

# New York State Department of Transportation General Bridge Inspection Report

*Inspection Date:* October 08, 2019

## Structure Information

*BIN:* 3306370

*Feature Carried:* BATTEN-DUGAN ROAD

*Feature Crossed:* BATTEN KILL

*Orientation:* 8 - NORTHWEST

*Region:* 01 - ALBANY

*County:* WASHINGTON

*Political Unit:* Town of JACKSON

*Approximate Year Built:* 1916

*Primary Owner:* 30 - County

*Primary Maintenance Responsibility:* 30 - County

*General Type Main Span:* 3 - Steel, 10 - Truss - Thru

This Bridge is not a Ramp

*Number of Spans:* 1

## Postings

*Posted Load Matches Inventory:* Yes

*Posted Load in field:* 20

*Posted Vertical Clearances Match Inventory:* Yes

*Inventory On:* 10 Feet 10 Inches

*Inventory Under:* Not Posted

## Number of Flags Issued

*Red PIA:* 0

*Red:* 0

*Yellow:* 4

*Safety PIA:* 0

## New York State Inspection Overview

*General Recommendation:* 4

## Federal NBI Ratings

*NBI Deck Condition:* 7

*NBI Superstructure Condition:* 4

*NBI Substructure Condition:* 7

*NBI Channel Condition:* 8

*NBI Culvert Condition:* N

## Action Items

Non-Structural Condition Observations noted: YES

Vulnerability Reviews Recommended: NO

Diving Inspection Requested: NO

Further Investigation Requested: NO

## Inspector & Reviewer Signature Information

*Inspection Signature:* Laura L. Fulford, P.E. 087086-1

*Date:* November 26, 2019

*Review Signature:* Scott Kinsman, P.E. 070037

*Date:* November 26, 2019

*Processed by :*

Report Printed: December 23, 2019 2:08:58 PM

### **Special Emphasis Inspection**

Special Emphasis Detail	"Other" Special Emphasis Detail Description	Hands-On Insp Performed	Hands-On Inspection Note
Non-redundant or Fracture-Critical Structures	All truss members and floorbeams.	Yes	2019: All Special Emphasis items inspected as required - L. Fulford, PE 087086, Team Leader.

### **Additional Information**

#### **Overloads Observed**

No overload vehicles observed during this inspection.

#### **Notes to Next Inspector**

BIN Plate is located on the begin left backwall.

2019 Access: walking, extension ladder, rigging, skiff

Include the following note in any future gusset plate flags on this bridge:

"The load path for horizontal shear in the gussets is 50% into the upper bottom chord angle & 50% into the lower bottom chord angle, splitting the load between the angles where deterioration is located."

#### **Improvements Observed**

2019: None

2018: None

2017 Inspection: None

#### **Pedestrian Fence Height**

None

#### **Snow Fence**

None

#### **Bin Plate Condition**

OK

#### **Scour Critical Rating**

4 - Foundations stable for conditions; action required

**Field Notes**

<b>Staff Present During Inspection</b>		
<b>Name</b>	<b>Title</b>	<b>Organization</b>
Dom Carlino	Skiff	Seaway
Matthew Vasco	Assistant Team Leader	MJ Engineering
Randy Capwell	Rigging	CP Ward
Roy Capwell	Rigging	CP Ward

<b>General Equipment Required for Inspection*</b>
<b>Access Type</b>
13 - Walking
15 - Extension Ladder
Rescue Skiff
Rigging

\* For span specific equipment requirements refer to the Active Inventory's "Access Needs" tab in BDIS.

<b>Detailed Time &amp; Weather Conditions</b>				
<b>Field Date</b>	<b>Arrival</b>	<b>Departure</b>	<b>Temp (F)</b>	<b>Weather Conditions</b>
10/08/2019	08:15 AM	03:30 PM	65	Sunny

<b>Inspection Times (hours)</b>	
Time required for travel, inspection and report preparation	27
Lane closure usage	None
Railroad flagging time	No

**Element Quantities**

**Element Assessment Summary Table**

Element	Total Quantity	Unit	CS-1	CS-2	CS-3	CS-4	CS-5
28 - Steel Deck with Open Grid	1997	ft <sup>2</sup>		1997			0
113 - Steel Stringer	512	ft		256	256		0
120 - Steel Truss	256	ft			244	12	0
152 - Steel Floor Beam	148	ft			148		0
162 - Steel Gusset Plate	32	each		23	2	7	0
215 - Reinforced Concrete Abutment	54	ft	27	27			0
220 - Reinforced Concrete Pile Cap/Footing	130	ft			8		122
310 - Elastomeric Bearing	4	each	4				0
321 - Reinforced Concrete Approach Slab	404	ft <sup>2</sup>	404				0
330 - Metal Bridge Railing	256	ft	256				0
510 - Wearing Surfaces	1997	ft <sup>2</sup>		1997			0
515 - Steel Protective Coating	12146	ft <sup>2</sup>	716	7284	1732	2414	0
800 - Erosion or Scour	130	ft	76	46	8		0
801 - Stream Hydraulics	1	each		1			0
830 - Secondary Members	1	each			1		0
850 - Backwall	54	ft	54				0
851 - Abutment Pedestal	4	each	4				0
853 - Wingwall	76	ft	76				0

**Element Assessment by Span**

Element**	Total Quantity	Unit	CS-1	CS-2	CS-3	CS-4	CS-5
<i>Span Number : 1</i>							
BA215 - Reinforced Concrete Abutment	27	ft		27			0
BA220 - Reinforced Concrete Pile Cap/Footing	27	ft			8		19
BA310 - Elastomeric Bearing	2	each	2				0
515 - Steel Protective Coating	8	ft <sup>2</sup>			8		0
BA321 - Reinforced Concrete Approach Slab	202	ft <sup>2</sup>	202				0
BA800 - Erosion or Scour	27	ft		19	8		0
BA850 - Backwall	27	ft	27				0
BA851 - Abutment Pedestal	2	each	2				0
BW220 - Reinforced Concrete Pile Cap/Footing	44	ft					44
BW800 - Erosion or Scour	44	ft	44				0
BW853 - Wingwall	44	ft	44				0

Element**	Total Quantity	Unit	CS-1	CS-2	CS-3	CS-4	CS-5
EA215 - Reinforced Concrete Abutment	27	ft	27				0
EA220 - Reinforced Concrete Pile Cap/Footing	27	ft					27
EA310 - Elastomeric Bearing	2	each	2				0
515 - Steel Protective Coating	8	ft <sup>2</sup>			8		0
EA321 - Reinforced Concrete Approach Slab	202	ft <sup>2</sup>	202				0
EA800 - Erosion or Scour	27	ft		27			0
EA850 - Backwall	27	ft	27				0
EA851 - Abutment Pedestal	2	each	2				0
EW220 - Reinforced Concrete Pile Cap/Footing	32	ft					32
EW800 - Erosion or Scour	32	ft	32				0
EW853 - Wingwall	32	ft	32				0
28 - Steel Deck with Open Grid	1997	ft <sup>2</sup>		1997			0
510 - Wearing Surfaces	1997	ft <sup>2</sup>		1997			0
515 - Steel Protective Coating	1997	ft <sup>2</sup>	499	499	499	500	0
113 - Steel Stringer	512	ft		256	256		0
515 - Steel Protective Coating	2560	ft <sup>2</sup>		640	640	1280	0
120 - Steel Truss	256	ft			244	12	0
515 - Steel Protective Coating	5846	ft <sup>2</sup>		5276	285	285	0
152 - Steel Floor Beam	148	ft			148		0
515 - Steel Protective Coating	812	ft <sup>2</sup>		243	244	325	0
162 - Steel Gusset Plate	32	each		23	2	7	0
515 - Steel Protective Coating	480	ft <sup>2</sup>		408	48	24	0
330 - Metal Bridge Railing	256	ft	256				0
515 - Steel Protective Coating	435	ft <sup>2</sup>	217	218			0
801 - Stream Hydraulics	1	each		1			0
830 - Secondary Members	1	each			1		0

\*\* Elements with a prefix designate the locations of BA-Begin Abutment, BW-Begin Wingwall, EA-End Abutment, EW-End Wingwall, CO-Culvert Outlet, and PR-Pier. No prefix generally indicates the element is part of the superstructure.

### Inspection Notes

#### General Comments

None

### Element Condition Notes

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
<b>Span 1: 28 - Steel Deck with Open Grid-515 - Steel Protective Coating</b>	1997	499	499	499	500	0

**Common**

**Referenced Photo(s):** 1

**Referenced Sketch(es):** None

The paint on the steel grid deck has failed along the center but gets progressively better towards the fascias.

CS4 Quantities: Estimated 25%  
 CS3 Quantities: Estimated 25%  
 CS2 Quantities: Estimated 25%  
 CS1 Quantities: Estimated 25%

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
<b>Span 1: 113 - Steel Stringer</b>	512	0	256	256	0	0

**Common**

**Referenced Photo(s):** 2, 3, 4, 5, 6

**Referenced Sketch(es):** None

CS3: The interior stringers (Stringers S2 and S3) have the paint loss and section losses, with the worse at the webs near the floorbeam connection. Most section losses are between 10-30% for Stringer S2 and S3, below are areas that were measured with a d-meter (Interior stringers that were not measured are similar to what was found below):

Panel 1 at Begin Abutment, Stringer S2: Web loss (Shear) 25%; (Photo 2)  
 Panel 1 at Begin Abutment, Stringer S3: Web loss (Shear) 15%;  
 Panel 3 at Floorbeam FB2 (End face), Stringer S3: Web loss (Shear) 30%;(Photo 3)  
 Panel 5 at Floorbeam FB4 (End face), Stringer S2: Web loss (Shear) 20%;  
 Panel 5 at Floorbeam FB5 (Begin face), Stringer S2: Web loss (Shear) 15%;  
 Panel 5 at Floorbeam FB4 (End face), Stringer S3: Web loss (Shear) 30%;(Photo 4)  
 Panel 8 at Floorbeam FB7 (Begin face), Stringer S3: Web loss (Shear) 30%;(Photo 5)  
 Panel 8 at End Abutment , Stringer S1: Web loss (Shear) 20%;  
 Panel 8 at End Abutment , Stringer S2: Web loss (Shear) 20%;  
 Panel 8 at End Abutment , Stringer S3: Web loss (Shear) 30%;(Photo 6)

Flange losses are less than 10% at this time.

CS3 Quantities: Say full lengths for Stringers S2 and S3.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
<b>Span 1: 113 - Steel Stringer-515 - Steel Protective Coating</b>	2560	0	640	640	1280	0

**Common**

**Referenced Photo(s):** 7, 8

**Referenced Sketch(es):** None

CS4: The interior stringers has completely failed for the full length.

CS3: The fascia stringers have the start of paint failure.

CS2: The remaining paint on the fascia stringers is faded and chalky.

CS4 Quantity: Estimated 50%  
 CS3 Quantity: Estimated 25%  
 CS2 Quantity: Estimated 25%

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
<b>Span 1: 120 - Steel Truss</b>	256	0	0	244	12	0
<b>Common</b> <i>Referenced Photo(s):</i> 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25 <i>Referenced Sketch(es):</i> 1, 2 See the attached sketch for truss condition notes.						
<b>Span 1: 120 - Steel Truss-515 - Steel Protective Coating</b>	5846	0	5276	285	285	0
<b>Common</b> <i>Referenced Photo(s):</i> 12, 22, 26 <i>Referenced Sketch(es):</i> None CS3/4: The paint has failed or starting to fail along the top and bottom chords with the worse at each panel point. See NBE 120 note. CS4 Quantity: Estimated 10% CS3 Quantity: Estimated 10%						
<b>Span 1: 152 - Steel Floor Beam</b>	148	0	0	148	0	0
<b>Common</b> <i>Referenced Photo(s):</i> 27 <i>Referenced Sketch(es):</i> None CS3: The floorbeams have corrosion along the top and bottom flanges due to paint loss. The section loss for both the top and bottom flanges at this time is less than 15% and is full length of each floorbeam. No changes found this inspection.						
<b>Span 1: 152 - Steel Floor Beam-515 - Steel Protective Coating</b>	812	0	243	244	325	0
<b>Common</b> <i>Referenced Photo(s):</i> 27 <i>Referenced Sketch(es):</i> None CS3/4: The paint has failed along the top and bottom and starting to fail along the webs. See NBE 152 note. CS4 Quantity: Estimated 40% CS3 Quantity: Estimated 30%						
<b>Span 1: 162 - Steel Gusset Plate</b>	32	0	23	2	7	0
<b>Common</b> <i>Referenced Photo(s):</i> 28, 29, 30, 31, 32 <i>Referenced Sketch(es):</i> 7 The load path for horizontal shear in the gussets is 50% into the upper bottom chord angle & 50% into the lower bottom chord angle, splitting the load between the angles where deterioration is located. CS4: Yellow flags were reissued for losses of the inboard Gusset plate in a horizontal band located between the bottom chord angles. See the attached sketch for the location of section loss on the gusset plates See Yellow flags 1B19VLW057 and 58 (Supersedes YF 1B18Y0W018 and YF 1B18Y0W019) for T1 and T2 details, respectively. Left Truss (T1): Left Truss (T1) at L3: Begin Right Plate – 40% SL (2018 - 40% SL); Left Truss (T1) at L3: End Right Plate – 45% SL (2018 - 50% SL); Left Truss (T1) at L4: Begin Right Plate – 40% SL (2018 - 40% SL); Left Truss (T1) at L4: End Right Plate – 30% SL (2018 – 30% SL);						

Left Truss (T1) at L5: Begin Right Plate – 60% SL (2018 - 65% SL); (Photo 28)  
 Left Truss (T1) at L5: End Right Plate – 50% SL (2018 – 50% SL);

Left Truss (T1) at L6: Begin Right Plate – 35% SL (2018 - 35% SL); (Photo 29)  
 Left Truss (T1) at L6: End Right Plate – 50% SL (2018 – 45% SL);

Right Truss (T2):

Right Truss (T2) at L3: Begin Left Plate – Previously repaired;

Right Truss (T2) at L3: End Left Plate – 75% SL with a perforation over 7 in long x 1 in high (2018 - 75% SL with perforation 6.5 in long); (Photo 30)

Right Truss (T2) at L4: Begin Left Plate - 30% SL (new location); (Photo 31)

Right Truss (T2) at L4: End Left Plate – 30% SL (new location);

Right Truss (T2) at L5: Begin Left Plate - 70% SL with 4 perforations 1 in long x 1 in high (2018 – no change); (Photo 32)

Right Truss (T2) at L5: End Left Plate – Previously repaired;

CS3: In addition to the above flags locations there are two other locations with section losses. See below:

Right Truss (T2) at L4: End Left Plate – 25% SL (2018 - 25% SL);

Right Truss (T2) at L6: Begin and End Left Plate – 25% SL (2018 – 25% SL);

CS4 Quantity: All flag locations - 7

CS3 Quantity: 2 locations

Span 1: 162 - Steel Gusset Plate-515 - Steel Protective Coating	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	480	0	408	48	24	0

**Common**  
**Referenced Photo(s):** 32  
**Referenced Sketch(es):** None

CS3/4: The paint has failed or is failing along the horizontal gusset plate and connection for the lateral bracing on the outboard faces of the gusset plates (facing inwards under the bridge). See NBE 162 note.

CS4 Quantity: Estimated 5%

CS3 Quantity: Estimated 10%

Span 1: BA220 - Reinforced Concrete Pile Cap/Footing	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	27	0	0	8	0	19

**Common**  
**Referenced Photo(s):** 33  
**Referenced Sketch(es):** None

CS3: The Begin footing is exposed on the Right side for an 8 ft length up to 14 in high. The concrete is in good condition but is rates CS3 due to the exposure.

CS3 Quantity: 8 ft.

Span 1: BA310 - Elastomeric Bearing	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	2	2	0	0	0	0

**Common**  
**Referenced Photo(s):** None  
**Referenced Sketch(es):** None

Disagree with previous rating.

Span 1: BA310 - Elastomeric Bearing-515 - Steel Protective Coating	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	8	0	0	8	0	0
Span 1: EA310 - Elastomeric Bearing-515 - Steel Protective Coating	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	8	0	0	8	0	0
Common						
<i>Referenced Photo(s):</i> 34						
<i>Referenced Sketch(es):</i> None						
CS3: The paint on the bearings are starting to fail (rust bleeds).						
Span 1: 330 - Metal Bridge Railing	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	256	256	0	0	0	0
Common						
<i>Referenced Photo(s):</i> None						
<i>Referenced Sketch(es):</i> None						
Disagree with previous ratings.						
Span 1: BA800 - Erosion or Scour	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	27	0	19	8	0	0
Common						
<i>Referenced Photo(s):</i> 35						
<i>Referenced Sketch(es):</i> None						
CS3: See NBE BA220 note. Footing exposed. Remaining riprap rates CS2.						
Span 1: 830 - Secondary Members	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	1	0	0	1	0	0
Common						
<i>Referenced Photo(s):</i> 27, 36						
<i>Referenced Sketch(es):</i> None						
The lateral cross bracing below deck (under Stringers S2 and S3) has heavy corrosion and approximately 25% section loss to the horizontal and vertical legs. Above deck the sway strut has old pack rust near all the panel points causing the angles to bow. The angles ends also have perforations.						
Span 1: BA850 - Backwall	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	27	27	0	0	0	0
Common						
<i>Referenced Photo(s):</i> None						
<i>Referenced Sketch(es):</i> None						
Disagree with previous rating.						
Span 1: BA851 - Abutment Pedestal	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
	2	2	0	0	0	0
Common						
<i>Referenced Photo(s):</i> None						
<i>Referenced Sketch(es):</i> None						
Disagree with previous rating.						

***Non-Structural Condition Observations***

Category: APPROACH - Other -Pavement    Quantity: NONE    Unit: NONE

Referenced Element(s): NONE

Referenced Photo(s): 37,38

Referenced Sketch(es): NONE

The Begin approach asphalt pavement is spalled at the concrete approach slab. The spall is for  $\frac{3}{4}$  of the approach width x 6 in long x up to 4 in deep. The worse of pothole is in the wheel paths causing a rough ride for traffic.

The End approach asphalt pavement is also spalled at the concrete approach slab. The spall is up to 2 in deep for the full width of the road x up to 4 in long. In addition the asphalt is approximately 1 in lower than the concrete slab.

**Inspection Photographs**

Photo Number: 1

Photo Filename: 1.JPG

**Attachment Description:**  
Steel deck looking towards  
Begin



Photo Number: 2

Photo Filename: 2.JPG

**Attachment Description:**  
Panel 1 at Begin Abutment  
Stringer S2



Photo Number: 3 Photo Filename: 3.JPG

**Attachment Description:**  
Panel 3 at Floorbeam FB2  
End face, Stringer S3



Photo Number: 4 Photo Filename: 4.JPG

**Attachment Description:**  
Panel 5 at Floorbeam FB4  
End face, Stringer S3



Photo Number: 5 Photo Filename: 5.JPG

**Attachment Description:**  
Panel 8 at Floorbeam FB7  
end face, Stringer S3



Photo Number: 6 Photo Filename: 6.JPG

**Attachment Description:**  
Panel 8 at End Abutment,  
Stringer S3



Photo Number: 7 Photo Filename: 7.JPG

**Attachment Description:**  
Panel 3 looking at Begin  
Right – showing paint



Photo Number: 8 Photo Filename: 8.JPG

**Attachment Description:**  
Panel 8 looking at End  
Abutment -showing paint



Photo Number: 9 Photo Filename: 9.JPG

**Attachment Description:**  
Left Truss, U3L3 End face



Photo Number: 10 Photo Filename: 10.JPG

**Attachment Description:**  
Left Truss, U4L4 End face



Photo Number: 11 Photo Filename: 11.JPG

**Attachment Description:**  
Left Truss, U6L6 Begin face



Photo Number: 12 Photo Filename: 12.JPG

**Attachment Description:**  
Right Truss, L2L3 Right  
face at L3



Photo Number: 13 Photo Filename: 13.JPG

**Attachment Description:**  
Right Truss, L2L3 underside  
at L3



Photo Number: 14 Photo Filename: 14.JPG

**Attachment Description:**  
Right Truss, U3L3 Begin  
face



Photo Number: 15 Photo Filename: 15.JPG

**Attachment Description:**  
Right Truss, U4L4 Begin  
face



Photo Number: 16 Photo Filename: 16.JPG

**Attachment Description:**  
Right Truss, U6L6 End  
face



Photo Number: 17 Photo Filename: 17.JPG

**Attachment Description:**  
Left Truss, LOU1 looking  
Left



Photo Number: 18 Photo Filename: 18.JPG

**Attachment Description:**  
Left Truss, U1L2 looking at  
End



Photo Number: 19 Photo Filename: 19.JPG

**Attachment Description:**  
Left Truss, L1L2 at L1  
looking at Begin



Photo Number: 20 Photo Filename: 20.JPG

**Attachment Description:**  
Left Truss, L3L4 at L4  
looking at End



Photo Number: 21 Photo Filename: 21.JPG

**Attachment Description:**  
Left Truss, L5L6 at L5  
looking at Begin



Photo Number: 22 Photo Filename: 22.JPG

**Attachment Description:**  
Left Truss, L7L8 at L8  
looking Right



Photo Number: 23 Photo Filename: 23.JPG

**Attachment Description:**  
Right Truss, U1L2 at L2  
looking at End



Photo Number: 24 Photo Filename: 24.JPG

**Attachment Description:**  
Right Truss, L5L6 at L6



Photo Number: 25

Photo Filename: 25.JPG

**Attachment Description:**  
Right Truss L7L8 at L7  
looking at Begin Right



Photo Number: 26

Photo Filename: 26.JPG

**Attachment Description:**  
Left Truss looking at End.



Photo Number: 27 Photo Filename: 27.JPG

**Attachment Description:**  
Framing looking at End



Photo Number: 28 Photo Filename: 28.JPG

**Attachment Description:**  
Left Truss, Begin Right  
Gusset Plate at L5



Photo Number: 29 Photo Filename: 29.JPG

**Attachment Description:**  
Left Truss, Begin Right  
Gusset Plate at L6



Photo Number: 30 Photo Filename: 30.JPG

**Attachment Description:**  
Right Truss, End Left  
Gusset Plate at L3 with  
perforation



Photo Number: 31 Photo Filename: 31.JPG

**Attachment Description:**  
Right Truss, Begin Left  
Gusset Plate at L4



Photo Number: 32 Photo Filename: 32.JPG

**Attachment Description:**  
Right Truss, Begin Left  
Gusset Plate at L5



Photo Number: 33 Photo Filename: 33.JPG

**Attachment Description:**  
Begin Abutment footing  
Right side.



Photo Number: 34 Photo Filename: 34.JPG

**Attachment Description:**  
End Abutment Left Truss  
Bearing



Photo Number: 35 Photo Filename: 35.JPG

**Attachment Description:**  
Begin Abutment



Photo Number: 36 Photo Filename: 36.JPG

**Attachment Description:**  
Left truss at U3 looking at  
End (typ)



Photo Number: 37 Photo Filename: 37.JPG

**Attachment Description:**  
Begin Approach



Photo Number: 38 Photo Filename: 38.JPG

**Attachment Description:**  
End Approach



## Inspection Sketches

Sketch Number: 1

Sketch Filename: Truss Notes sheet 1.jpg

SHEET 1 of 2

### Element 120 – Steel Truss

#### **Span 1:**

The bottom chord, vertical and diagonal members of both trusses are made up of angles connected by lacing or batten plates. The members exhibit section losses near the gusset plates with pack rust between the plates and members, or between the angle legs.

CS4: Yellow flags were reissued for losses of more than 30% of the total member section (no significant changes from 2018). See Yellow flags 1B19VLW059 and 60 (Supersedes YF 1B18Y0W016 and YF 1B18Y0W017) for T1 and T2 details, respectively.

Truss T1 (Left Truss):

U2L3 at L3 – 30-40% loss (no significant change from 2018); member consists of (4) 2-5/8 in x 2-5/8 in x 5/16 in angles;

U3L3 at L3 – 45% loss (2018 – 40%); member consists of (4) 4 in x 3 in x 5/16 in angles;

#### **(Photo 9)**

U4L4 at L4 – 30-40% loss (no significant change from 2018) member consists of (4) 3 in x 3-5/8 in x 5/16 in angles; **(Photo 10)**

U6L5 at L5 – 30-35% loss (no significant change from 2018) member consists of (4) 2-5/8 in x 2-5/8 in x 5/16 in angles;

U6L6 at L6 – 30-35% loss (no significant change from 2018) member consists of (4) 4 in x 3 in x 5/16 in angles; **(Photo 11)**

Truss T2 (Right Truss):

L2L3 at L3 – 45% loss (2018 – 40%) member consists of (4) 5 in x 3-1/2 in x 7/16 in angles;

#### **(Photo 12 and 13)**

U2L3 at L3 – 30-40% loss (no significant change from 2018) member consists of (4) 2-5/8 in x 2-5/8 in x 5/16 in angles

U3L3 at L3 – 40-50% loss (no significant change from 2018) member consists of (4) – 4 in x 3 in x 5/16 in angles; **(Photo 14)**

U4L4 at L4 – 40% loss (no significant change from 2018) member consists of (4) 3 in x 3-5/8 in x 5/16 in angles; **(Photo 15)**

U5L5 at L5 – 30-40% loss (no significant change from 2018) member consists of (4) 4 in x 3 in x 5/16 in angles;

U6L5 at L5 – 40% loss (no significant change from 2018) member consists of (4) 2-5/8 in x 2-5/8 in x 5/16 in angles;

U6L6 at L6 – 40% loss (2018 – 35%) member consists of (4) 4 in x 3 in x 5/16 in angles;

#### **(Photo 16)**

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CS3: Additional locations of losses not including in Yellow flags 1B19VLW059 and 60, as well

**Sketch Description: Truss Notes sheet 1**

Sketch Number: 2

Sketch Filename: **Truss Notes sheet 2.jpg**

SHEET 2 of 2

as impact locations, are as follows. No increases in previous losses were found.

Truss T1 (Left Truss):

L0U1 – impact 6 in above railing, inside edge deformed 1.5 in **(Photo 17)**

U1L2 at L2 – Inner legs have impacted rust and 45% loss over a 5 in long area near the panel point. Overall loss to the member is 30% **(Photo 18)**

L1L2 at L2 – the inter legs have perforations and up to 25% section loss over a 5 in length. **(Photo 19)**

L2L3 at L3 – Inner legs have impacted rust and 25% section loss over a 10 in long area near the panel point.

L2L3 at L3 – Inner horizontal legs have 25% loss, vertical legs have 10-15% loss. Overall loss is 20%.

L3L4 at L3 – Inner horizontal legs have 25-40% loss, vertical legs have 5-10% loss. Overall loss is 20%.

L3L4 at L4 – Vertical angles have 5% loss, horizontal legs have 50% loss. Overall loss is 25%. **(Photo 20)**

U4L5 at L5 – Vertical legs have 25% loss. Overall loss is 20%.

L4L5 at L4 & L5 – Inner legs have impacted rust and 40% loss over a 6 in long area near the panel point.

U5L5 at L5 – 20% overall loss

L5L6 at L5 – Inner legs have impacted rust and 35-40% loss over a 10 in long area near the panel point. Vertical legs have 5- 25% loss. Overall loss is 25%. **(Photo 21)**

L7L8 at L8 – Inner legs are perforated 100% for up to 8 in long, overall section loss is 40% but this is located at the gusset plate which is bolted to this member adding additional support.

**(Photo 22)**

Truss T2 (Right Truss):

U1L2 at L2 – Inner legs have impacted rust and 30% loss over a 10 in long area near the panel point. Overall loss is 25%. **(Photo 23)**

L3L4 at L3 – Inner legs have impacted rust and 30% loss over a 12 in long area near the panel point. Overall loss is 25%.

L5L6 at L6 – Inner legs have impacted rust and 30% loss over a 6 in long area near the panel point. Vertical legs have 5-10% loss. **(Photo 24)**

L7L8 at L7 – Three 1 in long perforations at the corner of the upper left angle, within 6 in of the gusset plate. Overall loss is no more than 10%. The upper portion of the truss is generally in good condition. **(Photo 25)**

Members U3L3 & U6L5 on Truss T2 (Right Truss) control the load rating.

CS4 Quantity: Say 12 ft for the flags

CS3 Quantity: remaining

**Sketch Description: Truss Notes sheet 2**

Sketch Number: 3

Sketch Filename: **Bd186.jpg**

BD 186(1/15)

NYS DEPT. OF TRANSPORTATION

BIN: 1/8 - 3306370

DATE: 10/8/2019

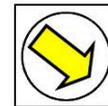
FEATURE CARRIED: Batten Dugan Road

FEATURE CROSSED: Batten Kill

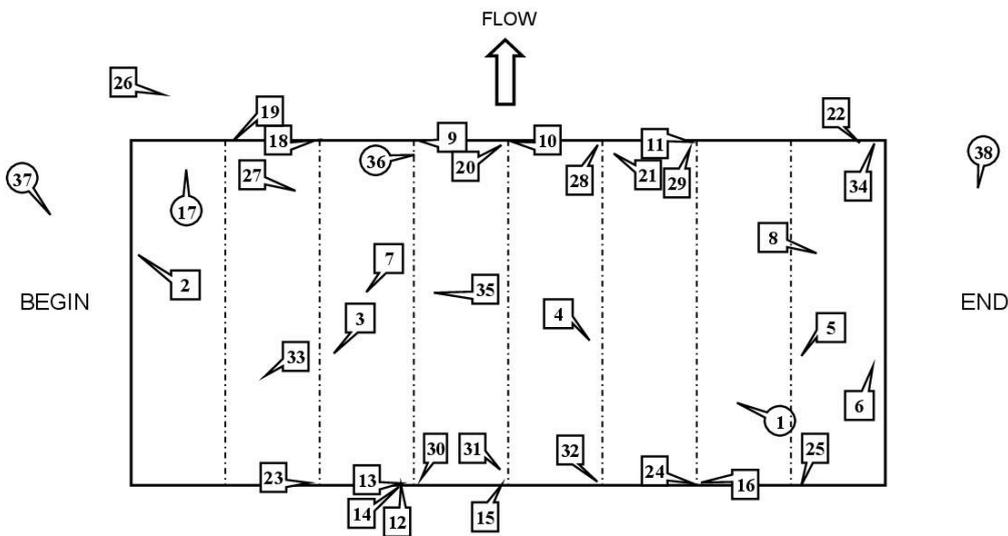
PHOTO ABOVE DECK PHOTO



BELOW DECK



NORTH



**Sketch Description:** Photo location plan

Sketch Number: 4

Sketch Filename: **Bd227.jpg**

NYS DEPT OF TRANSPORTATION

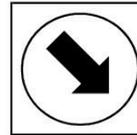
BIN: 1/8 - 3306370

DATE: 10/8/2019

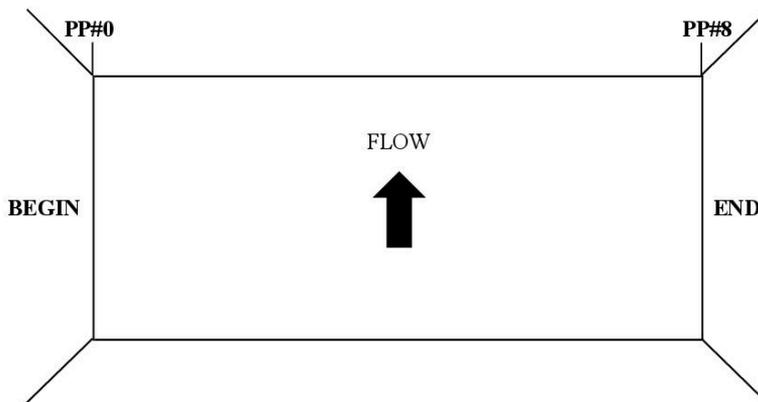
FEATURE CARRIED: BATTEN-DUGAN ROAD

FEATURE CROSSED: BATTEN KILL

CHANNEL CROSS-SECTIONS PLAN



NORTH



Datum = Outward Safety Railings.

Readings referenced @ the Truss Panel Points.

REFERENCE	YEAR	NOTES
	2015	No significant changes since the previous inspection.
	2016	Previous reading at 0 on right side was taken at top of footing. Current reading taken at face of footing. No other significant changes.
	2017	No significant changes.
	2018	No significant changes.
	2019	No notable changes since the previous inspection.

**Sketch Description:** Channel cross section plan

Sketch Number: **5**

Sketch Filename: **Bd226.jpg**

BIN: 1/8 - 3306370

DATE: 10/8/2019

FEATURE CARRIED: BATTEN-DUGAN ROAD

FEATURE CROSSED: BATTEN KILL

**CHANNEL CROSS-SECTIONS READINGS (FT)**

PP	LEFT SIDE READINGS					PP	RIGHT SIDE READINGS				
YEAR >	2015	2016	2017	2018	2019	YEAR >	2015	2016	2017	2018	2019
0	14.9	14.8	15.0	15.0	15.0	0	15.8	17.8	17.5	17.2	17.0
1	17.9	18.0	18.0	18.2	18.0	1	20.1	20.2	20.0	20.2	20.3
2	24.4	24.6	24.5	24.7	24.7	2	25.8	25.8	25.8	25.8	25.8
3	25.3	25.3	25.8	26.0	25.6	3	25.9	25.7	26.0	26.3	26.1
4	25.9	25.7	25.5	25.7	25.8	4	25.6	25.5	25.5	25.5	25.8
5	25.4	25.0	25.5	25.3	25.7	5	24.8	24.7	25.2	24.9	25.2
6	24.5	24.8	24.8	24.8	25.1	6	24.0	24.2	24.1	24.3	24.3
7	19.4	19.6	19.4	19.1	19.4	7	17.7	18.2	18.4	18.9	18.2
8	16.9	16.9	16.9	16.9	17.1	8	15.9	15.7	15.5	15.5	15.3
WS @ 6	20.8	19.7	19.2	19.5	20.4	WS @ 6	20.4	19.7	19.2	19.5	20.4

*Sketch Description:* Channel cross section readings

Sketch Number: **6**

Sketch Filename: **BdVC.jpg**

BDVC (5/16)

NYS DEPT. OF TRANSPORTATION

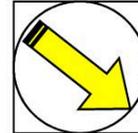
**BIN:** 1/8 - 3306370

**DATE:** 10/8/2019

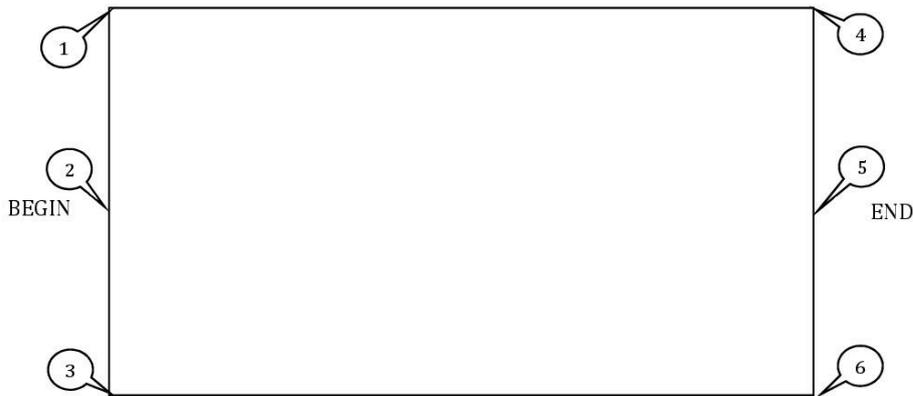
**FEATURE CARRIED:** BATTEN-DUGAN ROAD

**FEATURE CROSSED:** BATTENKILL

**VERTICAL CLEARANCE**



NORTH



LOCA.	2018	2019						
1	11'-10"	11'-10"						
2	15'-1"	15'-1"						
3	11'-10"	11'-10"						
4	11'-10"	11'-10"						
5	15'-1"	15'-1"						
6	11'-11"	11'-10"						

**Sketch Description:** Vertical clearance measurements

Sketch Number: 7

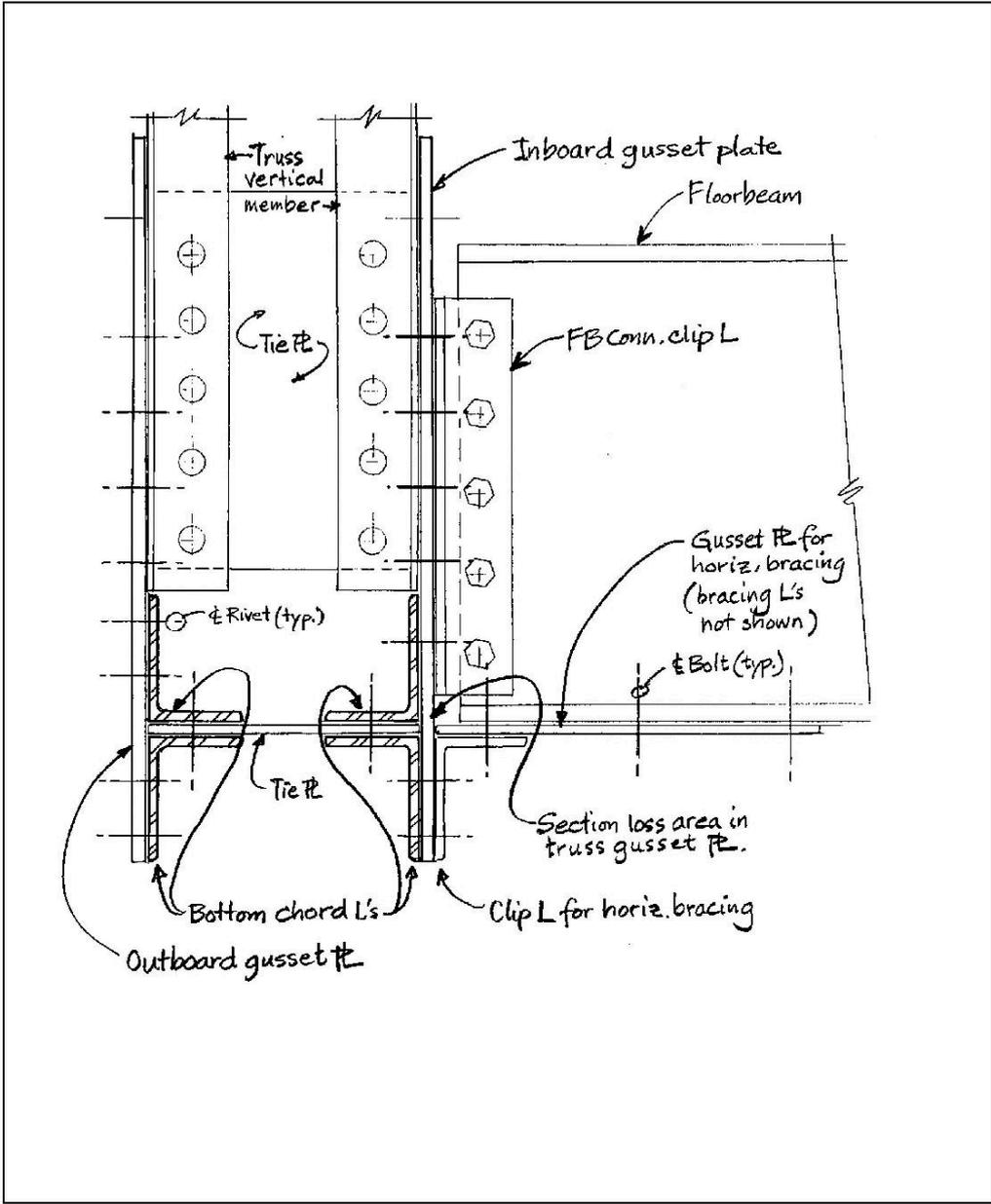
Sketch Filename: **Truss Bottom Chord.jpg**

Truss Bottom Chord Panel Point Sketch

NYS DOT BRIDGE INSPECTION REPORT			
SHEET	1	OF	1

Insp. Date: 10/8/2019

R/C BIN: 1/8 - 3306370



**Sketch Description:** Truss bottom chord sketch

Sketch Number: 8

Sketch Filename: **Stream Hydraulics Defect History Form2019.jpg**

**Agency Defined Element 801 - Stream Hydraulics  
 Defect History**

**BIN: 3306370**

ADE 801 DEFECTS		CONDITION STATES (CS)				
		Baseline	Previous Inspection Assessments			Current Inspection
		NA	mm/dd/yy	mm/dd/yy	8/7/2018	10/8/2019
6120	Channel Alignment	2			2	2
6130	Channel Scour	2			2	2
6140	Waterway Opening	1			1	1
6150	Scour Protection	2			2	2
6160	Bank Protection	1			1	1
6165	Bank Erosion	1			1	1
6180	Debris Near Bridge	1			1	1
6190	Countermeasures	NA			NA	NA
ADE 801 - Controlling Condition State =						2

**Inspector's Comment** (comment required for each defect assessed CS-3 or CS-4):  
 HVA done on 11/8/13

(updated 6/1/2017)

**Sketch Description:** Stream Hydraulics Defect History Form 2019

## New York State Department of Transportation Yellow Flag 1B19VLW057

By: Laura L. Fulford  
Flag Date: October 08, 2019

*Superseding Information:*  
This flag supersedes: YF 1B18Y0W018

### Structure Information

*BIN:* 3306370

*Feature Carried:* BATTEN-DUGAN ROAD

*Feature Crossed:* BATTEN KILL

*Orientation:* 8 - NORTHWEST

*Posted Load Matches Inventory:* Yes

*Posted Load in field :* 20

*Primary Owner:* 30 - County

*Primary Maintenance Responsibility:* 30 - County

*Typical or Main Span Type:* 3 - Steel, 10 - Truss - Thru

This Bridge is not a Ramp

*Number of Spans:* 1

*Region:* 01 - ALBANY

*County:* WASHINGTON

*Political Unit:* Town of JACKSON

*Approximate Year Built:* 1916

### Verbal Notification Information

*Person Notified:* Not Contacted

*Date:*

*Of:*

### Signature Information

*Signature:* Laura L. Fulford, P.E. 087086-1

*Date:* October 11, 2019

*Reviewed By:* Scott Kinsman

*Date:* October 11, 2019

*Attachments:* 5

Yellow Flag 1B19VLW057

BIN 3306370

Flag Date: October 08, 2019

**Flagged Elements**

Parent Element	Element	Total Quantity	Unit
<i>Span Number : 1</i>			
	162 - Steel Gusset Plate	32	each

**Flagged Condition Description**

Subject: Left Truss (T1) Bottom Gusset Plate Section Losses  
 (Bridge posted for 20 tons)

This is a single span thru-truss bridge with an open steel grate deck. The bridge is 128 ft long and has 8 panels. The truss members are made up of angles (4) for the verticals, diagonals, top and bottom chords. The majority of the section losses to the bottom gusset plates are on the Right plates (interior face). The section loss in many areas pre-date the existing paint system but shows signs of active corrosion due to paint failure. Losses were calculated with a pit gauge due to the location of the vertical and horizontal gusset plate and bottom chord. The section losses were located between the bottom chords top angle and bottom angle. Section losses are along a horizontal band width of 1 to 1.5 in high x 14 to 21 in long. (See Truss Bottom Chord Sketch) The gusset plates are 7/16 in thick.

Deterioration for this Yellow flag: (section losses rounded to nearest 5%)

Left Truss (T1) at L3: Begin Right Plate – 40% SL (2018 - 40% SL);  
 Left Truss (T1) at L3: End Right Plate – 45% SL (2018 - 50% SL); (Photo 2)

Left Truss (T1) at L4: Begin Right Plate – 40% SL (2018 - 40% SL);  
 Left Truss (T1) at L4: End Right Plate – 30% SL (2018 – 30% SL);

Left Truss (T1) at L5: Begin Right Plate – 60% SL (2018 - 65% SL); (Photo 3)  
 Left Truss (T1) at L5: End Right Plate – 50% SL (2018 – 50% SL);

Left Truss (T1) at L6: Begin Right Plate – 35% SL (2018 - 35% SL); (Photo 4)  
 Left Truss (T1) at L6: End Right Plate – 50% SL (2018 – 45% SL);

There was minor changes in section loss during this inspection. The Left gusset plates are in better condition with very minor losses. This flag is being reissued (supersedes YF 1B18Y0W018) due to the active corrosion and section losses to the inside gusset plates at the floorbeam to truss connections.

**Flag Photographs**

Photo Number: 1

Photo Filename: 19-57-1.JPG



**Attachment Description: Left Truss looking at End – General Configuration**

Photo Number: 2

Photo Filename: 19-57-2.JPG



***Attachment Description: Left Truss, End Right Gusset Plate at L3***

Yellow Flag 1B19VLW057

BIN 3306370

Flag Date: October 08, 2019

Photo Number: 3

Photo Filename: 19-57-3.JPG



**Attachment Description: Left Truss, Begin Right Gusset Plate at L5**

Photo Number: 4

Photo Filename: 19-57-4.JPG



**Attachment Description: Left Truss, Begin Right Gusset Plate at L6**

Photo Number: 5

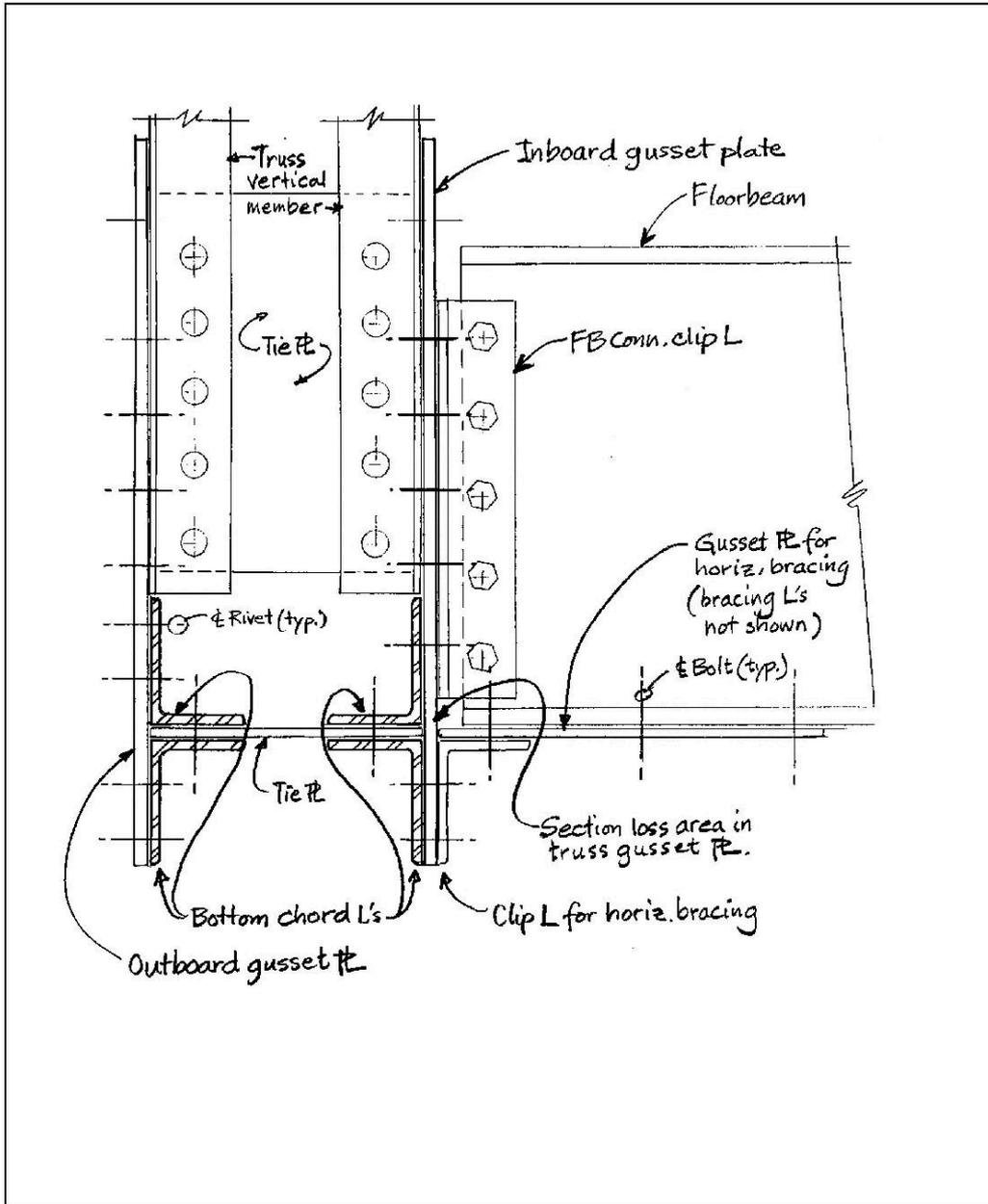
Photo Filename: Truss Bottom Chord.jpg

Truss Bottom Chord Panel Point Sketch

NYS DOT BRIDGE INSPECTION REPORT			
SHEET	1	OF	1

Insp. Date: 10/08/19

R/C BIN: 1/8 - 3306370



**Attachment Description: Truss Bottom Chord Sketch**

## New York State Department of Transportation Yellow Flag 1B19VLW058

By: Laura L. Fulford  
Flag Date: October 08, 2019

*Superseding Information:*  
This flag supersedes: YF 1B18Y0W019

### Structure Information

*BIN:* 3306370

*Feature Carried:* BATTEN-DUGAN ROAD

*Feature Crossed:* BATTEN KILL

*Orientation:* 8 - NORTHWEST

*Posted Load Matches Inventory:* Yes

*Posted Load in field :* 20

*Primary Owner:* 30 - County

*Primary Maintenance Responsibility:* 30 - County

*Typical or Main Span Type:* 3 - Steel, 10 - Truss - Thru

This Bridge is not a Ramp

*Number of Spans:* 1

*Region:* 01 - ALBANY

*County:* WASHINGTON

*Political Unit:* Town of JACKSON

*Approximate Year Built:* 1916

### Verbal Notification Information

*Person Notified:* Not Contacted

*Date:*

*Of:*

### Signature Information

*Signature:* Laura L. Fulford, P.E. 087086-1

*Date:* October 11, 2019

*Reviewed By:* Scott Kinsman

*Date:* October 11, 2019

*Attachments:* 6

Yellow Flag 1B19VLW058

BIN 3306370

Flag Date: October 08, 2019

**Flagged Elements**

Parent Element	Element	Total Quantity	Unit
<i>Span Number : 1</i>			
	162 - Steel Gusset Plate	32	each

**Flagged Condition Description**

Subject: Right Truss (T2) Bottom Gusset Plate Section Losses  
 (Bridge posted for 20 tons)

This is a single span thru-truss bridge with an open steel grate deck. The bridge is 128 ft long and has 8 panels. The truss members are made up of angles (4) for the verticals, diagonals, top and bottom chords. The majority of the section losses to the bottom gusset plates are on the Left plates (interior face). The section loss in many areas pre-date the existing paint system but shows signs of active corrosion due to paint failure. Losses were calculated with a pit gauge due to the location of the vertical and horizontal gusset plate and bottom chord. The section losses were located between the bottom chords top angle and bottom angle. Section losses are along a horizontal band width of 1 to 1.5 in high x 14 to 21 in long. (See Truss Bottom Chord Sketch) The gusset plates are 7/16 in thick.

Deterioration for this Yellow flag: (section losses rounded to nearest 5%)

Right Truss (T2) at L3: Begin Left Plate – Previously repaired;  
 Right Truss (T2) at L3: End Left Plate – 75% SL with a perforation over 7 in long x 1 in high (2018 - 75% SL with perforation 6.5 in long); (Photos 2 and 3)

Right Truss (T2) at L4: Begin Left Plate - 30% SL (new location); (Photo 4)  
 Right Truss (T2) at L4: End Left Plate – 30% SL (new location);

Right Truss (T2) at L5: Begin Left Plate - 70% SL with 4 perforations 1 in long x 1 in high (2018 – no change); (Photo 5)  
 Right Truss (T2) at L5: End Left Plate – Previously repaired;

There was minor changes in section loss during this inspection. The Right gusset plate were in better condition with very minor losses. This flag is being reissued (supersedes YF 1B18Y0W019) due to the active corrosion and section losses to the inside gusset plates at the floorbeam to truss connections.

**Flag Photographs**

Photo Number: 1

Photo Filename: 19-58-1.JPG



**Attachment Description: Right Truss looking at End – General Configuration**

Photo Number: 2

Photo Filename: 19-58-2.JPG



**Attachment Description: Right Truss, End Left Gusset Plate at L3**

Photo Number: 3

Photo Filename: 19-58-3.JPG



**Attachment Description: Right Truss, End Left Gusset Plate at L3 with perforation**

Photo Number: 4

Photo Filename: 19-58-4.JPG



**Attachment Description: Right Truss, Begin Left Gusset Plate at L4**

Photo Number: 5

Photo Filename: 19-58-5.JPG



***Attachment Description: Right Truss, Begin Left Gusset Plate at L5***

Photo Number: 6

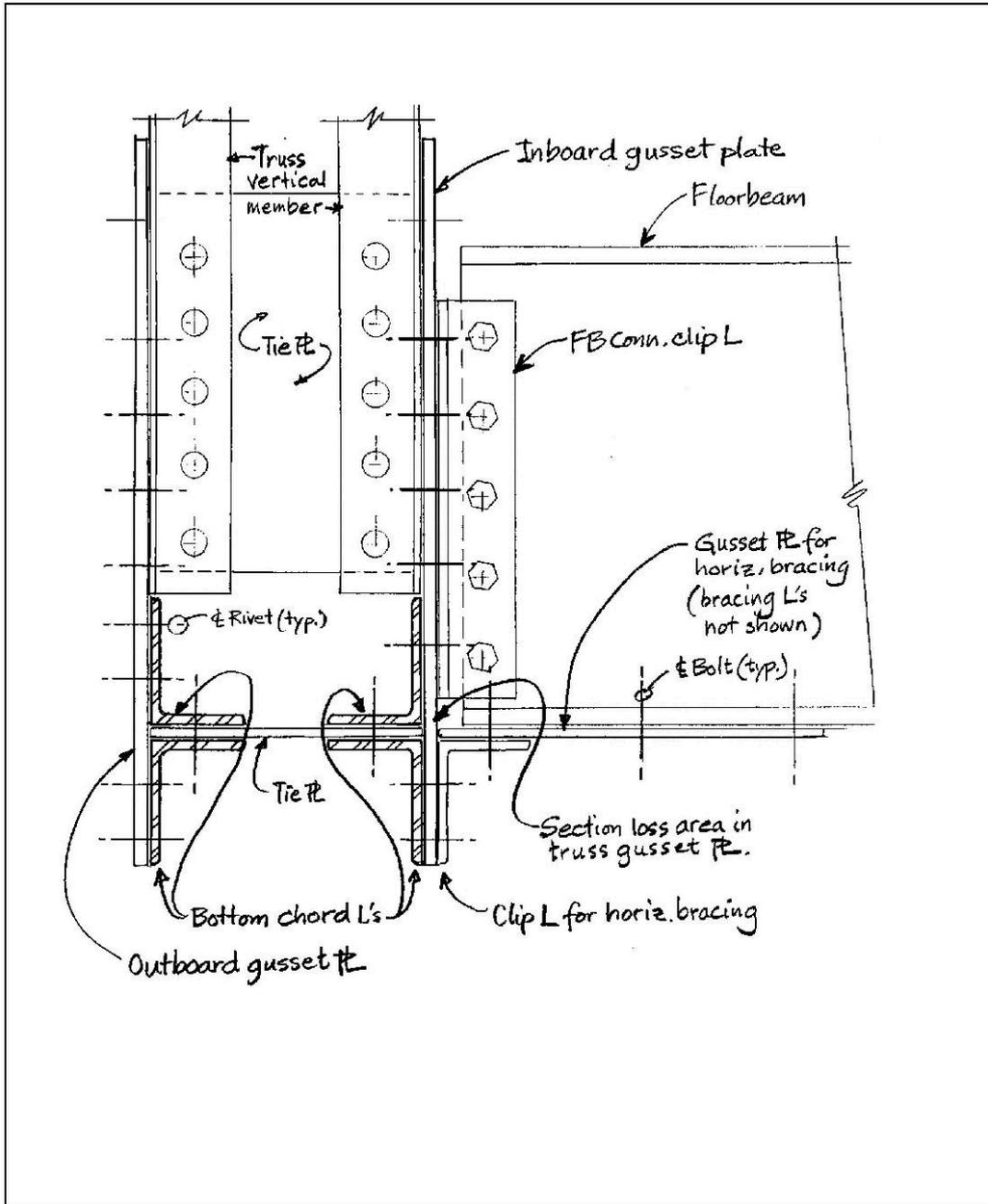
Photo Filename: Truss Bottom Chord.jpg

Truss Bottom Chord Panel Point Sketch

NYS DOT BRIDGE INSPECTION REPORT			
SHEET	1	OF	1

Insp. Date: 10/08/19

R/C BIN: 1/8 - 3306370



**Attachment Description: Truss Bottom Chord Sketch**

## New York State Department of Transportation Yellow Flag 1B19VLW059

By: Laura L. Fulford  
Flag Date: October 08, 2019

*Superseding Information:*  
This flag supersedes: YF 1B18Y0W016

### Structure Information

*BIN:* 3306370

*Feature Carried:* BATTEN-DUGAN ROAD

*Feature Crossed:* BATTEN KILL

*Orientation:* 8 - NORTHWEST

*Posted Load Matches Inventory:* Yes

*Posted Load in field :* 20

*Primary Owner:* 30 - County

*Primary Maintenance Responsibility:* 30 - County

*Typical or Main Span Type:* 3 - Steel, 10 - Truss - Thru

This Bridge is not a Ramp

*Number of Spans:* 1

*Region:* 01 - ALBANY

*County:* WASHINGTON

*Political Unit:* Town of JACKSON

*Approximate Year Built:* 1916

### Verbal Notification Information

*Person Notified:* Not Contacted

*Date:*

*Of:*

### Signature Information

*Signature:* Laura L. Fulford, P.E. 087086-1

*Date:* October 11, 2019

*Reviewed By:* Scott Kinsman

*Date:* October 11, 2019

*Attachments:* 4

Yellow Flag 1B19VLW059

BIN 3306370

Flag Date: October 08, 2019

**Flagged Elements**

Parent Element	Element	Total Quantity	Unit
<i>Span Number : 1</i>			
	120 - Steel Truss	256	ft

**Flagged Condition Description**

Subject: Left Truss (T1) Vertical and Diagonal Member Section Losses  
 (Bridge posted for 20 tons)

This is a single span thru-truss bridge with an open steel grate deck. The bridge is 128 ft long and has 8 panels. The truss members are made up of angles (4) for the verticals, diagonals, top and bottom chords (see below for sizes). The majority of the section losses are to the vertical and diagonal angles above the lower chord near the top or above the vertical gusset plates. Losses listed below represent a loss of the total member section.

Deterioration for this Yellow flag: (section losses rounded to nearest 5%)

U2L3 at L3 – 30-40% loss (no significant change from 2018); member consists of (4) 2-5/8 in x 2-5/8 in x 5/16 in angles;

U3L3 at L3 – 45% loss (2018 – 40%); member consists of (4) 4 in x 3 in x 5/16 in angles; (Photo 2)

U4L4 at L4 – 30-40% loss (no significant change from 2018) member consists of (4) 3 in x 3-5/8 in x 5/16 in angles; (Photo 3)

U6L5 at L5 – 30-35% loss (no significant change from 2018) member consists of (4) 2-5/8 in x 2-5/8 in x 5/16 in angles;

U6L6 at L6 – 30-35% loss (no significant change from 2018) member consists of (4) 4 in x 3 in x 5/16 in angles; (Photo 4)

No significant changes during this inspection. This flag is being reissued (supersedes YF 1B18Y0W016) due to the section losses to the angles of the vertical and diagonal member directly above the lower chord. In addition the bridge is single span truss that is non-redundant and fracture critical.

**Flag Photographs**

Photo Number: 1

Photo Filename: 19-59-1.JPG



**Attachment Description: Left Truss looking at End – General Configuration**

Photo Number: 2

Photo Filename: 19-59-2.JPG



**Attachment Description: Left Truss, U3L3 End face**

Photo Number: 3

Photo Filename: 19-59-3.JPG



**Attachment Description: Left Truss, U4L4 End face**

Photo Number: 4

Photo Filename: 19-59-4.JPG



***Attachment Description: Left Truss, U6L6 Begin face***

## New York State Department of Transportation Yellow Flag 1B19VLW060

By: Laura L. Fulford  
Flag Date: October 08, 2019

*Superseding Information:*  
This flag supersedes: YF 1B18Y0W017

### Structure Information

*BIN:* 3306370

*Feature Carried:* BATTEN-DUGAN ROAD

*Feature Crossed:* BATTEN KILL

*Orientation:* 8 - NORTHWEST

*Posted Load Matches Inventory:* Yes

*Posted Load in field :* 20

*Primary Owner:* 30 - County

*Primary Maintenance Responsibility:* 30 - County

*Typical or Main Span Type:* 3 - Steel, 10 - Truss - Thru

This Bridge is not a Ramp

*Number of Spans:* 1

*Region:* 01 - ALBANY

*County:* WASHINGTON

*Political Unit:* Town of JACKSON

*Approximate Year Built:* 1916

### Verbal Notification Information

*Person Notified:* Not Contacted

*Date:*

*Of:*

### Signature Information

*Signature:* Laura L. Fulford, P.E. 087086-1

*Date:* October 11, 2019

*Reviewed By:* Scott Kinsman

*Date:* October 11, 2019

*Attachments:* 6

Yellow Flag 1B19VLW060

BIN 3306370

Flag Date: October 08, 2019

**Flagged Elements**

Parent Element	Element	Total Quantity	Unit
<i>Span Number : 1</i>			
	120 - Steel Truss	256	ft

**Flagged Condition Description**

Subject: Right Truss (T2) Bottom Chord, Vertical, and Diagonal Member Section Losses  
 (Bridge posted for 20 tons)

This is a single span thru-truss bridge with an open steel grate deck. The bridge is 128 ft long and has 8 panels. The truss members are made up of angles (4) for the verticals, diagonals, top and bottom chords (see below for sizes). The majority of the section losses are to the bottom chord, vertical, and diagonal angles above the bottom chord near the top or above the vertical gusset plates. Losses listed below represent a loss of the total member section.

Deterioration for this Yellow flag: (section losses rounded to nearest 5%)

- L2L3 at L3 – 45% loss (2018 – 40%) member consists of (4) 5 in x 3-1/2 in x 7/16 in angles; (Photo 2-3)
- U2L3 at L3 – 30-40% loss (no significant change from 2018) member consists of (4) 2-5/8 in x 2-5/8 in x 5/16 in angles
- U3L3 at L3 – 40-50% loss (no significant change from 2018) member consists of (4) – 4 in x 3 in x 5/16 in angles; (Photo 4)
- U4L4 at L4 – 40% loss (no significant change from 2018) member consists of (4) 3 in x 3-5/8 in x 5/16 in angles; (Photo 5)
- U5L5 at L5 – 30-40% loss (no significant change from 2018) member consists of (4) 4 in x 3 in x 5/16 in angles;
- U6L5 at L5 – 40% loss (no significant change from 2018) member consists of (4) 2-5/8 in x 2-5/8 in x 5/16 in angles;
- U6L6 at L6 – 40% loss (2018 – 35%) member consists of (4) 4 in x 3 in x 5/16 in angles; (Photo 6)

No significant changes during this inspection. This flag is being reissued (supersedes YF 1B18Y0W017) due to the section losses to angles of the bottom chord, vertical, and diagonal members along or directly above the bottom chord. In addition the bridge is single span truss that is non-redundant and fracture critical.

**Flag Photographs**

Photo Number: 1

Photo Filename: 19-60-1.JPG



**Attachment Description: Right Truss looking at End – General Configuration**

Photo Number: 2

Photo Filename: 19-60-2.JPG



**Attachment Description: Right Truss, L2L3 Right face at L3**

Photo Number: 3

Photo Filename: 19-60-3.JPG



***Attachment Description: Right Truss, L2L3 underside at L3***

Photo Number: 4

Photo Filename: 19-60-4.JPG



**Attachment Description: Right Truss, U3L3 Begin face**

Photo Number: 5

Photo Filename: 19-60-5.JPG



**Attachment Description: Right Truss, U4L4 Begin face**

Photo Number: 6

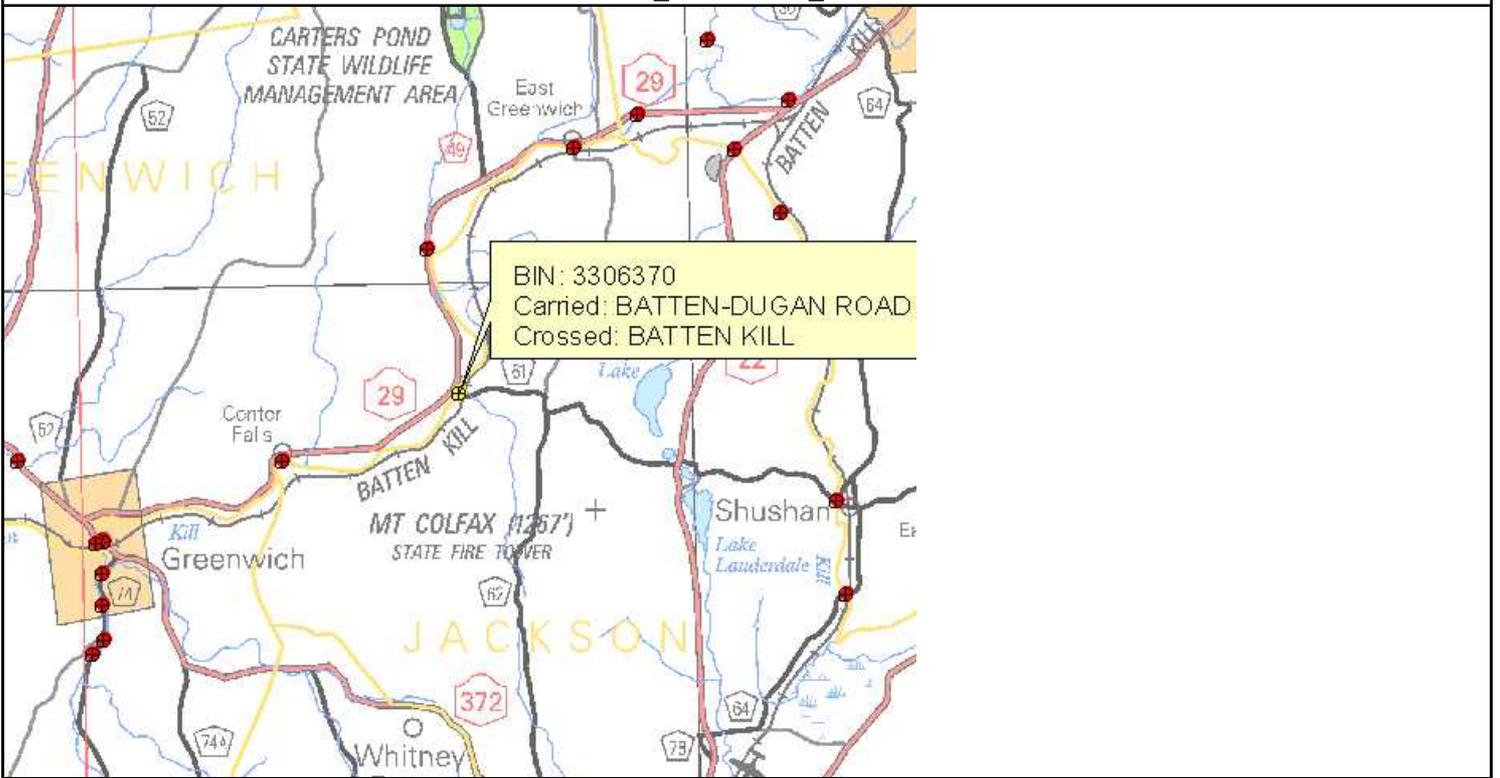
Photo Filename: 19-60-6.JPG



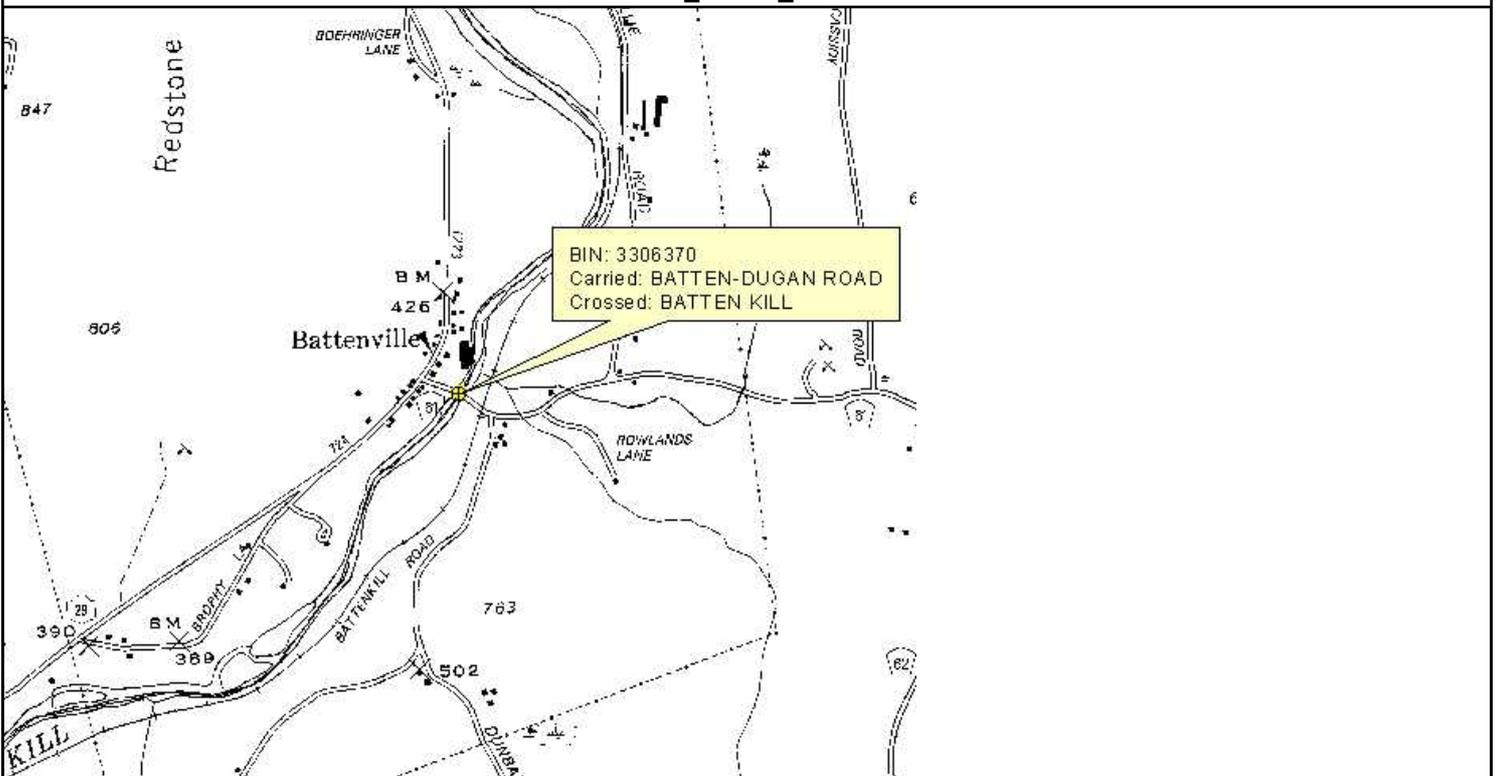
***Attachment Description: Right Truss, U6L6 End face***

### Standard Photographs

3306370\_LOCATION\_MAP.JPG



3306370\_QUAD\_MAP.JPG



AbutmentBegin.JPG



AbutmentEnd.JPG



ApproachBegin.JPG



ApproachEnd.JPG



ElevationLeft.JPG



ElevationRight.JPG



FeatureCrossedLeft.JPG



FeatureCrossedRight.JPG



FramingSpan1.JPG

