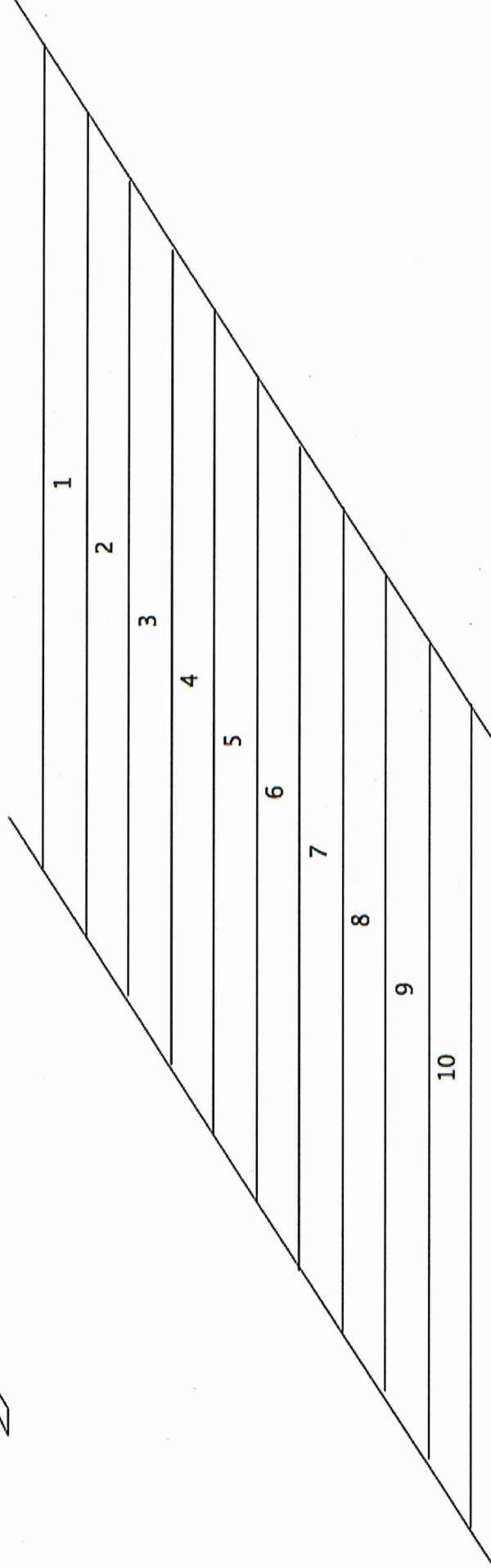
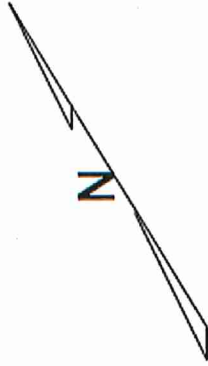
Photo 9 : Spalling near mid-span of beams 1 & 2.

Photo 10 : Rust staining and minor spalls in the east breastwall.

Photo 11 : Spalls, cracking and rust staining at the south end of the west breastwall.

CITY/TOWN PITTSFIELD	B.I.N. 0DY	BR. DEPT. NO. P-10-002	8-STRUCTURE NO. P10002-0DY-DOT-634	INSPECTION DATE MAY 22, 2018
-------------------------	---------------	---------------------------	---------------------------------------	---------------------------------

SKETCHES



Sketch 1: Framing plan.

CITY/TOWN
PITTSFIELDB.I.N.
0DYBR. DEPT. NO.
P-10-0028.-STRUCTURE NO.
P10002-0DY-DOT-634INSPECTION DATE
MAY 22, 2018**PHOTOS**

Photo 1: General topside, looking east.



Photo 2: Typical underside.

CITY/TOWN
PITTSFIELDB.I.N.
0DYBR. DEPT. NO.
P-10-0028.-STRUCTURE NO.
P10002-0DY-DOT-634INSPECTION DATE
MAY 22, 2018

PHOTOS

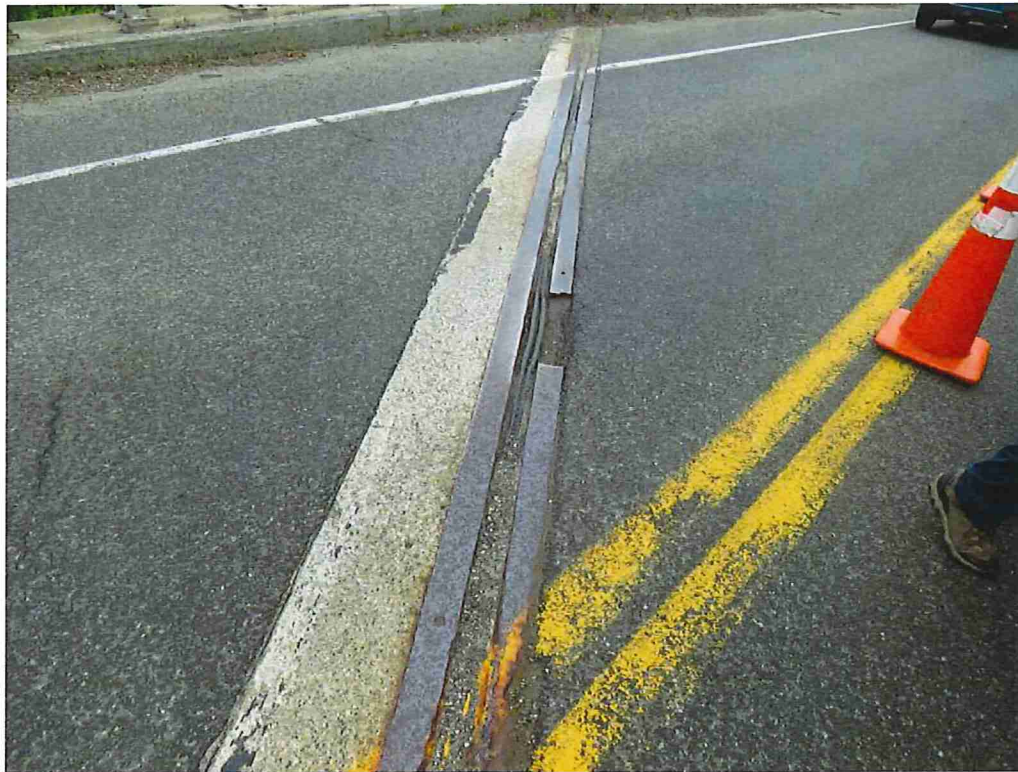


Photo 3: Broken section of the west joint header. Also, note the debris lodged in the joint.

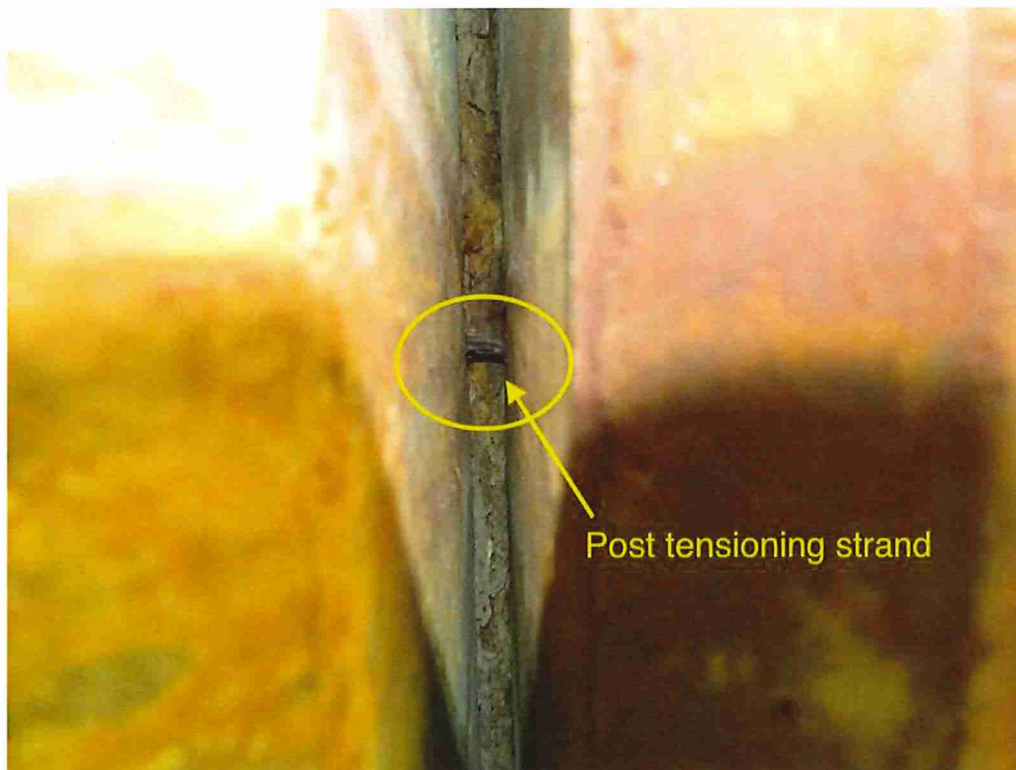


Photo 4: Typical rusted post tensioning strand.

CITY/TOWN PITTSFIELD	B.I.N. ODY	BR. DEPT. NO. P-10-002	8.-STRUCTURE NO. P10002-ODY-DOT-634	INSPECTION DATE MAY 22, 2018
-------------------------	---------------	---------------------------	--	---------------------------------

PHOTOS

Photo 5: Spall at the west end of beam 7 with one exposed tendon.

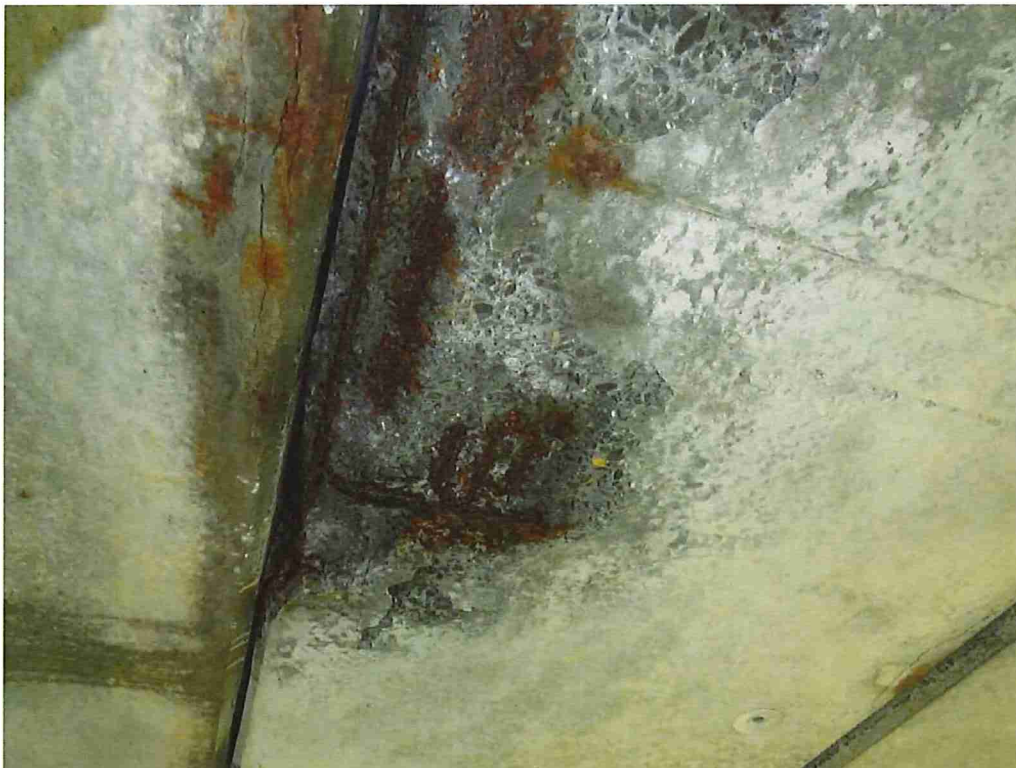


Photo 6: Exposed tendons in beam 7 at 24' from the west abutment.

CITY/TOWN
PITTSFIELD

B.I.N.
ODY

BR. DEPT. NO.
P-10-002

8.-STRUCTURE NO.
P10002-ODY-DOT-634

INSPECTION DATE
MAY 22, 2018

PHOTOS



Photo 7: Beam 7 at 40' from the west abutment. Note all of the exposed tendons.



Photo 8: Spall and severed tendon at the west end of beam 6.

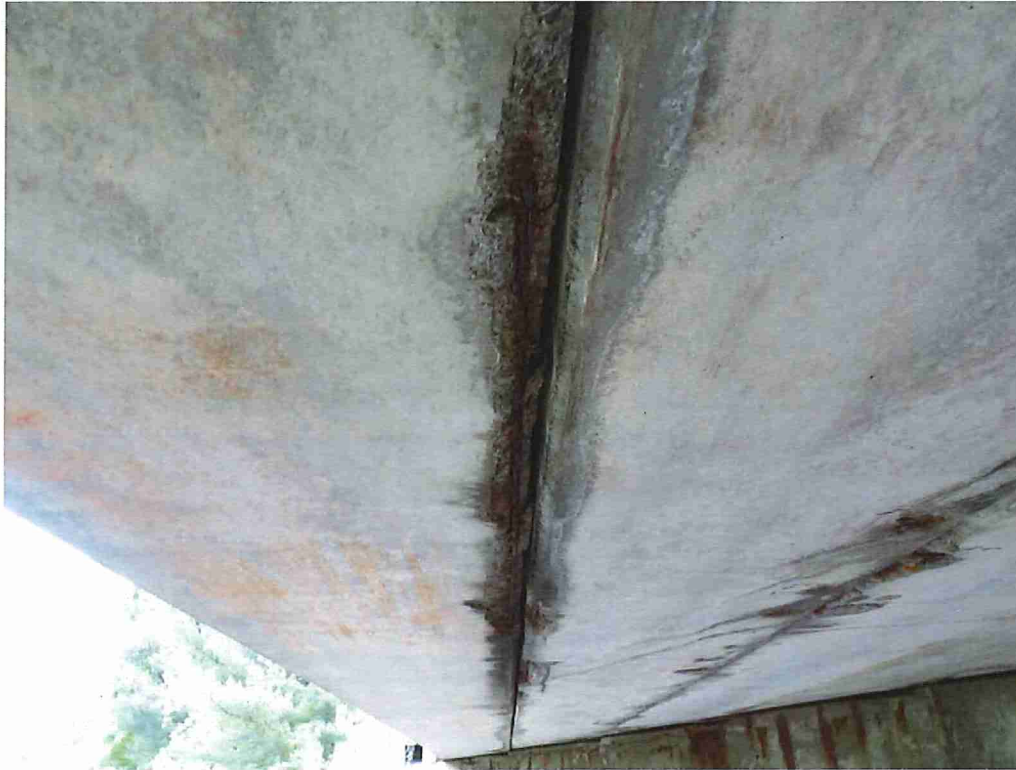
CITY/TOWN
PITTSFIELDB.I.N.
0DYBR. DEPT. NO.
P-10-0028-STRUCTURE NO.
P10002-0DY-DOT-634INSPECTION DATE
MAY 22, 2018**PHOTOS**

Photo 9: Spalling near mid-span of beams 1 & 2.

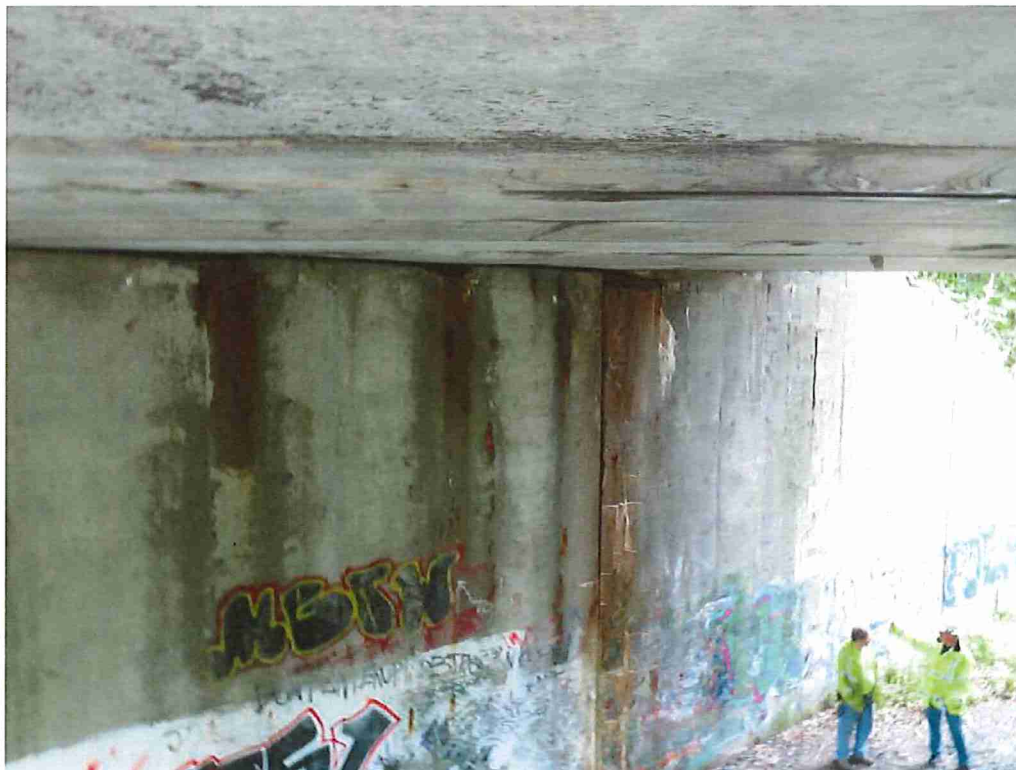


Photo 10: Rust staining and minor spalls in the east breastwall.

CITY/TOWN PITTSFIELD	B.I.N. ODY	BR. DEPT. NO. P-10-002	8.-STRUCTURE NO. P10002-ODY-DOT-634	INSPECTION DATE MAY 22, 2018
-------------------------	---------------	---------------------------	--	---------------------------------

PHOTOS

Photo 11: Spalls, cracking and rust staining at the south end of the west breastwall.

National Bridge Element Inspection

BDEPT# **P-10-002**

Date **05/22/2018**

B.I.N. **0DY**

District Bridge Inspection Engr'r **Laurie A. Briggs**

Item 8 **P10002-0DY-DOT-634**

Inspecting Agency **Mass. Highway Dept.**

Span Group **1**

Team Leader **Michael P.E. McCabe**

Town **Pittsfield**

Team **David Stokes**

District **1**

Member(s)

El #	Element Name	Units	Env.	Total Q.	% or Q	State 1	State 2	State 3	State 4
15	Pre Concrete Top Flange	sq feet	2	2,934.000	☐ %	2,934.000			
Notes :									
> 510	Wearing Surfaces	sq feet	2	2,329.000	☐ %	2,329.000			
Notes :									
104	Pre Clsd Box Girder	feet	2	611.000	☐ %		523.000	88.000	
Notes :									
> 1100	Exposed Prestressing	feet	2	88.000	☐ %			88.000	
Notes : Approximately 10' in CS3 is associated with rusted post tensioning.									
> 1120	Efflorescence/Rust Staining	feet	2	523.000	☐ %		523.000		
Notes :									
104	Pre Clsd Box Girder	feet	3	100.000	☐ %		86.000	14.000	
Notes :									
> 1100	Exposed Prestressing	feet	3	14.000	☐ %			14.000	
Notes : Approximately 4' in CS3 is associated with rusted post tensioning.									
> 1120	Efflorescence/Rust Staining	feet	3	86.000	☐ %		86.000		
Notes :									
215	Re Conc Abutment	feet	3	201.000	☐ %		195.000	6.000	
Notes :									
> 1130	Cracking (RC and Other)	feet	3	201.000	☐ %		195.000	6.000	
Notes :									
302	Compressn Joint Seal	feet	2	142.000	☐ %		140.000	2.000	
Notes :									
> 2310	Leakage	feet	2	140.000	☐ %		140.000		
Notes :									

National Bridge Element Inspection

BDEPT# **P-10-002**

Date **05/22/2018**

B.I.N. **0DY**

District Bridge Inspection Eng'r **Laurie A. Briggs**

Item 8 **P10002-0DY-DOT-634**

Inspecting Agency **Mass. Highway Dept.**

Span Group **1**

Team Leader **Michael P.E. McCabe**

Town **Pittsfield**

Team **David Stokes**

Member(s)

District **1**

El #	Element Name	Units	Env.	Total Q.	% or Q	State 1	State 2	State 3	State 4
> 2360	<i>Adjacent Deck or Header</i>	feet	2	2.000	☐ %			2.000	
Notes :									
> 7000	<i>Damage</i>	feet	2	2.000	☐ %			2.000	
Notes :									
310	Elastomeric Bearing	each	3	40	☐ %	40			
Notes :									
330	Metal Bridge Railing	feet	2	119.000	☐ %	119.000			
Notes :									
331	Re Conc Bridge Railing	feet	2	19.000	☐ %	19.000			
Notes :									