NEW YORK CITY DEPARTMENT OF
DESIGN + CONSTRUCTION

DAVID J. BURNEY, FAIA
Commissioner

CAROL DIAGOSTINO
Agency Chief
Contracting Officer

May 2, 2013

ADDENDUM NO. 1

PROJECT: HBPED800Q, Pre-Scoping Services for the Porpoise Bridge in Flushing Meadows-Corona Park, Borough of Queens
PIN: 8502013HW0058P

THE ADDENDUM IS ISSUED FOR THE PURPOSE OF AMENDING THE REQUIREMENTS OF THE REQUEST FOR PROPOSALS AND IS HEREBY MADE A PART OF SAID REQUEST FOR PROPOSALS TO THE SAME EXTENT AS THOUGH IT WERE ORIGINALLY THEREIN.
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REQUEST FOR PROPOSALS

The following questions and answers are clarifications to the Request for Proposal:

Question: Is the NYSDOT Biennial Inspection Report referred to on Contract, Page 31, Exhibit G, Specific Requirements of the contract available for review by firms responding to this RFP?
Answer: Yes, this report is available and is included with this Addendum.

Question: Are the original contract plans for the bridge in the City archives and can they be obtained by the firm designated for the project?
Answer: The existing drawings will be made available to the winning proposer after the registration of the contract.

Question: Contract, Page 31, Exhibit G, Specific Requirements, Part I, 3rd paragraph states that "The pre-scoping documents shall provide for the continuation of pedestrian and vehicular traffic on the bridge as well as pedestrian, vehicular and railroad traffic under the bridge." This paragraph goes on to say..."the bridge spans railroads and highways." The bridge shown in the location photos (RFP-4) spans only the Flushing River. Was that reference to railroads, pedestrian and highway traffic below the bridge in these statements made in error?
Answer: The bridge spans over the river, therefore no “pedestrian, vehicular and railroad traffic under the bridge” needs to be maintained. The bridge does not span the railroads and highways. The reference to railroads, pedestrian and highway traffic below the bridge in these statements is an error.

Question: Does the DDC anticipate that this project will be regulated by the New York State Department of Environmental Conservation (NYSDEC) Dam Safety Section and if so, would the hydraulic analyses required under Part 673 (Dam Safety Regulations) be anticipated to be performed under this scope of work?
Answer: Yes, this will be regulated by the NYSDEC and the hydraulic analyses are to be performed.

Contract: Kareem Alibocas, alibocaka@ddc.nyc.gov
Phone no.: 718-391-3038

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By signing in the space provided below, the Proposer acknowledges receipt of this Addendum.

THIS ADDENDUM MUST BE SIGNED BY THE PROPOSER FOR THE CONTRACT AND ATTACHED TO THE TECHNICAL PROPOSAL.

_____
Carol DiAgostino
Agency Chief Contracting Officer

_____
Name of Proposer

By _____ **Title** _____

Inspection Date: 8/22/2011 RC: BIN: 2270690

Bridge Ratings

Carried: Not in Inventory Crossed: Not in Inventory CheckValue: 1,793,703,413

Inspection Agency: 13 - Consultant Type of Inspection: 1 - BIENNIAL
GTMS: --- -- Unknown - Unknown
POSTINGS: See Gen Rec Page 1 for Postings at time of inspection.
Further Investigation Needed: No
State Highway Number: ------ Milepoint: ------- AADT/Yr: ------ / --
Orientation: Political Unit: Year Built: ----
Total Spans: 14 Ramp Bridge Attached To Span: --- BIN: -------
General Recommendation: 4 Computed Condition Rating: 4.071

Abutment Ratings:	Beg Abut	End Abut
Joint with Deck	8	8
Bearings, Bolts, Pads	8	8
Seats and Pedestals	8	8
Backwall	8	8
Stem (Breastwall)	5	5
Erosion or Scour	7	7
Footings	9	9
Piles	9	9
Recommendation	5	5

Wingwall Ratings:	Beg Abut	End Abut
Walls	5	5
Footings	9	9
Erosion or Scour	7	7
Piles	9	9

Channel Ratings:	Channel
Stream Alignment	7
Erosion and Scour	7
Waterway Opening	5
Bank Protection	6

Approach Ratings:	Approaches
Drainage	5
Embankment	6
Settlement	5
Erosion	6
Pavement	4
Guide Railing	5

Number of Flags Issued:

RED: 0 Yellow: 0 Safety: 1

Vulnerability Reviews Recommended: 1=Yes, 2=No, 3=NA, X=NotActive

Hydraulic: X	Overload: 3	Steel: 3
Collision: 3	Concrete: X	Seismic: X

Inspector's Signature: CheckValue: 1,793,703,413 Date: 8/22/2011

Luis Monroe,PE () (Inspector ID:11120088)

Signed copy of this inspection report is available in the appropriate NYSDOT Regional Office

Reviewed By: Date: 1/10/2012

Stelios N. Bertos,PE () (QC ID:11120085)

Signed copy of this inspection report is available in the appropriate NYSDOT Regional Office

Inspection Date: 8/22/2011 RC: BIN: 2270690

Span Ratings

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Deck Element Ratings:	001	002	003	004	005	006	007	008	009	010
Wearing Surface	5	5	5	5	3	3	3	4	4	4
Curbs	5	5	4	5	4	5	4	5	5	4
Sidewalks, Fascias	4	5	4	5	4	4	4	5	3	5
Railings, Parapets	5	5	5	5	5	5	5	5	5	5
Scuppers	8	8	8	8	8	8	8	8	8	8
Gratings	8	8	8	8	8	8	8	8	8	8
Median	8	8	8	8	8	8	8	8	8	8
Mono Deck Surface	8	8	8	8	8	8	8	8	8	8

Superstructure Ratings:	001	002	003	004	005	006	007	008	009	010
Structural Deck	8	8	8	8	8	8	8	8	8	8
Primary Members	4	4	4	4	4	4	4	4	4	4
Secondary Members	8	8	8	8	8	8	8	8	8	8
Paint	8	8	8	8	8	8	8	8	8	8
Joints	3	8	8	3	8	8	3	8	8	3
Recommendation	4	4	4	4	4	4	4	4	4	4

Pier Ratings:	001	002	003	004	005	006	007	008	009	010
Bearings, Bolts, Pads	8	8	8	8	8	8	8	8	8	8
Pedestals	8	8	8	8	8	8	8	8	8	8
Top of Cap or Beam	8	8	8	8	8	8	8	8	8	8
Stem Solid Pier	8	4	4	8	4	5	8	5	5	8
Cap Beam	8	8	8	8	8	8	8	8	8	8
Pier Columns	8	8	8	8	8	8	8	8	8	8
Footings	8	9	9	8	9	9	8	9	9	8
Erosion or Scour	8	7	7	8	7	7	8	7	7	8
Piles	8	9	9	8	9	9	8	9	9	8
Recommendation	8	4	4	8	4	5	8	5	5	8

Utility Ratings:	001	002	003	004	005	006	007	008	009	010
Lighting	1	8	8	8	8	8	8	8	8	8
Sign Structure	8	8	8	8	8	8	8	8	8	8
Utilities and Support	6	6	6	6	6	6	6	6	6	6

Field Notes:

Field Date	Arrival	Departure	Temp (C)	Temp (F)	Weather Conditions
8/17/2011	9:00:00 AM	3:00:00 PM		84	Partly Cloudy
8/22/2011	9:00:00 AM	1:00:00 PM		83	Sunny

Inspection Date: 8/22/2011 RC: BIN: 2270690

Span Ratings

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Deck Element Ratings:	011	012	013	014
Wearing Surface	4	4	4	4
Curbs	5	5	4	4
Sidewalks, Fascias	4	3	4	4
Railings, Parapets	5	5	5	5
Scuppers	8	8	8	8
Gratings	8	8	8	8
Median	8	8	8	8
Mono Deck Surface	8	8	8	8

Superstructure Ratings:	011	012	013	014
Structural Deck	8	8	8	8
Primary Members	4	4	4	4
Secondary Members	8	8	8	8
Paint	8	8	8	8
Joints	8	8	3	8
Recommendation	4	4	4	4

Pier Ratings:	011	012	013	014
Bearings, Bolts, Pads	8	8	8	8
Pedestals	8	8	8	8
Top of Cap or Beam	8	8	8	8
Stem Solid Pier	5	5	8	8
Cap Beam	8	8	8	8
Pier Columns	8	8	8	8
Footings	9	9	8	8
Erosion or Scour	7	7	8	8
Piles	9	9	8	8
Recommendation	5	5	8	8

Utility Ratings:	011	012	013	014
Lighting	8	8	1	1
Sign Structure	8	8	8	8
Utilities and Support	6	6	6	6

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Notes

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Note ID: NB1122706900037

General Note for Bridge

Referenced Photos:

The bridge structure is located inside Flushing Meadows Park and carries Flushing Meadow Park Road over a tidal basin. The structure is a 14-span reinforced concrete rigid frame with an asphalt overlay supported by reinforced concrete solid stems over piles. Spans 1, 2, 4, 5, 7, 8, 10, 11, 13 and 14 are cantilever spans. Deck joints are located at pier lines 1, 5, 7, 10 and 13. There are no abutment joints.

The bridge consists of 12" wide concrete parapets at both sides. There is a 9'-0" wide sidewalk at the top of the bridge along the right side. Along the left side of the bridge there is 12" wide safety walk except at the end approach where a 2' wide concrete safety walk is in place. Vehicular traffic over the bridge is on one 12' wide lane in each direction. There is no median barrier on the bridge.

No original plans on the bridge are available but it can be safely assume that the bridge was built during the 1930's. There are only rehab plans on record from 1984 for proposed replacement of the bridge joints and the restoration of pier extensions and tide and sluice gates for the flow control system under the bridge.

Under the left side of the bridge, there is a flood water flow control structure for the water pond consisting of upper & lower tide gates, divider concrete piers, stoplogs slots and a trash rack system (see photo #20). During flood conditions, the water level of the pond (upstream) discharges onto a tidal basin (downstream) over a concrete floor slab at the bridge through the flood control structure.

Top maintenance platforms are located at the right side of the bridge between piers 3 & 5, 6 & 8 and 9 & 11. Bottom platforms are located at the right side of the bridge under spans 6 and 9. Top and bottom platforms are connected by steel ladders attached to the piers.

The flood water control structure and maintenance platforms were not part of the inspection scope. However, they were found to be in good condition and functional.

The bridge underside was inspected by utilizing a row boat. At the time of inspection the water level under the bridge was about 3' above the concrete floor slab and murky in appearence. Access to the bridge was gained from the water pond (right side of bridge) which is adjacent to the park golf course. Sounding of the frame underside was aided by a steel rebar which was also used to probe the concrete floor slab at the bridge. Access to the bridge from the tidal basin (left side of bridge) was restricted by chain-link fencing. Therefore, the left side of the bridge was only visually inspected.

A diving inspection is not required under the bridge as the stream flows over a concrete apron slab. However, a diving inspection is recommended at the limits of the concrete apron slab in the upstream and downstream areas from the bridge.

Note ID: NB1122706900038

General Note for Bridge

Referenced Photos:

No BIN plate was found on the bridge.

Inspection Notes

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Note ID: NB1122706900038 - continued

Note ID: NB1122706900039

General Note for Bridge
Referenced Photos:
Access, Debris and Electrical Survey forms are attached to this report.

Note ID: NB112270690003A

General Note for Bridge
Referenced Photos:
The entire concrete frame underside was visually inspected and approximately 20% was sounded either by hammer or steel rebar. No loose concrete was found.

Note ID: NB112270690003B

General Note for Bridge
Referenced Photos:
The NBI rating for the bridge is as follows:

- NBI deck condition is rated for this bridge. According to plans, there is no fill between the riding surface and the superstructure, The deck is in FAIR condition due uneven asphalt patches and areas of fine to wide mapcracking throughout: Rated 5.
- NBI superstructure condition is FAIR due to deteriorations in the frame underside in the form of fine cracking with efflorescence, scaling and spalls with exposed rebars at the joints and fascia interface: Rated 5.
- NBI substructure condition is SATISFACTORY due to some fine vertical cracks in the pier stems & abutments and spalled pier extensions. Rated 6.
- Since the pond flow at the bridge is over a concrete apron slab and water flow is controlled by a tide gate system, NBI Channel Condition is rated 8.

Note ID: NB112270690003D

General Note for Bridge
Referenced Photos:
No channel readings were taken along the bridge abutments, piers and facias due to the presence of a concrete apron slab at the bridge.

Note ID: NB112270690003E

General Note for Bridge
Referenced Photos:
Tide gates, corresponding mechanical system and divider piers located under the left side of the bridge, trash screens and racks located under the right side of the bridge as well as maintenance platforms are not part of the inspection scope (see photo #20).

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Notes

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Note ID: NB1122706900055

General Note for Bridge
Referenced Photos:
Standard photos have been taken during this inspection and added to the Standard Photos folder.

Note ID: NB1122706900060

General Note for Bridge
Referenced Photos:
The 1984 bridge rehab plans are in the BIN folder.

Note ID: NB112270690003F

Beg Abut -- Abutment: Joint with Deck -- Rated 8, Was X
End Abut -- Abutment: Joint with Deck -- Rated 8, Was X
Referenced Photos: "35"
At both abutments, there are no joints with deck. Rate '8'.

Note ID: NB1122706900040

Beg Abut -- Abutment: Bearings, Bolts, Pads -- Rated 8, Was X
Beg Abut -- Abutment: Seats and Pedestals -- Rated 8, Was X
Beg Abut -- Abutment: Backwall -- Rated 8, Was X
End Abut -- Abutment: Bearings, Bolts, Pads -- Rated 8, Was X
End Abut -- Abutment: Seats and Pedestals -- Rated 8, Was X
End Abut -- Abutment: Backwall -- Rated 8, Was X
Referenced Photos: "1"
At both abutments, since the structure is a rigid frame there are no bearings, pedestals and backwalls. Rate '8' for these items.

Note ID: NB1122706900003

Beg Abut -- Abutment: Stem (Breastwall) -- Rated 5, Was X
End Abut -- Abutment: Stem (Breastwall) -- Rated 5, Was X
Referenced Photos: "1"
At both begin and end abutments, the stems are reinforced concrete with concrete extensions (noses). No information on the stem thickness is provided in the 1984 bridge rehab plans.

The stem is in generally good condition with scattered fine vertical cracks with efflorescence surrounded by light concrete scaling.
The abutment extension at the right side of the bridge has several fine cracks with efflorescence throughout and cracked areas at the top. These areas are solid sounding.
The condition of the lower portion of the stem below water was probed with a steel rebar and no deteriorations were found.

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Notes

Carried: Not in Inventory Crossed: Not in Inventory CheckValue: 1,793,703,413

Note ID: NB112270690005E

Beg Abut -- Abutment: Erosion or Scour -- Rated 7, Was X
End Abut -- Abutment: Erosion or Scour -- Rated 7, Was X
Referenced Photos:
At both abutments, no scouring evidence was noted at the interface of the abutment structure and concrete apron slab as probed with a steel rod. Rate '7'.

Note: Since there is a concrete apron slab under the bridge, no channel readings were taken along the bridge fascias, abutments and piers.

Note ID: NB112270690005D

Beg Abut -- Abutment: Footings -- Rated 9, Was X
Beg Abut -- Abutment: Piles -- Rated 9, Was X
End Abut -- Abutment: Footings -- Rated 9, Was X
End Abut -- Abutment: Piles -- Rated 9, Was X
Referenced Photos:
According to the 1984 bridge rehab plans there are footings on piles under both abutments but are not visible. Rate '9'.

Note ID: NB1122706900002

Beg Abut -- Wingwalls: Walls -- Rated 5, Was X
End Abut -- Wingwalls: Walls -- Rated 5, Was X
Referenced Photos: "2"
At both abutments, the reinforced concrete wingwalls are u-wing type. No information on the wall thickness is provided in the 1984 bridge rehab plans and could not be measured in the field due to vegetation growth and wingwall configuration.

The wingwalls exhibit scattered full height fine vertical cracks with and a areas of fine mapcracking with efflorescence. Approximately 20% of the surface area exhibits light concrete scaling. The walls are in overall good condition and a rating of '5' is appropriate.

Note ID: NB112270690005B

Beg Abut -- Wingwalls: Footings -- Rated 9, Was X
End Abut -- Wingwalls: Footings -- Rated 9, Was X
Referenced Photos:
At both abutments, according to the 1984 bridge rehab plans there are footings under the wingwalls but are not visible. Rate '9'.

Note ID: NB112270690004F

Beg Abut -- Wingwalls: Erosion or Scour -- Rated 7, Was X
End Abut -- Wingwalls: Erosion or Scour -- Rated 7, Was X
Referenced Photos:
At both abutments, no scouring evidence was noted under the wingwall as probed with a steel rebar. Rate '7'.

Inspection Notes

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Note ID: NB112270690004F - continued

Note ID: NB112270690005C

Beg Abut -- Wingwalls: Piles -- Rated 9, Was X
End Abut -- Wingwalls: Piles -- Rated 9, Was X
Referenced Photos:
At both abutments, the presence of piles under the wingwalls footings could not be verified in the 1984 bridge rehab plans. Rate '9'.

Note ID: NB1122706900056

Stream Channel: Stream Alignment -- Rated 7, Was X
Referenced Photos:
Under normal water elevation, the water pond flow was observed to approach the bridge parallel to the abutments and piers discharging through a flood flow control structure consisting of tide and sluice gates under the left side of the bridge. Rate '7'.

Note ID: NB1122706900057

Stream Channel: Erosion and Scour -- Rated 7, Was X
Referenced Photos:
No scouring or loss of material was observed around the banks of the water pond (upstream side) and tidal basin (downstream side) away from the bridge structure. Rate '7'.

Note: Since there is a concrete apron slab under the bridge, no channel readings were taken along the bridge fascias, abutments and piers.

Note ID: NB1122706900058

Stream Channel: Waterway Opening -- Rated 5, Was X
Referenced Photos: "27"
Minor debris accumulation was noted at the trash rack system between piers 3 & 5 and 6 & 8 under the right side of the bridge. However, this condition is not restricting normal water flow. Rate '5'.

Note ID: NB1122706900050

Stream Channel: Bank Protection -- Rated 6, Was X
Referenced Photos:
No displacement was observed on some of sloped bank areas around the water pond and tidal basin. Rate '6'.

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Notes

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Note ID: NB112270690004B

Approaches: Drainage -- Rated 5, Was X
Referenced Photos: "35"
There are no scuppers at both approaches. However, no evidence of water ponding was noted. The concrete curbs area at both sides of the approaches are in overall good condition with only the left curb at the begin approach exhibiting cracked and spalled concrete for 7' long near the begin abutment. Rate '5'.

Note ID: NB112270690005F

Approaches: Embankment -- Rated 6, Was X
Referenced Photos: "40"
At both approaches, no signs of distress were noted in the embankment fill along the approach parapets. Rate 6'.

Note ID: NB112270690004D

Approaches: Settlement -- Rated 5, Was X
Referenced Photos: "35"
At both approaches, no signs of settlement issues were noted between the bridge structure and approach pavement. Rate '5'.

Note ID: NB112270690004C

Approaches: Erosion -- Rated 6, Was X
Referenced Photos: "40"
At both approaches, no signs of erosion in the embankment fill along the approach parapets were noted. Rate '6'.

Note ID: NB1122706900000

Approaches: Pavement -- Rated 4, Was X
Referenced Photos: "3", "4", "6", "35"
The begin approach exhibits a large area of mapcracked asphalt pavement with uneven asphalt patches near the begin abutment line (see photo #3) and a 12" in diameter x 1 1/2" deep pothole at the utility manhole at the right side, approximately 20' from the begin abutment line (see photo #4). These conditions affect the riding quality.

The end approach asphalt pavement is in good condition with random transverse and longitudinal fine cracks (see photo #6).

Note ID: NB1122706900001

Approaches: Guide Railing -- Rated 5, Was X
Referenced Photos: "5", "6", "35"
The approaches concrete parapets are rated under this item and they are in overall good condition. Rate '5'.

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Notes

Carried: Not in Inventory Crossed: Not in Inventory CheckValue: 1,793,703,413

Note ID: NB1122706900018

Span 001 -- Deck Elements: Wearing Surface -- Rated 5, Was X
Span 002 -- Deck Elements: Wearing Surface -- Rated 5, Was X
Span 003 -- Deck Elements: Wearing Surface -- Rated 5, Was X
Span 004 -- Deck Elements: Wearing Surface -- Rated 5, Was X

Referenced Photos: "7"
At spans 1 to 4, the roadway exhibits moderate surface wear but it still has good riding quality. Rated '5'.

Note ID: NB1122706900043

Span 001 -- Deck Elements: Curbs -- Rated 5, Was X
Span 002 -- Deck Elements: Curbs -- Rated 5, Was X
Span 004 -- Deck Elements: Curbs -- Rated 5, Was X
Span 006 -- Deck Elements: Curbs -- Rated 5, Was X
Span 008 -- Deck Elements: Curbs -- Rated 5, Was X
Span 009 -- Deck Elements: Curbs -- Rated 5, Was X
Span 011 -- Deck Elements: Curbs -- Rated 5, Was X
Span 012 -- Deck Elements: Curbs -- Rated 5, Was X

Referenced Photos: "9"
At spans 1, 2, 4, 6, 8, 9, 11 and 12, both right and left curbs are in good condition. Rate '5'.

Note ID: NB112270690001B

Span 001 -- Deck Elements: Sidewalks, Fascias -- Rated 4, Was X

Referenced Photos: "15"
At span 1, the right asphalt sidewalk at the begin approach is rough, cracked and uneven. There is no sidewalk at the left side of the approach. The right sidewalk in span 1 is in overall good condition with a fine longitudinal crack along the full span. The safety walk at the left side is in good condition.

The right fascia is in good condition. The left fascia was only visually inspected from a distance and was noted to be in good condition.

Note ID: NB1122706900044

Span 001 -- Deck Elements: Railings, Parapets -- Rated 5, Was X
Span 002 -- Deck Elements: Railings, Parapets -- Rated 5, Was X
Span 003 -- Deck Elements: Railings, Parapets -- Rated 5, Was X
Span 004 -- Deck Elements: Railings, Parapets -- Rated 5, Was X
Span 005 -- Deck Elements: Railings, Parapets -- Rated 5, Was X
Span 006 -- Deck Elements: Railings, Parapets -- Rated 5, Was X
Span 007 -- Deck Elements: Railings, Parapets -- Rated 5, Was X
Span 008 -- Deck Elements: Railings, Parapets -- Rated 5, Was X
Span 009 -- Deck Elements: Railings, Parapets -- Rated 5, Was X
Span 010 -- Deck Elements: Railings, Parapets -- Rated 5, Was X
Span 011 -- Deck Elements: Railings, Parapets -- Rated 5, Was X
Span 012 -- Deck Elements: Railings, Parapets -- Rated 5, Was X

Note ID: NB1122706900044 - continued

Span 013 -- Deck Elements: Railings, Parapets -- Rated 5, Was X
Span 014 -- Deck Elements: Railings, Parapets -- Rated 5, Was X
Referenced Photos: "9"
At spans 1 to 14, both right and left 12" thick concrete parapets are in good condition. Rate '5'.

Note ID: NB1122706900045

Span 001 -- Deck Elements: Scuppers -- Rated 8, Was X
Span 002 -- Deck Elements: Scuppers -- Rated 8, Was X
Span 003 -- Deck Elements: Scuppers -- Rated 8, Was X
Span 004 -- Deck Elements: Scuppers -- Rated 8, Was X
Span 005 -- Deck Elements: Scuppers -- Rated 8, Was X
Span 006 -- Deck Elements: Scuppers -- Rated 8, Was X
Span 007 -- Deck Elements: Scuppers -- Rated 8, Was X
Span 008 -- Deck Elements: Scuppers -- Rated 8, Was X
Span 009 -- Deck Elements: Scuppers -- Rated 8, Was X
Span 010 -- Deck Elements: Scuppers -- Rated 8, Was X
Span 011 -- Deck Elements: Scuppers -- Rated 8, Was X
Span 012 -- Deck Elements: Scuppers -- Rated 8, Was X
Span 013 -- Deck Elements: Scuppers -- Rated 8, Was X
Span 014 -- Deck Elements: Scuppers -- Rated 8, Was X
Referenced Photos: "9"
At spans 1 to 14, there are no scuppers on the bridge. Rate '8'.

Note ID: NB1122706900046

Span 001 -- Deck Elements: Gratings -- Rated 8, Was X
Span 002 -- Deck Elements: Gratings -- Rated 8, Was X
Span 003 -- Deck Elements: Gratings -- Rated 8, Was X
Span 004 -- Deck Elements: Gratings -- Rated 8, Was X
Span 005 -- Deck Elements: Gratings -- Rated 8, Was X
Span 006 -- Deck Elements: Gratings -- Rated 8, Was X
Span 007 -- Deck Elements: Gratings -- Rated 8, Was X
Span 008 -- Deck Elements: Gratings -- Rated 8, Was X
Span 009 -- Deck Elements: Gratings -- Rated 8, Was X
Span 010 -- Deck Elements: Gratings -- Rated 8, Was X
Span 011 -- Deck Elements: Gratings -- Rated 8, Was X
Span 012 -- Deck Elements: Gratings -- Rated 8, Was X
Span 013 -- Deck Elements: Gratings -- Rated 8, Was X
Span 014 -- Deck Elements: Gratings -- Rated 8, Was X
Referenced Photos:
At spans 1 to 14, there are no gratings. Rate '8'.

Note ID: NB1122706900047

Span 001 -- Deck Elements: Median -- Rated 8, Was X
Span 002 -- Deck Elements: Median -- Rated 8, Was X
Span 003 -- Deck Elements: Median -- Rated 8, Was X
Span 004 -- Deck Elements: Median -- Rated 8, Was X

Inspection Notes

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Note ID: NB1122706900047 - continued

Span 005 -- Deck Elements: Median -- Rated 8, Was X
Span 006 -- Deck Elements: Median -- Rated 8, Was X
Span 007 -- Deck Elements: Median -- Rated 8, Was X
Span 008 -- Deck Elements: Median -- Rated 8, Was X
Span 009 -- Deck Elements: Median -- Rated 8, Was X
Span 010 -- Deck Elements: Median -- Rated 8, Was X
Span 011 -- Deck Elements: Median -- Rated 8, Was X
Span 012 -- Deck Elements: Median -- Rated 8, Was X
Span 013 -- Deck Elements: Median -- Rated 8, Was X
Span 014 -- Deck Elements: Median -- Rated 8, Was X

Referenced Photos:
At spans 1 to 14, there is no roadway median on the bridge. Rate '8'.

Note ID: NB1122706900048

Span 001 -- Deck Elements: Mono Deck Surface -- Rated 8, Was X
Span 002 -- Deck Elements: Mono Deck Surface -- Rated 8, Was X
Span 003 -- Deck Elements: Mono Deck Surface -- Rated 8, Was X
Span 004 -- Deck Elements: Mono Deck Surface -- Rated 8, Was X
Span 005 -- Deck Elements: Mono Deck Surface -- Rated 8, Was X
Span 006 -- Deck Elements: Mono Deck Surface -- Rated 8, Was X
Span 007 -- Deck Elements: Mono Deck Surface -- Rated 8, Was X
Span 008 -- Deck Elements: Mono Deck Surface -- Rated 8, Was X
Span 009 -- Deck Elements: Mono Deck Surface -- Rated 8, Was X
Span 010 -- Deck Elements: Mono Deck Surface -- Rated 8, Was X
Span 011 -- Deck Elements: Mono Deck Surface -- Rated 8, Was X
Span 012 -- Deck Elements: Mono Deck Surface -- Rated 8, Was X
Span 013 -- Deck Elements: Mono Deck Surface -- Rated 8, Was X
Span 014 -- Deck Elements: Mono Deck Surface -- Rated 8, Was X

Referenced Photos: "9"
At spans 1 to 14, there is no monodeck. Rate '8'.

Note ID: NB1122706900049

Span 001 -- Superstructure: Structural Deck -- Rated 8, Was X
Span 001 -- Superstructure: Secondary Members -- Rated 8, Was X
Span 001 -- Superstructure: Paint -- Rated 8, Was X
Span 002 -- Superstructure: Structural Deck -- Rated 8, Was X
Span 002 -- Superstructure: Secondary Members -- Rated 8, Was X
Span 002 -- Superstructure: Paint -- Rated 8, Was X
Span 003 -- Superstructure: Structural Deck -- Rated 8, Was X
Span 003 -- Superstructure: Secondary Members -- Rated 8, Was X
Span 003 -- Superstructure: Paint -- Rated 8, Was X
Span 004 -- Superstructure: Structural Deck -- Rated 8, Was X
Span 004 -- Superstructure: Secondary Members -- Rated 8, Was X
Span 004 -- Superstructure: Paint -- Rated 8, Was X
Span 005 -- Superstructure: Structural Deck -- Rated 8, Was X
Span 005 -- Superstructure: Secondary Members -- Rated 8, Was X
Span 005 -- Superstructure: Paint -- Rated 8, Was X

Note ID: NB1122706900049 - continued

Span 006 -- Superstructure: Structural Deck -- Rated 8, Was X
Span 006 -- Superstructure: Secondary Members -- Rated 8, Was X
Span 006 -- Superstructure: Paint -- Rated 8, Was X
Span 007 -- Superstructure: Structural Deck -- Rated 8, Was X
Span 007 -- Superstructure: Secondary Members -- Rated 8, Was X
Span 007 -- Superstructure: Paint -- Rated 8, Was X
Span 008 -- Superstructure: Structural Deck -- Rated 8, Was X
Span 008 -- Superstructure: Secondary Members -- Rated 8, Was X
Span 008 -- Superstructure: Paint -- Rated 8, Was X
Span 009 -- Superstructure: Structural Deck -- Rated 8, Was X
Span 009 -- Superstructure: Secondary Members -- Rated 8, Was X
Span 009 -- Superstructure: Paint -- Rated 8, Was X
Span 010 -- Superstructure: Structural Deck -- Rated 8, Was X
Span 010 -- Superstructure: Secondary Members -- Rated 8, Was X
Span 010 -- Superstructure: Paint -- Rated 8, Was X
Span 011 -- Superstructure: Structural Deck -- Rated 8, Was X
Span 011 -- Superstructure: Secondary Members -- Rated 8, Was X
Span 011 -- Superstructure: Paint -- Rated 8, Was X
Span 012 -- Superstructure: Structural Deck -- Rated 8, Was X
Span 012 -- Superstructure: Secondary Members -- Rated 8, Was X
Span 012 -- Superstructure: Paint -- Rated 8, Was X
Span 013 -- Superstructure: Structural Deck -- Rated 8, Was X
Span 013 -- Superstructure: Secondary Members -- Rated 8, Was X
Span 013 -- Superstructure: Paint -- Rated 8, Was X
Span 014 -- Superstructure: Structural Deck -- Rated 8, Was X
Span 014 -- Superstructure: Secondary Members -- Rated 8, Was X
Span 014 -- Superstructure: Paint -- Rated 8, Was X

Referenced Photos: "25"

At spans 1 to 14, since the bridge structure is a rigid concrete frame, the rating for structural deck, secondary members and paint items is '8'.

Note ID: NB112270690002C

Span 001 -- Superstructure: Primary Members -- Rated 4, Was X
Span 002 -- Superstructure: Primary Members -- Rated 4, Was X

Referenced Photos: "36"

According to the 1984 bridge rehab plans, the reinforced concrete cantilever spans are 18" thick at the joint and approximately 30" thick at the pier. The spans are 36' wide and are cantilevered approximately 4'-4" from the face of the concrete pier.

At cantilever spans 1 and 2, the frame underside exhibits a spall with exposed rusted rebars along the right side of the joint for approximately 15' long x up to 18" wide x up to 3" deep. In addition, approximately 30% of the underside surface area exhibits fine mapcracking and there are random longitudinal fine cracks with moderate to heavy efflorescence, predominantly at the left half side of the spans and wet stains due to active leakage of the right side of the joint (see attached sketch for details). The concrete patch under the left side of the joint is in good condition with no hollow sounding areas.

The frame underside was randomly sounded and no hollow areas were found.

Inspection Notes

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Note ID: NB112270690002C - continued

Note ID: NB112270690002D

Span 001 -- Superstructure: Joints -- Rated 3, Was X
Referenced Photos: "14", "26", "36"
According to the 1984 bridge rehab plans, a sealed armor joint system was proposed to replace the original premolded filler material joints. Along the sidewalk area, an armor joint system with concrete headers is in place. However, in the roadway area it seems that the joints have recently been retrofitted as asphaltic plug joints.as indicated by the presence of an asphalt membrane over the joints. Moreover, a recent repair concrete patch was noted under the left half of all bridge joints.

At pier 1, the concrete frame underside along both sides of the joint is spalled at he right side of the span for approximately 15' long x up to 18" wide x up to 3" deep with exposed rebars. This condition is due to active joint leakage as further evidenced by wet stains emanating from the right side of the joint (see photo #36). The concrete patch under the left side of the joint is in good condition with no hollow sounding areas.

At the top of deck, the expansion armor joint along the right sidewalk is filled with dirt between the armor plates. In addition, the end joint concrete header has cracked at the curb (see typical photo #26). The asphalt membrane over the joint in the roadway area is in good condition (see typical photo #14).

Note ID: NB112270690001C

Span 001 -- Utilities: Lighting -- Rated 1, Was X
Referenced Photos: "29", "30", "31"
At span 1, at the right parapet near pier 1 joint, the lighting standard has a missing 12" H x 10" W cover plate at the base with exposed wires. The adjacent metal conduit has a broken condulet box with a missing cover and exposed electrical wires (see photo #29). This location is at the outside face of the parapet on the maintenance platform.
At the end of the begin approach right parapet, there is a broken condulet box with a missing cover and exposed electrical wires (see photos #30 and #31). This location is on the outside face of the parapet.
The above conditions have been reported as Corrective Maintenance Repairs (see attached CMR report).

Note ID: NB1122706900042

Span 001 -- Utilities: Sign Structure -- Rated 8, Was X
Span 002 -- Utilities: Sign Structure -- Rated 8, Was X
Span 003 -- Utilities: Sign Structure -- Rated 8, Was X
Span 004 -- Utilities: Sign Structure -- Rated 8, Was X
Span 005 -- Utilities: Sign Structure -- Rated 8, Was X
Span 006 -- Utilities: Sign Structure -- Rated 8, Was X
Span 007 -- Utilities: Sign Structure -- Rated 8, Was X

Inspection Notes

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Note ID: NB1122706900042 - continued

Span 008 -- Utilities: Sign Structure -- Rated 8, Was X
Span 009 -- Utilities: Sign Structure -- Rated 8, Was X
Span 010 -- Utilities: Sign Structure -- Rated 8, Was X
Span 011 -- Utilities: Sign Structure -- Rated 8, Was X
Span 012 -- Utilities: Sign Structure -- Rated 8, Was X
Span 013 -- Utilities: Sign Structure -- Rated 8, Was X
Span 014 -- Utilities: Sign Structure -- Rated 8, Was X

Referenced Photos:
There are no sign structures on the bridge. Rate '8'.

Note ID: NB1122706900035

Span 001 -- Utilities: Utilities and Support -- Rated 6, Was X
Span 002 -- Utilities: Utilities and Support -- Rated 6, Was X
Span 003 -- Utilities: Utilities and Support -- Rated 6, Was X
Span 004 -- Utilities: Utilities and Support -- Rated 6, Was X
Span 005 -- Utilities: Utilities and Support -- Rated 6, Was X
Span 006 -- Utilities: Utilities and Support -- Rated 6, Was X
Span 007 -- Utilities: Utilities and Support -- Rated 6, Was X
Span 008 -- Utilities: Utilities and Support -- Rated 6, Was X
Span 009 -- Utilities: Utilities and Support -- Rated 6, Was X
Span 010 -- Utilities: Utilities and Support -- Rated 6, Was X
Span 011 -- Utilities: Utilities and Support -- Rated 6, Was X
Span 012 -- Utilities: Utilities and Support -- Rated 6, Was X
Span 013 -- Utilities: Utilities and Support -- Rated 6, Was X
Span 014 -- Utilities: Utilities and Support -- Rated 6, Was X

Referenced Photos: "41"
At spans 1 to 14, the utility conduits attached to the outside faces of both left and right parapets are in very good condition. Also, according to the 1984 bridge rehab plans there are utility conduits under the right sidewalk but are no visible.

Note ID: NB1122706900012

Span 002 -- Deck Elements: Sidewalks, Fascias -- Rated 5, Was X
Span 004 -- Deck Elements: Sidewalks, Fascias -- Rated 5, Was X
Span 008 -- Deck Elements: Sidewalks, Fascias -- Rated 5, Was X
Span 010 -- Deck Elements: Sidewalks, Fascias -- Rated 5, Was X

Referenced Photos: "16", "41"
At spans 2, 4, 8 and 10, the right sidewalk is in overall good condition with a fine longitudinal crack along the full span (see typical photo #16). The safety walk at the left side is in good condition.

The right fascia is in good condition. The left fascia was only visually inspected from a distance and was noted to be in good condition (see photo #41).

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Notes

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Note ID: NB112270690004A

Span 002 -- Superstructure: Joints -- Rated 8, Was X
Span 003 -- Superstructure: Joints -- Rated 8, Was X
Span 005 -- Superstructure: Joints -- Rated 8, Was X
Span 006 -- Superstructure: Joints -- Rated 8, Was X
Span 008 -- Superstructure: Joints -- Rated 8, Was X
Span 009 -- Superstructure: Joints -- Rated 8, Was X
Span 011 -- Superstructure: Joints -- Rated 8, Was X
Span 012 -- Superstructure: Joints -- Rated 8, Was X

Referenced Photos: "25"
At piers 3, 5, 6, 8, 9, 11 and 12, there are no deck joints. Rate '8'.

Note ID: NB1122706900053

Span 002 -- Pier: Stem Solid Pier -- Rated 4, Was X

Referenced Photos: "39", "41"
According to the 1984 bridge rehab plans, the solid stem reinforced concrete piers are approximately 15" thick, tapering up to 2'-6" at the bottom. The piers consist of a protection system at both the right and left sides in the form of reinforced concrete extensions (pier noses).

At pier 2, right pier extension, the right face is spalled for the full height x 4" deep with exposed and partially debonded rebars. This condition may have been caused by the constant impact of floating debris on the pier (see photo #39). Additionally, the top of the pier extension has hollow and cracked areas while both begin and end faces exhibiting random fine cracking and no hollow sounding areas. The left pier extension at the left side was visually inspected from a distance and was noted to be in good condition (see typical photo #41).

Both begin and end faces of the solid stem are in overall good condition with scattered fine vertical cracks for full height. Less than 10% of the surface areas have light scaling. No hollow sounding areas were found. The condition of the lower portion of the stem below water was probed with a steel rebar and no deteriorations were found.

Note ID: NB112270690005A

Span 002 -- Pier: Footings -- Rated 9, Was X
Span 003 -- Pier: Footings -- Rated 9, Was X
Span 005 -- Pier: Footings -- Rated 9, Was X
Span 006 -- Pier: Footings -- Rated 9, Was X
Span 008 -- Pier: Footings -- Rated 9, Was X
Span 009 -- Pier: Footings -- Rated 9, Was X
Span 011 -- Pier: Footings -- Rated 9, Was X
Span 012 -- Pier: Footings -- Rated 9, Was X

Referenced Photos:
At piers 2, 3, 5, 6, 8, 9, 11 and 12, according to the 1984 bridge rehab plans there are footings on piles under the pier structures but are not visible. Rate '9'.

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Notes

Carried: Not in Inventory Crossed: Not in Inventory CheckValue: 1,793,703,413

Note ID: NB1122706900051

Span 002 -- Pier: Erosion or Scour -- Rated 7, Was X
Span 003 -- Pier: Erosion or Scour -- Rated 7, Was X
Span 005 -- Pier: Erosion or Scour -- Rated 7, Was X
Span 006 -- Pier: Erosion or Scour -- Rated 7, Was X
Span 008 -- Pier: Erosion or Scour -- Rated 7, Was X
Span 009 -- Pier: Erosion or Scour -- Rated 7, Was X
Span 011 -- Pier: Erosion or Scour -- Rated 7, Was X
Span 012 -- Pier: Erosion or Scour -- Rated 7, Was X

Referenced Photos:
At piers 2, 3, 5, 6, 8, 9, 11 and 12, no signs of scouring were noted at the interface of the pier structure and concrete floor slab as probed with a steel rod. Rate '7'.

Note: Since there is a concrete apron slab under the bridge, no channel readings were taken along the bridge fascias, abutments and piers.

Note ID: NB1122706900059

Span 002 -- Pier: Piles -- Rated 9, Was X
Span 003 -- Pier: Piles -- Rated 9, Was X
Span 005 -- Pier: Piles -- Rated 9, Was X
Span 006 -- Pier: Piles -- Rated 9, Was X
Span 008 -- Pier: Piles -- Rated 9, Was X
Span 009 -- Pier: Piles -- Rated 9, Was X
Span 011 -- Pier: Piles -- Rated 9, Was X
Span 012 -- Pier: Piles -- Rated 9, Was X

Referenced Photos:
At piers 2, 3, 5, 6, 8, 9, 11 and 12, according to the 1984 bridge rehab plans there are footings on piles under the pier structures but are not visible. Rate '9'.

Note ID: NB1122706900041

Span 002 -- Utilities: Lighting -- Rated 8, Was X
Span 003 -- Utilities: Lighting -- Rated 8, Was X
Span 004 -- Utilities: Lighting -- Rated 8, Was X
Span 005 -- Utilities: Lighting -- Rated 8, Was X
Span 006 -- Utilities: Lighting -- Rated 8, Was X
Span 007 -- Utilities: Lighting -- Rated 8, Was X
Span 008 -- Utilities: Lighting -- Rated 8, Was X
Span 009 -- Utilities: Lighting -- Rated 8, Was X
Span 010 -- Utilities: Lighting -- Rated 8, Was X
Span 011 -- Utilities: Lighting -- Rated 8, Was X
Span 012 -- Utilities: Lighting -- Rated 8, Was X

Referenced Photos:
At spans 2 to 12, there are no lighting standards on top of deck or underdeck lighting fixtures. Rate '8'.

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Notes

Carried: Not in Inventory Crossed: Not in Inventory CheckValue: 1,793,703,413

Note ID: NB1122706900019

Span 003 -- Deck Elements: Curbs -- Rated 4, Was X
Referenced Photos: "10"
At span 3, the left safety walk and curb exhibit a 8' long spalled area up to 2" deep with random vegetation growth.
The right curb is in good condition.

Note ID: NB112270690002A

Span 003 -- Deck Elements: Sidewalks, Fascias -- Rated 4, Was X
Referenced Photos: "10", "17", "41"
At span 3, the right fascia has a 4' long x 6" wide x 2" deep spall with exposed rebars at the interface with the frame underside near pier 3. It also has longitudinal fine cracks with efflorescence near pier 2 (see photo #17). The left fascia was only visually inspected from a distance and was noted to be in good condition (see photo #41).

The left safety walk and curb exhibit a 8' long spalled area up to 2" deep with random vegetation growth (see photo #10). The right sidewalk is in overall good condition with a fine longitudinal crack along the full span.

Note ID: NB112270690002B

Span 003 -- Superstructure: Primary Members -- Rated 4, Was X
Referenced Photos: "23"
According to the 1984 bridge rehab plans, the reinforced concrete frame spans are 18" thick at the joint and approximately 30" thick at the pier. The rigid frames are 36' wide and have a clear distance of approximately 30'-9" between concrete piers.

At span 3, approximately 50% of the concrete frame underside exhibits fine mapcracking and light scaling. There are also numerous longitudinal fine cracks with heavy efflorescence typically at the left side of the span (see attached sketch for details).

The frame underside was randomly sounded and no hollow areas were found.

Note ID: NB1122706900033

Span 003 -- Pier: Stem Solid Pier -- Rated 4, Was X
Referenced Photos: "27", "41"
According to the 1984 bridge rehab plans, the solid stem reinforced concrete piers are approximately 15" thick, tapering up to 2'-6" at the bottom. The piers consist of a protection system at both the right and left sides in the form of reinforced concrete extensions (pier noses).

At pier 3, right pier extension, the right face is spalled at the bottom for 4" deep with exposed

Note ID: NB1122706900033 - continued

and rusted rebars. The upper portion of the right face is cracked and hollow but stable. These conditions may have been caused by the constant impact of floating debris on the pier. Additionally, the top of the pier extension exhibits spalled and hollow areas with fine mapcracking with efflorescence while both begin and end faces exhibit random fine cracks with efflorescence and no hollow sounding areas (see photo #27). The left pier extension at the left side was visually inspected from a distance and was noted to be in good condition (see photo # 41).

Both begin and end faces of the solid stem are in overall good condition only exhibiting scattered fine vertical cracks for full height with efflorescence staining. Less than 10% of the surface areas have light scaling. No hollow sounding areas were found. The condition of the lower portion of the stem below water was probed with a steel rebar and no deteriorations were found.

Note ID: NB1122706900052

Span 004 -- Superstructure: Primary Members -- Rated 4, Was X
Span 005 -- Superstructure: Primary Members -- Rated 4, Was X
Referenced Photos: "37"
According to the 1984 bridge rehab plans, the reinforced concrete cantilever spans are 18" thick at the joint and approximately 30" thick at the pier. The spans are 36' wide and are cantilevered approximately 4'-4" from the face of the concrete pier.

At cantilever spans 4 and 5, the frame underside exhibits a spall with exposed rusted rebars along the right side of the joint for approximately 15' long x up to 12" wide x up to 4" deep. In addition, approximately 30% of the underside surface area exhibits fine mapcracking and there are random longitudinal fine cracks with moderate to heavy efflorescence, predominantly at the left half side of the spans and dark wet stains due to leakage of the right side of the joint (see attached sketch for details). The concrete patch under the left side of the joint is in good condition with no hollow sounding areas.

The frame underside was randomly sounded and no hollow areas were found.

Note ID: NB1122706900028

Span 004 -- Superstructure: Joints -- Rated 3, Was X
Referenced Photos: "14", "26", "37"
According to the 1984 bridge rehab plans, a sealed armor joint system was proposed to replace the original premolded filler material joints. Along the sidewalk area, an armor joint system with concrete headers is in place. However, in the roadway area it seems that the joints have recently been retrofitted as asphaltic plug joints.as indicated by the presence of an asphalt membrane over the joints. Moreover, a recent repair concrete patch was noted under the left half of all bridge joints.

At pier 4, the concrete frame underside along both sides of the joint is spalled at he right side of the span for approximately 15' long x up to 12" wide x up to 4" deep with exposed rebars. This condition is due to active joint leakage as further evidenced by wet stains emanating from the

Inspection Notes

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Note ID: NB1122706900028 - continued

right side of the joint (see photo #37). The concrete patch under the left side of the joint is in good condition with no hollow sounding areas.

At the top of deck, the expansion armor joint along the right sidewalk is filled with dirt between the armor plates. In addition, the begin joint concrete header has a cracked and spalled 12" long section at the curb which is slightly loose. The adjacent armor plate is bent (see photo #26). The asphalt membrane over the joint in the roadway area is in good condition (see typical photo #14).

Note ID: NB1122706900014

Span 005 -- Deck Elements: Wearing Surface -- Rated 3, Was X
Span 006 -- Deck Elements: Wearing Surface -- Rated 3, Was X
Span 007 -- Deck Elements: Wearing Surface -- Rated 3, Was X
Referenced Photos: "8"
At spans 5 to 7, the roadway exhibits numerous uneven asphalt patches predominantly at the right half as well as areas of fine to wide mapcracking throughout.

Note ID: NB1122706900017

Span 005 -- Deck Elements: Curbs -- Rated 4, Was X
Referenced Photos: "11"
At span 5, most of the left safety walk and curb has spallled off.
The right curb is in good condition.

Note ID: NB1122706900061

Span 005 -- Deck Elements: Sidewalks, Fascias -- Rated 4, Was X
Referenced Photos: "11", "18", "41"
At span 5, the right sidewalk exhibits a wide longitudinal crack along the full span (see typical photo #18). At the left side, most of the left safety walk and curb have spallled off (see photo # 11).

The left fascia was only visually inspected from a distance and an approximately 5 SF spall with no exposed rebars was noted along the fascia underside (see photo #41). The right fascia is in good condition.

Note ID: NB1122706900054

Span 005 -- Pier: Stem Solid Pier -- Rated 4, Was X
Referenced Photos: "27", "41"
According to the 1984 bridge rehab plans, the solid stem reinforced concrete piers are

Inspection Notes

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Note ID: NB1122706900054 - continued

approximately 15" thick, tapering up to 2'-6" at the bottom. The piers consist of a protection system at both the right and left sides in the form of reinforced concrete extensions (pier noses).

At pier 5, right pier extension, the right face is mostly spalled for 4" deep with exposed and partially debonded rebars. The remaining portion of the right face is cracked and hollow sounding. These conditions may have been caused by the constant impact of floating debris on the pier. Additionally, the top of the pier extension exhibits hollow areas with fine mapcracking while the end face exhibits random fine cracking near the top with no hollow sounding areas. Approximately 75% of the pier extension begin face is spalled for up to 2" deep with no exposed rebars (see photo #27). The left pier extension at the left side was visually inspected from a distance and was noted to be in good condition (see photo #41).

Both begin and end faces of the solid stem are in overall good condition only exhibiting scattered fine vertical cracks for full height with efflorescence staining. Less than 10% of the surface areas have light scaling. No hollow sounding areas were found. The condition of the lower portion of the stem below water was probed with a steel rebar and no deteriorations were found.

Note ID: NB1122706900024

Span 006 -- Deck Elements: Sidewalks, Fascias -- Rated 4, Was X
Referenced Photos: "17", "18", "41"
At span 6, the right sidewalk exhibits a wide longitudinal crack along the full span (see typical photo #18). The safety walk at the left side is in good condition.

The right fascia has a 3 SF x 1 1/2" deep spall at the bottom near pier 6 and random fine cracking with efflorescence (see photo #17). The left fascia was only visually inspected from a distance and was noted to be in good condition (see photo #41).

Note ID: NB1122706900027

Span 006 -- Superstructure: Primary Members -- Rated 4, Was X
Referenced Photos: "24"
According to the 1984 bridge rehab plans, the reinforced concrete frame spans are 18" thick at the joint and approximately 30" thick at the pier. The rigid frames are 36' wide and have a clear distance of approximately 30'-9" between concrete piers.

At span 6, approximately 60% of the concrete frame underside exhibits fine mapcracking and light to moderate scaling. There are also numerous longitudinal fine cracks with efflorescence (see attached sketch for details).

The frame underside was randomly sounded and no hollow areas were found.

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Notes

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Note ID: NB1122706900032

Span 006 -- Pier: Stem Solid Pier -- Rated 5, Was X
Referenced Photos: "28", "41"
According to the 1984 bridge rehab plans, the solid stem reinforced concrete piers are approximately 15" thick, tapering up to 2'-6" at the bottom. The piers consist of a protection system at both the right and left sides in the form of reinforced concrete extensions (pier noses).

At pier 6, the solid stem is in overall good condition with scattered fine vertical cracks for full height with less than 5% of the surface area of both begin and end faces exhibiting light concrete scaling. No hollow areas were found (see typical photo #28). In addition, the end face exhibits three small spalls with exposed rebars at the right side.

The right pier extension is in overall good condition with scattered fine cracks exhibiting efflorescence staining. No hollow areas were noted. The left pier extension at the left side was visually inspected from a distance and was noted to be in good condition (see typical photo #41). The condition of the lower portion of the stem below water was probed with a steel rebar and no deteriorations were found. Rate '5'.

Note ID: NB1122706900015

Span 007 -- Deck Elements: Curbs -- Rated 4, Was X
Referenced Photos: "12"
At span 7, the left concrete curb exhibits two 1 SF x up to 2" deep spall areas near and at pier 7 joint.
The right curb is in good condition.

Note ID: NB1122706900016

Span 007 -- Deck Elements: Sidewalks, Fascias -- Rated 4, Was X
Referenced Photos: "18"
At span 7, the right sidewalk exhibits a wide longitudinal crack along the full span.The safety walk at the left side is in good condition.

The right fascia is in good condition. The left fascia was only visually inspected from a distance and was noted to be in good condition.

Note ID: NB1122706900025

Span 007 -- Superstructure: Primary Members -- Rated 4, Was X
Referenced Photos: "38"
According to the 1984 bridge rehab plans, the reinforced concrete cantilever spans are 18" thick at the joint and approximately 30" thick at the pier. The spans are 36' wide and are cantilevered approximately 4'-4" from the face of the concrete pier.

Inspection Notes

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Note ID: NB1122706900025 - continued

At cantilever span 7, approximately 40% of the frame underside surface area exhibits fine mapcracking and light scaling. There are also several longitudinal fine cracks with/without efflorescence and wet stains due to active leakage of the joint (see attached sketch for details). The concrete patch under the left side of the joint is in good condition with no hollow sounding areas.

The frame underside was randomly sounded and no hollow areas were found.

Note ID: NB1122706900023

Span 007 -- Superstructure: Joints -- Rated 3, Was X
Referenced Photos: "12", "38"
According to the 1984 bridge rehab plans, a sealed armor joint system was proposed to replace the original premolded filler material joints. Along the sidewalk area, an armor joint system with concrete headers is in place. However, in the roadway area it seems that the joints have recently been retrofitted as asphaltic plug joints.as indicated by the presence of an asphalt membrane over the joints. Moreover, a recent repair concrete patch was noted under the left half of all bridge joints.

At pier 7, the frame underside at span 8 adjacent to the joint is spalled by 12' long x up to 4" wide x up to 2" deep with no exposed rebars due to active joint leaking further evidenced by the presence of wet stains.(see photo #38). The concrete patch under the left side of the joint is in good condition with no hollow sounding areas.

At the top of deck, the expansion armor joint along the right sidewalk is filled with dirt between the armor plates. The joint concrete headers in the sidewalk and the asphalt membrane over the joint in the roadway area are in good condition (see photo #12).

Note ID: NB112270690000E

Span 008 -- Deck Elements: Wearing Surface -- Rated 4, Was X
Span 009 -- Deck Elements: Wearing Surface -- Rated 4, Was X
Span 010 -- Deck Elements: Wearing Surface -- Rated 4, Was X
Span 011 -- Deck Elements: Wearing Surface -- Rated 4, Was X
Referenced Photos: "9"
At spans 8 to 11, the roadway exhibits fine to wide mapcracked areas predominantly at the right half as well as scattered uneven asphalt patches throughout.

Note ID: NB1122706900026

Span 008 -- Superstructure: Primary Members -- Rated 4, Was X
Referenced Photos: "38"
According to the 1984 bridge rehab plans, the reinforced concrete cantilever spans are 18" thick at the joint and approximately 30" thick at the pier. The spans are 36' wide and are cantilevered approximately 4'-4" from the face of the concrete pier.

Inspection Notes

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Note ID: NB1122706900026 - continued

At cantilever span 8, approximately 20% of the frame underside surface area exhibits fine mapcracking. There is also spalling of the frame underside adjacent to the right side of the joint for 12' long x up to 4" wide x up to 2" deep with no exposed rebars. In addition, there are several longitudinal fine cracks with efflorescence and wet stains due to active leakage of the joint (see attached sketch for details). The concrete patch under the left side of the joint is in good condition with no hollow sounding areas.

The frame underside was randomly sounded and no hollow areas were found.

Note ID: NB1122706900031

Span 008 -- Pier: Stem Solid Pier -- Rated 5, Was X
Referenced Photos: "28", "41"
According to the 1984 bridge rehab plans, the solid stem reinforced concrete piers are approximately 15" thick, tapering up to 2'-6" at the bottom. The piers consist of a protection system at both the right and left sides in the form of reinforced concrete extensions (pier noses).

At pier 8, the solid stem is in overall good condition with scattered fine vertical cracks for full height with less than 5% of the surface area of both begin and end faces exhibiting light concrete scaling. No hollow areas were found (see typical photo #28).

The right pier extension is in overall good condition with scattered fine cracks exhibiting heavy efflorescence staining. No hollow areas were noted. The left pier extension at the left side was visually inspected from a distance and was noted to be in good condition (see typical photo #41). The condition of the lower portion of the stem below water was probed with a steel rebar and no deteriorations were found. Rate '5'.

Note ID: NB1122706900013

Span 009 -- Deck Elements: Sidewalks, Fascias -- Rated 3, Was X
Referenced Photos: "19", "41"
At span 9, the concrete frame underside exhibits at the interface with the right fascia a spall area with exposed rusted rebars for the full length of the span x up 12" wide x up 3" deep. Some of the exposed main reinforcement rebars are partially debonded with one 16' long rebar completely debonded and hanging down. The loose rebar is still anchored to the frame at pier 9 and in no danger of falling down (see photo #19). The left fascia was only visually inspected from a distance and a 7' long x 12" wide spall with no exposed rebars was noted at the fascia underside near pier 9 (see typical photo #41).

The right sidewalk is in overall good condition with a fine longitudinal crack along the full span. At the left side, the safety walk is in good condition.

Inspection Notes

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Note ID: NB1122706900013 - continued

Note ID: NB1122706900022

Span 009 -- Superstructure: Primary Members -- Rated 4, Was X
Referenced Photos: "19", "25"
According to the 1984 bridge rehab plans, the reinforced concrete frame spans are 18" thick at the joint and approximately 30" thick at the pier. The rigid frames are 36' wide and have a clear distance of approximately 30'-9" between concrete piers.

At span 9, the concrete frame underside exhibits at the interface with the right fascia a spall area with exposed rusted rebars for the full length of the span x up 12" wide x up 3" deep. Some of the exposed main reinforcement rebars are partially debonded with one 16' long rebar completely debonded and hanging down. The loose rebar is still anchored to the frame at pier 9 and in no danger of falling down (see attached sketch for details and photo #19).
In addition, approximately 60% of the surface area exhibits fine mapcrackinng and light scaling. There are also numerous longitudinal fine cracks with efflorescence (see attached sketch for details and typical photo #25).

The frame underside was randomly sounded and no hollow areas were found.

Note ID: NB1122706900030

Span 009 -- Pier: Stem Solid Pier -- Rated 5, Was X
Referenced Photos: "28", "41"
According to the 1984 bridge rehab plans, the solid stem reinforced concrete piers are approximately 15" thick, tapering up to 2'-6" at the bottom. The piers consist of a protection system at both the right and left sides in the form of reinforced concrete extensions (pier noses).

At pier 9, the solid stem is in overall good condition with scattered fine vertical cracks for full height with less than 20% of the surface area of both begin and end faces exhibiting light concrete scaling. No hollow areas were found (see typical photo #28). In addition, the end face exhibits at the right side areas of fine mapcracking with efflorescence for a total of 15 SF and a 1 SF spall with exposed rebars.

The right pier extension is in overall good condition with scattered fine cracks exhibiting heavy efflorescence staining. No hollow areas were noted. The left pier extension at the left side was visually inspected from a distance and was noted to be in good condition (see typical photo #41). The condition of the lower portion of the stem below water was probed with a steel rebar and no deteriorations were found. Rate '5'.

Note ID: NB112270690000F

Span 010 -- Deck Elements: Curbs -- Rated 4, Was X
Referenced Photos: "13"
At span 10, there is a 6" missing piece of concrete curb at the right side adjacent to the concrete header of pier 10 joint.
The left concrete curb is in good condition.

Inspection Notes

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Note ID: NB112270690000F - continued

Note ID: NB1122706900021

Span 010 -- Superstructure: Primary Members -- Rated 4, Was X
Span 011 -- Superstructure: Primary Members -- Rated 4, Was X
Referenced Photos: "21"
According to the 1984 bridge rehab plans, the reinforced concrete cantilever spans are 18" thick at the joint and approximately 30" thick at the pier. The spans are 36' wide and are cantilevered approximately 4'-4" from the face of the concrete pier.

At cantilever spans 10 and 11, the frame underside exhibits a spall with exposed rusted rebars along the right side of the joint for approximately 16' long x up to 15" wide x up to 4" deep. In addition, approximately 20% of the surface area exhibits fine mapcracking and there are numerous longitudinal fine cracks with heavy efflorescence predominantly at the left side and wet stains due to active leakage of the right side of the joint. The concrete patch under the left side of the joint exhibits several fine cracks with efflorescence but no hollow sounding areas (see attached sketch for details).

The frame underside was randomly sounded and no hollow areas were found.

Note ID: NB1122706900010

Span 010 -- Superstructure: Joints -- Rated 3, Was X
Referenced Photos: "13", "14", "21"
According to the 1984 bridge rehab plans, a sealed armor joint system was proposed to replace the original premolded filler material joints. Along the sidewalk area, an armor joint system with concrete headers is in place. However, in the roadway area it seems that the joints have recently been retrofitted as asphaltic plug joints.as indicated by the presence of an asphalt membrane over the joints. Moreover, a recent repair concrete patch was noted under the left half of all bridge joints.

At pier 10, the concrete frame underside along both sides of the joint is spalled at he right side of the span for approximately 16' long x up to 15" wide x up to 4" deep with exposed rebars. This condition is due to active joint leakage as further evidenced by wet stains emanating from the right side of the joint (see photo #21). The concrete patch under the left side of the joint exhibits several fine cracks with efflorescence but no hollow sounding areas

At the top of deck, the expansion armor joint along the right sidewalk is filled with dirt between the armor plates. In addition, both begin and end joint concrete headers have cracked and spalled at the curb area and are slightly loose. The piece of curb is missing at this location (see photo #13). The asphalt membrane over the joint in the roadway area is in good condition (see typical photo #14).

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Notes

Carried: Not in Inventory Crossed: Not in Inventory CheckValue: 1,793,703,413

Note ID: NB112270690000B

Span 011 -- Deck Elements: Sidewalks, Fascias -- Rated 4, Was X
Referenced Photos: "18"
At span 11, the right sidewalk exhibits a wide longitudinal crack along the full span. At the left side, the safety walk is in good condition.

The right fascia is in good condition. The left fascia was only visually inspected from a distance and was noted to be in good condition.

Note ID: NB112270690002F

Span 011 -- Pier: Stem Solid Pier -- Rated 5, Was X
Referenced Photos: "28", "41"
According to the 1984 bridge rehab plans, the solid stem reinforced concrete piers are approximately 15" thick, tapering up to 2'-6" at the bottom. The piers consist of a protection system at both the right and left sides in the form of reinforced concrete extensions (pier noses).

At pier 11, the solid stem is in overall good condition with scattered fine vertical cracks for full height with less than 10% of the surface area of both begin and end faces exhibiting light concrete scaling. No hollow areas were found (see typical photo #28). In addition, the end face at the right side exhibits areas hollow sounding concrete and fine mapcracking with efflorescence for a total of 8 SF.

The right pier extension is in overall good condition with scattered fine cracks exhibiting heavy efflorescence staining. No hollow areas were noted. The left pier extension at the left side was visually inspected from a distance and was noted to be in good condition (see typical photo #41). The condition of the lower portion of the stem below water was probed with a steel rebar and no deteriorations were found. Rate '5'.

Note ID: NB112270690000D

Span 012 -- Deck Elements: Wearing Surface -- Rated 4, Was X
Referenced Photos: "9"
At span 12, the right half of the roadway exhibits fine to wide mapcracked areas with scattered and uneven asphalt patches.

Note ID: NB112270690000A

Span 012 -- Deck Elements: Sidewalks, Fascias -- Rated 3, Was X
Referenced Photos: "18", "20"
At span 12, the concrete frame underside exhibits at the interface with the right fascia a spall area with exposed rusted rebars for most of the span (approximately 25' long total) x up to 18" wide x up 3" deep. Some of the exposed main reinforcement rebars are partially debonded with one 16' long rebar completely debonded and hanging down. The loose rebar is still anchored to the frame at midspan and in no danger of falling down (see photo #20). The left fascia was only visually inspected from a distance and was noted to be in good condition.

Inspection Notes

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Note ID: NB112270690000A - continued

The right sidewalk exhibits a wide longitudinal crack along the full span (see photo #18). At the left side, the safety walk is in good condition.

Note ID: NB1122706900020

Span 012 -- Superstructure: Primary Members -- Rated 4, Was X
Referenced Photos: "20", "25"
According to the 1984 bridge rehab plans, the reinforced concrete frame spans are 18" thick at the joint and approximately 30" thick at the pier. The rigid frames are 36' wide and have a clear distance of approximately 30'-9" between concrete piers.

At span 12, the concrete frame underside exhibits at the interface with the right fascia a spall area with exposed rusted rebars for most of the span (approximately 25' long total) x up to 18" wide x up 3" deep. Some of the exposed main reinforcement rebars are partially debonded with one 16' long rebar completely debonded and hanging down. The loose rebar is still anchored to the frame at midspan and in no danger of falling down (see attached sketch for details and photo #20).

In addition, approximately 40% of the surface area exhibits fine mapcrackinng and light scaling. There are also random longitudinal fine cracks with efflorescence (see attached sketch for details and photo #25).

The frame underside was randomly sounded and no hollow areas were found.

Note ID: NB112270690002E

Span 012 -- Pier: Stem Solid Pier -- Rated 5, Was X
Referenced Photos: "28", "41"
According to the 1984 bridge rehab plans, the solid stem reinforced concrete piers are approximately 15" thick, tapering up to 2'-6" at the bottom. The piers consist of a protection system at both the right and left sides in the form of reinforced concrete extensions (pier noses).

At pier 12, the solid stem is in overall good condition with scattered fine vertical cracks for full height with less than 20% of the surface area of both begin and end faces exhibiting light concrete scaling. No hollow areas were found (see photo #28).

The right pier extension is in overall good condition with scattered fine cracks exhibiting heavy efflorescence staining. No hollow areas were noted. The left pier extension at the left side was visually inspected from a distance and was noted to be in good condition (see typical photo #41). The condition of the lower portion of the stem below water was probed with a steel rebar and no deteriorations were found. Rate '5'.

Note ID: NB112270690000C

Span 013 -- Deck Elements: Wearing Surface -- Rated 4, Was X
Referenced Photos: "9"
At span 13, the roadway exhibits at the right side a mapcracked area with an uneven asphalt patch near pier 13 joint.

Inspection Notes

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Note ID: NB112270690000C - continued

Note ID: NB1122706900008

Span 013 -- Deck Elements: Curbs -- Rated 4, Was X
Referenced Photos: "14"
At span 13, the left safety walk and curb exhibit spall areas with exposed rebars up to 2" deep. The right curb is in good condition.

Note ID: NB1122706900009

Span 013 -- Deck Elements: Sidewalks, Fascias -- Rated 4, Was X
Referenced Photos: "14", "18"
At span 13, the right sidewalk exhibits a wide longitudinal crack along the full span (see typical photo #18). The left safety walk and curb exhibit spall areas with exposed rebars up to 2" deep (see photo #14).

The right fascia is in good condition. The left fascia was only visually inspected from a distance and was noted to be in good condition.

Note ID: NB112270690001F

Span 013 -- Superstructure: Primary Members -- Rated 4, Was X
Referenced Photos: "22"
According to the 1984 bridge rehab plans, the reinforced concrete cantilever spans are 18" thick at the joint and approximately 30" thick at the pier. The spans are 36' wide and are cantilevered approximately 4'-4" from the face of the concrete pier.

At cantilever span 13, the concrete frame underside along the right side of the joint is spalled with no exposed rebars for 12' long x up to 6" wide x up to 3" deep. In addition, approximately 30% of the surface area exhibits fine mapcracking and there are random longitudinal fine cracks with efflorescence. Also, there are wet stains due to leakage of the right side of the joint. The concrete patch under the left side of the joint exhibits several fine cracks with efflorescence but no hollow sounding areas (see attached sketch for details).

The frame underside was randomly sounded and no hollow areas were found.

Note ID: NB1122706900004

Span 013 -- Superstructure: Joints -- Rated 3, Was X
Referenced Photos: "14", "22"
According to the 1984 bridge rehab plans, a sealed armor joint system was proposed to replace the original premolded filler material joints. Along the sidewalk area, an armor joint system with concrete headers is in place. However, in the roadway area it seems that the joints have recently been retrofitted as asphaltic plug joints.as indicated by the presence of an asphalt membrane over the joints. Moreover, a recent repair concrete patch was noted under the left half of all bridge joints.

Inspection Notes

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Note ID: NB1122706900004 - continued

At pier 13, the concrete frame underside at span 13 along the right side of the joint is spalled with no exposed rebars for 12' long x up to 6" wide x up to 3" deep. This condition is due to active joint leakage as further evidenced by wet stains emanating from the right side of the joint (see photo #22). The concrete patch under the left side of the joint exhibits several fine cracks with efflorescence but no hollow sounding areas.

At the top of deck, the expansion armor joint along the right sidewalk is filled with dirt between the armor plates. The joint concrete headers in the sidewalk and the asphalt membrane over the joint in the roadway area are in good condition (see photo #14).

Note ID: NB112270690001D

Span 013 -- Utilities: Lighting -- Rated 1, Was X
Referenced Photos: "32"
At span 13, at the right parapet, adjacent to the light standard there is a broken condulet box with a missing cover and exposed electrical wires. This location is at the outside face of the parapet on the maintenance platform and has been reported as Corrective Maintenance Repairs (see attached CMR report).
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Note ID: NB1122706900007

Span 014 -- Deck Elements: Wearing Surface -- Rated 4, Was X
Referenced Photos: "9"
At span 14, the roadway exhibits areas of uneven aspahlt patching at the left side.

Note ID: NB1122706900005

Span 014 -- Deck Elements: Curbs -- Rated 4, Was X
Referenced Photos: "14"
At span 14, most of the left safety walk and curb are spallled with exposed rebars up to 2" deep. The right curb is in good condition.

Note ID: NB1122706900062

Span 014 -- Deck Elements: Sidewalks, Fascias -- Rated 4, Was X
Referenced Photos: "14", "16", "41"
At span 14, the right sidewalk is in overall good condition with a fine longitudinal crack along the full span (see typical photo #16). Most of the left safety walk and curb are spallled with exposed rebars up to 2" deep (see photo #14).

The right fascia is in good condition. The left fascia was only visually inspected from a distance and was noted to be in good condition (see typical photo #41).

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Notes

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Note ID: NB1122706900036

Span 014 -- Superstructure: Primary Members -- Rated 4, Was X
Referenced Photos: "22"
According to the 1984 bridge rehab plans, the reinforced concrete cantilever spans are 18" thick at the joint and approximately 30" thick at the pier. The spans are 36' wide and are cantilevered approximately 4'-4" from the face of the concrete pier.

At cantilever span 14, approximately 30% of the surface area of the concrete frame underside exhibits fine mapcracking and there are several longitudinal fine cracks with/without efflorescence. Also, there are wet stains due to leakage of the right side of the joint. The concrete patch under the left side of the joint exhibits several fine cracks with efflorescence but no hollow sounding areas (see attached sketch for details).

The frame underside was randomly sounded and no hollow areas were found.

Note ID: NB112270690001E

Span 014 -- Utilities: Lighting -- Rated 1, Was X
Referenced Photos: "5", "6", "33", "34"
At span 14, near the end of the right parapet at the end approach, the metal conduit atop has a missing 4" x 3" oval condulet cover exposing the insulated electrical wire inside (see photo #33). This condition poses a safety hazard to pedestrians using the adjacent sidewalk (see photo #5).

In addition, at the left parapet, the embedded junction box near the end of the parapet has a missing 5" x 2.5" cover exposing the electrical wires inside (see photo #34). Even though this area is not adjacent to a sidewalk, pedestrian traffic has been noted along the parapet due to light vehicular traffic on the bridge (see photo #6). Therefore, this condition poses a safety hazard to pedestrians walking along this area.

The above conditions have been flagged under Safety Flag NB1100031 (see attached flag report).

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Photos in Photo Number Order

Carried: Not in Inventory Crossed: Not in Inventory CheckValue: 1,793,703,413

Location: End abutment stem; looking ahead and left (Typ.).

Photo Number: 1 Photo Filename: 11_IMG_1727.JPG

Location: End right wingwall; looking ahead and left (Typ.).

Photo Number: 2 Photo Filename: 11_IMG_1723.JPG

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Photos in Photo Number Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Location: Begin approach pavement near begin abutment; looking left.

Photo Number: 3 Photo Filename: 11_IMG_1629.JPG

Location: Begin approach pavement at utility manhole; looking back and left.

Photo Number: 4 Photo Filename: 11_IMG_1631.JPG

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Photos in Photo Number Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Location: End approach, right parapet; looking back and right (Ref.: Safety Flag NB1100031).

Photo Number: 5 Photo Filename: 11_02IMG_1757.JP

Location: End approach, left parapet; looking back and left (Ref.: Safety Flag NB1100031).

Photo Number: 6 Photo Filename: 11_04IMG_1759.JP

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Photos in Photo Number Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Location: Spans 1 to 4, wearing surface; looking back and left (Typ.).

Photo Number: 7 Photo Filename: 11_IMG_1624.JPG

Location: Spans 5 to 7; wearing surface; looking back and left.

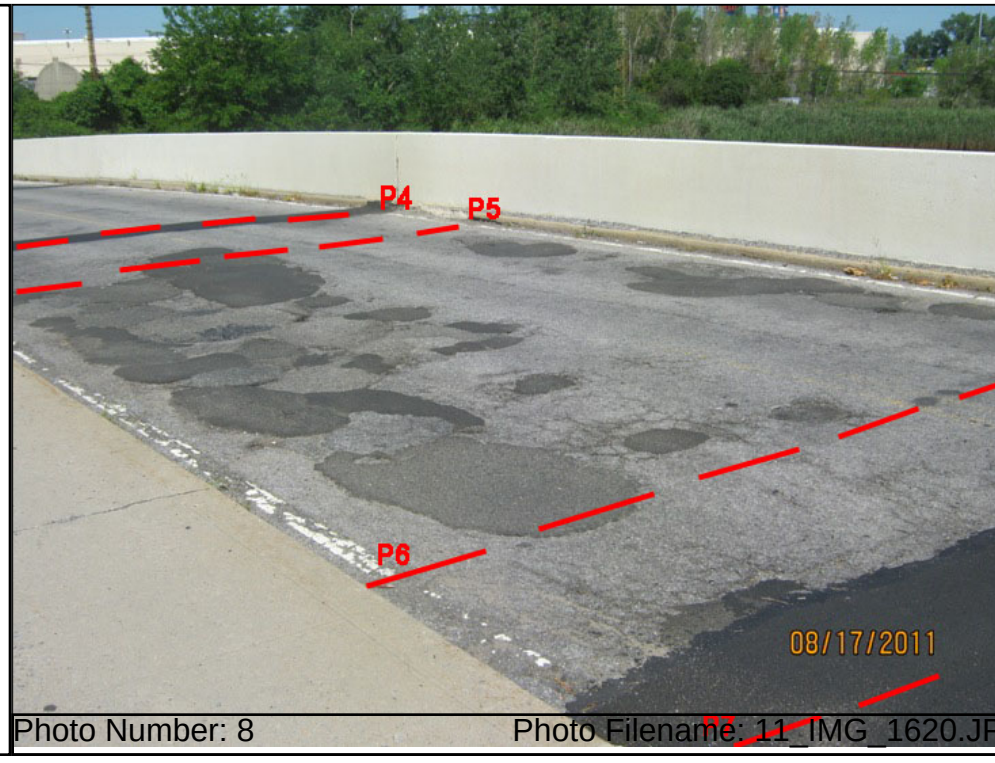


Photo Number: 8 Photo Filename: 11_IMG_1620.JPG

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Photos in Photo Number Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Location: Spans 8 to 10, wearing surface; looking back and left (Typ.).

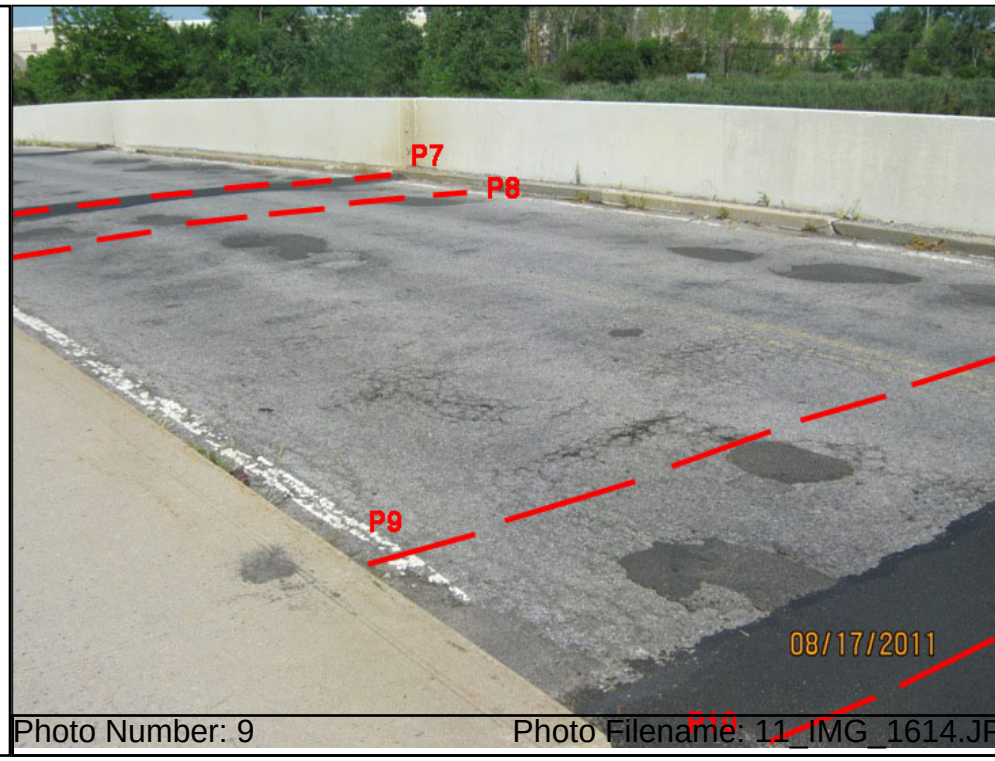


Photo Number: 9 Photo Filename: 11_IMG_1614.JPG

Location: Span 3, left safety walk at midspan; looking left.

Photo Number: 10 Photo Filename: 11_IMG_1625.JPG

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Photos in Photo Number Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Location: Span 5, left curb at pier 4; looking left.

Photo Number: 11 Photo Filename: 11_IMG_1622.JPG

Location: Pier 7 joint; looking left.

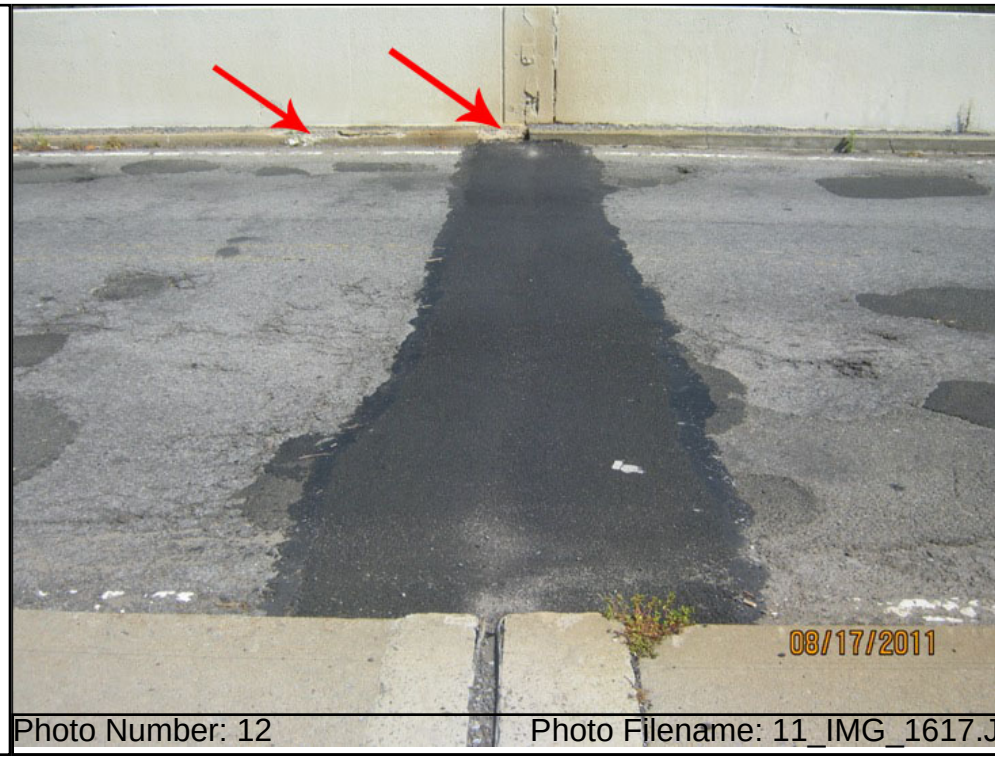


Photo Number: 12 Photo Filename: 11_IMG_1617.JPG

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Photos in Photo Number Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Location: Pier 10 joint at right sidewalk; looking down and ahead.

Photo Number: 13 Photo Filename: 11_IMG_1616.JPG

Location: Pier 13 joint, looking left (Typ.).

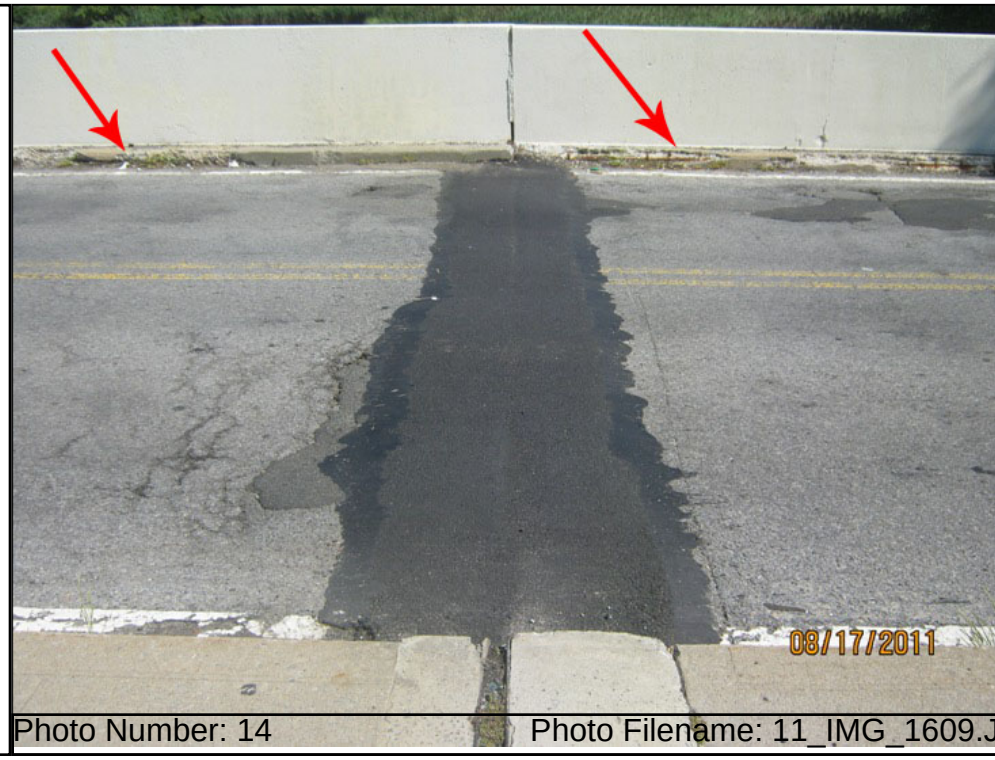


Photo Number: 14 Photo Filename: 11_IMG_1609.JPG

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Photos in Photo Number Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Location: Begin approach, right sidewalk; looking ahead.

Photo Number: 15 Photo Filename: 11_IMG_1632.JPG

Location: Span 3, right sidewalk; looking back (Typ.).

Photo Number: 16 Photo Filename: 11_IMG_1626.JPG

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Photos in Photo Number Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Location: Span 6, right fascia near pier 6; looking left (Typ.).

Photo Number: 17 Photo Filename: 11_IMG_1744.JPG

Location: Spans 12 to 13, right sidewalk; looking back (Typ.).

Photo Number: 18 Photo Filename: 11_IMG_1610.JPG

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Photos in Photo Number Order

Carried: Not in Inventory Crossed: Not in Inventory CheckValue: 1,793,703,413

Location: Span 9, frame underside and right fascia; looking back and left.

Photo Number: 19 Photo Filename: 11_IMG_1739.JPG

Location: Span 12, right fascia; looking left.

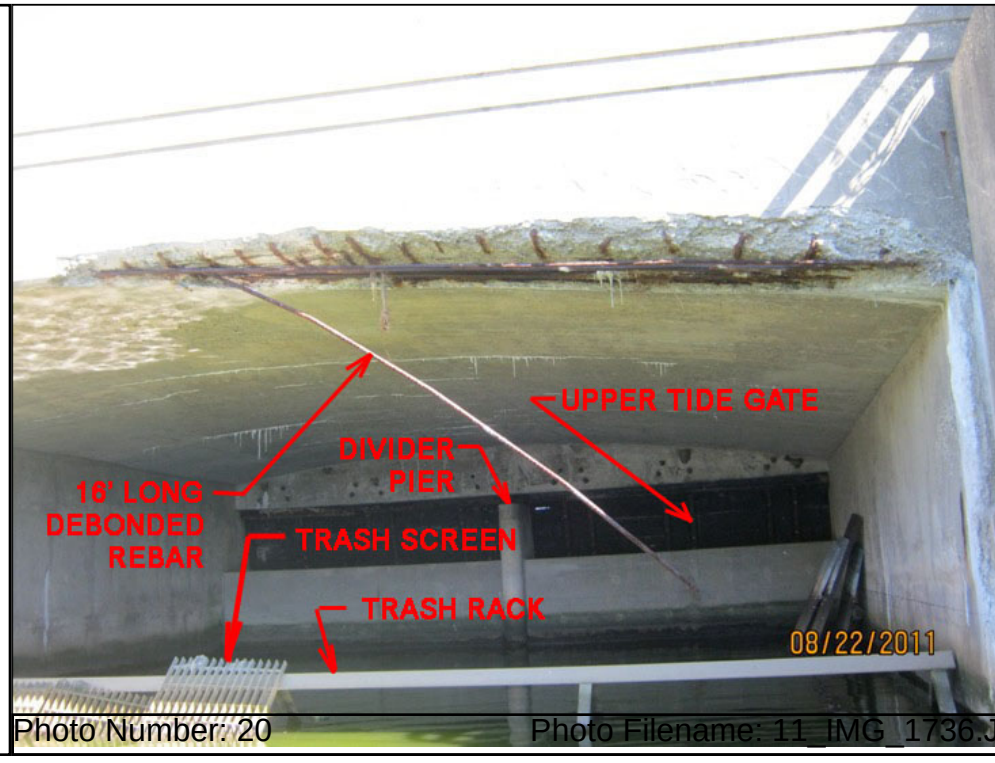


Photo Number: 20 Photo Filename: 11_IMG_1736.JPG

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Photos in Photo Number Order

Carried: Not in Inventory Crossed: Not in Inventory CheckValue: 1,793,703,413

Location: Spans 10 and 11, frame underside; looking up, back and left.

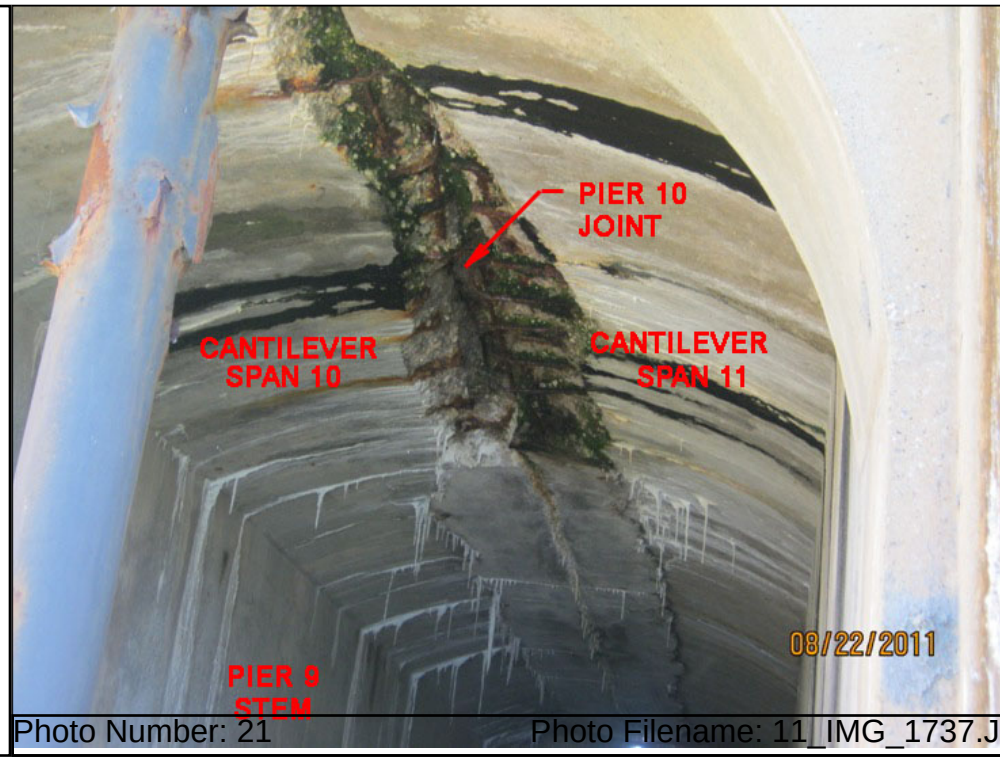


Photo Number: 21 Photo Filename: 11_IMG_1737.JPG

Location: Spans 13 and 14, frame underside; looking up and left.

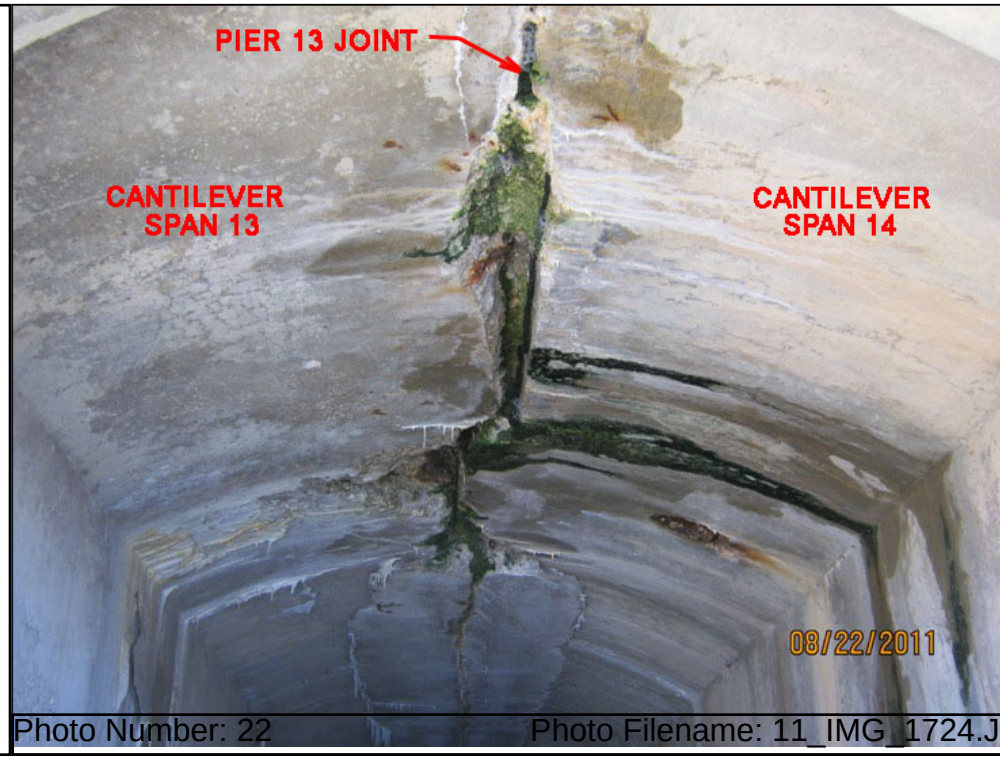


Photo Number: 22 Photo Filename: 11_IMG_1724.JPG

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Photos in Photo Number Order

Carried: Not in Inventory Crossed: Not in Inventory CheckValue: 1,793,703,413

Location: Span 3, frame underside; looking up and left.

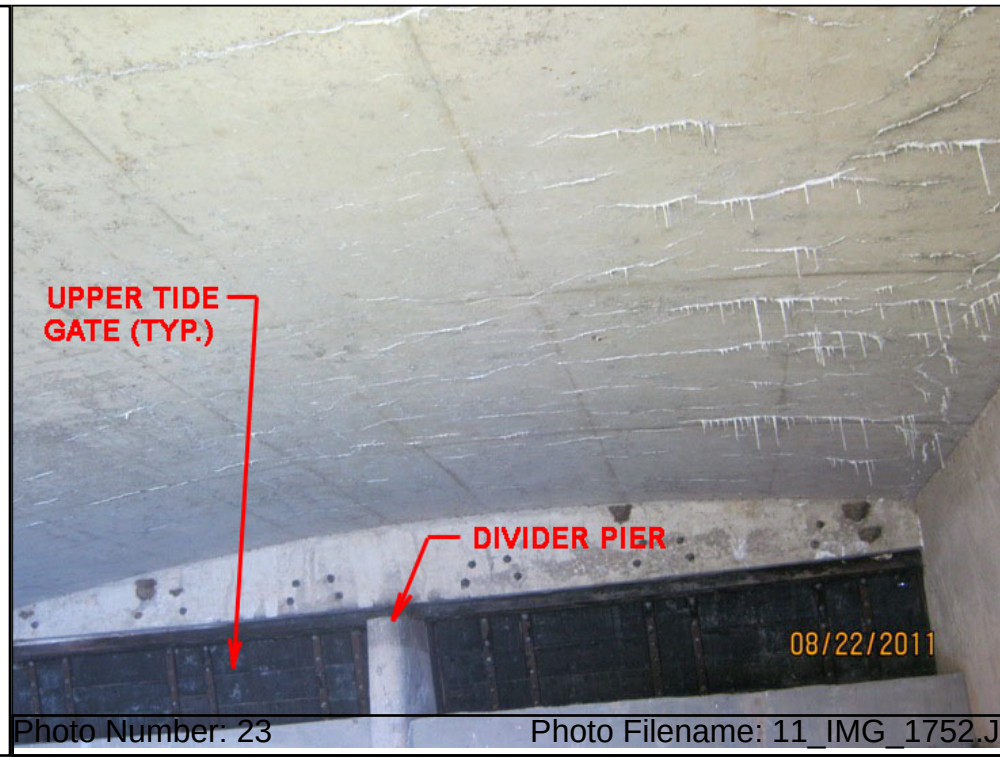


Photo Number: 23 Photo Filename: 11_IMG_1752.JPG

Location: Span 6, frame underside; looking up and left.

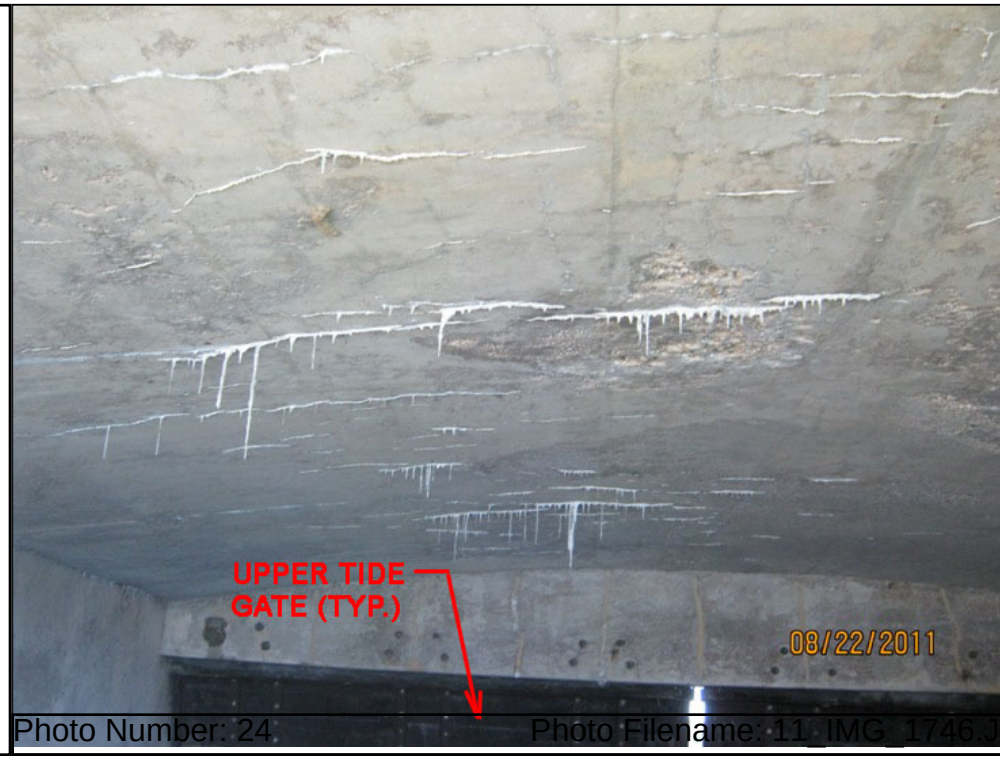


Photo Number: 24 Photo Filename: 11_IMG_1746.JPG

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Photos in Photo Number Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Location: Span 12, frame underside; looking up, back and left (Typ.).

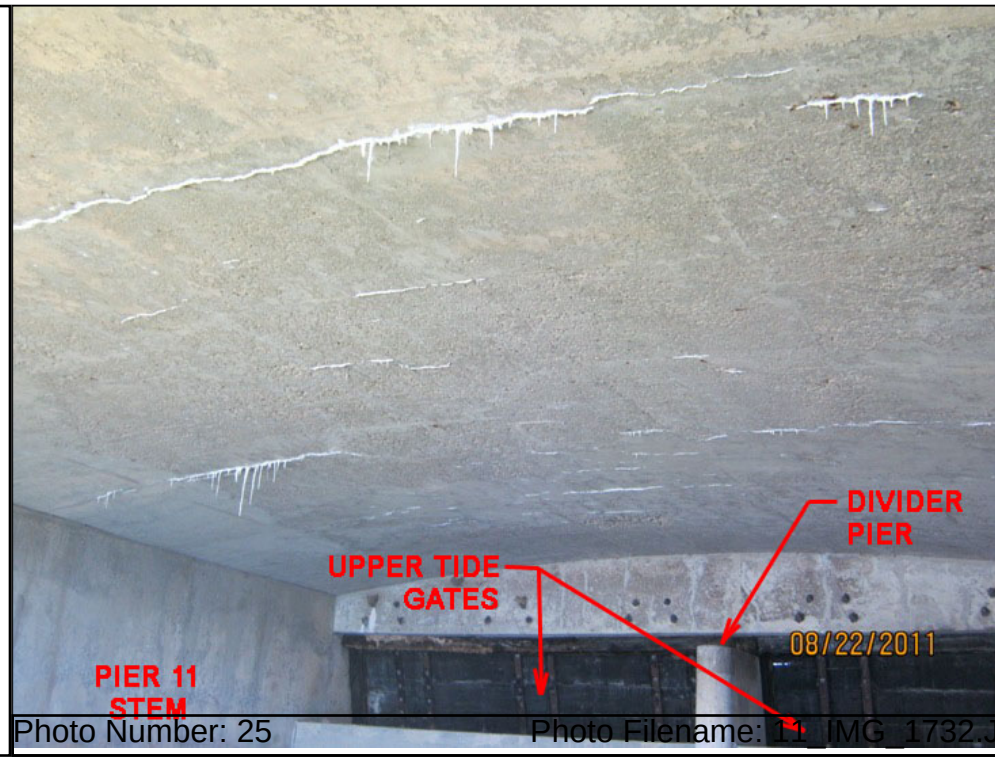


Photo Number: 25 Photo Filename: 11_IMG_1732.JPG

Location: Pier 4 joint at right sidewalk; looking right (Typ.).

Photo Number: 26 Photo Filename: 11_IMG_1623.JPG

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Photos in Photo Number Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Location: Piers 3 and 5 at right pier extensions; looking back and left.

Photo Number: 27 Photo Filename: 11_IMG_1747.JPG

Location: Pier 12, end face of solid stem; looking back and left (Typ.).

Photo Number: 28 Photo Filename: 11_IMG_1734.JPG

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Photos in Photo Number Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Location: Span 1, outside face of right parapet; looking ahead (Ref.: CMR Report).

Photo Number: 29 Photo Filename: 11_IMG_1636.JPG

Location: Begin approach, outside face of right parapet; looking ahead and left (Ref.: CMR Report).

Photo Number: 30 Photo Filename: 11_IMG_1634.JPG

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Photos in Photo Number Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Location: Begin approach, outside face of right parapet; looking left (Ref.: CMR Report).

Photo Number: 31 Photo Filename: 11_IMG_1605.JPG

Location: Span 13, outside face of right parapet; looking ahead (Ref.: CMR Report).

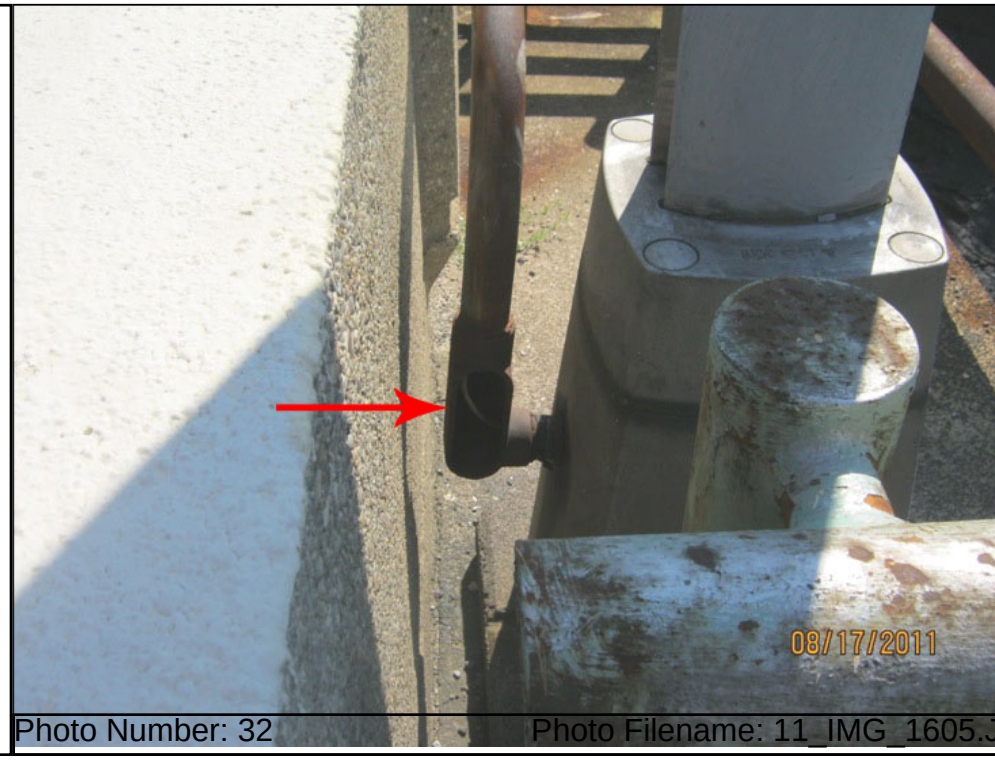


Photo Number: 32 Photo Filename: 11_IMG_1605.JPG

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Photos in Photo Number Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Location: End approach, right parapet; looking back and right (Ref.: Safety Flag NB1100031).

Photo Number: 33 Photo Filename: 11_03IMG_1758.J

Location: End approach, left parapet; looking left (Ref.: Safety Flag NB1100031).

Photo Number: 34 Photo Filename: 11_05IMG_1760.J

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Photos in Photo Number Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Location: Begin approach pavement; looking back and left.

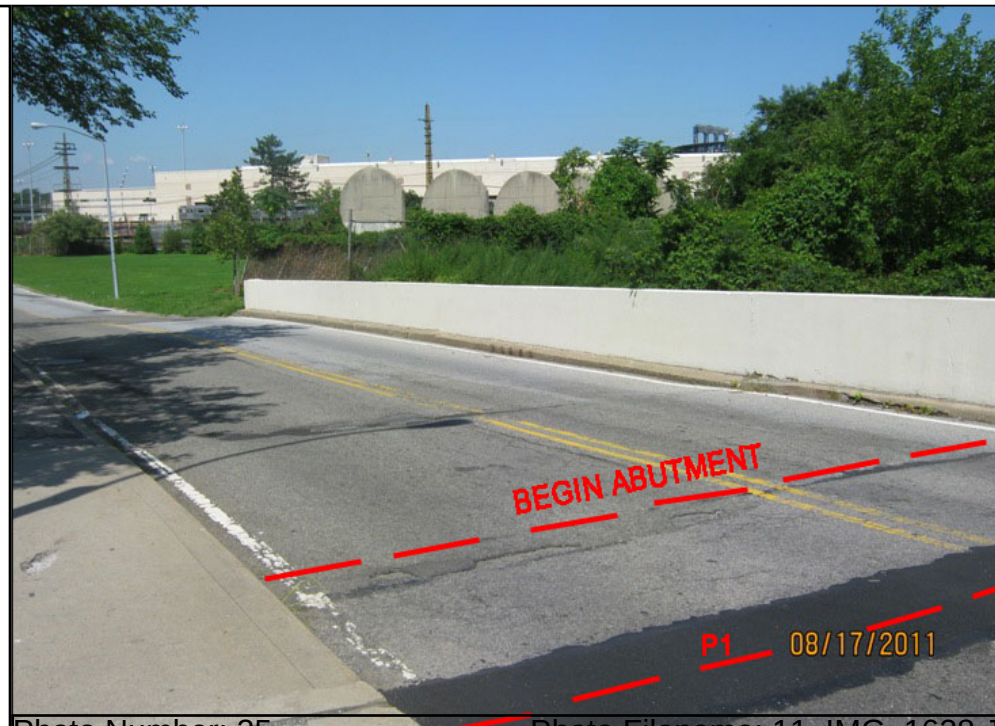


Photo Number: 35 Photo Filename: 11_IMG_1628.JPG

Location: Spans 1 and 2, frame underside; looking up and right.

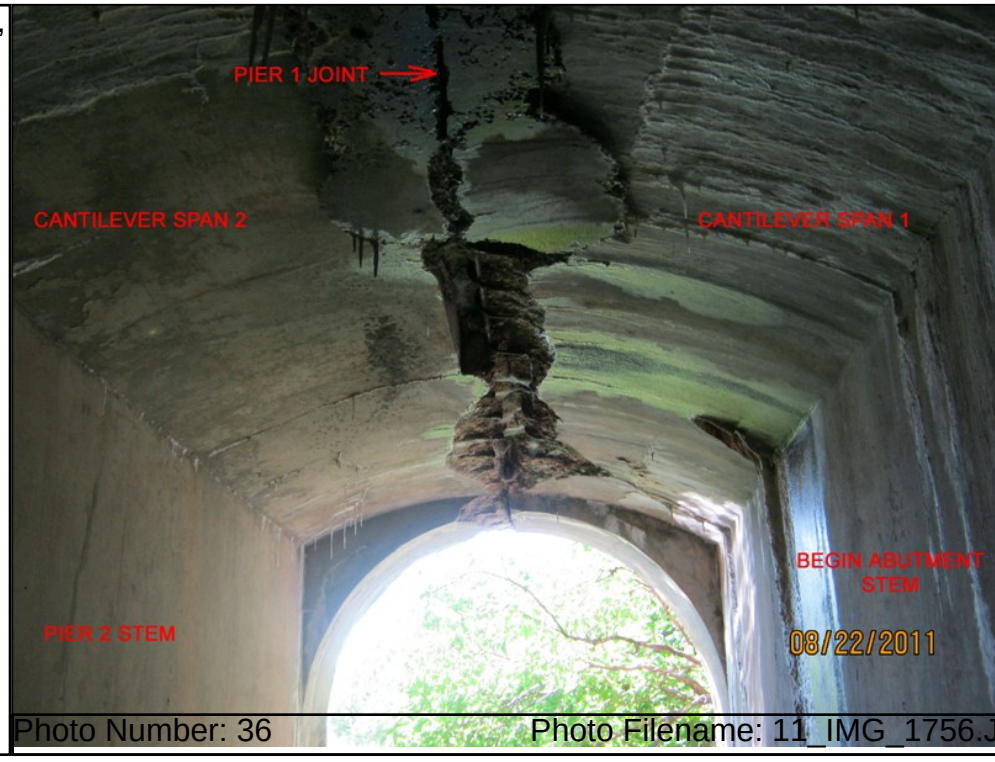


Photo Number: 36 Photo Filename: 11_IMG_1756.JPG

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Photos in Photo Number Order

Carried: Not in Inventory Crossed: Not in Inventory CheckValue: 1,793,703,413

Location: Spans 4 and 5, frame underside; looking up,
ahead and left.

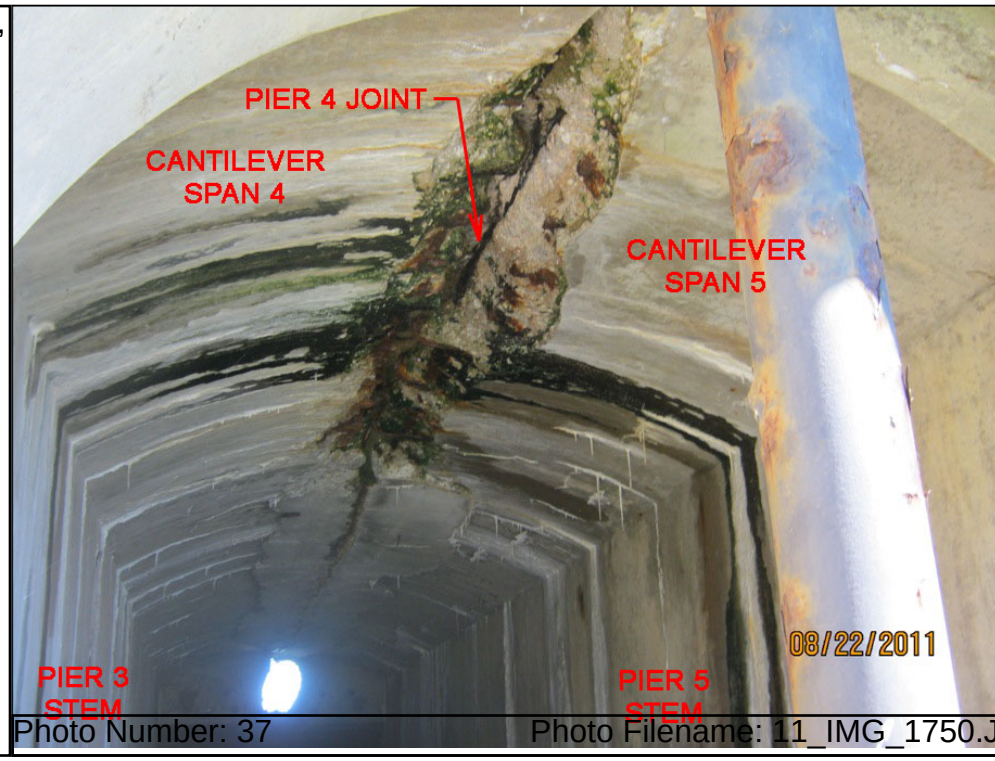


Photo Number: 37 Photo Filename: 11_IMG_1750.JPG

Location: Spans 7 and 8, frame underside; looking up
and left.

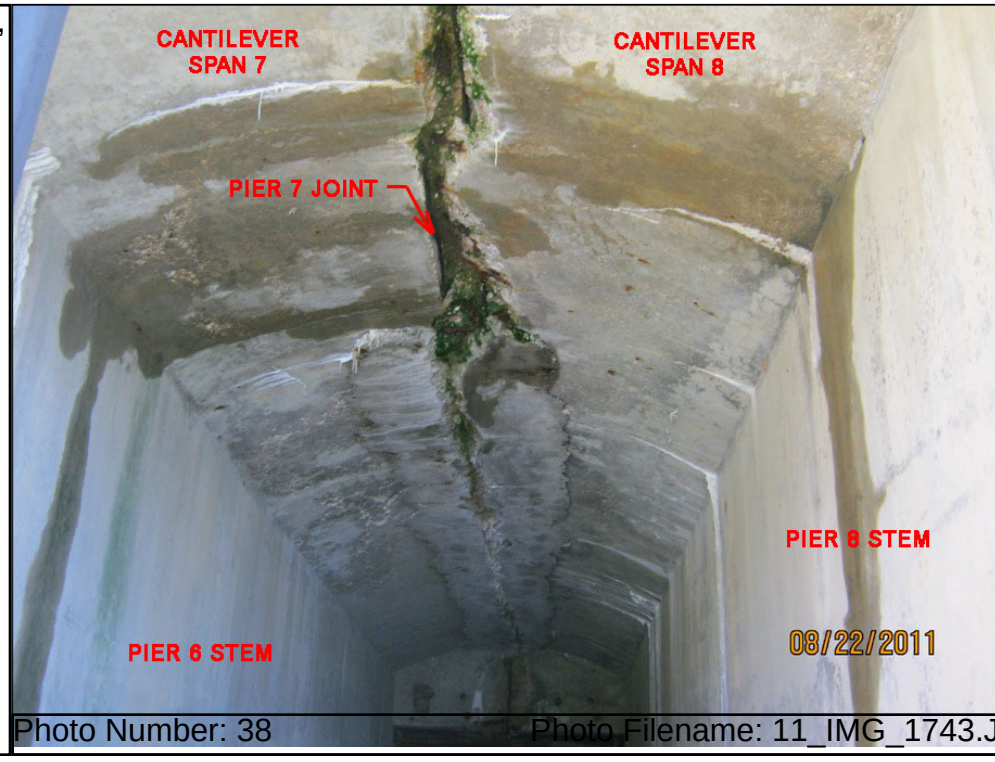


Photo Number: 38 Photo Filename: 11_IMG_1743.JPG

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Photos in Photo Number Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Location: Pier 2 at right pier extension; looking back and left.

Photo Number: 39 Photo Filename: 11_IMG_1755.JPG

Location: End approach, left side embankment; looking back and right.

Photo Number: 40 Photo Filename: 11_IMG_2560.JPG

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Photos in Photo Number Order

Carried: Not in Inventory Crossed: Not in Inventory CheckValue: 1,793,703,413

Location: Spans 3 to 6. left fascia; looking ahead and right (Typ.).

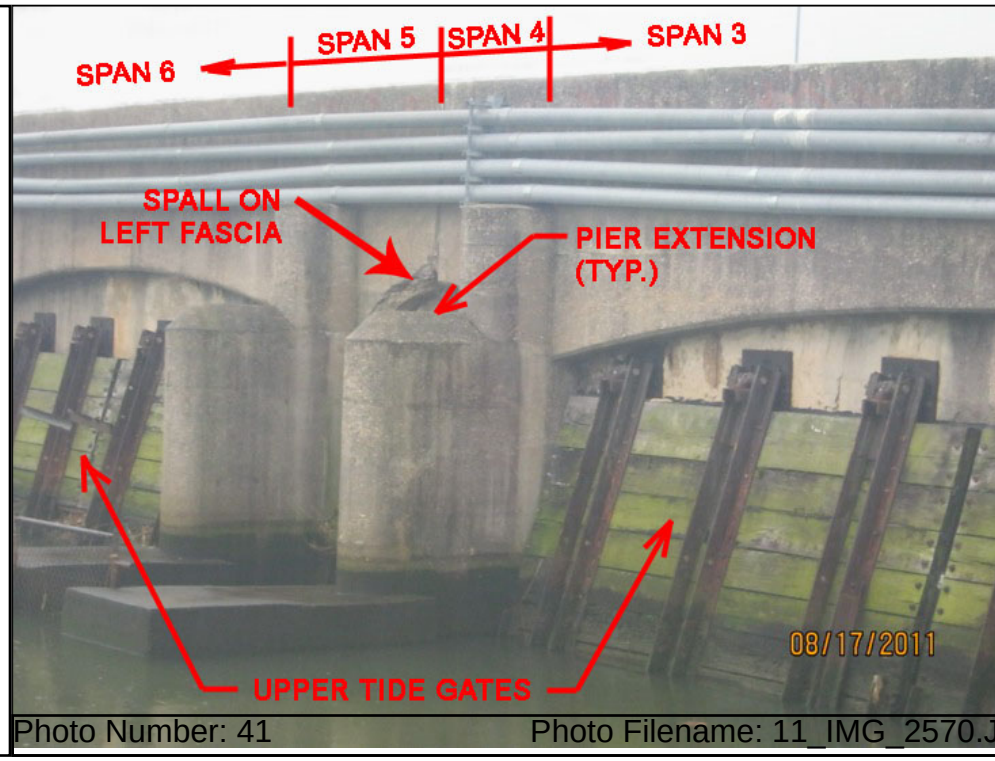


Photo Number: 41 Photo Filename: 11_IMG_2570.JPG

No Photo

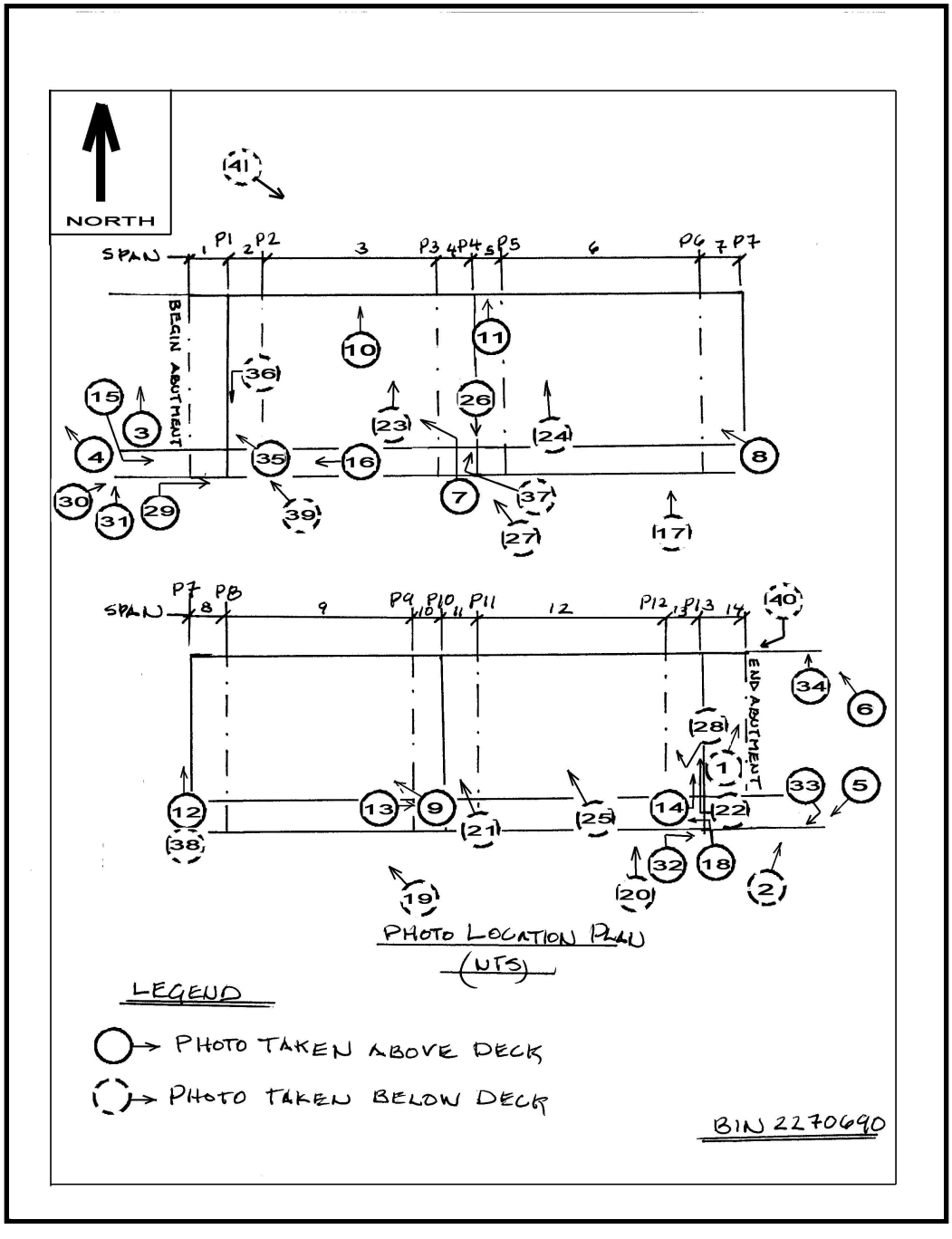
Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Sketches in Sketch SysID Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Sketch ID: NB1122706900000 **Sketch Filename: 11_PhotoLocationPlan.TIF**

General Sketch for Bridge
Referenced Photos:



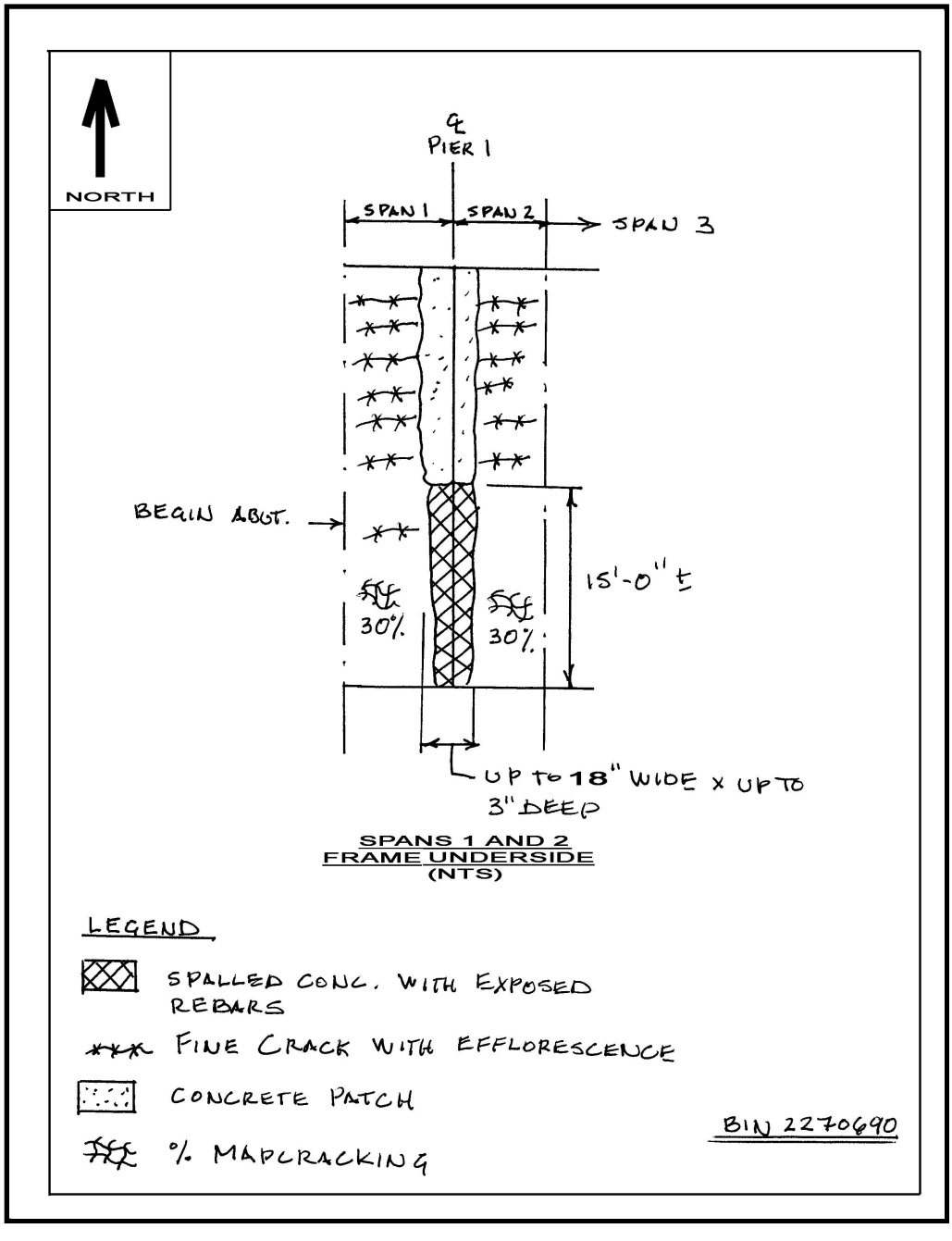
Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Sketches in Sketch SysID Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Sketch ID: NB1122706900001 **Sketch Filename: 11_Spans1&2FrameUnderside.TIF**

Span 001 -- Superstructure: Primary Members -- Rated 4, Was X
Span 002 -- Superstructure: Primary Members -- Rated 4, Was X
Referenced Photos: "36"



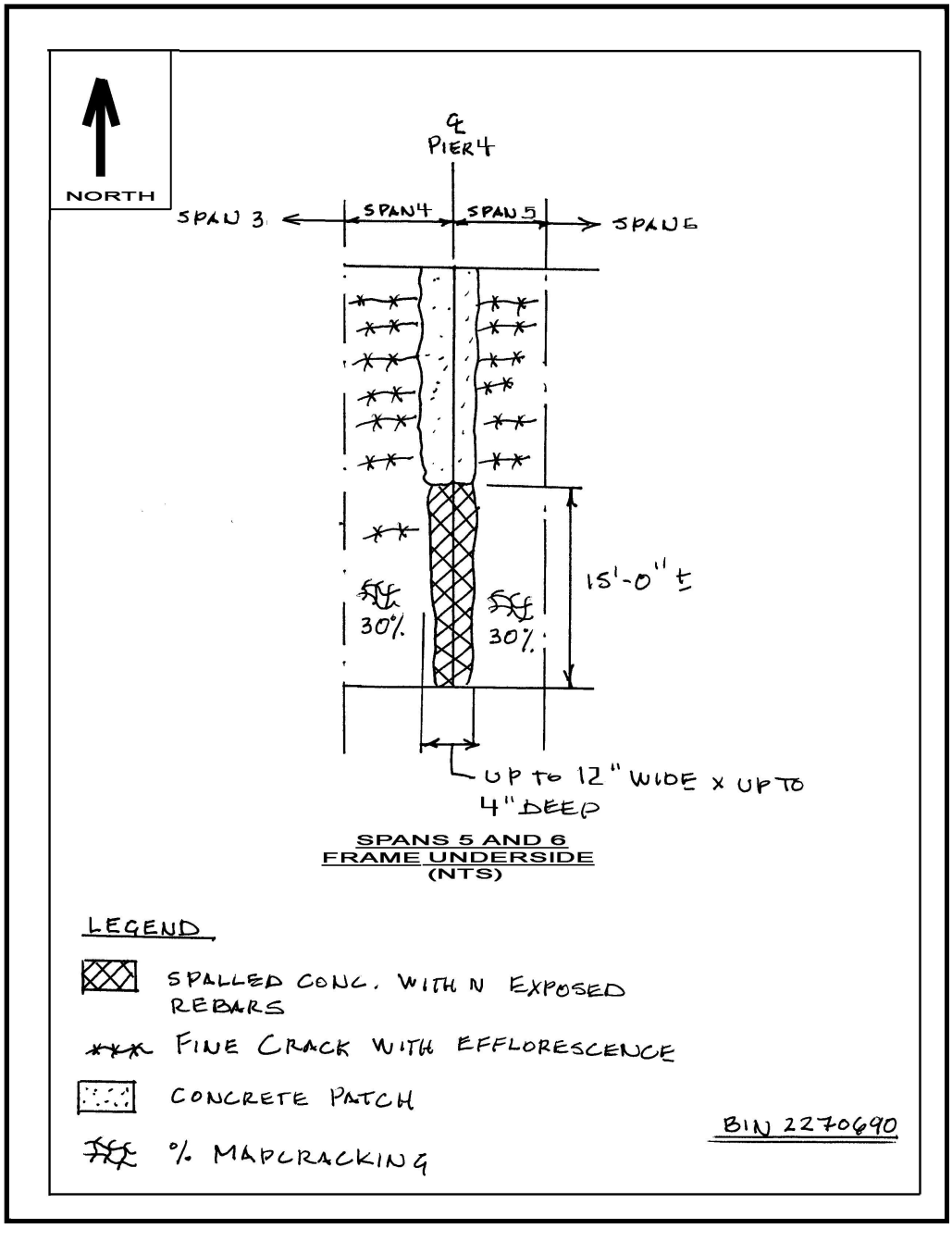
Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Sketches in Sketch SysID Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Sketch ID: NB1122706900002 **Sketch Filename: 11_Spans4&5FrameUnderside.tif**

Span 004 -- Superstructure: Primary Members -- Rated 4, Was X
Span 005 -- Superstructure: Primary Members -- Rated 4, Was X
Referenced Photos: "37"



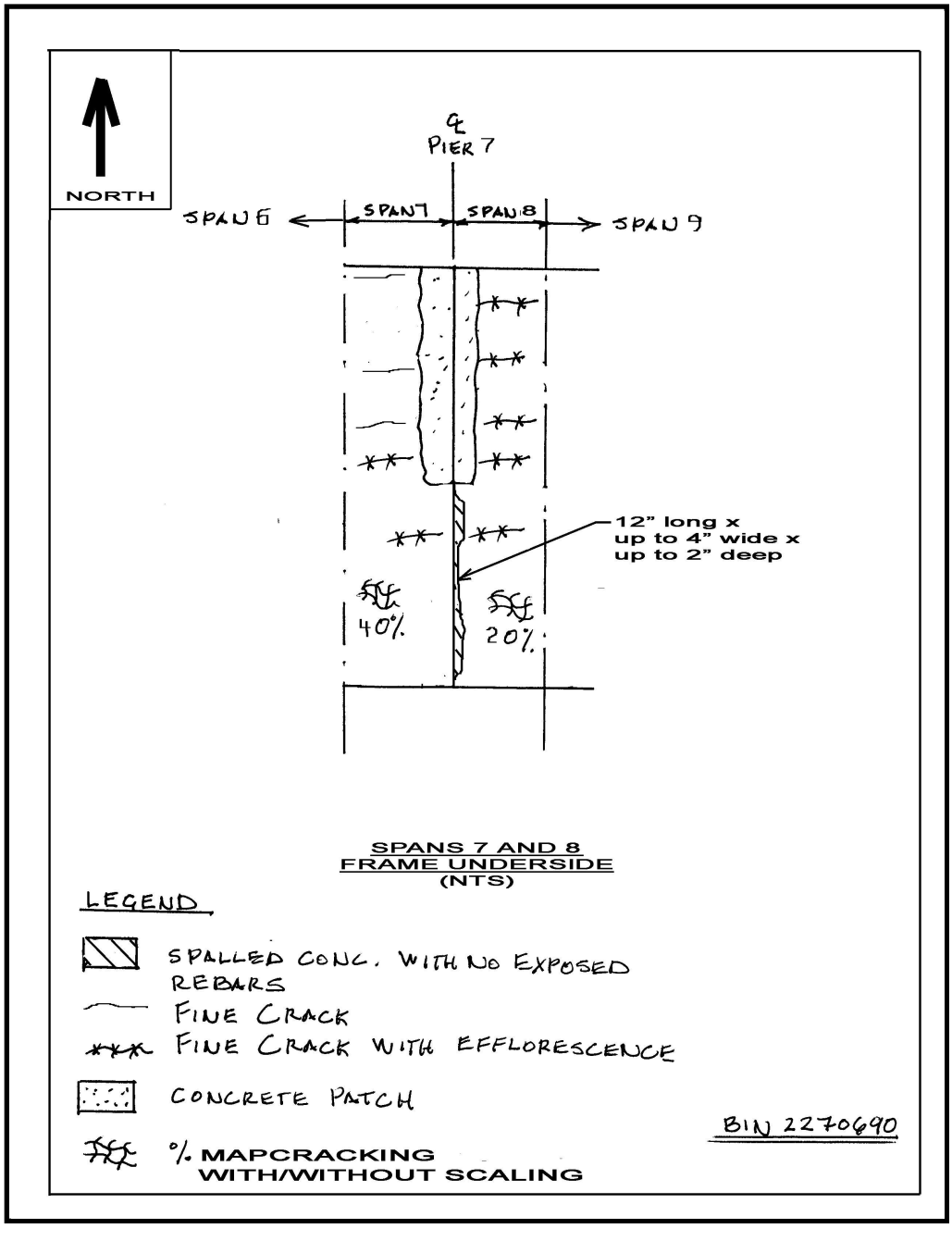
Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Sketches in Sketch SysID Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Sketch ID: NB1122706900003 **Sketch Filename: 11_Spans7&8FrameUnderside.TIF**

Span 007 -- Superstructure: Primary Members -- Rated 4, Was X
Span 008 -- Superstructure: Primary Members -- Rated 4, Was X
Referenced Photos: "38"



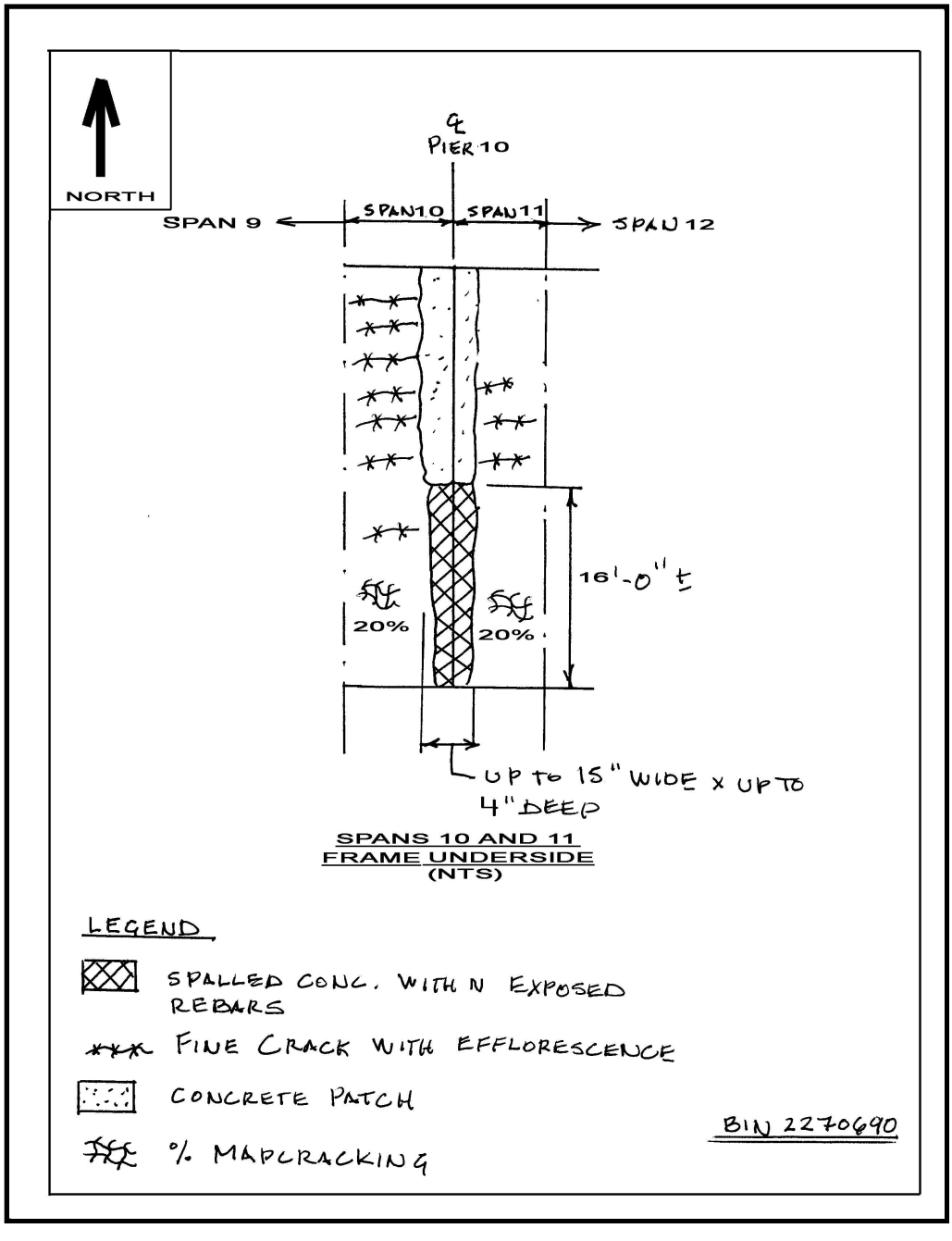
Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Sketches in Sketch SysID Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Sketch ID: NB1122706900004 **Sketch Filename: 11_Spans10&11FrameUnderside.tif**

Span 010 -- Superstructure: Primary Members -- Rated 4, Was X
Span 011 -- Superstructure: Primary Members -- Rated 4, Was X
Referenced Photos: "21"



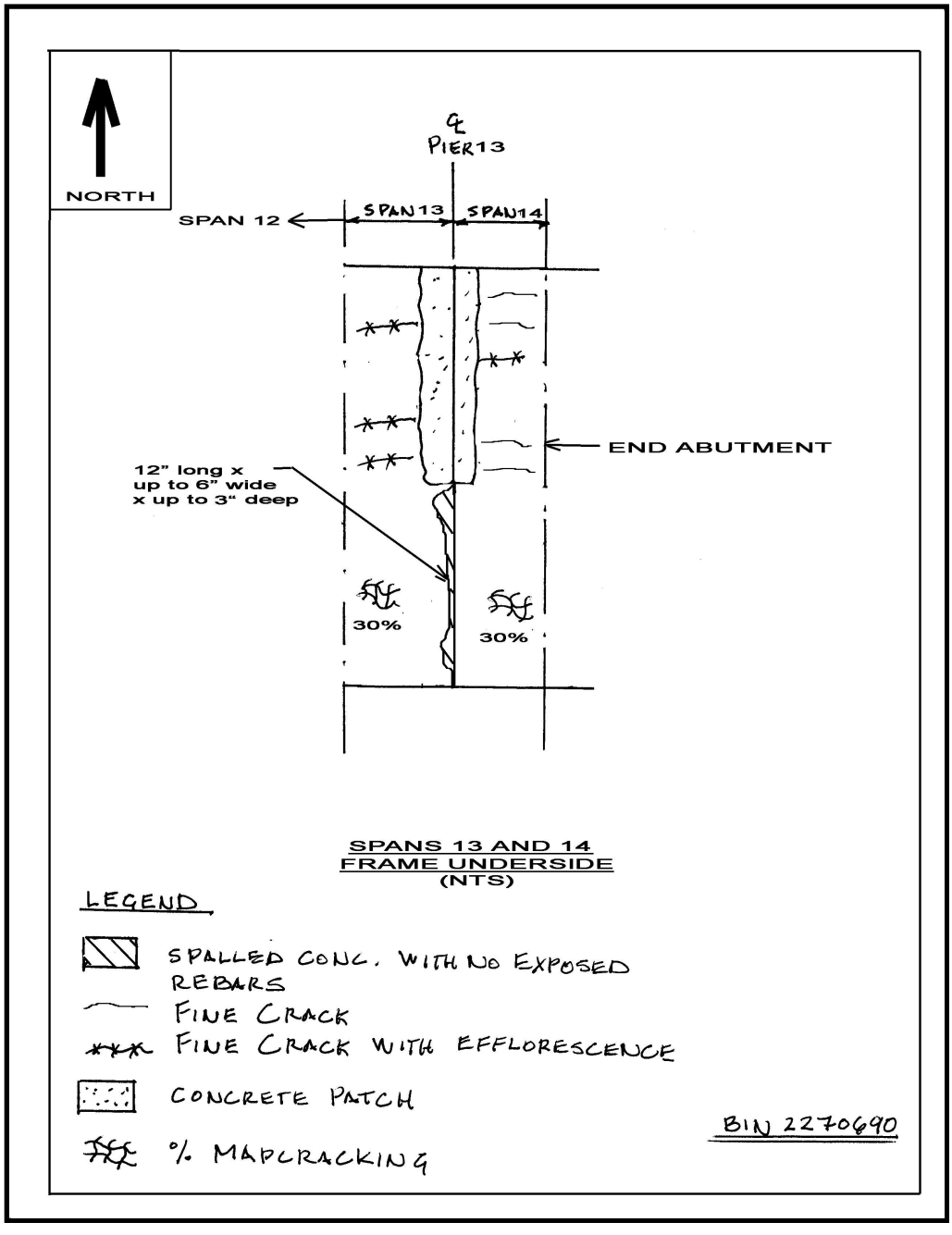
Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Sketches in Sketch SysID Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Sketch ID: NB1122706900005 **Sketch Filename: 11_Spans13&14FrameUnderside.tif**

Span 013 -- Superstructure: Primary Members -- Rated 4, Was X
Span 014 -- Superstructure: Primary Members -- Rated 4, Was X
Referenced Photos: "22"



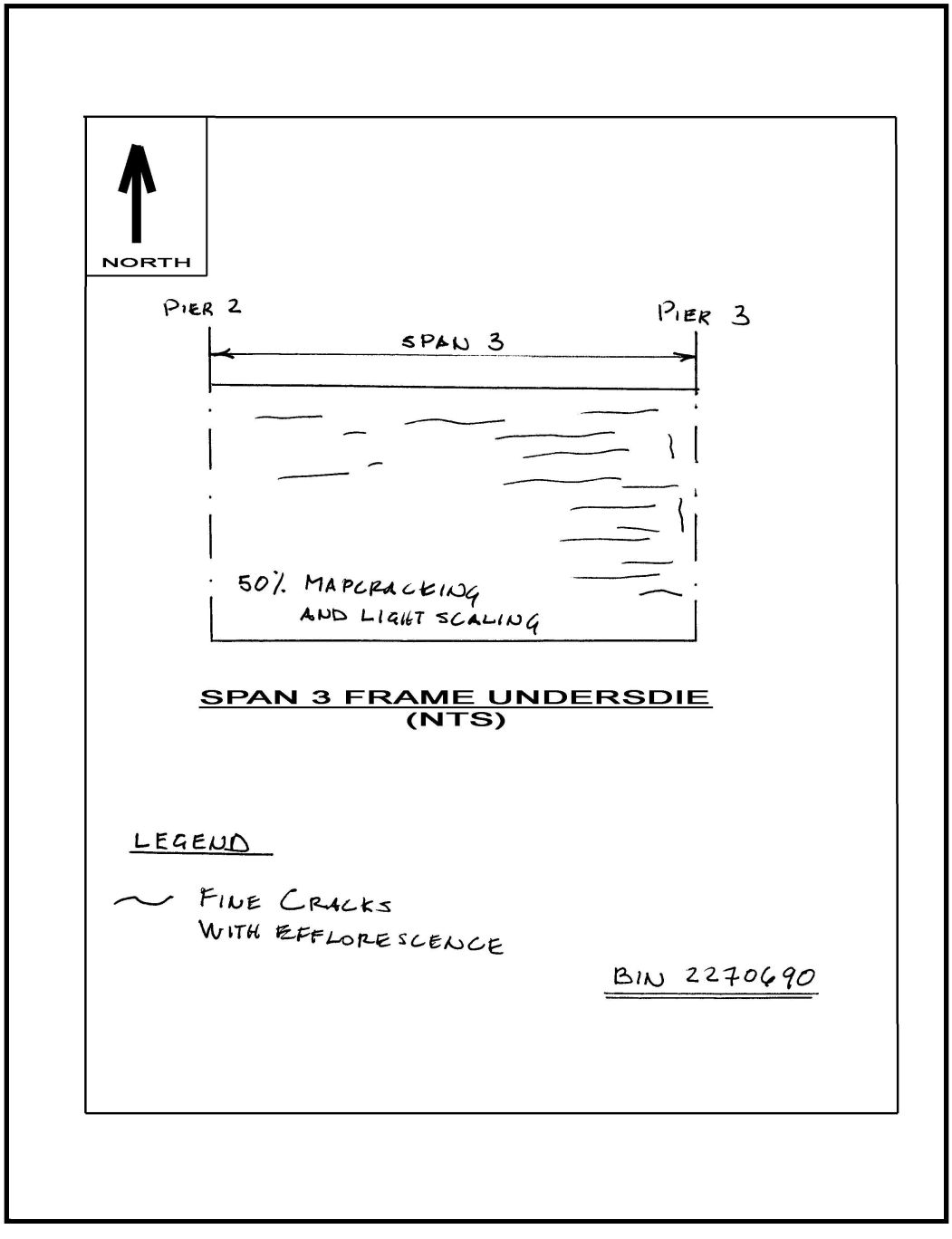
Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Sketches in Sketch SysID Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Sketch ID: NB1122706900006 **Sketch Filename: 11_Span3FrameUnderside.TIF**

Span 003 -- Superstructure: Primary Members -- Rated 4, Was X
Referenced Photos: "23"



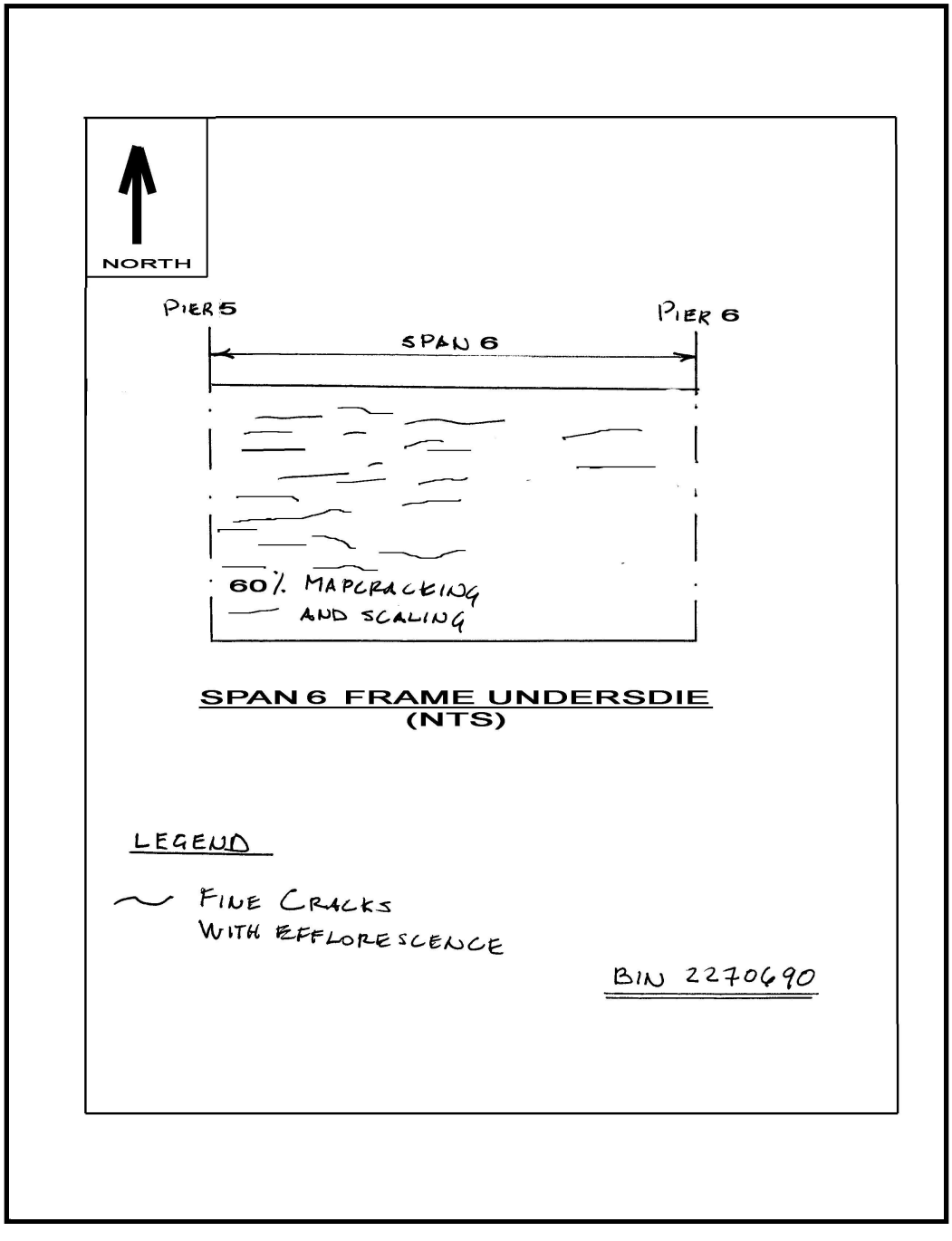
Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Sketches in Sketch SysID Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Sketch ID: NB1122706900007 **Sketch Filename: 11_Span6FrameUnderside.tif**

Span 006 -- Superstructure: Primary Members -- Rated 4, Was X
Referenced Photos: "24"



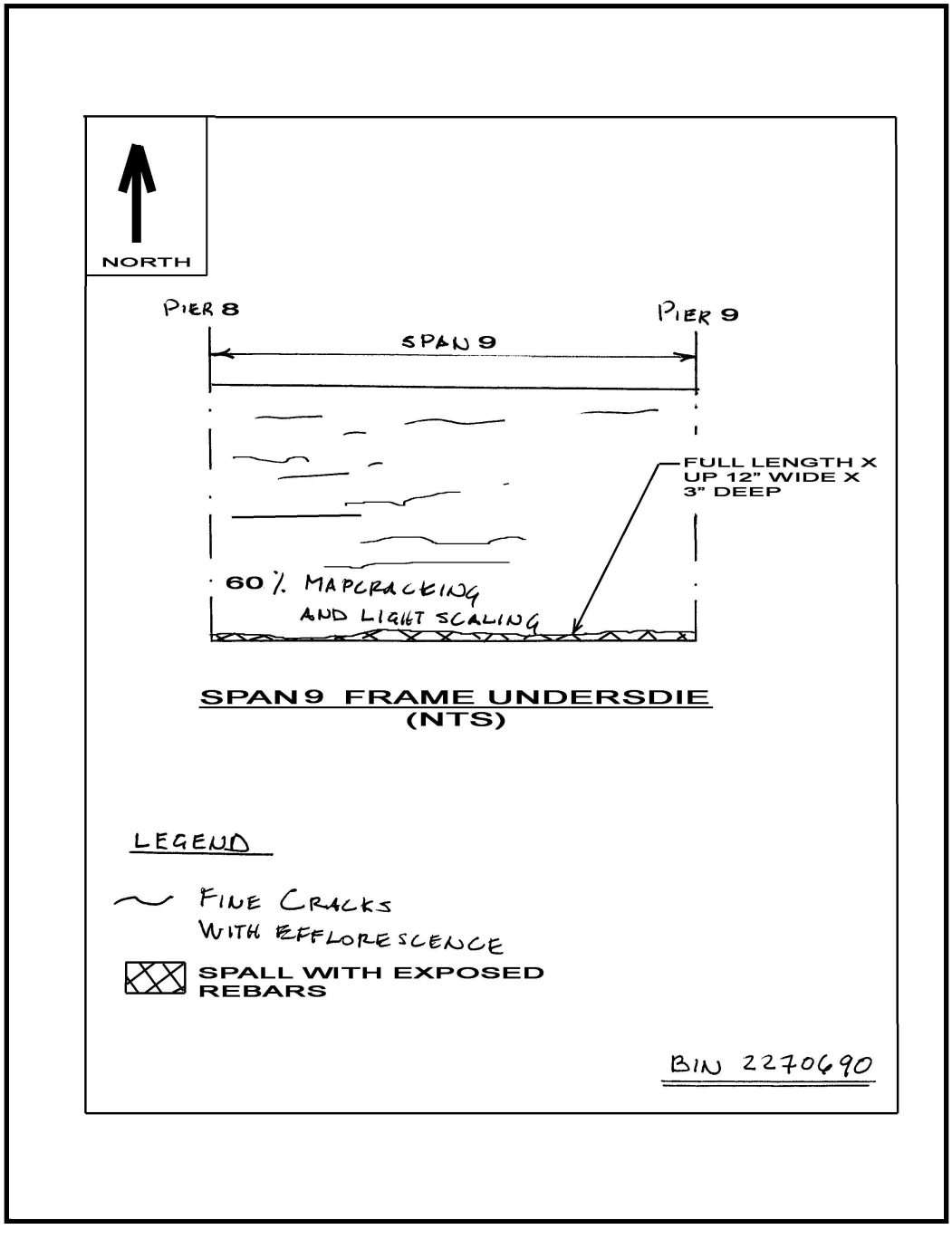
Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Sketches in Sketch SysID Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Sketch ID: NB1122706900008 **Sketch Filename: 11_Span9FrameUnderside.tif**

Span 009 -- Superstructure: Primary Members -- Rated 4, Was X
Referenced Photos: "19", "25"



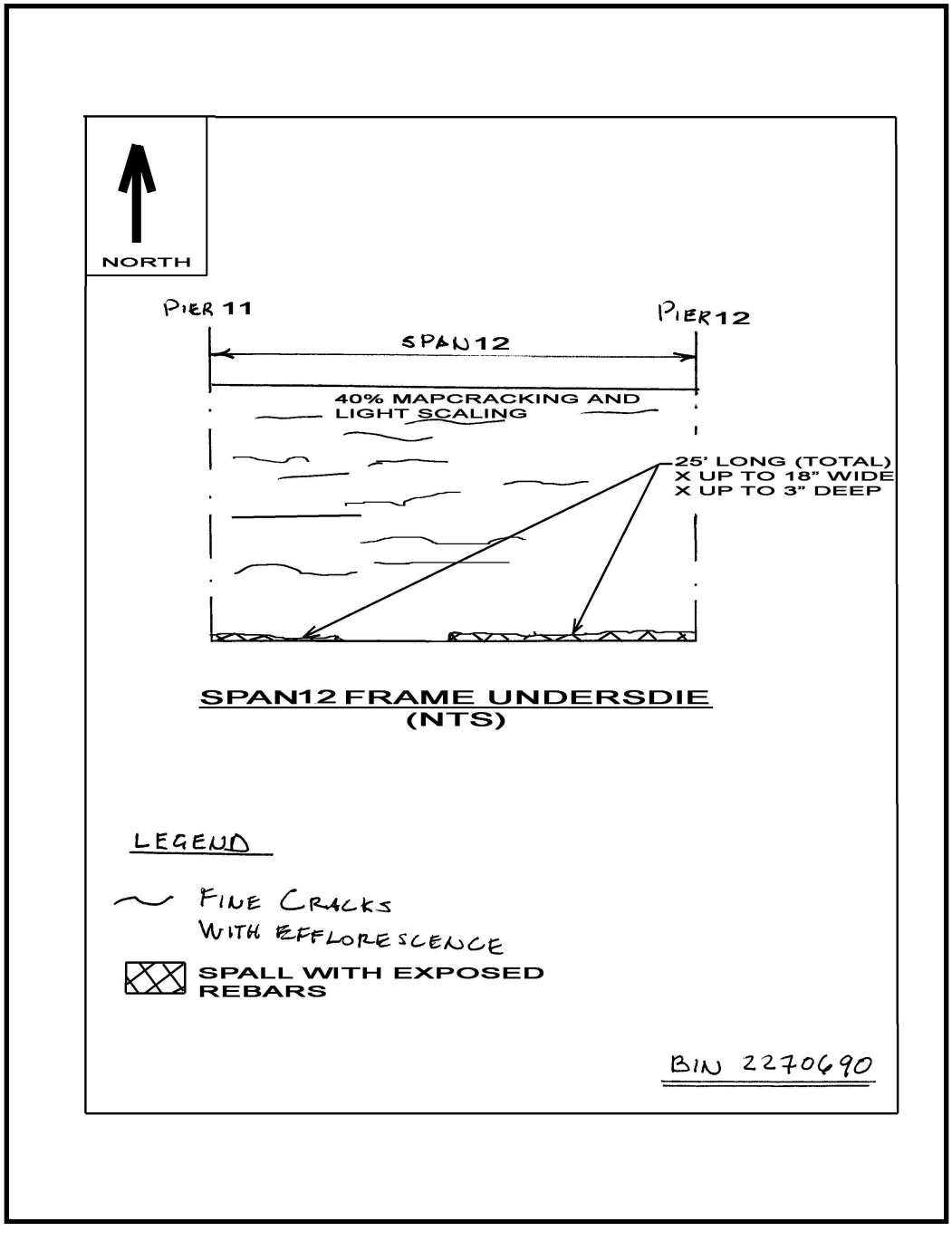
Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Sketches in Sketch SysID Order

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Sketch ID: NB1122706900009 **Sketch Filename: 11_Span12FrameUnderside.tif**

Span 012 -- Superstructure: Primary Members -- Rated 4, Was X
Referenced Photos: "20", "25"



Inspection Date: 8/22/2011 RC: BIN: 2270690

External Documents Linked to Inspection

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

LINK ID: NB1122706900000 **Linked Object Filename: BD240.11**

General Linked Object for Bridge
Referenced Photos:

BD 240 - modified

NYSDOT BRIDGE INSPECTION REPORT
SHEET 1 OF 1

Debris Accumulation

Span No:	1 to 14

Insp. Date:	8/22/2011		BIN:	2270690

MOST CRITICAL Priority Rating (Put an X next to the appropriate Priority)		
		H - High Priority (Photos Required)
		M - Medium Priority
		L - Low Priority
	X	N - No Debris or Land Use

(X)	Debris/Land Use Categories	Remarks (Optional)
	01 - Containers, Marked	
	02 - Containers, Unmarked	
	03 - Non-Containerized	
	04 - Wood, Dwellings	
	05 - Wood, Heavy	
	06 - Wood, Light	
	07 - Metal	
	08 - Rubber, Plastics, Synthetics	
	09 - Asbestos Supposition	
	10 - General Trash	
	20 - Buildings, Ind./Comm. Fuel Storage	
	21 - Buildings, Ind./Comm. Non-Fuel Storage	
	22 - Buildings, Other	
	23 - Buildings, Parking Facilities	
	24 - Buildings, Electrical Facilities	
	25 - Attachments/Supports	

Inspection Date: 8/22/2011 RC: BIN: 2270690

External Documents Linked to Inspection

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

LINK ID: NB1122706900001 **Linked Object Filename: BD241.11**

General Linked Object for Bridge
Referenced Photos:

BD 241

NYSDOT BRIDGE INSPECTION REPORT
SHEET 1 OF 1

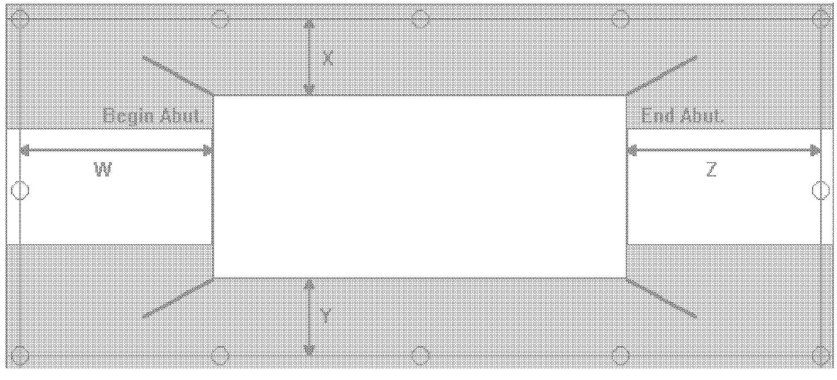
Electrical Hazard Survey

Insp. Date:	8/22/2011		BIN:	2270690

Electrical Hazard Classification (Put an X in appropriate box at right)		
		Danger!
		Warning
	X	No Lines Present

Electrical Hazard Alignments (Put an X in all appropriate boxes at right)		
		Parallel Alignment
		Perpendicular Alignment
		Diagonal Alignment

Utility Name	
System Voltage	



(F

or Clarity, You Must Specify English or Metric Units for Offsets)

Location (Put X where appropriate)	No Lines Present	Above the Deck	Below the Deck	Above and Below	Horizontal Offset	Vertical Offset
Before Begin Abutment (W)	X					
To Left of Bridge (X)	X					
To Right of Bridge (Y)	X					
After End Abutment (Z)	X					

Inspection Date: 8/22/2011 RC: BIN: 2270690

External Documents Linked to Inspection

Carried: Not in Inventory Crossed: Not in Inventory CheckValue: 1,793,703,413

LINK ID: NB1122706900002 Linked Object Filename: 2270690CMRReport.wpd

General Linked Object for Bridge
Referenced Photos:

Discovery Date: 8/17/2011 BIN: 2270690 Corrective Maintenance Repair Report

Carried: Flushing Meadows Park Rd. Crossed: Tide Dam Gate

Inspector: Monroe, Luis

Span Item [43] Utilities, Lighting Standards and Fixtures Span 1. Rated 1
Location: Begin Approach and Span 1, Right Parapet.
Direction of Bridge Orientation: East.

Description of Corrective Maintenance Repair:

Location 1:
At the end of the begin approach right parapet, there is a broken condulet box with a missing cover and exposed electrical wires. This location is on the outside face of the parapet..
This is a new condition.

Location 2:
At span 1, at the right parapet near pier 1 joint, the lighting standard has a missing 12" H x 10" W cover plate at the base with exposed wires. The adjacent metal conduit has a broken condulet box with a missing cover and exposed electrical wires. This location is at the outside face of the parapet on the maintenance platform.
This is a new condition.

Span Item [43] Utilities, Lighting Standards and Fixtures Span 13. Rated 1
Location: Span 13, Right Parapet.
Direction of Bridge Orientation: East.

Description of Corrective Maintenance Repair:

Location 3:
At span 13, at the right parapet, adjacent to the light standard there is a broken condulet box with a missing cover and exposed electrical wires. This location is at the outside face of the parapet on the maintenance platform.
This is a new condition.

Inspection Date: 8/22/2011 RC: BIN: 2270690

External Documents Linked to Inspection

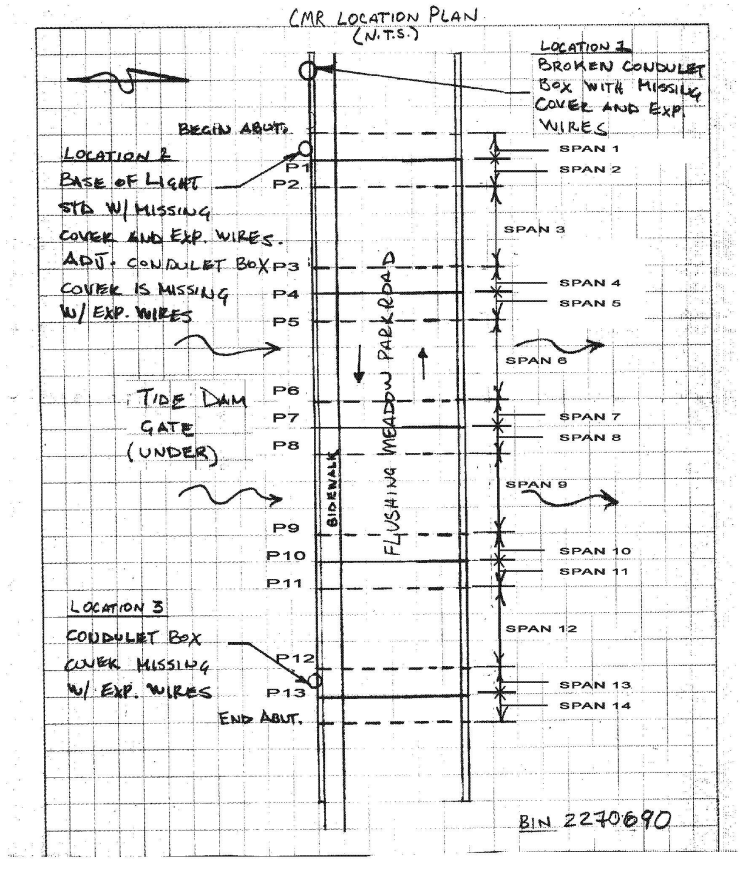
Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

LINK ID: NB1122706900002 **Linked Object Filename: 2270690CMRReport.wpd**

General Linked Object for Bridge
Referenced Photos:

Discovery Date: 8/17/2011 **BIN:**
2270690 Corrective Maintenance Repair Report

Carried: Flushing Meadows Park Rd. Crossed: Tide Dam Gate



Inspection Date: 8/22/2011 RC: BIN: 2270690

External Documents Linked to Inspection

Carried: Not in Inventory Crossed: Not in Inventory CheckValue: 1,793,703,413

LINK ID: NB1122706900002 Linked Object Filename: 2270690CMRReport.wpd

General Linked Object for Bridge
Referenced Photos:

Discovery Date: 8/17/2011 **BIN: 2270690** **Corrective Maintenance Repair Report**

Carried: Flushing Meadows Park Rd. Crossed: Tide Dam Gate

Inspection Date: 8/22/2011 RC: BIN: 2270690

Gen. Rec., Postings, Federal Ratings, etc.

Carried: Not in Inventory Crossed: Not in Inventory CheckValue: 1,793,703,413

Overall Condition:

GENERAL RECOMMENDATION: 4

Computed Condition Rating: 4.071

Problems Requiring Action:

NO Further Investigation Needed

SAFETY Flag(s) Issued

POSTINGS:

Inspector Changed existing Posting data to the following:
Posted Vertical Clearance ON the bridge is: No Posting
Posted Vertical Clearance UNDER the bridge is: No Posting
No Load Restriction is posted on this bridge

Overloads Observed:

NO Overload Vehicles were observed on this bridge

FEDERAL RATINGS:

NBI Deck Condition: 5
NBI Superstruct Condition: 5
NBI Substruct Condition: 6
NBI Channel Condition: 8
NBI Culvert Condition: N

Diving Inspection Needs:

Diving Inspection Required? YES Date of Last Diving Inspection: No Date

Inventory Problems:

Inventory Problems Exist? No

Miscellaneous:

Time Required to Inspect Bridge: 10 Hours

Lane Closure Needs: None Required

No Railroad Flagging Required

No Pedestrian Fence

No Snow Fence

The BIN Plate is MISSING

Inspection Date: 8/22/2011 RC: BIN: 2270690

Gen. Rec., Postings, Federal Ratings, etc.

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Special Emphasis Inspection Required:

Non-Redundant/Fracture Critical Members - No
Pin and Hangers - No
Fatigue-Prone Welds - No
Non-Categorized Fatigue-Prone Details - No
Other (Specified in Text) - No

Special Emphasis Details:

No Special Emphasis Inspection Required.

General Notes To the Next Inspector:

This is a Biennial inspection and first inspection cycle of this bridge structure.
No BIN plate found on the bridge.
Tide gates, corresponding mechanical system and divider piers for flow control structure located under the left side of the bridge, trash screens and racks located under the right side of the bridge as well as maintenance platforms are not part of the inspection scope (see photo #20).
The bridge underside was inspected by utilizing a row boat. Access to the bridge was from the water pond (right side of bridge) which is adjacent to the park golf course (see golf course manager for access).
Sounding of frame underside was aided by a steel rebar which was also used to probe the concrete floor slab at the bridge.
A diving inspection is not required under the bridge as the stream flows over a concrete apron slab. However, a diving inspection is recommended at the limits of the concrete apron slab in the upstream and downstream areas from the bridge.

Improvements Observed:

The following recent bridge improvements have been noted:
- The bridge joints have been retrofitted as asphaltic plug joints.
- Under the bridge joints, there is a repair concrete patch at the left side.

Inspection Date: 8/22/2011 RC: BIN: 2270690

Review Progress and Personnel Present at Inspection

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Inspection Submission Status:

Submitted to QC Engineer on: 1/9/2012
QC Submission Number: B7311404

QC Review Completed: 1/10/2012
QC Engineer: Stelios N. Bertos

Submitted to Liaison Engineer on: 1/10/2012
Liaison Submission Number: 7311002

Liaison Review Completed: 1/11/2012
Liaison Engineer: ID: 51000040

Submitted for BIIS Processing on: 1/11/2012
BIIS Submission Number: .kp1

Current Status: Keypunched, Sent to BIIS
Check Value: 1,793,703,413

Personnel Present During Inspection:

Luis Monroe - Team Leader
Miguel Suriel - Assistant Team Leader

Discovery Date: 8/22/2011 RC: BIN: 2270690

Safety Flag NB110031

Carried: Not in Inventory **Crossed: Not in Inventory**

Prompt Interim Action Recommended: No

Inspector: Luis Monroe
Flag Number: NB110031
Date Discovered: 8/22/2011
Supersedes Flag Number: NB110027

Bridge Description:
BIN: 2270690 Carried: FLUSHING MW PK RD Crossed: TIDE GATE DAM

Region: N - New York City County: 4 - Queens
Political Unit: 2034 - City of NEW YORK
Residency Code: - N/A
Primary Owner: 42 - City
Secondary Owner: 99 - One Agency - Listed in first subfield
Primary Maintenance: 42 - City
Secondary Maintenance: 99 - One Agency - Listed in first subfield
Year Built: Not Posted For Load

Number of Spans by Type:

Num	Type	Description
09		Rigid Frame

Description of Flagged Condition:
TP 350 Item [43] Lighting Standards and Fixtures; Span 9: Rated 1.
Bridge is oriented east.

Location::
End approach parapets.

Description:
Near the end of the right parapet, the metal conduit atop has a missing 4" x 3" oval condulet cover exposing the insulated electrical wire inside (see photo 2). This condition poses a safety hazard to pedestrians using the adjacent sidewalk (see photo 1).

In addition, at the left parapet, the embedded junction box near the end of the parapet has a missing 5" x 2.5" cover exposing the electrical wires inside (see photo 4). Even though this area is not adjacent to a sidewalk, pedestrian traffic has been noted along the parapet due to light vehicular traffic on the bridge (see photo 3). Therefore, this condition poses a safety hazard to pedestrians walking along this area.

Note: This flag has been re-issued as per state instructions to due the change in the bridge BIN from 5524910 to 2270690..

5 Photos/Sketches Attached

Verbal Notifications: (For RED Flags and Safety Flags with PIA only)

To: Mike Henriquez of Regional Office on 8/23/2011 at 10:00:00 AM

Signature: (a signed copy of this report will be placed in the BIN folder)
Flagged Bridge Report Completed By: Luis Monroe on 8/23/2011
Flagged Bridge Report Signed By: _____ on _____

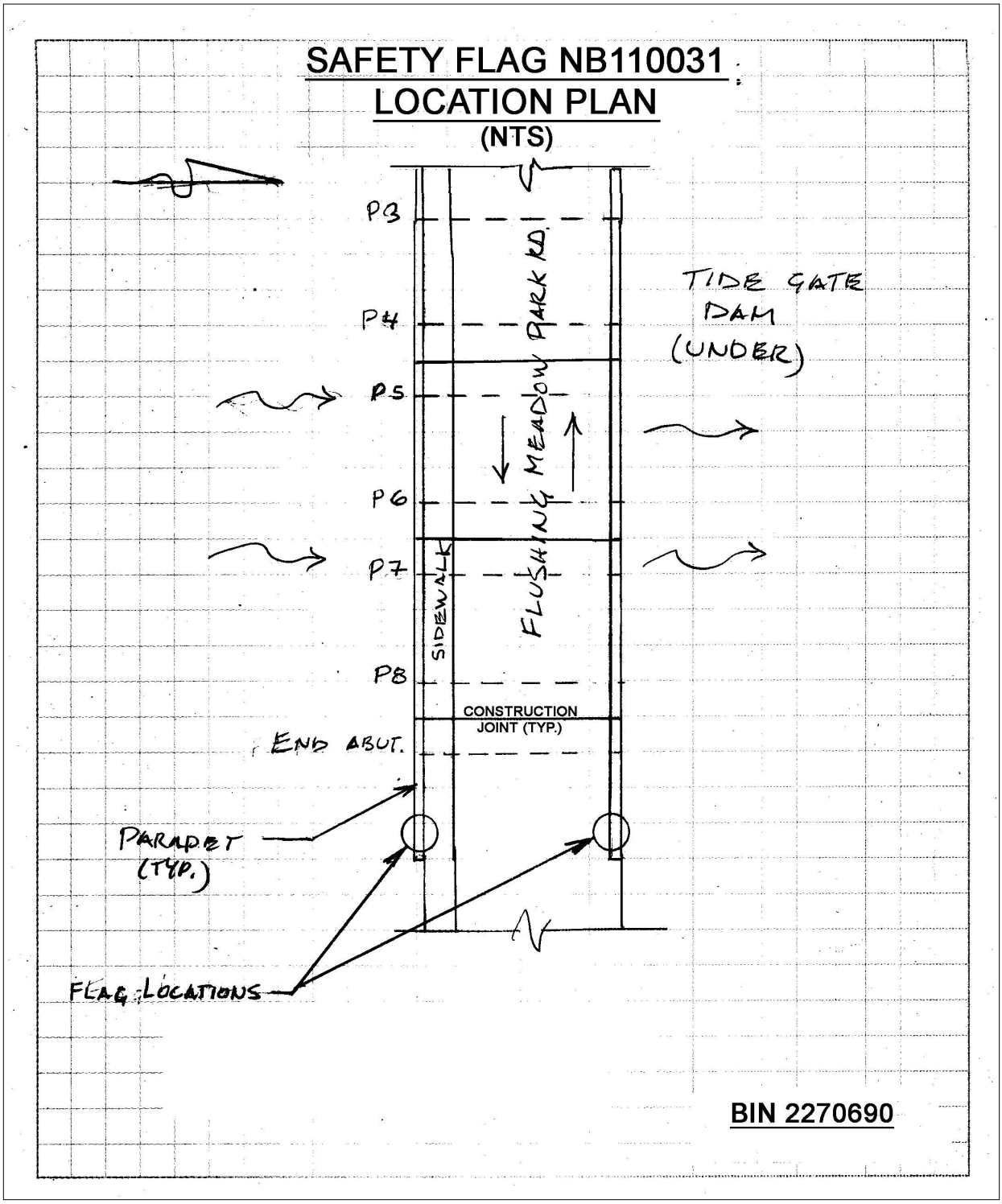
(This PDF Report Created: 1/11/2012 1:36:26 PM)

Discovery Date: 8/22/2011 **RC:** **BIN: 2270690**

Safety Flag NB110031 Attachment

Carried: Not in Inventory **Crossed: Not in Inventory**

11_01NB110031Sketch.tif - Attached to Safety Flag NB110031



Discovery Date: 8/22/2011 **RC:** **BIN: 2270690**

Safety Flag NB110031 Attachment

Carried: Not in Inventory **Crossed: Not in Inventory**

11_02IMG_1757.JPG - Attached to Safety Flag NB110031

Photo 1 - Location: End approach, right parapet; looking back and right (General Photo).

Discovery Date: 8/22/2011 **RC:** **BIN: 2270690**

Safety Flag NB110031 Attachment

Carried: Not in Inventory **Crossed: Not in Inventory**

11_03IMG_1758.JPG - Attached to Safety Flag NB110031

Photo 2 - Location: End approach, right parapet; looking back and right (Close-up Photo).

Discovery Date: 8/22/2011 **RC:** **BIN: 2270690**

Safety Flag NB110031 Attachment

Carried: Not in Inventory **Crossed: Not in Inventory**

11_04IMG_1759.JPG - Attached to Safety Flag NB110031

Photo 3 - Location: End approach, left parapet; looking back and left (General Photo).

Discovery Date: 8/22/2011 **RC:** **BIN: 2270690**

Safety Flag NB110031 Attachment

Carried: Not in Inventory **Crossed: Not in Inventory**

11_05IMG_1760.JPG - Attached to Safety Flag NB110031

Photo 4 - Location: End approach, left parapet; looking left (Close-up Photo).

Inspection Date: 8/22/2011 RC: BIN: 2270690

Inspection Access Requirements

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

Equipment Required for Inspection

Access Requirement Changes WERE Noted During This Inspection.
This Listing is from the Inspection.

ACCESS CATEGORIES FOR ENTIRE BRIDGE
Required: Walking, Rowboat

ACCESS CATEGORIES FOR SPAN 1
Required: Walking, Rowboat

ACCESS CATEGORIES FOR SPAN 2
Required: Walking, Rowboat

ACCESS CATEGORIES FOR SPAN 3
Required: Walking, Rowboat

ACCESS CATEGORIES FOR SPAN 4
Required: Walking, Rowboat

ACCESS CATEGORIES FOR SPAN 5
Required: Walking, Rowboat

ACCESS CATEGORIES FOR SPAN 6
Required: Walking, Rowboat

ACCESS CATEGORIES FOR SPAN 7
Required: Walking, Rowboat

ACCESS CATEGORIES FOR SPAN 8
Required: Walking, Rowboat

ACCESS CATEGORIES FOR SPAN 9
Required: Walking, Rowboat

ACCESS CATEGORIES FOR SPAN 10
Required: Walking, Rowboat

ACCESS CATEGORIES FOR SPAN 11
Required: Walking, Rowboat

ACCESS CATEGORIES FOR SPAN 12
Required: Walking, Rowboat

ACCESS CATEGORIES FOR SPAN 13
Required: Walking, Rowboat

ACCESS CATEGORIES FOR SPAN 14
Required: Walking, Rowboat

Inspection Date: 8/22/2011 RC: BIN: 2270690

Culvert Measurements

Carried: Not in Inventory **Crossed: Not in Inventory** **CheckValue: 1,793,703,413**

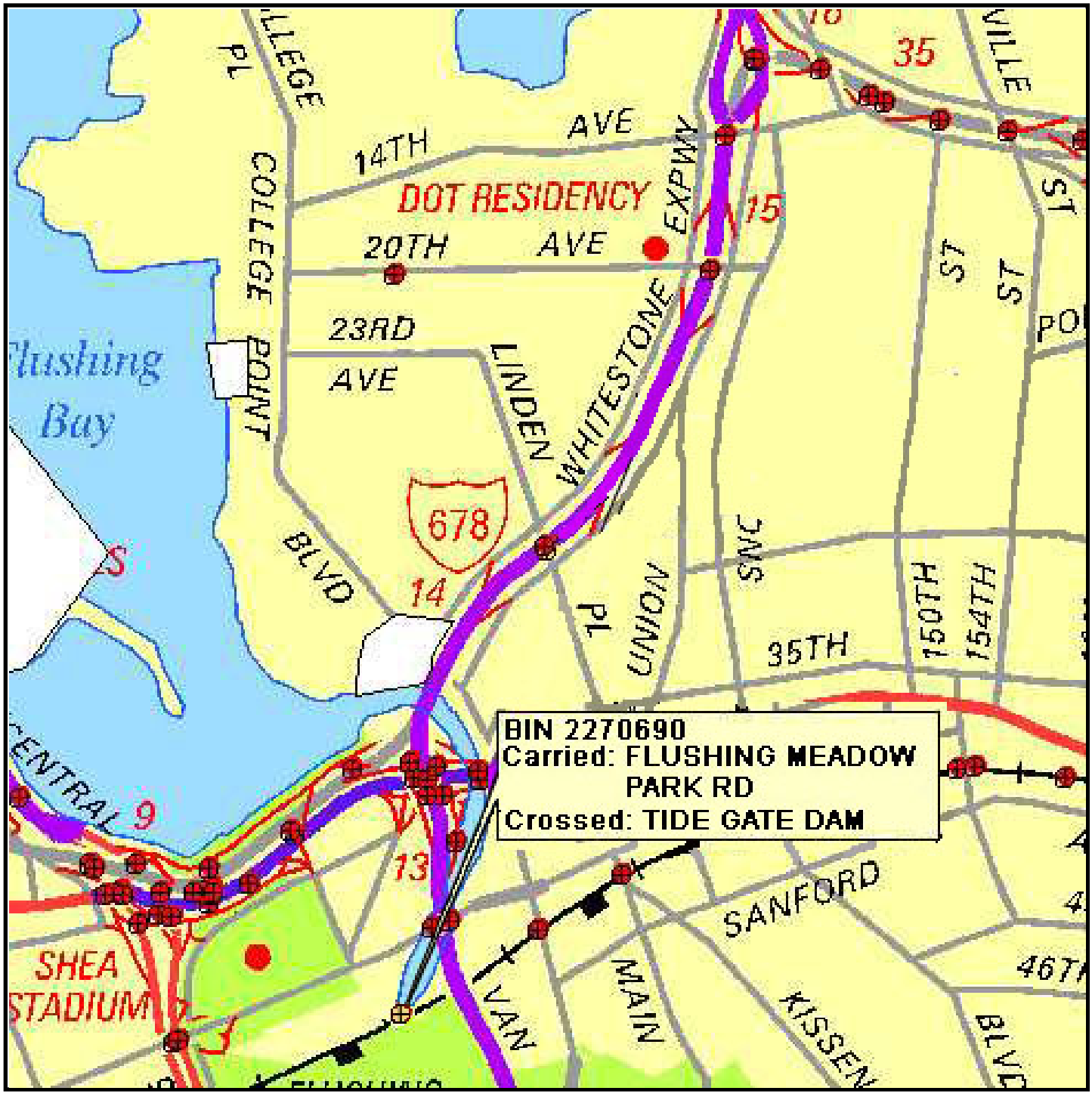
Culvert Measurements

NO CULVERT DATA FOR BIN 2270690

Standard Photos **RC: BIN: 2270690**

Carried: Not in Inventory **Crossed: Not in Inventory**

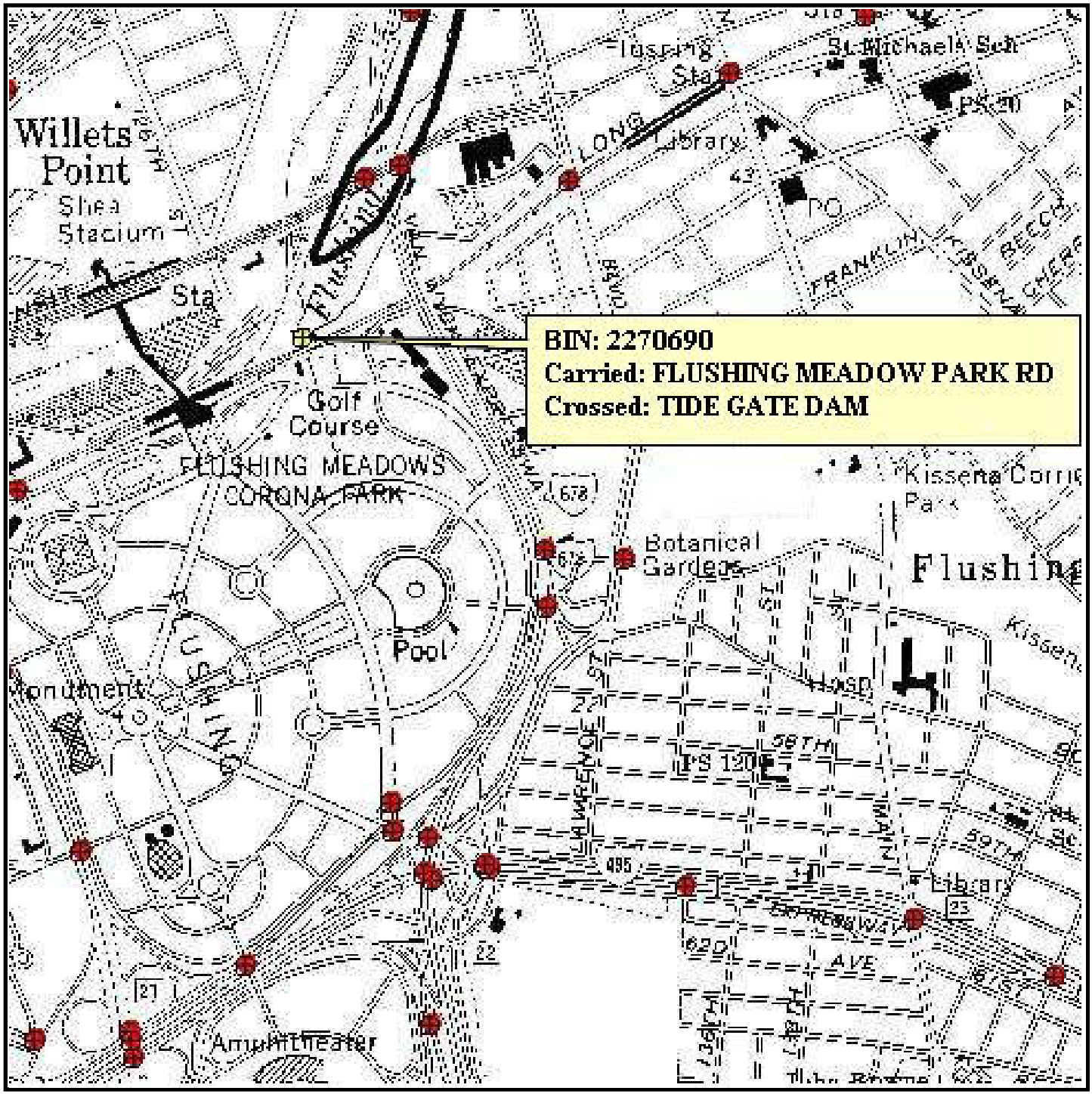
2270690_LOCATION_MAP.JPG



Standard Photos **RC: BIN: 2270690**

Carried: Not in Inventory **Crossed: Not in Inventory**

2270690_QUAD_MAP.JPG



Standard Photos **RC: BIN: 2270690**

Carried: Not in Inventory **Crossed: Not in Inventory**

AbutmentEnd.JPG

Standard Photos **RC: BIN: 2270690**

Carried: Not in Inventory **Crossed: Not in Inventory**

ApproachBegin.JPG

Standard Photos **RC: BIN: 2270690**

Carried: Not in Inventory **Crossed: Not in Inventory**

ApproachEnd.JPG

Standard Photos **RC: BIN: 2270690**

Carried: Not in Inventory **Crossed: Not in Inventory**

ElevationLeft.JPG

Standard Photos **RC: BIN: 2270690**

Carried: Not in Inventory **Crossed: Not in Inventory**

ElevationRight.JPG

Standard Photos **RC: BIN: 2270690**

Carried: Not in Inventory **Crossed: Not in Inventory**

F2CrossedLeft.JPG

Standard Photos **RC: BIN: 2270690**

Carried: Not in Inventory **Crossed: Not in Inventory**

F2CrossedRight.JPG

Standard Photos **RC: BIN: 2270690**

Carried: Not in Inventory **Crossed: Not in Inventory**

Pier11.JPG

Standard Photos **RC: BIN: 2270690**

Carried: Not in Inventory **Crossed: Not in Inventory**

Span12Framing.JPG

Standard Photos **RC: BIN: 2270690**

Carried: Not in Inventory **Crossed: Not in Inventory**

Spans7&8Framing.JPG