

2-DIST
01B.I.N.
51PSTRUCTURES INSPECTION FIELD REPORT
ROUTINE & SPECIAL MEMBER INSPECTIONBR. DEPT. NO.
P-10-048

CITY/TOWN PITTSFIELD	8-STRUCTURE NO. P10048-51P-MUN-BRI	11-Kilo. POINT 000.000	41-STATUS P:POSTED	90-ROUTINE INSP. DATE JAN 22, 2024
07-FACILITY CARRIED HWY PECKS RD	MEMORIAL NAME/LOCAL NAME	27-YR BUILT 1915	106-YR REBUILT 0000	YR REHAB'D (NON 106) 0000
06-FEATURES INTERSECTED WATER ONOTA BROOK	26-FUNCTIONAL CLASS Urban Collector	DIST. BRIDGE INSPECTION ENGINEER L. A. Briggs		
43-STRUCTURE TYPE 302 : Steel Stringer/Girder	22-OWNER City/ Municipal Highway A	21-MAINTAINER City/ Municipal Highway A	TEAM LEADER R. Mancari	
107-DECK TYPE 1 : Concrete Cast-in-Place	WEATHER Sunny	TEMP. (air) -1°C	TEAM MEMBERS M. RANZONI	

ITEM 58 DECK <table border="1"> <tr> <td>1. Wearing Surface</td> <td>8</td> <td>-</td> </tr> <tr> <td>2. Deck Condition</td> <td>4</td> <td>S-A</td> </tr> <tr> <td>3. Stay in place forms</td> <td>4</td> <td>S-A</td> </tr> <tr> <td>4. Curbs</td> <td>7</td> <td>-</td> </tr> <tr> <td>5. Median</td> <td>N</td> <td>-</td> </tr> <tr> <td>6. Sidewalks</td> <td>H</td> <td>-</td> </tr> <tr> <td>7. Parapets</td> <td>N</td> <td>-</td> </tr> <tr> <td>8. Railing</td> <td>5</td> <td>S-A</td> </tr> <tr> <td>9. Anti Missile Fence</td> <td>7</td> <td>-</td> </tr> <tr> <td>10. Drainage System</td> <td>6</td> <td>-</td> </tr> <tr> <td>11. Lighting Standards</td> <td>N</td> <td>-</td> </tr> <tr> <td>12. Utilities</td> <td>6</td> <td>-</td> </tr> <tr> <td>13. Deck Joints</td> <td>N</td> <td>-</td> </tr> <tr> <td>14.</td> <td>N</td> <td>-</td> </tr> <tr> <td>15.</td> <td>N</td> <td>-</td> </tr> <tr> <td>16.</td> <td>N</td> <td>-</td> </tr> </table> CURB REVEAL (In millimeters) <table border="1"> <tr> <td>E</td> <td>W</td> </tr> <tr> <td>180</td> <td>H</td> </tr> </table> APPROACHES <table border="1"> <tr> <td>a. Appr. Pavement Condition</td> <td>8</td> <td>-</td> </tr> <tr> <td>b. Appr. Roadway Settlement</td> <td>8</td> <td>-</td> </tr> <tr> <td>c. Appr. Sidewalk Settlement</td> <td>H</td> <td>-</td> </tr> <tr> <td>d.</td> <td>N</td> <td>-</td> </tr> </table> OVERHEAD SIGNS (Attached to bridge) <table border="1"> <tr> <td>(Y/N)</td> <td>N</td> </tr> <tr> <td>a. Condition of Welds</td> <td>N</td> </tr> <tr> <td>b. Condition of Bolts</td> <td>N</td> </tr> <tr> <td>c. Condition of Signs</td> <td>N</td> </tr> </table>	1. Wearing Surface	8	-	2. Deck Condition	4	S-A	3. Stay in place forms	4	S-A	4. Curbs	7	-	5. Median	N	-	6. Sidewalks	H	-	7. Parapets	N	-	8. Railing	5	S-A	9. Anti Missile Fence	7	-	10. Drainage System	6	-	11. Lighting Standards	N	-	12. Utilities	6	-	13. Deck Joints	N	-	14.	N	-	15.	N	-	16.	N	-	E	W	180	H	a. Appr. Pavement Condition	8	-	b. Appr. Roadway Settlement	8	-	c. Appr. Sidewalk Settlement	H	-	d.	N	-	(Y/N)	N	a. Condition of Welds	N	b. Condition of Bolts	N	c. Condition of Signs	N	ITEM 59 SUPERSTRUCTURE <table border="1"> <tr> <td>1. Stringers</td> <td>N</td> <td>-</td> </tr> <tr> <td>2. Floorbeams</td> <td>N</td> <td>-</td> </tr> <tr> <td>3. Floor System Bracing</td> <td>N</td> <td>-</td> </tr> <tr> <td>4. Girders or Beams</td> <td>3</td> <td>S-A</td> </tr> <tr> <td>5. Trusses - General</td> <td>N</td> <td>-</td> </tr> <tr> <td>a. Upper Chords</td> <td>N</td> <td>-</td> </tr> <tr> <td>b. Lower Chords</td> <td>N</td> <td>-</td> </tr> <tr> <td>c. Web Members</td> <td>N</td> <td>-</td> </tr> <tr> <td>d. Lateral Bracing</td> <td>N</td> <td>-</td> </tr> <tr> <td>e. 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Paint/Coating</td> <td>2</td> <td>M-P</td> </tr> <tr> <td>15.</td> <td>N</td> <td>-</td> </tr> </table> Year Painted X COLLISION DAMAGE: <i>Please explain</i> None (X) Minor () Moderate () Severe () LOAD DEFLECTION: <i>Please explain</i> None (X) Minor () Moderate () Severe () LOAD VIBRATION: <i>Please explain</i> None () Minor () Moderate (X) Severe () Any Fracture Critical Member: (Y/N) N Any Cracks: (Y/N) N	1. Stringers	N	-	2. Floorbeams	N	-	3. Floor System Bracing	N	-	4. Girders or Beams	3	S-A	5. Trusses - General	N	-	a. Upper Chords	N	-	b. Lower Chords	N	-	c. Web Members	N	-	d. Lateral Bracing	N	-	e. Sway Bracings	N	-	f. Portals	N	-	g. End Posts	N	-	6. Pin & Hangers	N	-	7. Conn Plt's, Gussets & Angles	N	-	8. Cover Plates	N	-	9. Bearing Devices	6	-	10. Diaphragms/Cross Frames	7	-	11. Rivets & Bolts	7	-	12. Welds	N	-	13. Member Alignment	5	M-P	14. Paint/Coating	2	M-P	15.	N	-	ITEM 60 SUBSTRUCTURE <table border="1"> <tr> <td>1. 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d. Horizontal Bracing	N	N		-																																																																																																																																																																																																																																																																																																								
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CITY/TOWN PITTSFIELD	B.I.N. 51P	BR. DEPT. NO. P-10-048	8-STRUCTURE NO. P10048-51P-MUN-BRI	INSPECTION DATE JAN 22, 2024
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ITEM 61 CHANNEL & CHANNEL PROTECTION <table border="1" style="width:100%; border-collapse: collapse; margin-top: 10px;"> <thead> <tr> <th></th> <th>Dive</th> <th>Cur</th> <th>DEF</th> </tr> </thead> <tbody> <tr><td>1.Channel Scour</td><td>N</td><td>6</td><td>-</td></tr> <tr><td>2.Embankment Erosion</td><td>N</td><td>7</td><td>-</td></tr> <tr><td>3.Debris</td><td>N</td><td>7</td><td>-</td></tr> <tr><td>4.Vegetation</td><td>N</td><td>6</td><td>-</td></tr> <tr><td>5.Utilities</td><td>N</td><td>6</td><td>-</td></tr> <tr><td>6.Rip-Rap/Slope Protection</td><td>N</td><td>7</td><td>-</td></tr> <tr><td>7.Aggradation</td><td>N</td><td>7</td><td>-</td></tr> <tr><td>8.Fender System</td><td>N</td><td>N</td><td>-</td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </tbody> </table> STREAM FLOW VELOCITY: Tidal () High () Moderate (X) Low () None () ITEM 61 (Dive Report): ☐ N ITEM 61 (This Report): ☐ 6 93b-U/W INSP. DATE: 00/00/0000		Dive	Cur	DEF	1.Channel Scour	N	6	-	2.Embankment Erosion	N	7	-	3.Debris	N	7	-	4.Vegetation	N	6	-	5.Utilities	N	6	-	6.Rip-Rap/Slope Protection	N	7	-	7.Aggradation	N	7	-	8.Fender System	N	N	-													6	ITEM 36 TRAFFIC SAFETY <table border="1" style="width:100%; border-collapse: collapse; margin-top: 5px;"> <thead> <tr> <th></th> <th>36</th> <th>COND</th> <th>DEF</th> </tr> </thead> <tbody> <tr><td>A. Bridge Railing</td><td>0</td><td>5</td><td>S-A</td></tr> <tr><td>B. Transitions</td><td>0</td><td>5</td><td>M-P</td></tr> <tr><td>C. Approach Guardrail</td><td>0</td><td>7</td><td>-</td></tr> <tr><td>D. Approach Guardrail Ends</td><td>0</td><td>7</td><td>-</td></tr> </tbody> </table> WEIGHT POSTING Not Applicable ☒ X <table border="1" style="width:100%; border-collapse: collapse; margin-top: 5px;"> <thead> <tr> <th></th> <th>H</th> <th>3</th> <th>3S2</th> <th>Single</th> </tr> </thead> <tbody> <tr> <td>Actual Posting</td> <td>10</td> <td>15</td> <td>23</td> <td>N</td> </tr> <tr> <td>Recommended Posting</td> <td>N</td> <td>N</td> <td>N</td> <td>N</td> </tr> </tbody> </table> Waived Date: 00/00/0000 EJDMT Date: 00/00/0000 <table border="1" style="width:100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2">At bridge</th> <th colspan="2">Other Advance</th> </tr> <tr> <th>N</th> <th>S</th> <th>N</th> <th>S</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">8 8</td> <td style="text-align: center;">8 8</td> <td style="text-align: center;">8 8</td> <td style="text-align: center;">8 8</td> </tr> </tbody> </table> Signs In Place (Y=Yes,N=No, NR=Not Required) Legibility/Visibility		36	COND	DEF	A. Bridge Railing	0	5	S-A	B. Transitions	0	5	M-P	C. Approach Guardrail	0	7	-	D. Approach Guardrail Ends	0	7	-		H	3	3S2	Single	Actual Posting	10	15	23	N	Recommended Posting	N	N	N	N	At bridge		Other Advance		N	S	N	S	8 8	8 8	8 8	8 8	ACCESSIBILITY (Y/N/P) <table border="1" style="width:100%; border-collapse: collapse; margin-top: 5px;"> <thead> <tr> <th></th> <th>Needed</th> <th>Used</th> </tr> </thead> <tbody> <tr><td>Lift Bucket</td><td>N</td><td>N</td></tr> <tr><td>Ladder</td><td>N</td><td>N</td></tr> <tr><td>Boat</td><td>N</td><td>N</td></tr> <tr><td>Waders</td><td>Y</td><td>Y</td></tr> <tr><td>Inspector 50</td><td>N</td><td>N</td></tr> <tr><td>Rigging</td><td>N</td><td>N</td></tr> <tr><td>Staging</td><td>N</td><td>N</td></tr> <tr><td>Traffic Control</td><td>N</td><td>N</td></tr> <tr><td>RR Flagger</td><td>N</td><td>N</td></tr> <tr><td>Police</td><td>N</td><td>N</td></tr> <tr><td>Other:</td><td> </td><td> </td></tr> <tr><td> </td><td>N</td><td>N</td></tr> </tbody> </table> TOTAL HOURS 24 PLANS (Y/N): ☐ Y (V.C.R.) (Y/N): ☐ N TAPE#: _____ List of field tests performed: D-Meter		Needed	Used	Lift Bucket	N	N	Ladder	N	N	Boat	N	N	Waders	Y	Y	Inspector 50	N	N	Rigging	N	N	Staging	N	N	Traffic Control	N	N	RR Flagger	N	N	Police	N	N	Other:				N	N
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RATING Rating Report (Y/N): ☐ Y Date: 02/01/2019 Inspection data at time of existing rating I 58: 4 I 59: 4 I 60: 6 Date :01/30/2018	Recommend for Rating or Rerating (Y/N): ☐ N REASON: _____ If YES please give priority: HIGH () MEDIUM () LOW ()
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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	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].

2-DIST
01B.I.N.
51P

STRUCTURES INSPECTION FIELD REPORT

ROUTINE & SPECIAL MEMBER INSPECTION

BR. DEPT. NO.
P-10-048

CITY/TOWN PITTSFIELD	8-STRUCTURE NO. P10048-51P-MUN-BRI	11-Kilo. POINT 000.000	90-ROUTINE INSP. DATE Jan 22, 2024	93*-SPEC. MEMB. INSP. DATE Jan 22, 2024
07-FACILITY CARRIED HWY PECKS RD	MEMORIAL NAME/LOCAL NAME	27-YR BUILT 1915	106-YR REBUILT 0000	*YR REHAB'D (NON 106) 0000
06-FEATURES INTERSECTED WATER ONOTA BROOK	26-FUNCTIONAL CLASS Urban Collector	DIST. BRIDGE INSPECTION ENGINEER L. A. Briggs		
43-STRUCTURE TYPE 302 : Steel Stringer/Girder	22-OWNER City/ Municipal Highway A	21-MAINTAINER City/ Municipal Highway A	TEAM LEADER R. Mancari	
107-DECK TYPE 1 : Concrete Cast-in-Place	WEATHER Sunny	TEMP. (air) -1°C	TEAM MEMBERS M. RANZONI	

WEIGHT POSTING		Not Applicable ☒		At bridge		Advance		PLANS (Y/N): Y	
	H	3	3S2	Single	N	S	N	S	
Actual Posting	10	15	23	N	8	8	8	8	
Recommended Posting	N	N	N	N	8	8	8	8	(V.C.R.) (Y/N): N
Waived Date: 00/00/0000		EJDMT Date: 00/00/0000		Signs In Place (Y=Yes, N=No, NR=Not Required)		Legibility/Visibility		TAPE#: _____	

RATING		Rating Report (Y/N): Y		Date: 02/01/2019	Recommend for Rating or Rerating (Y/N): N	If YES please give priority: HIGH () MEDIUM () LOW ()			
Inspection data at time of existing rating I 58: 4 I 59: 4 I 60: 6 I 62: - Date: 01/30/2018					REASON: _____				

SPECIAL MEMBER(S):										
	MEMBER	CRACK (Y/N):	WELD'S CONDITION (0-9)	LOCATION OF CORROSION, SECTION LOSS (%), CRACKS, COLLISION DAMAGE, STRESS CONCENTRATION, ETC.	CONDITION		INV. RATING OF MEMBER FROM RATING ANALYSIS			Deficiencies
					PREVIOUS	PRESENT	H-20	3	3S2	
					(0-9)	(0-9)				
A	Item 58.2 - Deck Condition	N		See remarks in comments section.	4	4	Not Rated			S-A
B	Item 59.4 - Girders or Beams	N		See remarks in comments section.	3	3	2	3	5	S-A
C										
D										
E										

List of field tests performed: D-Meter	(Overall Previous Condition)	I-58 4	I-59 3	I-60 6	I-62 -
	(Overall Current Condition)	4	3	6	-

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CITY/TOWN PITTSFIELD	B.I.N. 51P	BR. DEPT. NO. P-10-048	8.-STRUCTURE NO. P10048-51P-MUN-BRI	INSPECTION DATE JAN 22, 2024
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REMARKS

BRIDGE ORIENTATION

Pecks Road travels north and south at this location. Onota Brook flows from west to east. This single span structure consists of 19 rolled steel beams supporting a concrete deck and an asphalt wearing surface. The beams and bays are numbered from west to east, upstream to downstream, in accordance with the 2019 Rating Report. Refer to sketch 1 & 2 and photos 1 - 2.

GENERAL REMARKS

Beams 1 - 3 are open to pedestrian traffic.

Beams 4 - 12 have been taken out of service by the placement steel barriers approximately 11'-4" away from the east interior guardrail. Refer to sketches 1 & 2 and see photo 1.

Beam 19 has been taken out of service with the placement of an interior guardrail along the east shoulder. See photo 1.

The current horizontal clearance is 10'-4". See sketches 2 & 3 and photo 1.

ITEM 58 - DECK

Item 58.2 - Deck Condition

Bays 1 - 16 are hidden by steel stay in place forms (bays 1 & 2 are jack arches and bays 4 - 16 have steel plate forms in place). The deck rating is based on the condition of the steel plates and forms. Solid concrete has been found above these plates in areas with holes. See photos 3 & 4.

Along the transverse open joints between the steel deck plates, the steel is damp from active leakage, with heavy delaminations, areas of perforations, and rust build-up between the plate and top flange of the beams. See photo 3.

Bay 3, at the south end, is spalled full depth, with a hole through the wearing surface at the edge of the sidewalk, up to 6" diameter. The hole has been covered with a steel plate.

Bays 17 & 18 have minor transverse cracks with efflorescence, damp areas, delaminated areas, up to 12" diameter.

Bays 17 & 18 have areas of honeycombing and cover spalls, up to 24" long x up to 36" wide x 2-1/2" deep.

The east deck fascia has a scaled area near mid-span, approximately 24" long x 6" high x 3-1/2" deep.

Item 58.3 - Stay in place forms

Bays 1 & 2 have corrugated steel forms in place (Jack-arch deck forms). The bottom 3" of the forms have moderate rusting with delamination, full length. See photo 4.

Bays 4 - 15 have steel plate forms in place. All of the steel plates have severe rusting with delamination and section loss. Also, there is severe active leakage in these bays. Most of the steel plates have pack rust between or are not in contact with the top flanges of the beams. See photo 3.

Item 58.4 - Curbs

The west curb was hidden by snow and ice at the time of inspection. The previous routine inspection report, dated 1/14/22, listed the curb reveal as 200mm with no comments.

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REMARKS

Item 58.6 - Sidewalks

The sidewalk was hidden by snow and ice at the time of inspection. The Routine Inspection Report, dated 1/30/2018, rated this item a 7 with no comments.

Item 58.8 - Railing

The interior east guardrail has a tear, approximately 35' long. All of the posts adjacent to the tear are bent. At the north end of the tear, two posts have detached anchor bolts. At the north end there is impact damage, 12' long x 2' bent out of plane. See photo 5.

The east rail base, along the top face, is spalled, full length x full width (top face) x 4" high (east face) x up to 2" deep. Several railing post base plates are partially undermined.

Item 58.10 - Drainage System

In bay 2, the drain pipes have moderate rusting and delamination. See photo 4.

Item 58.12 - Utilities

In bay 14, the natural gas pipe has minor rust stain bleeding from the pipe wrapping. At the south breastwall, the pipe has severe corrosion.

APPROACHES

Approaches c - Appr. Sidewalk Settlement

The approach sidewalks were hidden by snow and ice at the time of inspection. The Routine Inspection Report, dated 1/30/2018, rated this item a 7 with no comments.

ITEM 59 - SUPERSTRUCTURE

Item 59.4 - Girders or Beams

Beams 4 - 12, and 19 have been taken out of service.

Beams 1 - 16 have areas of moderate to severe rusting, delamination, and section loss. The worst conditions are found in areas exposed to active leakage; namely, at the ends of beams 11 & 14 and at mid-span of beams 4 - 8 & 16. There are holes in these areas. See sketches 4 - 18 and photos 4 & 6 - 9.

Beam 5, along the bottom flange, has random rolling defects.

Beams 13 - 15 have a gap, up to 3/4", in between the top flange and deck plate resulting in the deck not transferring live load to the beams at mid-span. The gap runs along the top flange for nearly the full length of the beams, except in the vicinity of the transverse open joint between the deck plates, where there is rust build-up.

Beam 13 has web distortion, full length x up to 3/16" out of plane to the west.

Beam 14 has web distortion, full length x up to 1/2" out of plane to the east.

Beam 16 has bottom flange distortion, full length x 3/4" out of plane. At the south end, the beam end is bent out of plane, 1/8" to the east.

Beam 17, at both end, has section loss. See sketch 17.

Beam 18, at the south ends, has an area of severe section loss and holes. Refer to sketch 18 and photo 10.

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REMARKS

Beam 19 has failed. See photo 11.

Item 59.9 - Bearing Devices

Beams 1 - 16 rest on the stone masonry abutments and are encased in concrete. See photos 7, 8, & 12.

Bearings 17 - 19, the exposed portions of the plates have surface rusting. See photo 10.

Item 59.10 - Diaphragms/Cross Frames

Only bay 17 has diaphragms.

The diaphragms in bay 17 have minor surface rusting.

Item 59.11 - Rivets & Bolts

The rivets in bay 17 have minor surface rusting.

Item 59.13 - Member Alignment

Beams 1 -16 have single plate bearings resting directly on the stone masonry abutment. See photos 7, 8, & 12. The uneven bearing areas are causing random rotations in the beams.

Beams 4 - 16 have varying amounts of pack rust formed between the deck and top flange. See photo 3.

Item 59.14 - Paint/Coating

Beams 1 - 16 & 19, have no paint remaining. See photo 2, 4, 6 - 9, & 11.

Beams 17 & 18 have large areas of missing paint. See photo 10.

SuperStructure Load Vibration Notes

Under heavy live loads, there is moderate vibration.

ITEM 60 - SUBSTRUCTURE

Item 60.1 - Abutments

Item 60.1.b - Bridge Seats

The stone masonry seats are uneven with areas of broken stones throughout. The worst conditions are found below both ends of beam 3. See photos 12 & 13.

Item 60.1.c - Backwalls

Throughout both backwalls, there are areas of cracking and honeycombing.

Item 60.1.d - Breastwalls

Both breastwalls have areas of cracked and missing mortar. See photos 12 & 13.

In front of both breastwalls, there are cast in place concrete curtain walls.

Both curtain walls have several vertical cracks, 1/16" wide x full height, and areas of rust staining.

The south breastwall, under beam 4, has an area of missing and loose stones with fill spilling through, approximately 12" diameter. See photo 13.

CITY/TOWN PITTSFIELD	B.I.N. 51P	BR. DEPT. NO. P-10-048	8.-STRUCTURE NO. P10048-51P-MUN-BRI	INSPECTION DATE JAN 22, 2024
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REMARKS

Item 60.1.e - Wingwalls

The stone masonry portions of the wingwalls have random loose stones and missing mortar.

Item 60.1.g - Pointing

In the stone masonry portions of the abutments, there are random areas of missing mortar throughout. See photos 12 & 13.

Item 60.1.h - Footings

The stone masonry abutment footings are hidden by the streambed and curtain walls.

Item 60.1.j - Scour

The north curtain wall is undermined starting at the downstream (east) end, 31' long x up to 33" of penetration (to the original stone masonry abutment).

The south curtain wall is scoured and undermined at the upstream (west) end, approximately 4' long x 12" of penetration. See photo 14.

SubStructure Undermining Notes

Refer to Item 60.1.j - Scour.

SubStructure Scour Notes

Refer to Item 60.1.j - Scour.

ITEM 61 - CHANNEL AND CHANNEL PROTECTION

Item 61.1 - Channel Scour

The channel turns under the structure such that the southwest corner and the northeast corner have moderate scouring of the streambed.

Refer to chart 1 for channel profile readings.

Item 61.4 - Vegetation

Both the upstream and downstream channels have moderate vegetation growth along the embankments.

Item 61.5 - Utilities

In the upstream channel, approximately 4' west of the abutments, a portion of utility pipe, 10" diameter, is exposed, 7' long.

TRAFFIC SAFETY

Item 36a - Bridge Railing

The bridge railings consist of single steel W-beam panels mounted on steel posts with steel blockouts, spaced at 6'. There is a chain link fence mounted on the back side of the guardrails.

Approximately 2' from the east railing, an interior guardrail has been mounted to the deck (not through - bolted).

At 11'-4" from the east interior guardrail, steel barriers have been put in place.

Refer to Item 58.8 - Railing and General Remarks.

CITY/TOWN PITTSFIELD	B.I.N. 51P	BR. DEPT. NO. P-10-048	8.-STRUCTURE NO. P10048-51P-MUN-BRI	INSPECTION DATE JAN 22, 2024
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REMARKS

Item 36b - Transitions

The west transitions consist of single steel W-beam panels mounted on steel posts with steel blockouts, spaced at 6'.

The east transitions (continuous with the interior bridge railing) consist of single steel W-beam panels mounted on steel posts with plastic blockouts, spaced at 6'.

The southeast transition panels have a tear down the center, approximately 20' long, and impact damage extending from the bridge railing. See photo 5.

Item 36c - Approach Guardrail

The west approach guardrails consist of single steel W-beam panels mounted on steel posts with steel blockouts, spaced at 6'.

The east approach guardrails (continuous with the interior bridge railing) consist of single steel W-beam panels mounted on steel posts with plastic blockouts, spaced at 6'.

Item 36d - Approach Guardrail Ends

The west approach guardrails have buried ends, not swept from traffic.

The east approach guardrails (continuous with the interior bridge railing) have swept terminal ends.

Sketch / Chart / Photo Log

- Sketch 1 : Framing layout, plan view.
- Sketch 2 : Plan view of guardrail and barrier placement.
- Sketch 3 : Framing layout, cross section.
- Sketch 4 : Beams B1, B2, B3 & B9 Field Measured Properties.
- Sketch 5 : Beams B10, B13, B15 & B17 Field Measured Properties.
- Sketch 6 : Beam 4 section loss.
- Sketch 7 : Beam 5 section loss.
- Sketch 8 : Beam 6 section loss.
- Sketch 9 : Beam 7 section loss.
- Sketch 10 : Beam 8 section loss.
- Sketch 11 : Beam 9 section loss.
- Sketch 12 : Beam 11 section loss.
- Sketch 13 : Beam 13 section loss.
- Sketch 14 : Beam 14 section loss.
- Sketch 15 : Beam 15 section loss.
- Sketch 16 : Beam 16 section loss.
- Sketch 17 : Beam 17 section loss.
- Sketch 18 : Beam 18 section loss.
- Chart 1 : Channel profile readings.
- Photo 1 : General topside, looking north.
- Photo 2 : General underside, looking west.
- Photo 3 : Typical stay in place form condition, with section loss and holes. Note the concrete behind the steel plate.
- Photo 4 : Bay 2, looking south, jack arch and drain pipe condition. Also, note the beam 3 rusting and section loss.
- Photo 5 : East bridge guardrail with tear and impact damage.
- Photo 6 : Holes near mid-span, in the web of beam 7.
- Photo 7 : Beam 11, south end, with section loss and holes. Note, out of service.

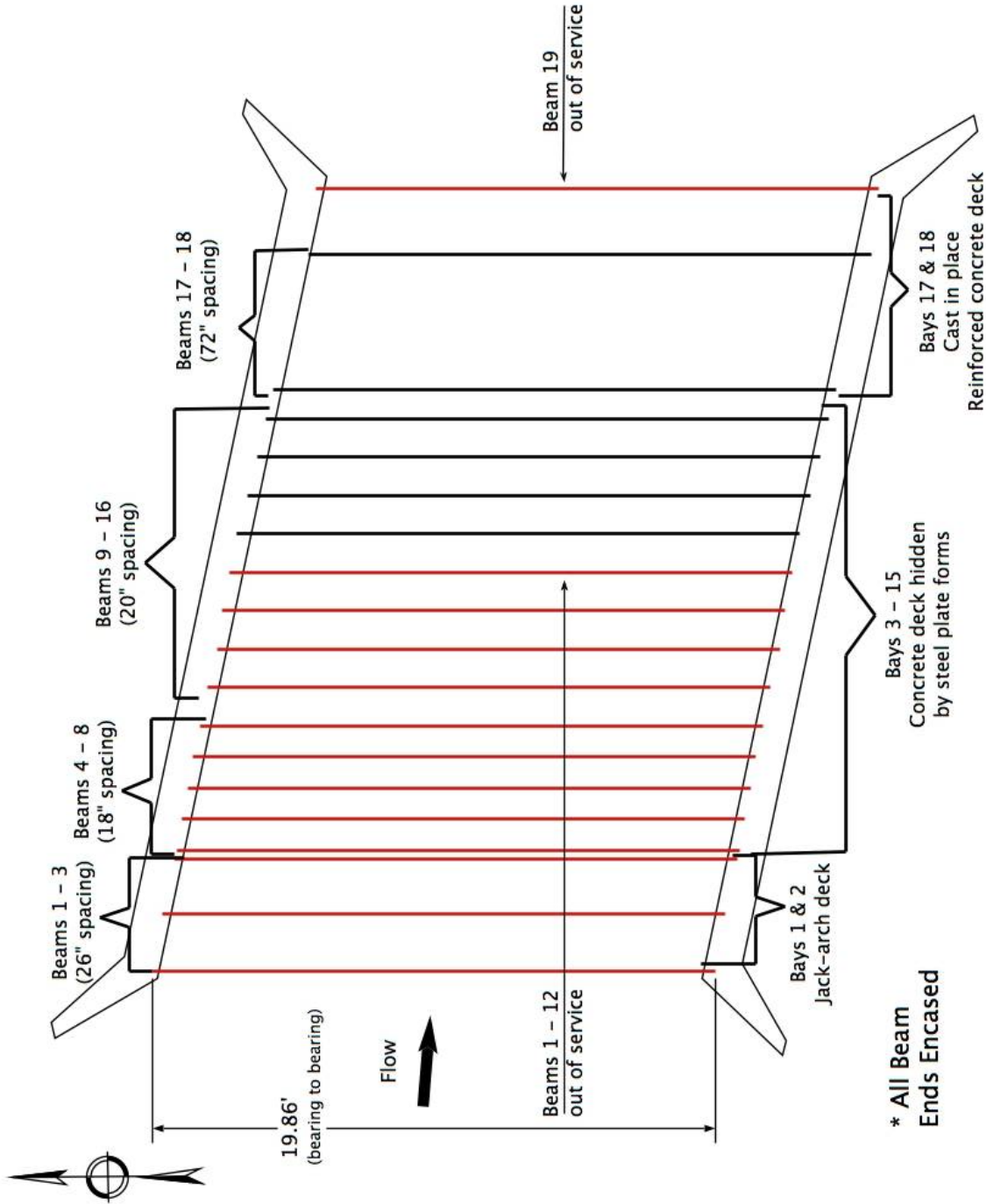
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REMARKS

Photo 8 : Beam 14, north end, with section loss and holes.
Photo 9 : Beam 16, north end, with section loss.
Photo 10 : Beam 18, south end, with section loss and holes.
Photo 11 : East elevation, beam 19 failed. Note, out of service.
Photo 12 : North breastwall condition.
Photo 13 : Area of missing and loose stones in the south breastwall under beams 3 & 4.
Photo 14 : North curtain wall scour.

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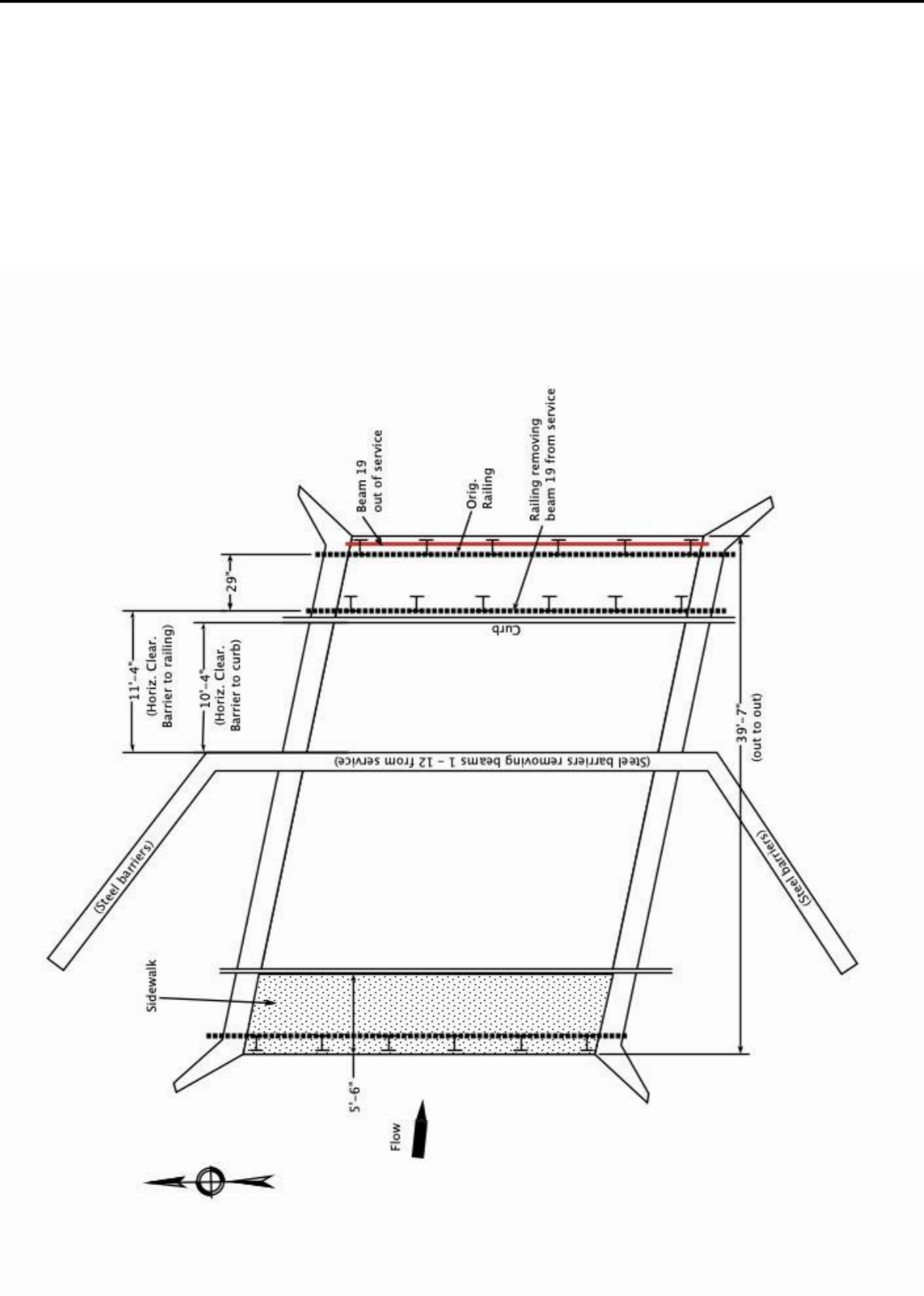
SKETCHES



Sketch 1: Framing layout, plan view.

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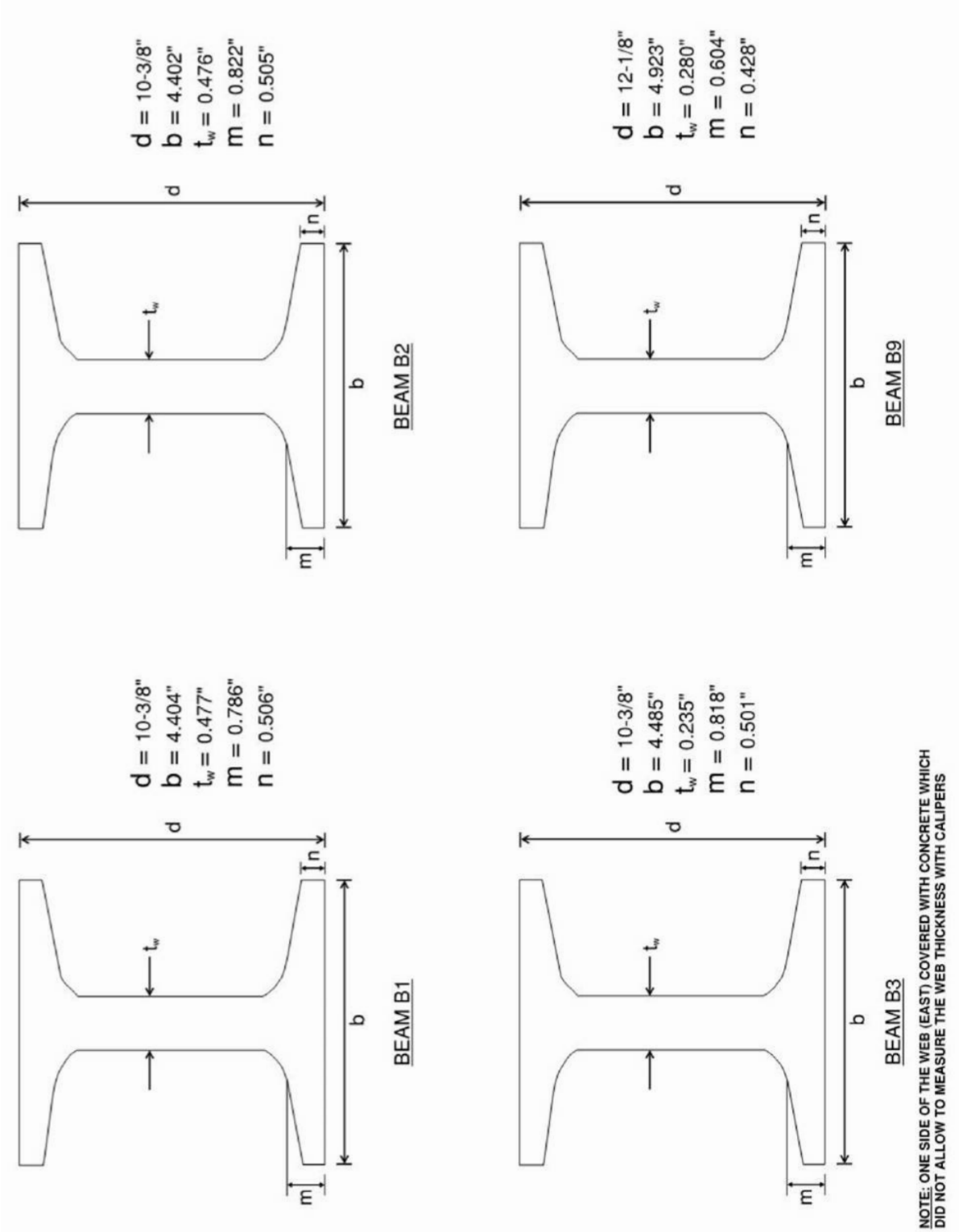
SKETCHES



Sketch 2: Plan view of guardrail and barrier placement.

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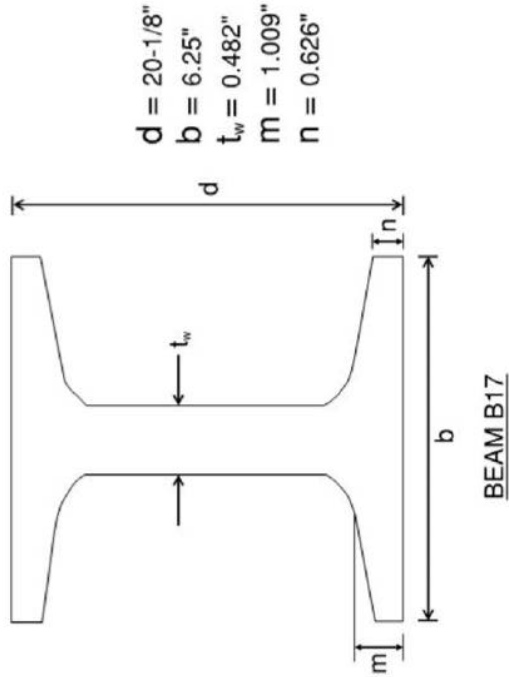
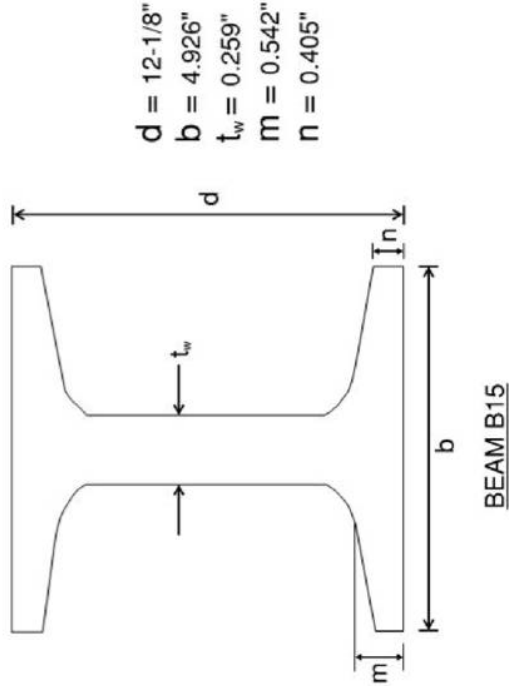
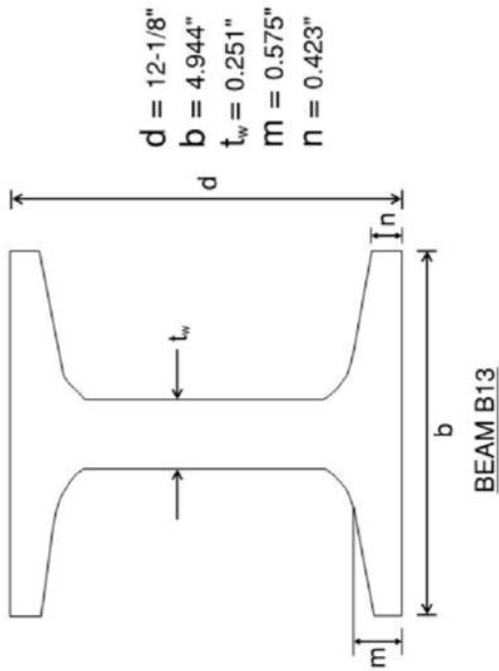
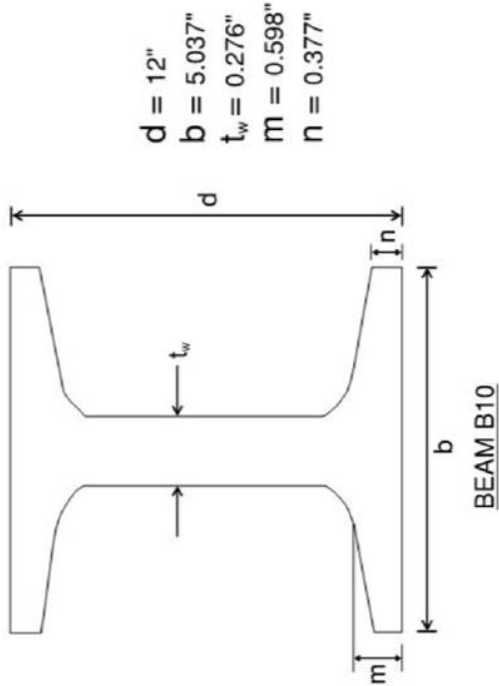
SKETCHES



Sketch 4: Beams B1, B2, B3 & B9 Field Measured Properties.

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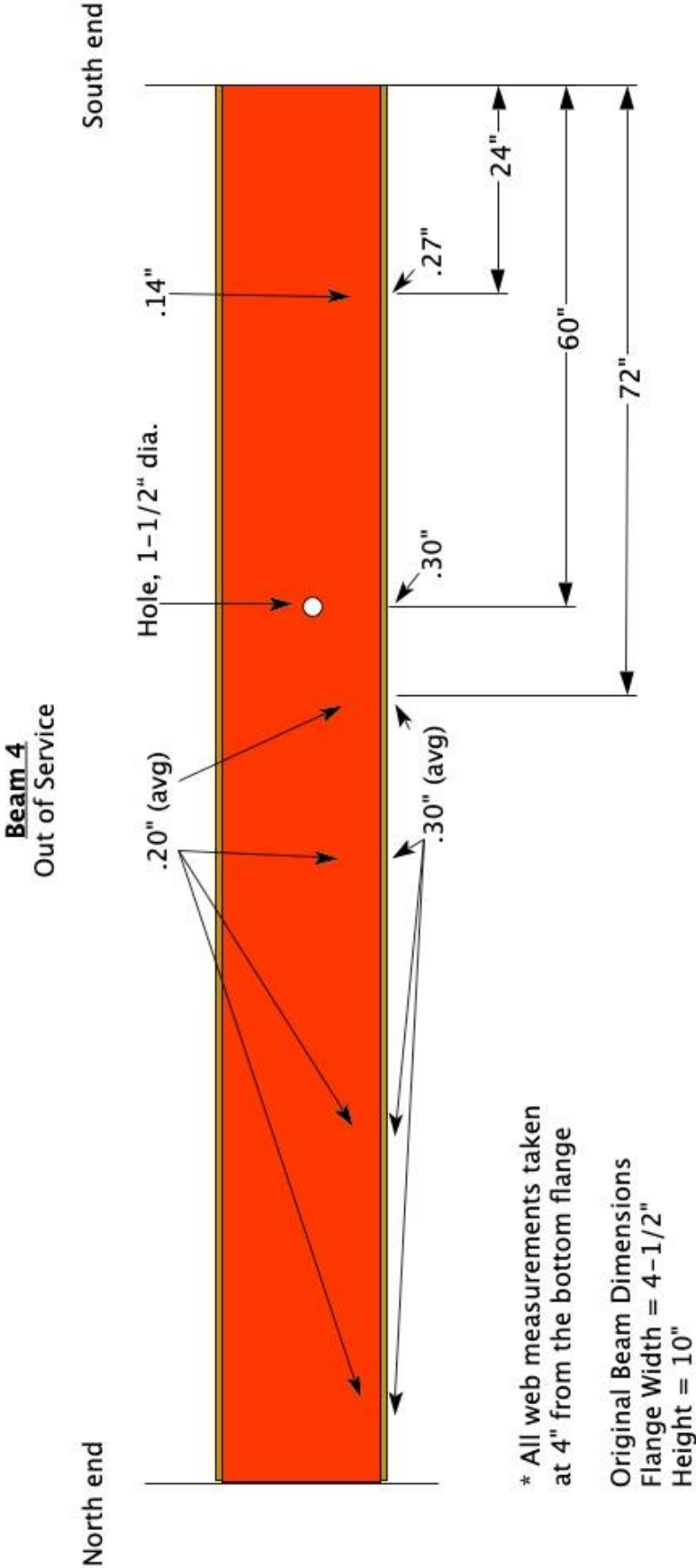
SKETCHES



Sketch 5: Beams B10, B13, B15 & B17 Field Measured Properties.

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SKETCHES

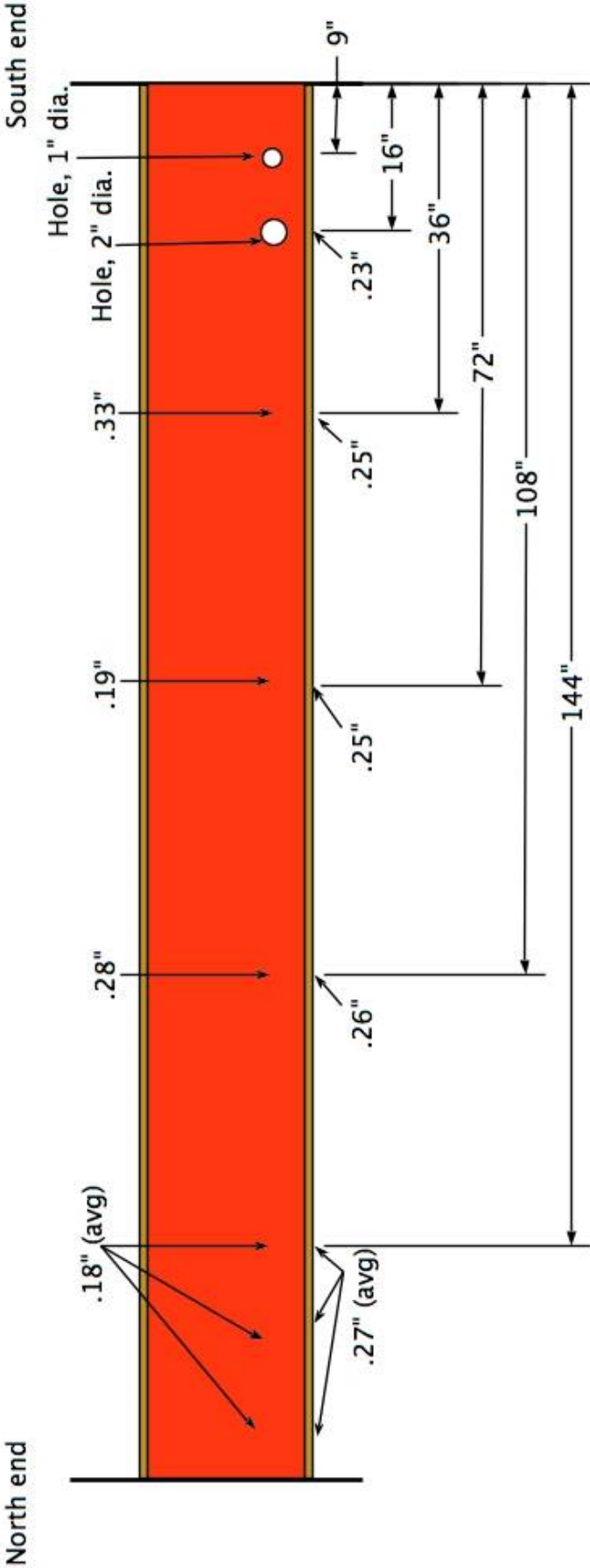


Sketch 6: Beam 4 section loss.

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SKETCHES

Beam 5
Out of Service



* All web measurements taken at 4" from the bottom flange

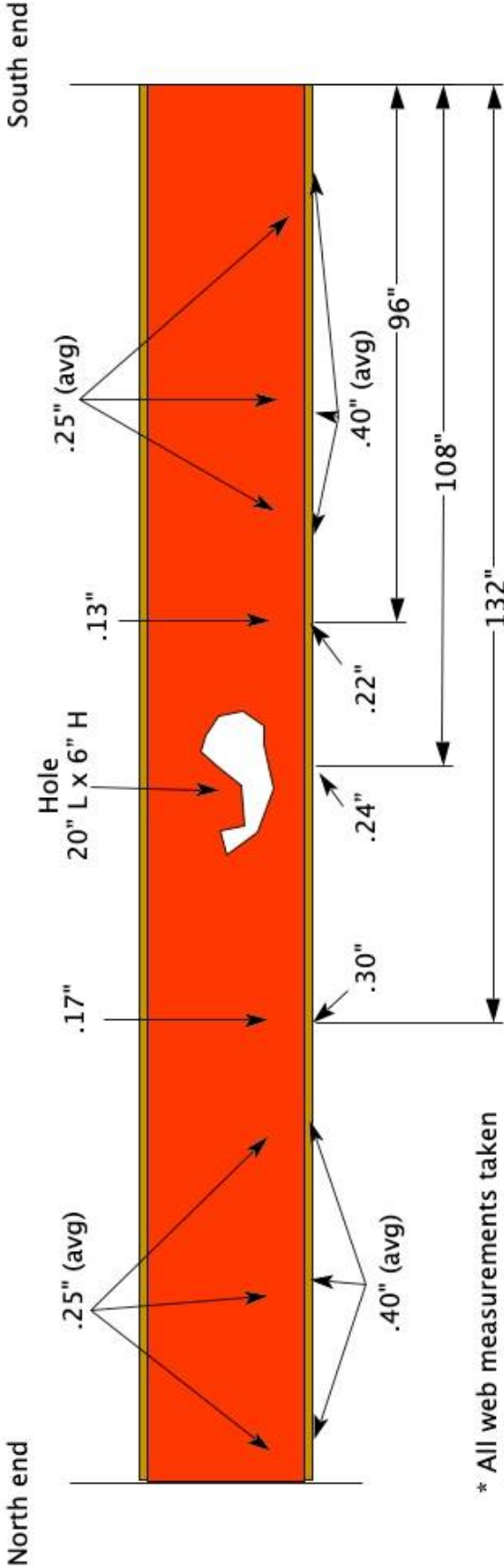
Original Beam Dimensions
Flange Width = 4-1/2"
Height = 10"

Sketch 7: Beam 5 section loss.

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SKETCHES

Beam 7
Out of Service



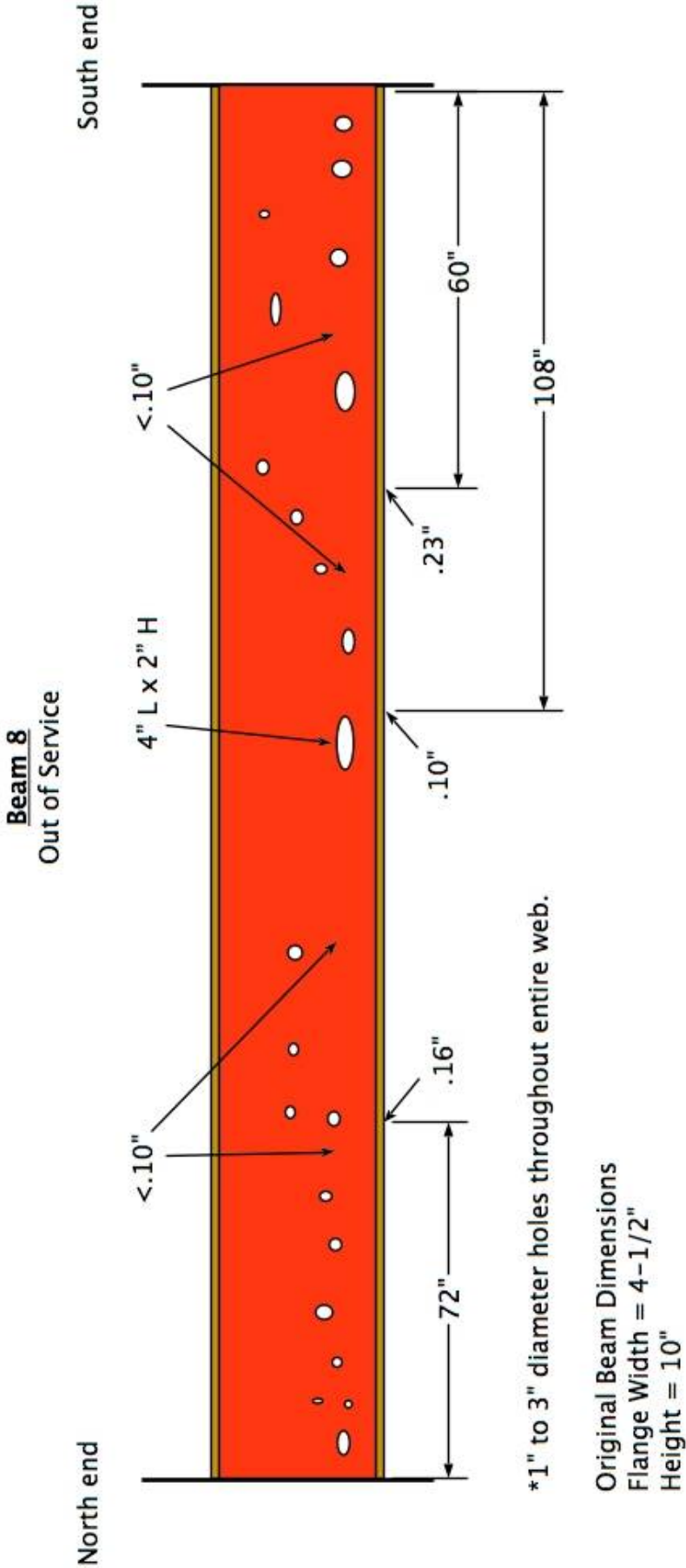
* All web measurements taken at 4" from the bottom flange

Original Beam Dimensions
Flange Width = 4-1/2"
Height = 10"

Sketch 9: Beam 7 section loss.

TY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
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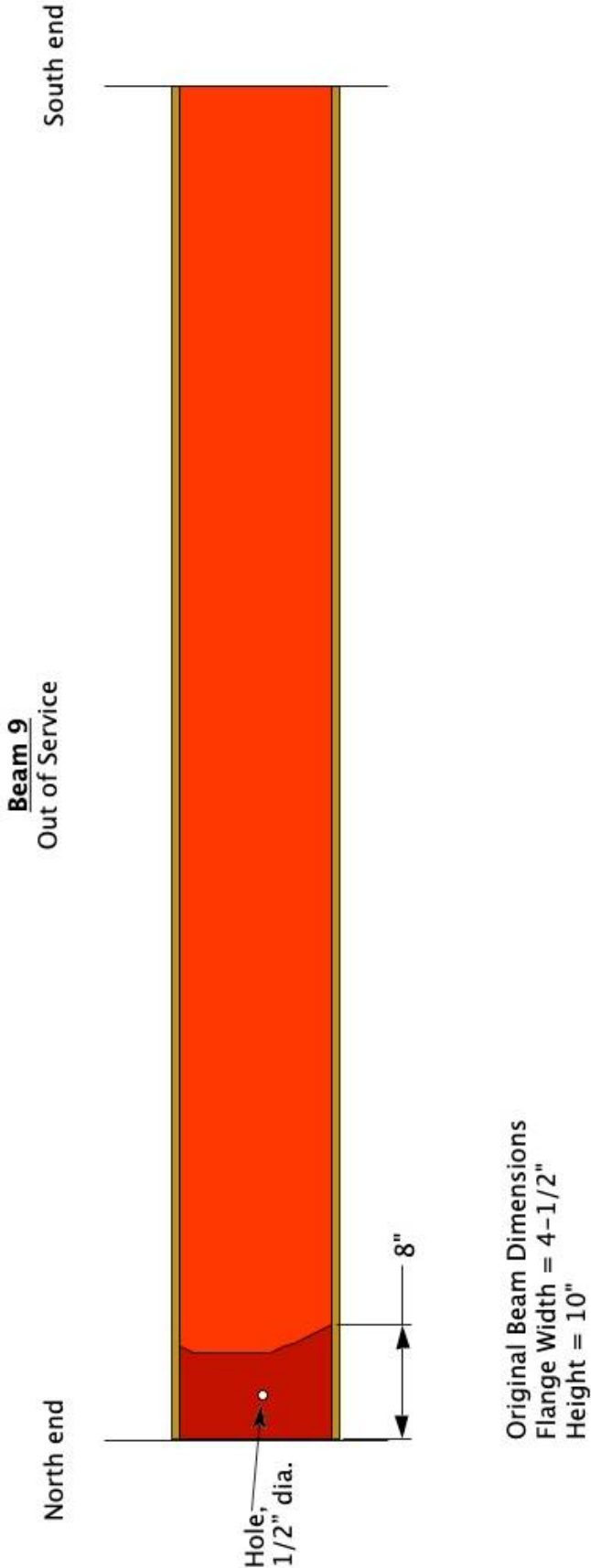
SKETCHES



Sketch 10: Beam 8 section loss.

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SKETCHES

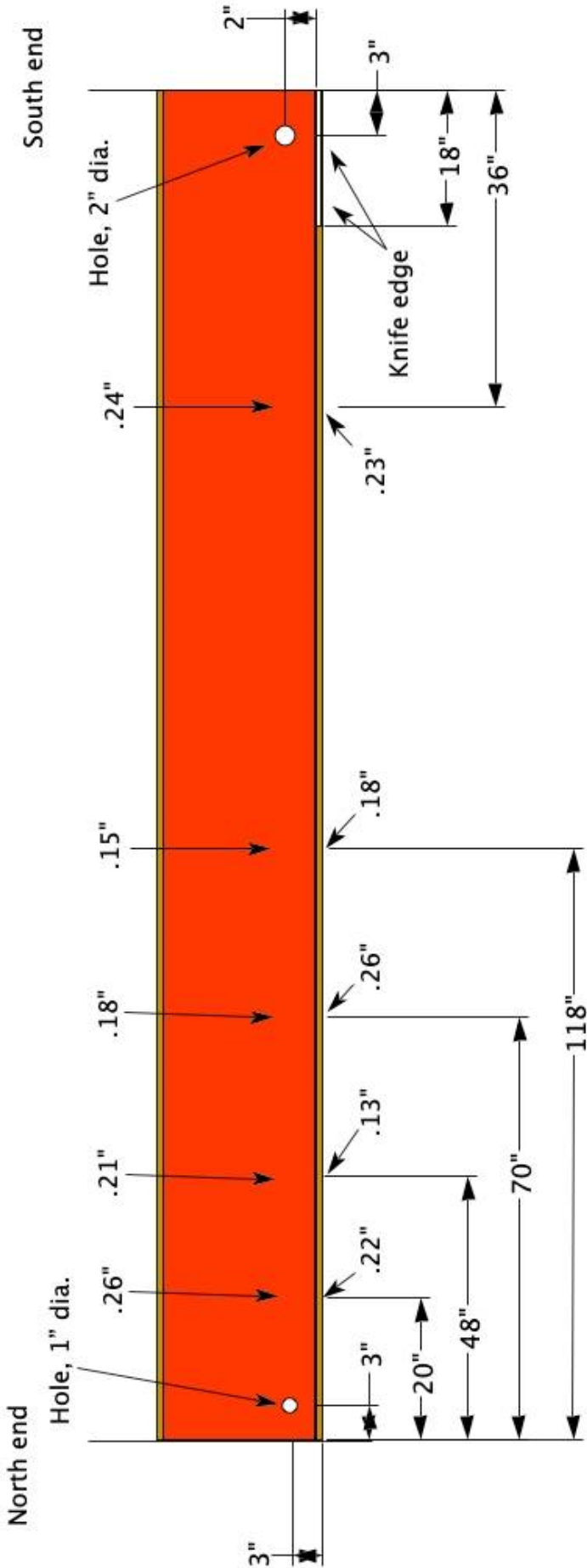


Sketch 11: Beam 9 section loss.

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SKETCHES

Beam 11
Out of Service



* All web measurements taken at 4" from the bottom flange

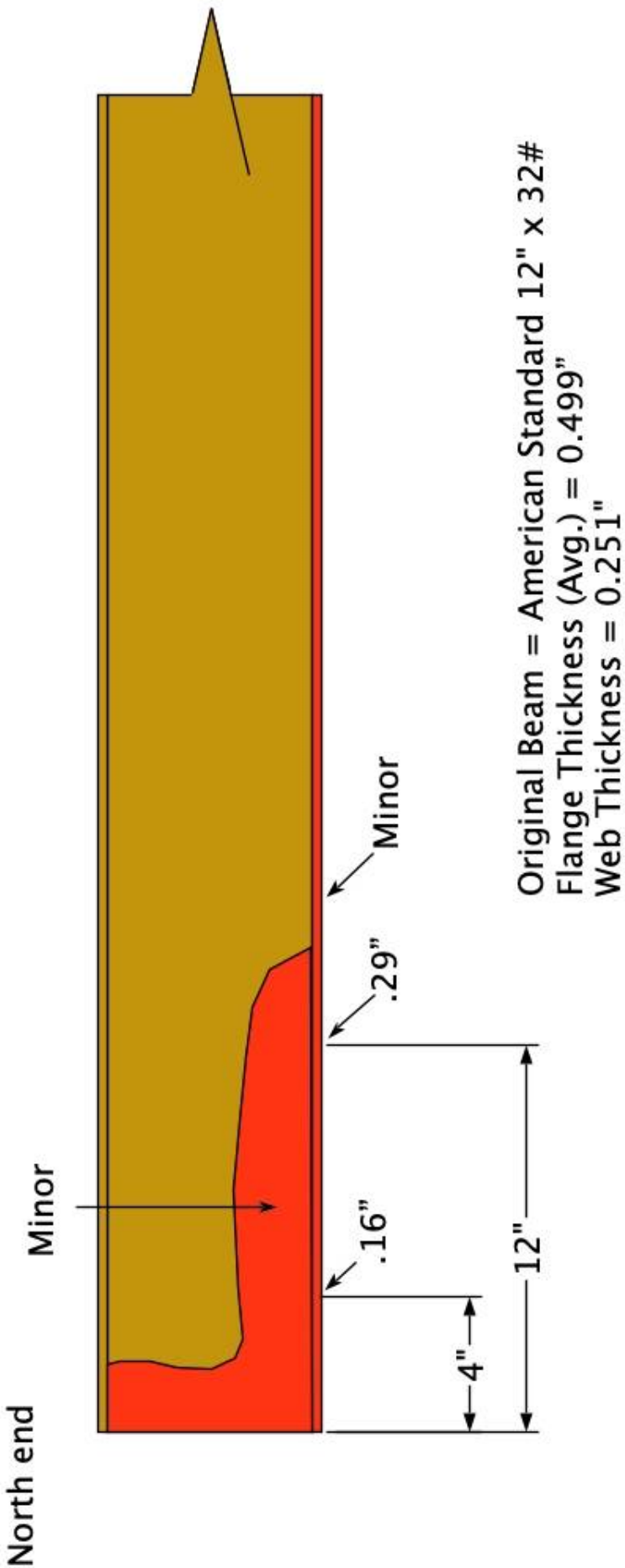
Original Beam = American Standard 12" x 32#
Flange Thickness (Avg.) = 0.535"
Web Thickness = 0.350"

Sketch 12: Beam 11 section loss.

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SKETCHES

Beam 13



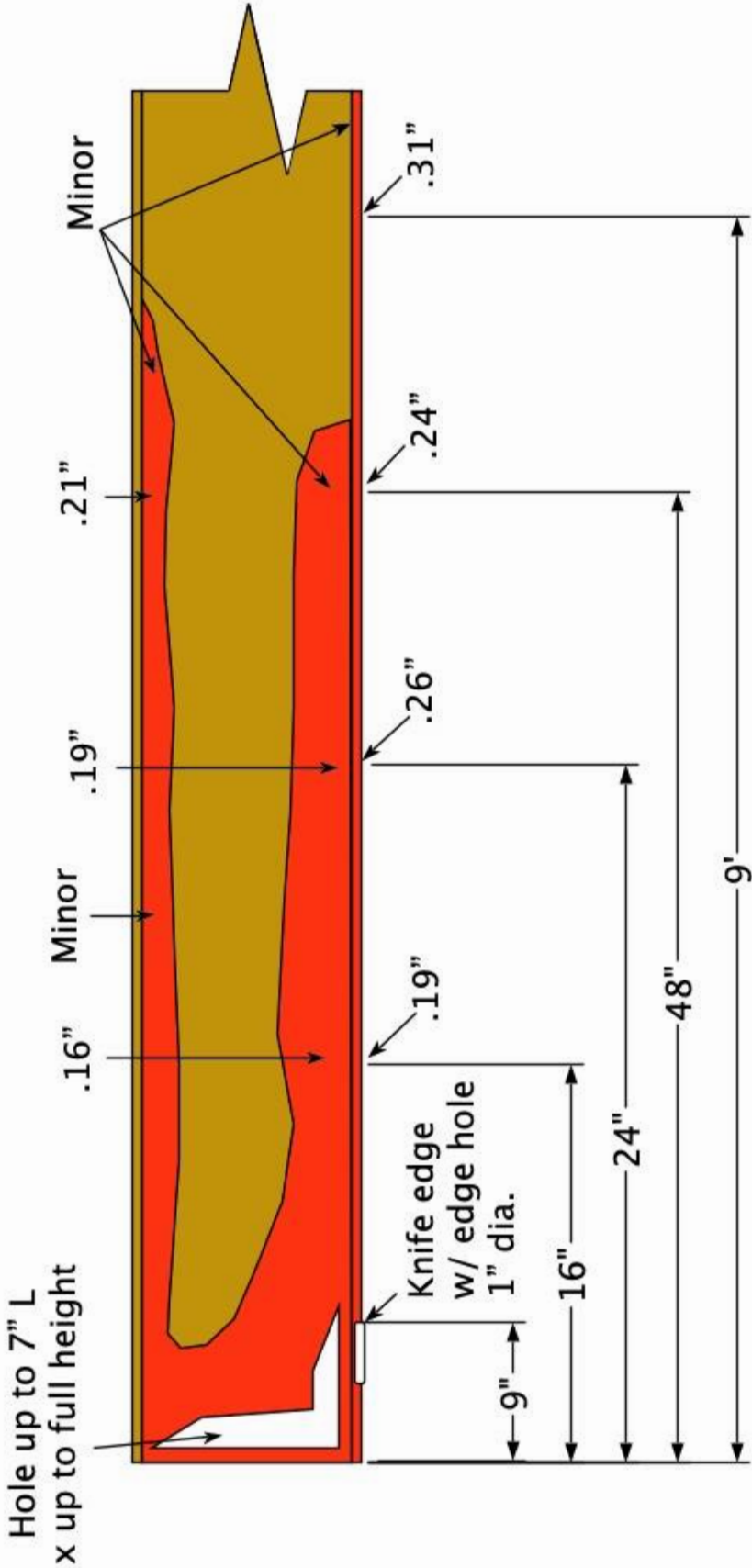
Sketch 13: Beam 13 section loss.

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SKETCHES

North end

Beam 14



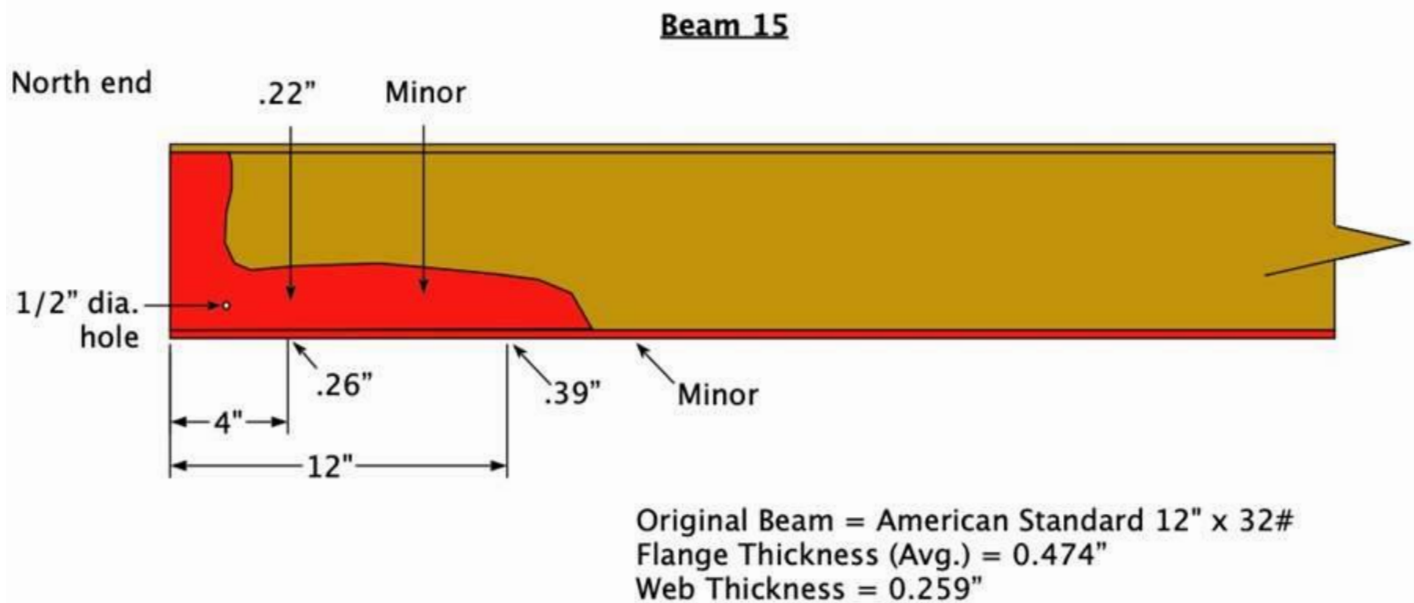
* All web measurements taken at 4" from the bottom flange

Original Beam = American Standard 12" x 32#
Flange Thickness (Avg.) = 0.535"
Web Thickness = 0.350"

Sketch 14: Beam 14 section loss.

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SKETCHES

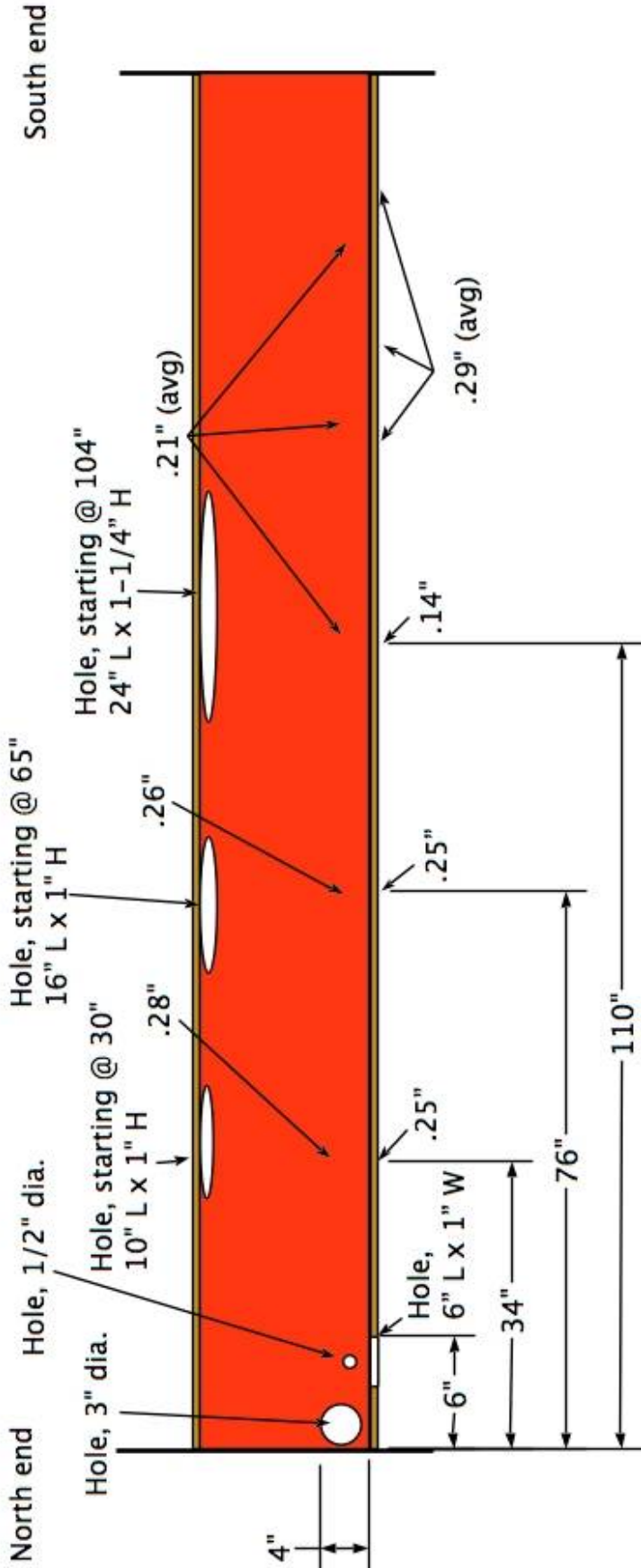


Sketch 15: Beam 15 section loss.

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SKETCHES

Beam 16



* All web measurements taken at 4" from the bottom flange

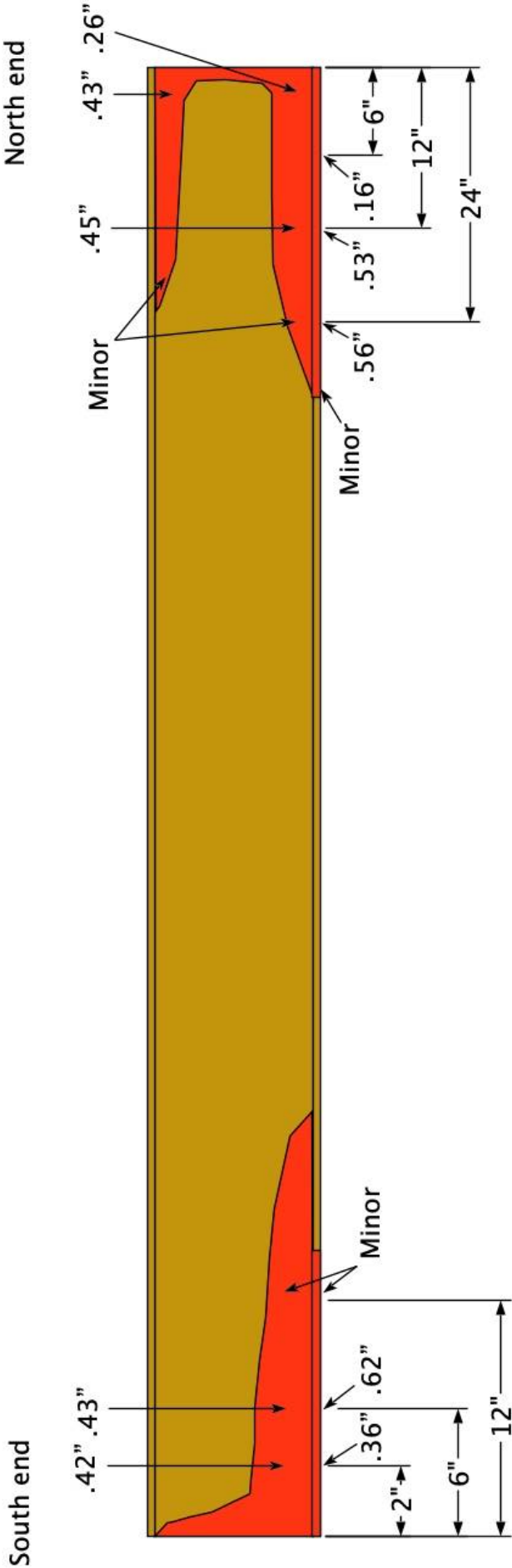
Original Beam = American Standard 12" x 32#
Flange Thickness (Avg.) = 0.535"
Web Thickness = 0.350"

Sketch 16: Beam 16 section loss.

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SKETCHES

Beam 17



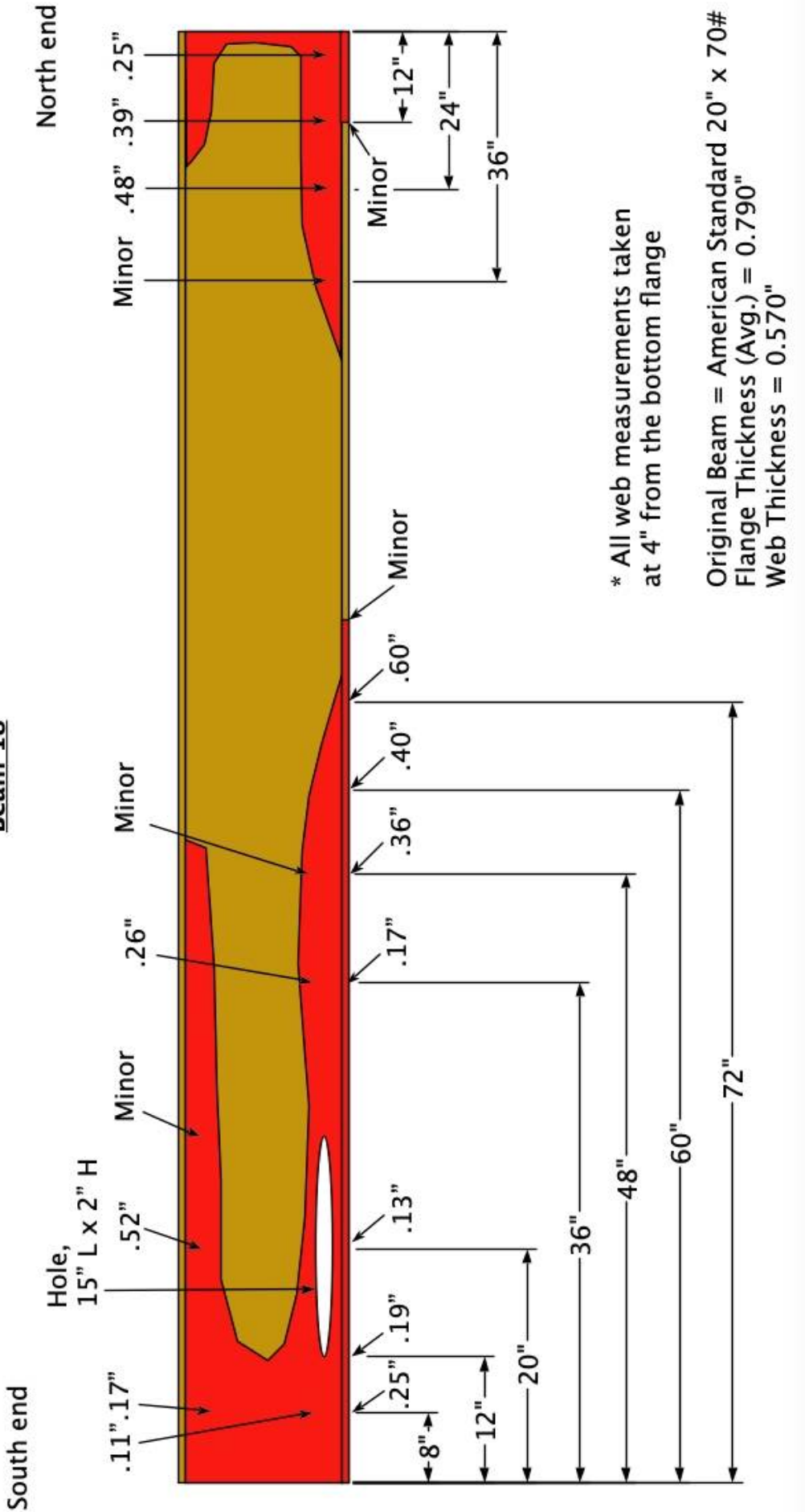
* All web measurements taken at 4" from the bottom flange
Original Beam = American Standard 20" x 70#
Flange Thickness (Avg.) = 0.790"
Web Thickness = 0.570"

Sketch 17: Beam 17 section loss.

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SKETCHES

Beam 18



Sketch 18: Beam 18 section loss.

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CHARTS

P10048 Channel Profile Readings						
	East Fascia			West Fascia		
DATE	South Abutment	1/2 span	North Abutment	South Abutment	1/2 span	North Abutment
1/22/24	6.8	7.1	7.0	8.1	7.8	6.0

NOTES:

*All readings in decimal feet.

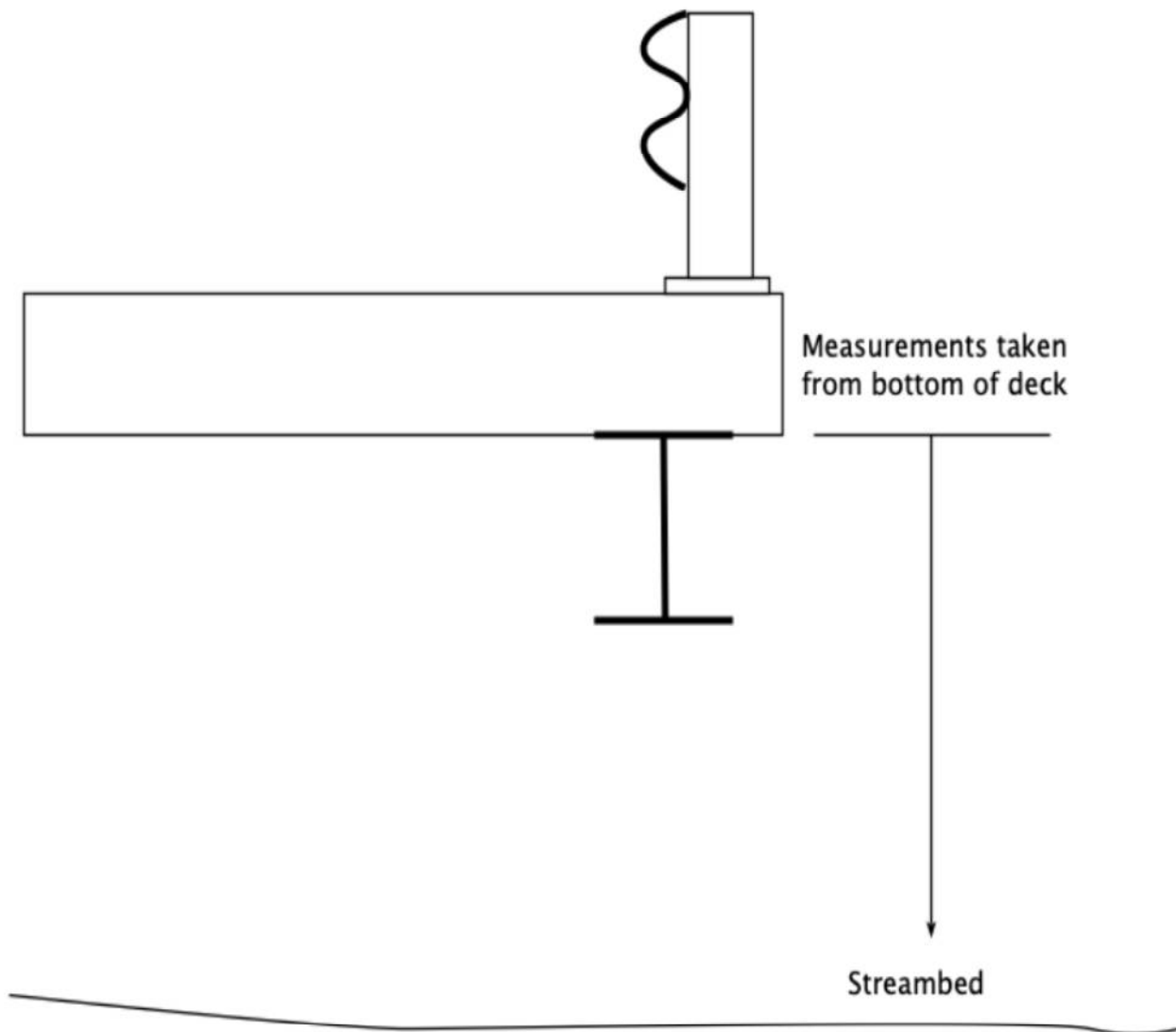


Chart 1: Channel profile readings.

CITY/TOWN PITTSFIELD	B.I.N. 51P	BR. DEPT. NO. P-10-048	8.-STRUCTURE NO. P10048-51P-MUN-BRI	INSPECTION DATE JAN 22, 2024
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PHOTOS

Photo 1: General topside, looking north.



Photo 2: General underside, looking west.

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PHOTOS

Photo 3: Typical stay in place form condition, with section loss and holes. Note the concrete behind the steel plate.



Photo 4: Bay 2, looking south, jack arch and drain pipe condition. Also, note the beam 3 rusting and section loss.

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PHOTOS

Photo 5: East bridge guardrail with tear and impact damage.

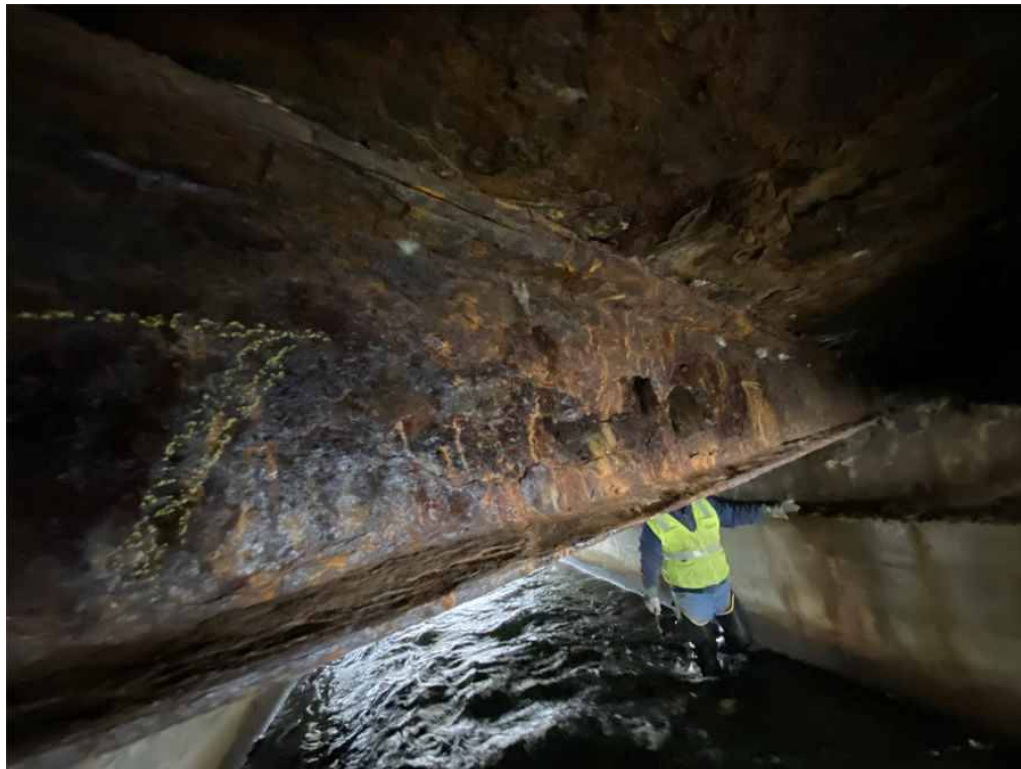


Photo 6: Holes near mid-span, in the web of beam 7.

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PHOTOS

Photo 7: Beam 11, south end, with section loss and holes. Note, out of service.



Photo 8: Beam 14, north end, with section loss and holes.

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PHOTOS

Photo 9: Beam 16, north end, with section loss.



Photo 10: Beam 18, south end, with section loss and holes.

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PHOTOS

Photo 11: East elevation, beam 19 failed. Note, out of service.



Photo 12: North breastwall condition.

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PHOTOS

Photo 13: Area of missing and loose stones in the south breastwall under beams 3 & 4.



Photo 14: North curtain wall scour.