NEW YORK STATE OF OPPORTUNITY. | Thruway Authority

KATHY HOCHUL
Governor

JOANNE M. MAHONEY
Chair

MATTHEW J. DRISCOLL
Acting Executive Director

January 13, 2022

Mr. Dale Finch, Supervisor
Town of Catskill
439 Main St.
2nd Floor
Catskill, NY 12414

RE: 2021 BRIDGE INSPECTION REPORT

Dear Mr. Finch:

Enclosed is a copy of the 2021 Inspection Report for the following bridge, which has joint maintenance responsibility between your municipality and the Thruway:

BIN	MILEPOST	DESCRIPTION
5513180	108.62	Brick School House Road Over the Thruway

This report is being provided to you so that you may assess maintenance needs and if necessary initiate maintenance actions for elements under your jurisdiction.

If you have any questions regarding this report, please do not hesitate to call me at (518) 436-2827.

Very truly yours,

Craig Morris

Craig Morris, P.E.
Albany Division Bridge Engineer

cc: Shawn McAdoo
Bridge File

JT Maint.

New York State Department of Transportation
General Bridge Inspection Report

Inspection Date: October 05, 2021

Structure Information MP 10862

BIN: **5513180**
Feature Carried: BRICK SCHOOLHOUSE
Feature Crossed: 87IX
Orientation: 8 - NORTHWEST

Region: 01 - ALBANY
County: GREENE
Political Unit: Town of CATSKILL
Approximate Year Built: 1946

Primary Owner: 2L - NYS Thruway Authority
Primary Maintenance Responsibility: 2L - NYS Thruway Authority
General Type Main Span: 1 - Concrete, 07 - Frame
This Bridge is not a Ramp
Number of Spans: 2

Postings

Posted Load Matches Inventory: Yes
Posted Load in field: Not Posted

Posted Vertical Clearances Match Inventory: N/A
Inventory On: Not Posted
Inventory Under: Not Posted

Number of Flags Issued

Red PIA: 0
Red: 0
Yellow: 0
Safety PIA: 0

New York State Inspection Overview

General Recommendation: 5

Federal NBI Ratings

NBI Deck Condition: 6
NBI Superstructure Condition: 6
NBI Substructure Condition: 6

NBI Channel Condition: N
NBI Culvert Condition: N

Action Items

Non-Structural Condition Observations noted: YES
Vulnerability Reviews Recommended: NO
Diving Inspection Requested: NO
Further Investigation Requested: NO

Inspector & Reviewer Signature Information

Inspection Signature: Raymond Paul Flavell, P.E. 80988 — *Date:* November 16, 2021
Review Signature: Michael Sullivan, P.E. 072693-1 — *Date:* November 16, 2021
Processed by : Sonjoy Sikder, P.E. 088574-1 — *Date:* December 21, 2021

Report Printed: December 21, 2021 4:53:15 PM

Additional Information

Overloads Observed

No overload vehicles observed during this inspection.

Notes to Next Inspector

Structure is located at MP 108.62 Brick School House Road over 87IX.

Improvements Observed

2021 - New BIN plate installed on edge of begin right wingwall (See photo 11)
2019- None

Pedestrian Fence Height

6'

Snow Fence

Yes

Bin Plate Condition

OK

Scour Critical Rating

N - Bridge not over waterway.

Element Quantities

Element Assessment Summary Table							
Element	Total Quantity	Unit	CS-1	CS-2	CS-3	CS-4	CS-5
38 - Reinforced Concrete Slab	3812	SQUARE_FOOT	3674	135	3		0
210 - Reinforced Concrete Pier Wall	32	ft		27	5		0
215 - Reinforced Concrete Abutment	64	ft		63	1		0
220 - Reinforced Concrete Pile Cap/Footing	299	ft					299
330 - Metal Bridge Railing	242	ft	103	121	18		0
331 - Reinforced Concrete Bridge Railing	242	ft	56	162	24		0
510 - Wearing Surfaces	3388	SQUARE_FOOT	3134	254			0
515 - Steel Protective Coating	356	SQUARE_FOOT		76	176	104	0
800 - Erosion or Scour	333	ft	333				0
811 - Curb	242	ft		240	2		0
853 - Wingwall	196	ft	58	137	1		0
860 - Headwall	222	ft	183	39			0

Element Assessment by Span							
Element**	Total Quantity	Unit	CS-1	CS-2	CS-3	CS-4	CS-5
Span Number : 1							
BA215 - Reinforced Concrete Abutment	32	ft		31	1		0
BA220 - Reinforced Concrete Pile Cap/Footing	33	ft					33
BA800 - Erosion or Scour	33	ft	33				0
BW220 - Reinforced Concrete Pile Cap/Footing	108	ft					108
BW800 - Erosion or Scour	108	ft	108				0
BW853 - Wingwall	106	ft	27	79			0
PR210 - Reinforced Concrete Pier Wall	32	ft		27	5		0
PR220 - Reinforced Concrete Pile Cap/Footing	33	ft					33
PR800 - Erosion or Scour	33	ft	33				0
38 - Reinforced Concrete Slab	1906	SQUARE_FOOT	1796	110			0
510 - Wearing Surfaces	1694	SQUARE_FOOT	1600	94			0
330 - Metal Bridge Railing	121	ft		103	18		0
515 - Steel Protective Coating	178	SQUARE_FOOT		38	88	52	0
331 - Reinforced Concrete Bridge Railing	121	ft	56	65			0
811 - Curb	121	ft		120	1		0

Field Notes

Staff Present During Inspection		
Name	**Title**	**Organization**
Alex Poland	ATL	NYSTA

General Equipment Required for Inspection*
Access Type
13 - Walking

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

Detailed Time & Weather Conditions				
Field Date	**Arrival**	**Departure**	**Temp (F)**	**Weather Conditions**
10/05/2021	08:35 AM	12:10 PM	55	Light rain/overcast 55-61 F

Inspection Times (hours)	
Time required for travel, inspection and report preparation	6.8
Lane closure usage	None
Railroad flagging time	No

Element**	Total Quantity	Unit	CS-1	CS-2	CS-3	CS-4	CS-5
860 - Headwall	111	ft	94	17			0
Span Number : 2							
EA215 - Reinforced Concrete Abutment	32	ft		32			0
EA220 - Reinforced Concrete Pile Cap/Footing	33	ft					33
EA800 - Erosion or Scour	34	ft	34				0
EW220 - Reinforced Concrete Pile Cap/Footing	92	ft					92
EW800 - Erosion or Scour	92	ft	92				0
EW853 - Wingwall	90	ft	31	58	1		0
PR800 - Erosion or Scour	33	ft	33				0
38 - Reinforced Concrete Slab	1906	SQUARE_FOOT	1878	25	3		0
510 - Wearing Surfaces	1694	SQUARE_FOOT	1534	160			0
330 - Metal Bridge Railing	121	ft	103	18			0
515 - Steel Protective Coating	178	SQUARE_FOOT		38	88	52	0
331 - Reinforced Concrete Bridge Railing	121	ft		97	24		0
811 - Curb	121	ft		120	1		0
860 - Headwall	111	ft	89	22			0

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

Inspection Notes

General Notes

None

Element Condition Notes

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1 : 38 - Reinforced Concrete Slab	1906	1796	110	0	0	0
Span 2 : 38 - Reinforced Concrete Slab	1906	1878	25	3	0	0

Condition State 2 Note

Referenced Photo(s) : 12, 15, 17

Referenced Sketch(es) : None

No significant change since the previous inspection.
Span 1
Damp alligator cracking is observed intermittently throughout the span. Tar sealant at curb line appears to have stopped the leakage through to the primary member. Left and right sides, outside 1' is stained but was dry at time of inspection.
Span 2
Tar sealant at curb line appears to have stopped the leakage through to the primary member. Outside 1' of left side and 2.5' of right side were dry but stained at time of inspection. At centerline, there is a hairline longitudinal crack with dampness and efflorescence, at the begin side of Span 2. The crack is approximately 12' long and continues down the end face of the Pier 1 stem for the full height of the stem.
Both Spans
The fascia exhibits areas of cracking (vertical and horizontal) with moderate efflorescence and moderate dampness. The cracks are typically hairline. There are approximately 3 to 5 locations per span on each side. The largest areas are adjacent

to Pier 1, both right & left sides. No significant change since the previous inspection.

	TQ		CS-2	CS-3		CS-5
Span 1: PR210 - Reinforced Concrete Pier Wall	32	0	27	5	0	0

Condition State 3 Note

Referenced Photo(s): 14, 17, 18

Referenced Sketch(es): 4

No significant change since the previous inspection. Pier wall has several small CS-3 level spalls. Spalls are all less than 1 SF each. See pier deterioration sketch for more detail.

	TQ		CS-2	CS-3		CS-5
Span 1: BA215 - Reinforced Concrete Abutment	32	0	31	1	0	0

Condition State 3 Note

Referenced Photo(s): 22

Referenced Sketch(es): 1

Begin abutment has a CS-3 spall on the left side approximately 1/3 of the way down from the deck slab. 1 lineal foot of the abutment is rated CS-3 for this condition. See begin abutment deterioration sketch for more information.

	TQ		CS-2	CS-3		CS-5
Span 1: 330 - Metal Bridge Railing	121	0	103	18	0	0
Span 2: 330 - Metal Bridge Railing	121	103	18	0	0	0

Condition State 3 Note

Referenced Photo(s): 4, 5, 6

Referenced Sketch(es): None

Both spans
Railings mounted to the top of the parapet have severe corrosion at the post bases with section losses estimated at 15-35% to most of the posts in the bottom two inches. Span 2 at end right the last rail post has more severe corrosion (60%) and section loss, the end side is perforated due to corrosion. Rails are mounted on top of a concrete parapet and taking into account that the road is closed 100' past the bridge and that there are no homes or businesses past the bridge producing low to no volume no flag was issued. Rails were secure and could not be moved.
Span 1
40-50% of anchor nuts have severe corrosion with 25-100% section loss.
Span 2
60-80% of anchor nuts have severe corrosion with 25-100% section loss.

	TQ		CS-2	CS-3		CS-5
Span 1: 330 - Metal Bridge Railing 515 - Steel Protective Coating	178	0	38	88	52	0
Span 2: 330 - Metal Bridge Railing 515 - Steel Protective Coating	178	0	38	88	52	0

Common

Referenced Photo(s): 3, 4, 5, 6, 24

Referenced Sketch(es): None

Steel protective coating on two rail bridge rail has widespread coating failure with peeling paint and exposed corroded steel visible. Remaining paint system is dull and chalky. Coating system has completely failed at many anchor nuts and at the bottom of the metal rail posts. Coating failure has led to severe corrosion and section loss.

	TQ		CS-2	CS-3		CS-5
Span 1: 811 - Curb	121	0	120	1	0	0
Span 2: 811 - Curb	121	0	120	1	0	0

Condition State 3 Note

Referenced Photo(s): 8

Referenced Sketch(es): None

Spans 1 and 2 have minor spalling to the right-side curb over pier 1.

	TQ		CS-2	CS-3		CS-5
Span 1: 860 - Headwall	111	94	17	0	0	0
Span 2: 860 - Headwall	111	89	22	0	0	0

Condition State 2 Note

Referenced Photo(s): 13, 14, 16, 18

Referenced Sketch(es): None

Both Spans
No significant change since the previous inspection. The fascia exhibits areas of cracking (vertical and horizontal) with moderate efflorescence and moderate dampness. The cracks are typically hairline. There are approximately 3 to 5 locations per span on each side. The largest areas are adjacent to Pier 1, both right & left sides.
Span 1
Right side over centerline fascia has four 1' x 4" x 1/2" spalls to shallow rebar.
Span 2
Left side over passing lane, fascia has two 8" x 3" x 1/2"' spalls to shallow rebar.

	TQ		CS-2	CS-3		CS-5
Span 2: 38 - Reinforced Concrete Slab	1906	1878	25	3	0	0

Condition State 3 Note

Referenced Photo(s): 19, 20

Referenced Sketch(es): None

Span 2
Right fascia area, above 87IX SB driving lane, the primary member has impact damage, approximately 1.5' long x 4"+/- deep. There also is a 1' L x 2' W x 2" D spall at the end right side of the span 2 slab over the SB driving lane shoulder.

	TQ		CS-2	CS-3		CS-5
Span 2: 331 - Reinforced Concrete Bridge Railing	121	0	97	24	0	0

Condition State 3 Note

Referenced Photo(s): 5, 16

Referenced Sketch(es): None

Span 2
Right side over southbound lanes and shoulders, reinforced concrete railing has minor to moderate spalling along the top and outside top edge with adjacent delaminated concrete. There has been a moderate increase in deterioration since the previous inspection. 24' of Span 2 concrete rail now rated CS-3 for spalling.

	TQ		CS-2	CS-3		CS-5
Span 2: EW853 - Wingwall	90	31	58	1	0	0

Condition State 3 Note

Referenced Photo(s): 21

Referenced Sketch(es): 1

End right wingwall has a narrow CS-3 level spall adjacent to the construction joint. No significant change since the previous inspection. See end abutment deterioration sketch for size and location information.

Non-Structural Condition Observations

Category: APPROACH - Railing Quantity: 30 Unit: ft

Referenced Element(s): NONE

Referenced Photo(s): 1,7,8,9,10
Referenced Sketch(es): NONE

Begin right
W-beam approach rail
The w-beam approach rail is attached to the bridge parapet with a 3'+/- long x 3" x 5/8" thick steel attachment plate. The w-beam rail is not attached to the last post.
Begin/End left and right bridge type rail mounted to top of parapet has section loss to bottom of posts and anchor bolts. At begin left the first bridge type rail post on the approach has 95% section loss to the bottom few inches of the post. Since rails are mounted on top of a concrete parapet and taking into account that the road is closed 100' past the bridge and that there are no homes or businesses past the bridge producing low to no volume no flag is issued.
Begin left beyond the parapet the third heavy post rail for the cable guiderail is loose and leans back. The bottom cable is disconnected from the 2nd -4th posts. At end right approach at first post beyond the parapet 1 of 4 cables has 1/3 of the cable strands severed and 1 of 4 cables has 1/4 of the cable strands severed.

Category: ATTACHMENTS - Bridge Related Signs Quantity: 1 Unit: ea

Referenced Element(s): NONE

Referenced Photo(s): 23
Referenced Sketch(es): NONE

Span 1 begin left background is peeling on fascia mounted sign panel.

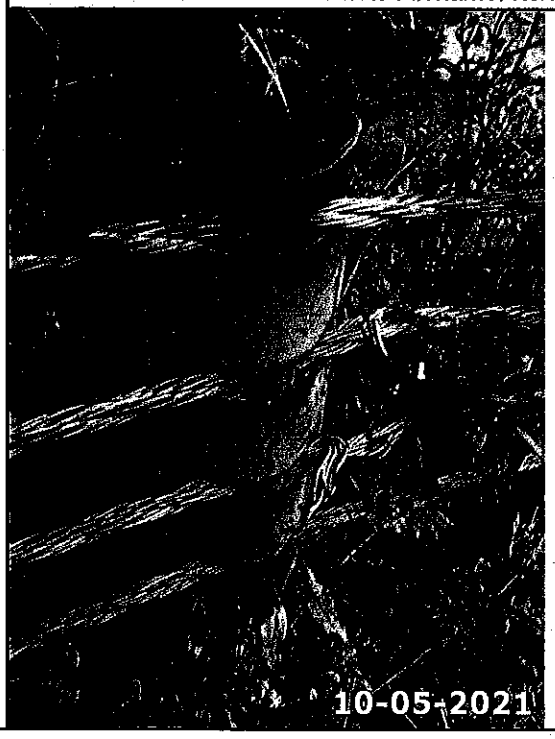
Category: APPROACH - Curb Quantity: 1 Unit: ft

Referenced Element(s): NONE

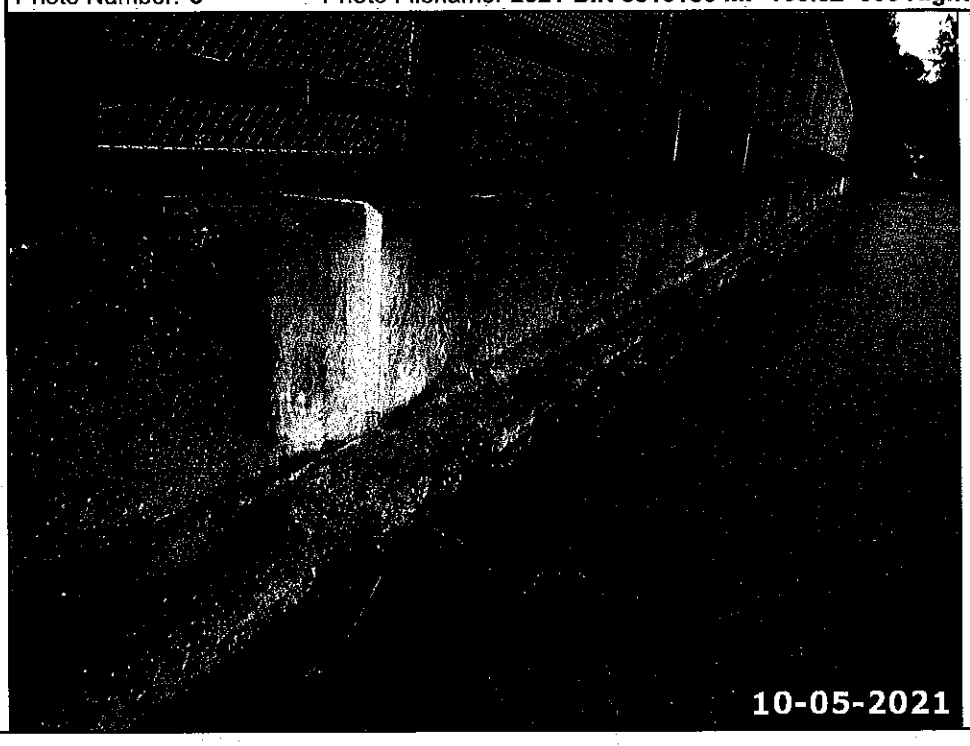
Referenced Photo(s): 2
Referenced Sketch(es): NONE

The last 1' of the end left approach curb is spalled to rebar. No significant change since the 2019 inspection.

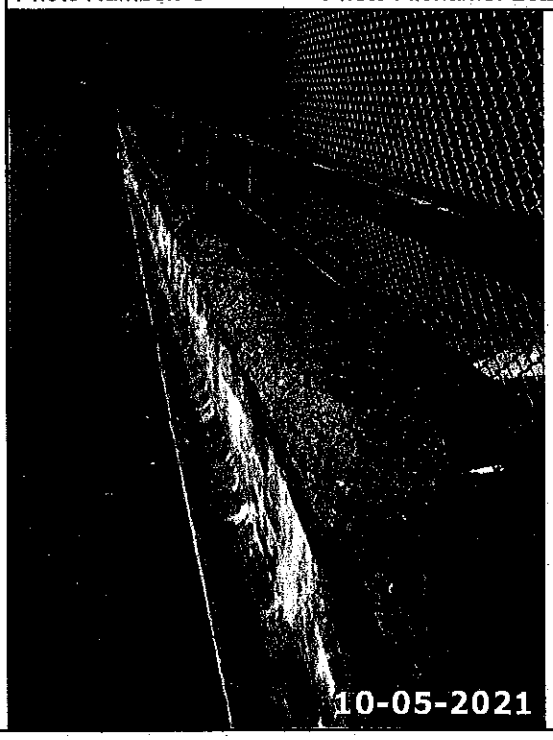
Inspection Photographs

Attachment Description: End right approach center 2 cables have severed strands.	Photo Number: **1** Photo Filename: **2021 BIN 5513180 MP 108.62- 001 End roght** 

Attachment Description: End left last foot of curb is spalled.	Photo Number: **2** Photo Filename: **2021 BIN 5513180 MP 108.62- 002 End left last**

Attachment Description: Right side over pier 1 both spans have 1 foot of spalled concrete.	Photo Number: **3** Photo Filename: **2021 BIN 5513180 MP 108.62- 003 Right side** 

Attachment Description: Span 2 end right last rail post end side is perforated due to corrosion.	Photo Number: **4** Photo Filename: **2021 BIN 5513180 MP 108.62- 004 Span 2 end**

Attachment Description: Span 2 right side over SB passing lane spalling to top of concrete rail.	Photo Number: **5** Photo Filename: **2021 BIN 5513180 MP 108.62- 005 Span 2 right** 

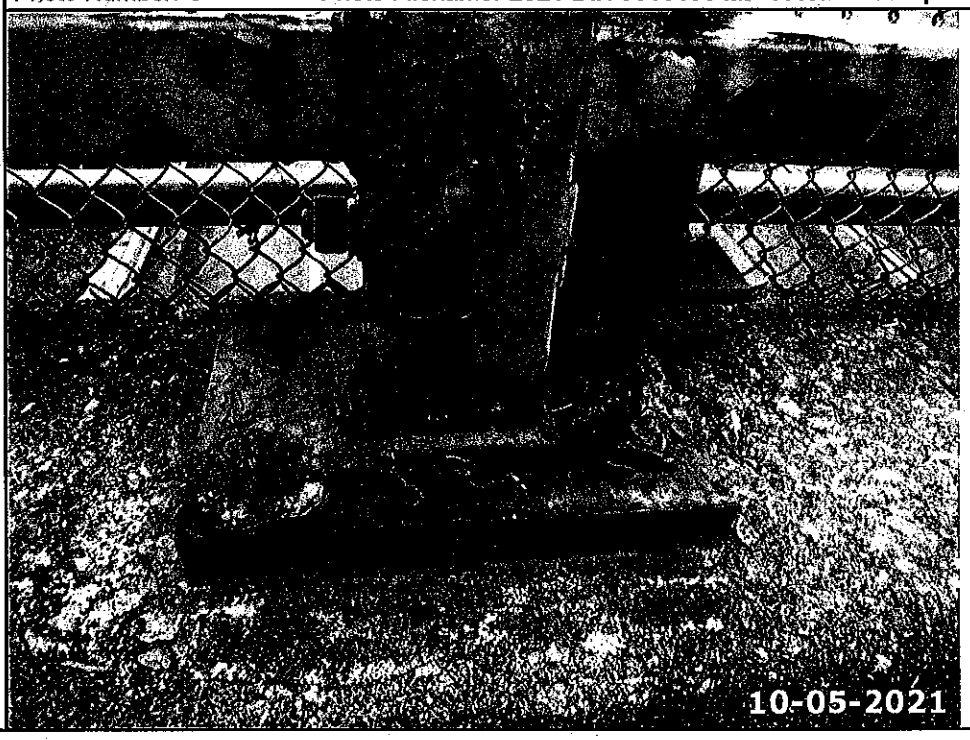
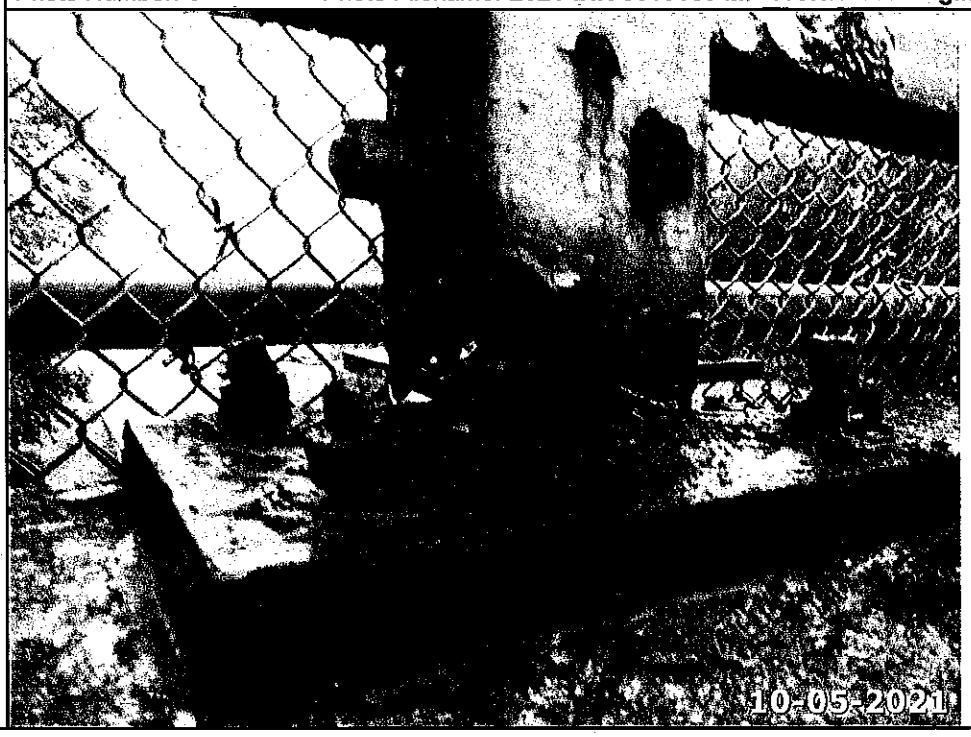
Attachment Description: Span 1 left side at rail post 3 typical anchor nut section loss.	Photo Number: **6** Photo Filename: **2021 BIN 5513180 MP 108.62- 006 Span 1 left** 

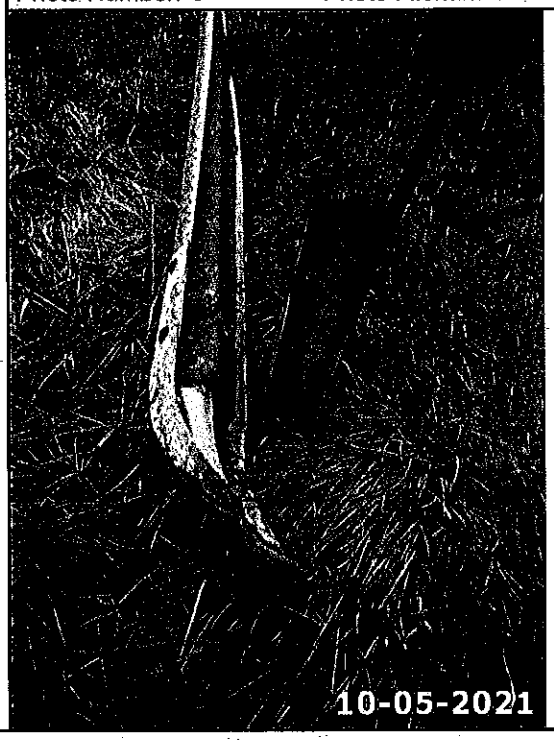
Photo Number: **7** Photo Filename: **2021 BIN 5513180 MP 108.62- 007 Begin left**



Attachment Description:
Begin left approach last rail post before span 1 has 95% section loss to the bottom 2 inches of the post.

Photo Number: **8** Photo Filename: **2021 BIN 5513180 MP 108.62- 008 Begin left**

Attachment Description:
Begin left approach 3rd post off the bridge leans back and bottom cable is not attached.

Attachment Description: Begin right approach w beam not attached to the last post.	Photo Number: **9** Photo Filename: **2021 BIN 5513180 MP 108.62- 009 Begin right** 

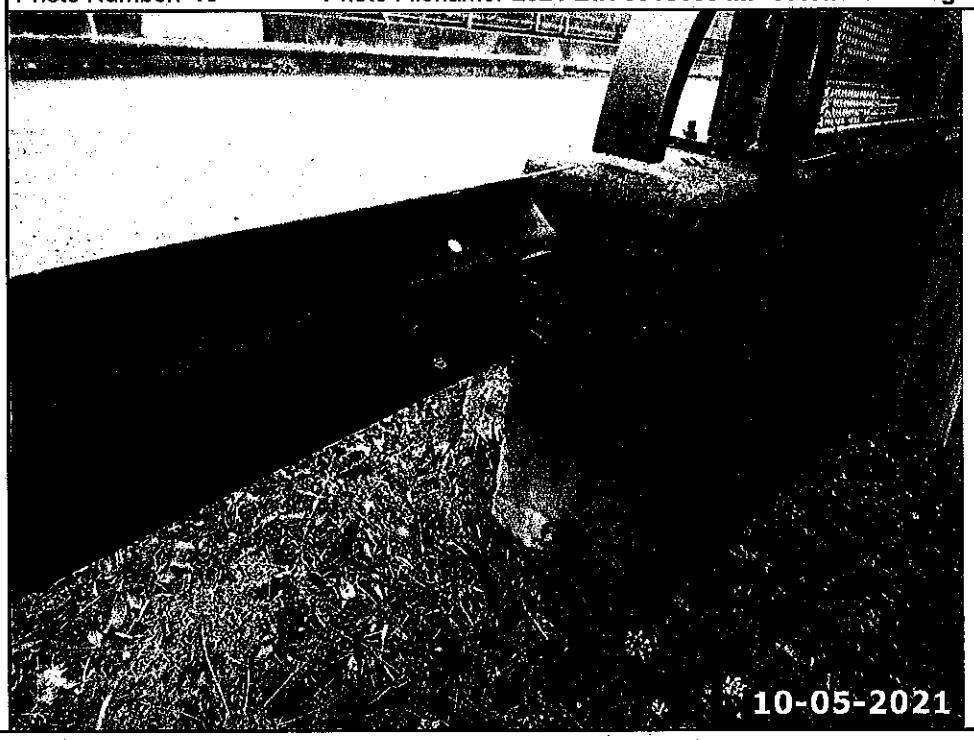
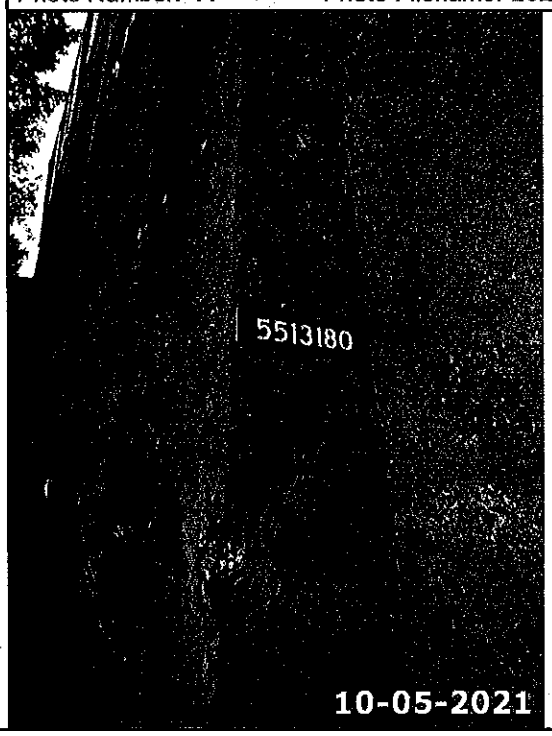
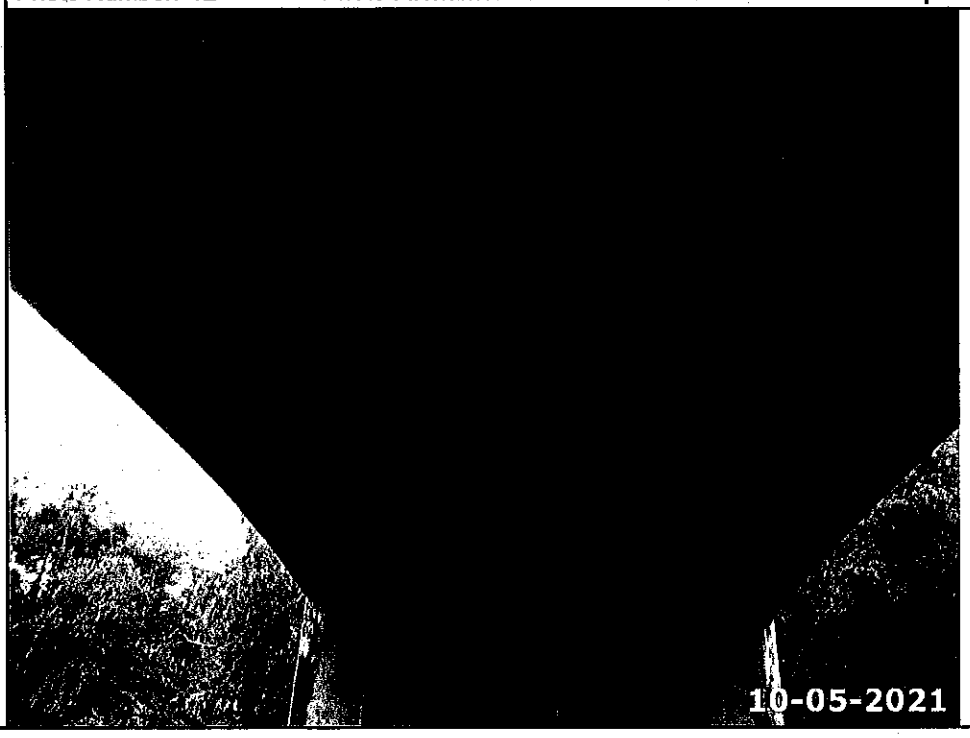
Attachment Description: Begin right approach w beam attached to parapet with steel bar.	Photo Number: **10** Photo Filename: **2021 BIN 5513180 MP 108.62- 010 Begin right** 

Photo Number: **11** Photo Filename: **2021 BIN 5513180 MP 108.62- 011 Edge of**



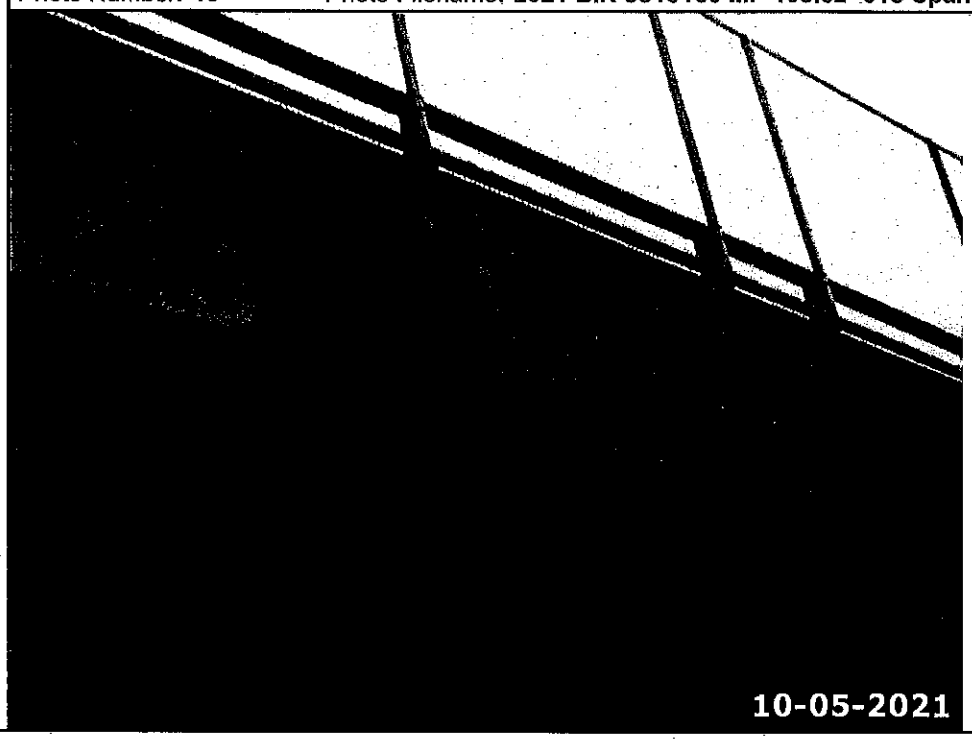
Attachment Description:
Edge of begin right wingwall new BIN plate installed.

Photo Number: **12** Photo Filename: **2021 BIN 5513180 MP 108.62- 012 Span 1**



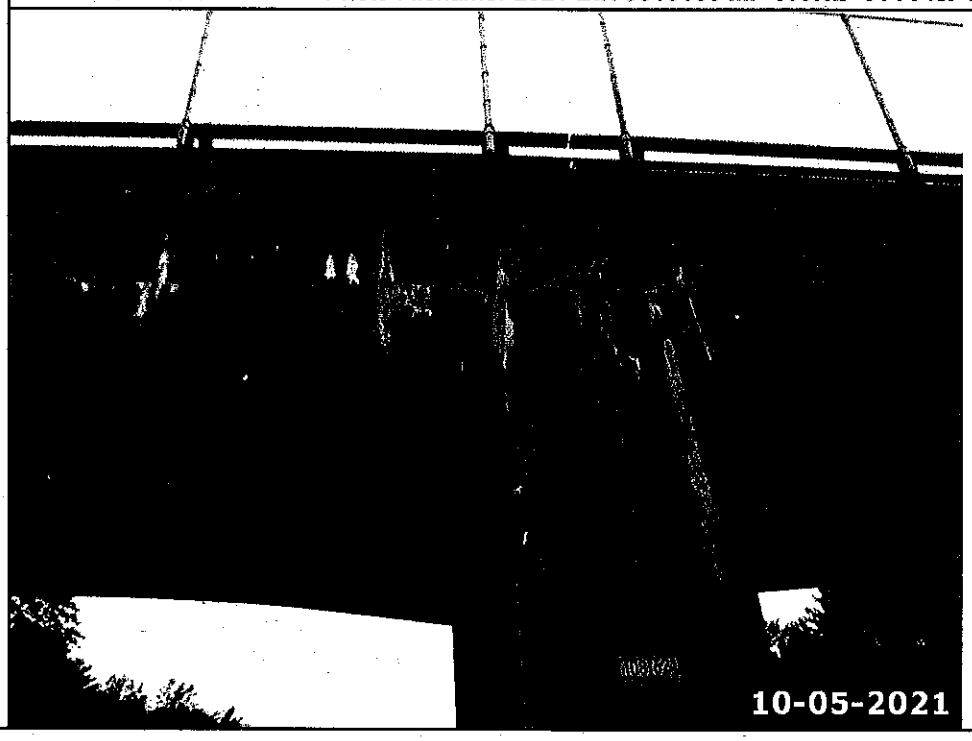
Attachment Description:
Span 1 looking toward end typical slab.

Photo Number: **13** Photo Filename: **2021 BIN 5513180 MP 108.62- 013 Span 1 right**



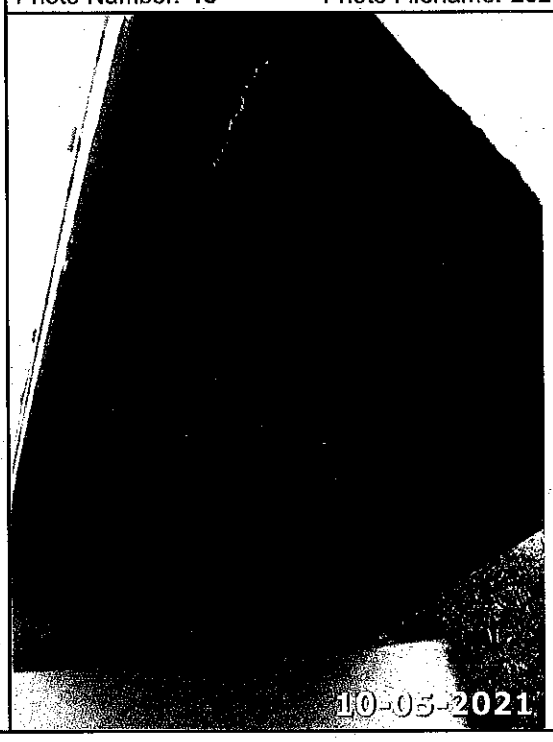
Attachment Description:
Span 1 right fascia shallow spalling.

Photo Number: **14** Photo Filename: **2021 BIN 5513180 MP 108.62- 014 Pier 1 right**



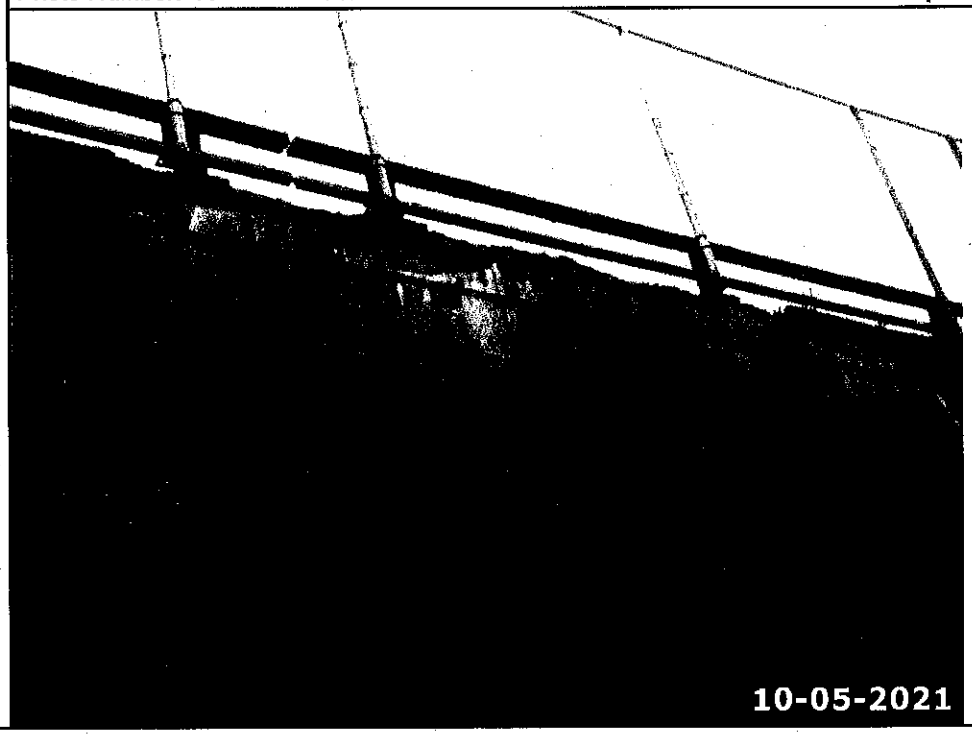
Attachment Description:
Pier 1 right side minor spall cracking and efflorescence.

Photo Number: **15** Photo Filename: **2021 BIN 5513180 MP 108.62- 015 End right of**



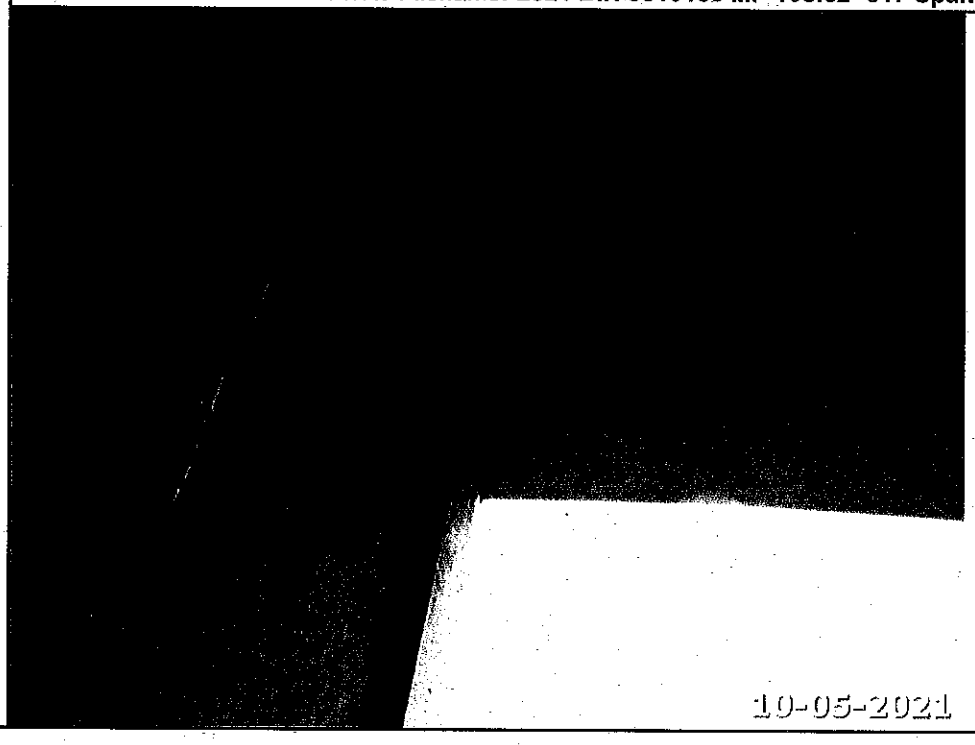
Attachment Description:
End right of span 1 slab typical map cracking.

Photo Number: **16** Photo Filename: **2021 BIN 5513180 MP 108.62- 016 Span 2 right**



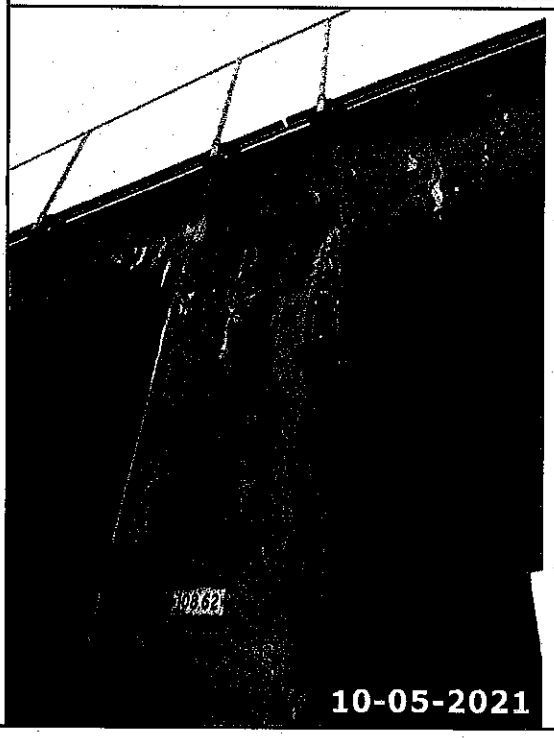
Attachment Description:
Span 2 right side over passing lane spalling to concrete rail.

Photo Number: **17** Photo Filename: **2021 BIN 5513180 MP 108.62- 017 Span 2**



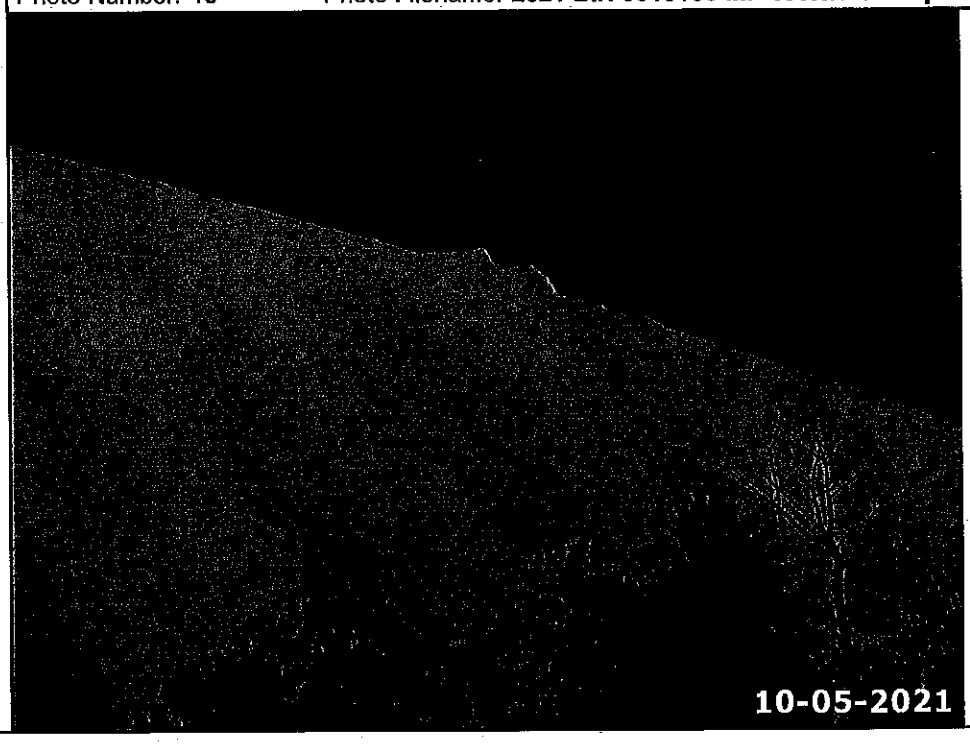
Attachment Description:
Span 2 crack with efflorescence in end side pier 1 and span 2 slab.

Photo Number: **18** Photo Filename: **2021 BIN 5513180 MP 108.62- 018 Pier 1 left**



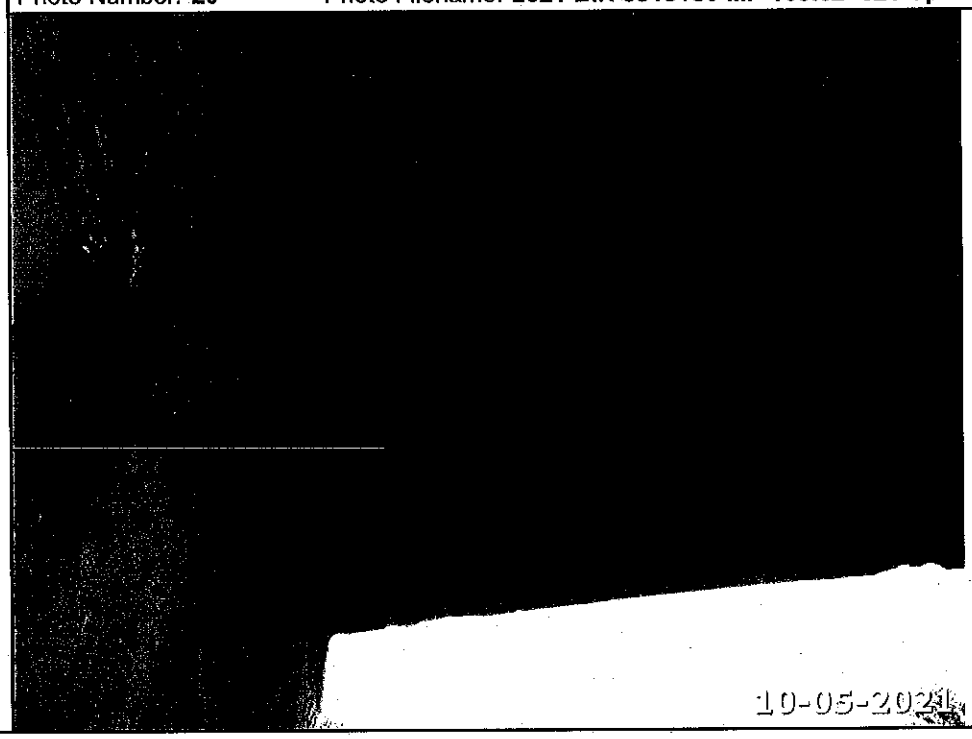
Attachment Description:
Pier 1 left side minor spall.

Photo Number: **19** Photo Filename: **2021 BIN 5513180 MP 108.62- 019 Span 2 right**



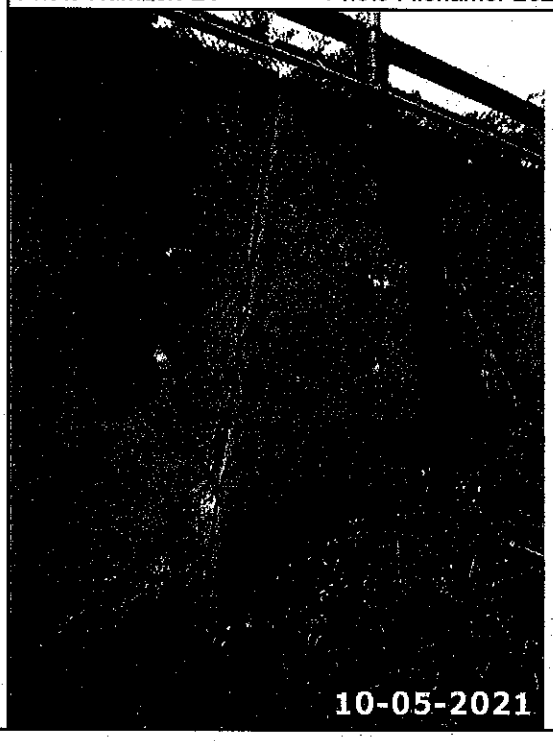
Attachment Description:
Span 2 right side over SB driving lane spalling from impact damage.

Photo Number: **20** Photo Filename: **2021 BIN 5513180 MP 108.62- 020 Span 2 end**



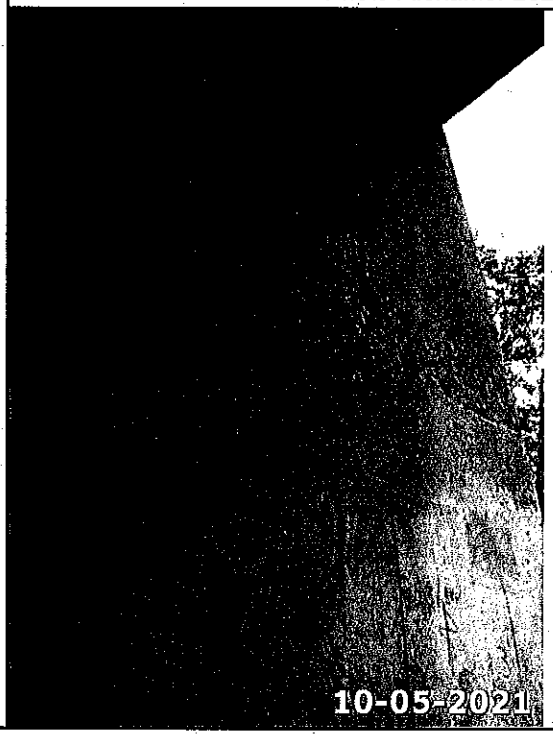
Attachment Description:
Span 2 end CS-3 spall in concrete slab.

Photo Number: **21** Photo Filename: **2021 BIN 5513180 MP 108.62- 021 End right**



Attachment Description:
End right wingwall minor CS-3 spalling at joint.

Photo Number: **22** Photo Filename: **2021 BIN 5513180 MP 108.62- 022 Begin**



Attachment Description:
Begin abutment left side small CS-3 spall.

Photo Number: **23** Photo Filename: **2021 BIN 5513180 MP 108.62- 023 Span 1**

Attachment Description:
Span 1 begin left background is peeling on fascia mounted sign panel.

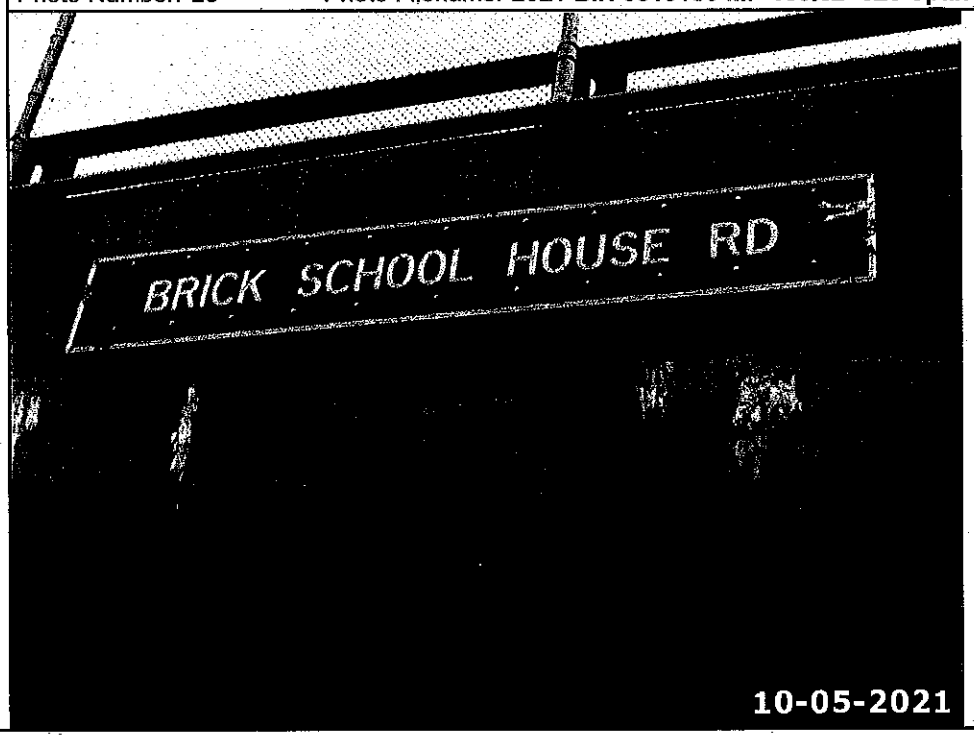
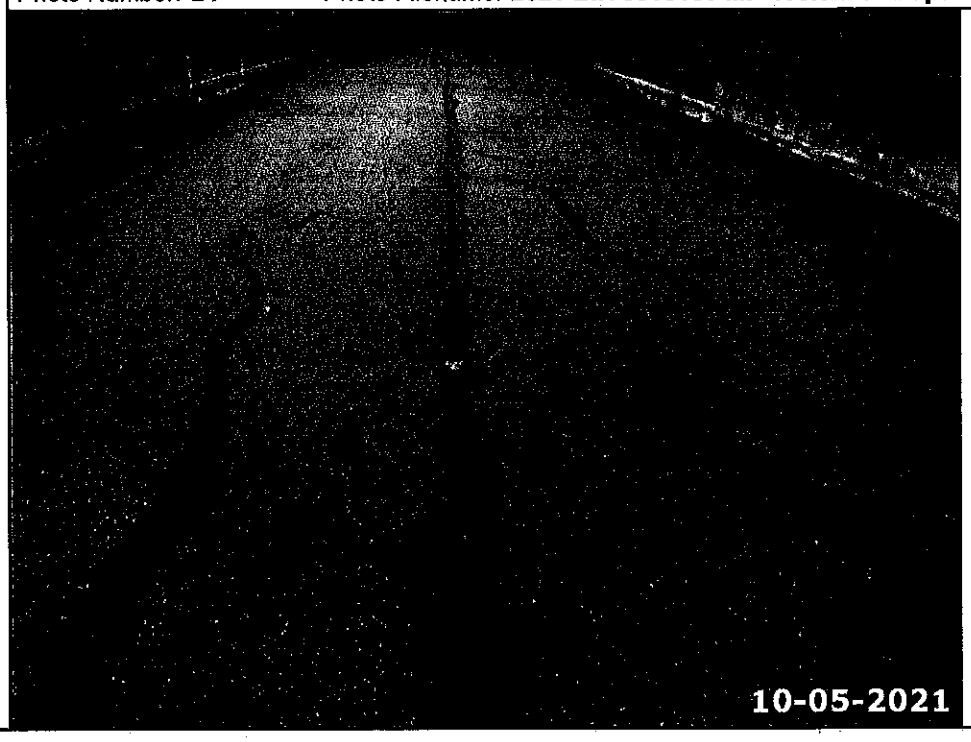


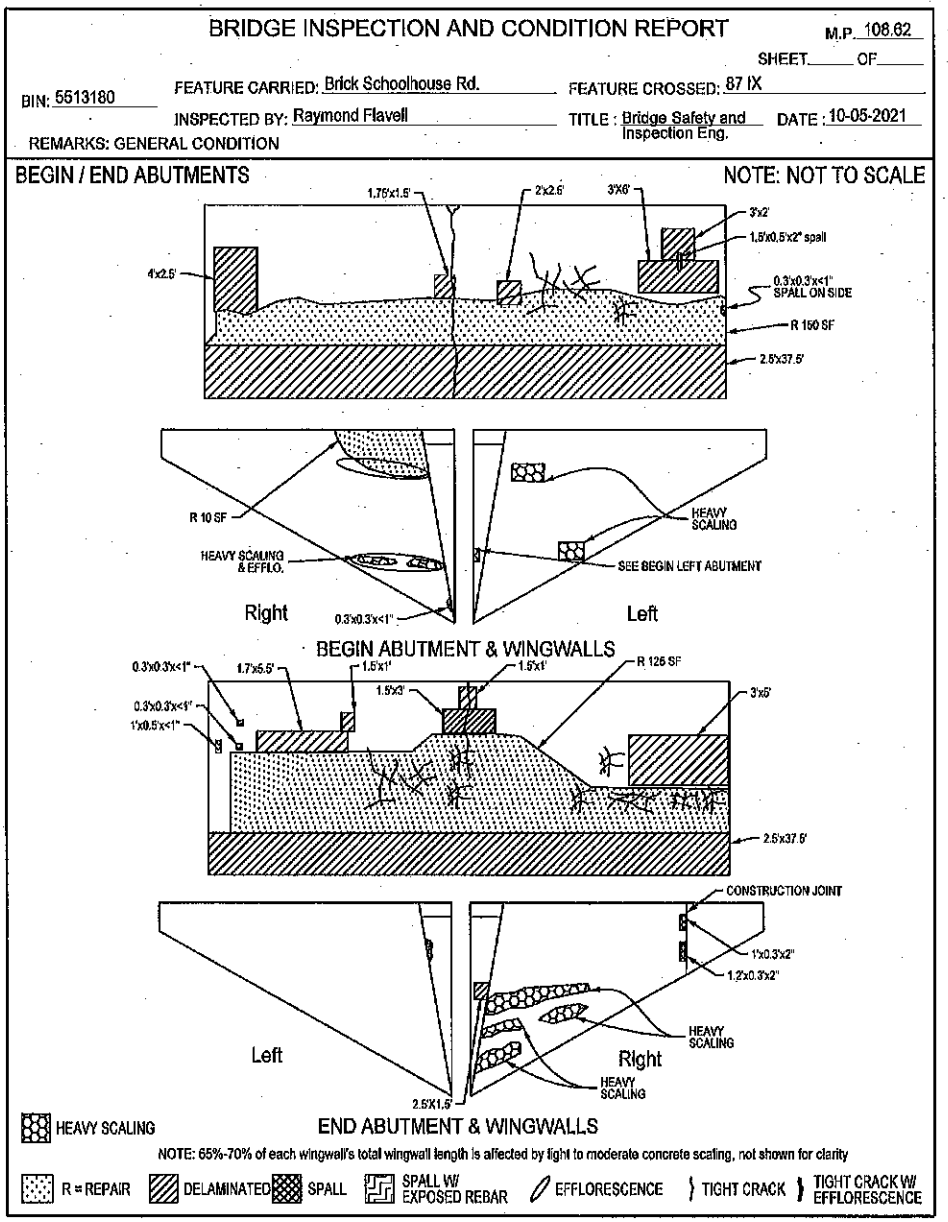
Photo Number: **24** Photo Filename: **2021 BIN 5513180 MP 108.62- 024 Span 1**

Attachment Description:
Span 1 wearing surface looking toward begin typical sealed cracking.



Inspection Sketches

Sketch Number: **1** Sketch Filename: **108.62 abutments.jpg**



Sketch Description: 108.62 abutments.jpg

Sketch Number: **2** Sketch Filename: **108.62 loadrating.jpg**

NEW YORK STATE THRUWAY AUTHORITY

BRIDGE INSPECTION FIELD VERIFICATION OF LOAD RATING DATA

Date: 10/05/21

MP/BIN: 108.62/5513180

Feature Carried / Crossed: Brick Schoolhouse Rd./87 IX

Dead Load:
WS Thickness & Material Shown on Plans - 3.5" Asphalt Concrete overlay
Changes Noted in Field: **None**

Railing Type Shown on Plans - Concrete parapet w/steel rail and overthrow fence
Changes Noted in Field: **None**

Other DL Contributions (e.g. utilities) on Plans - None
Changes Noted in Field: **None**

Section Loss:
Existing Documentation (sketches, etc.) ? - **N/A**

Location of Documentation (previous report, blue folder, etc.)? - N/A

New Section Loss noted? - **N/A**
Brief Description (attach sketches if helpful) - N/A

Additional Notes: **None**

Attachments: *yes* **no** *(please circle)*

Team Leader: **Raymond Flavell**

Signature: Raymond Flavell Date: October 5, 2021

Sketch Description: 108.62 loadrating.jpg

Sketch Number: **3** Sketch Filename: **108.62 photo location.jpg**

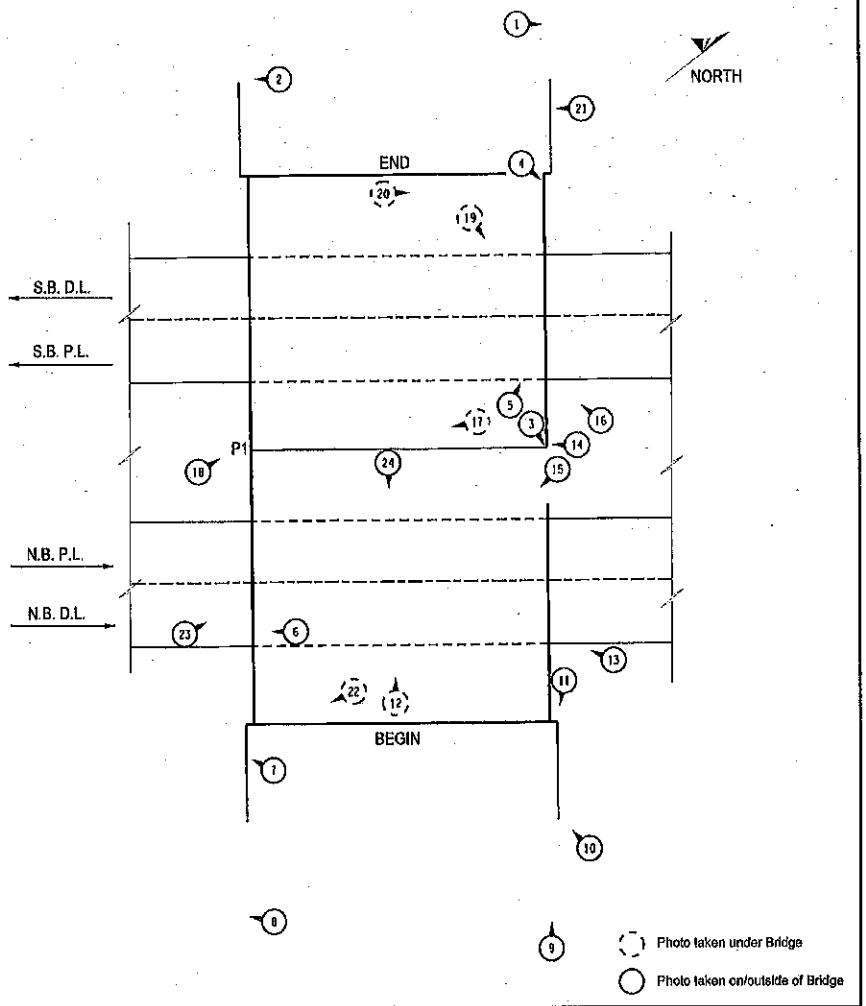
BRIDGE INSPECTION AND CONDITION REPORT M.P. 108.62

SHEET ____ OF ____

BIN: 5513180 FEATURE CARRIED: Brick Schoolhouse Rd. FEATURE CROSSED: 87 IX

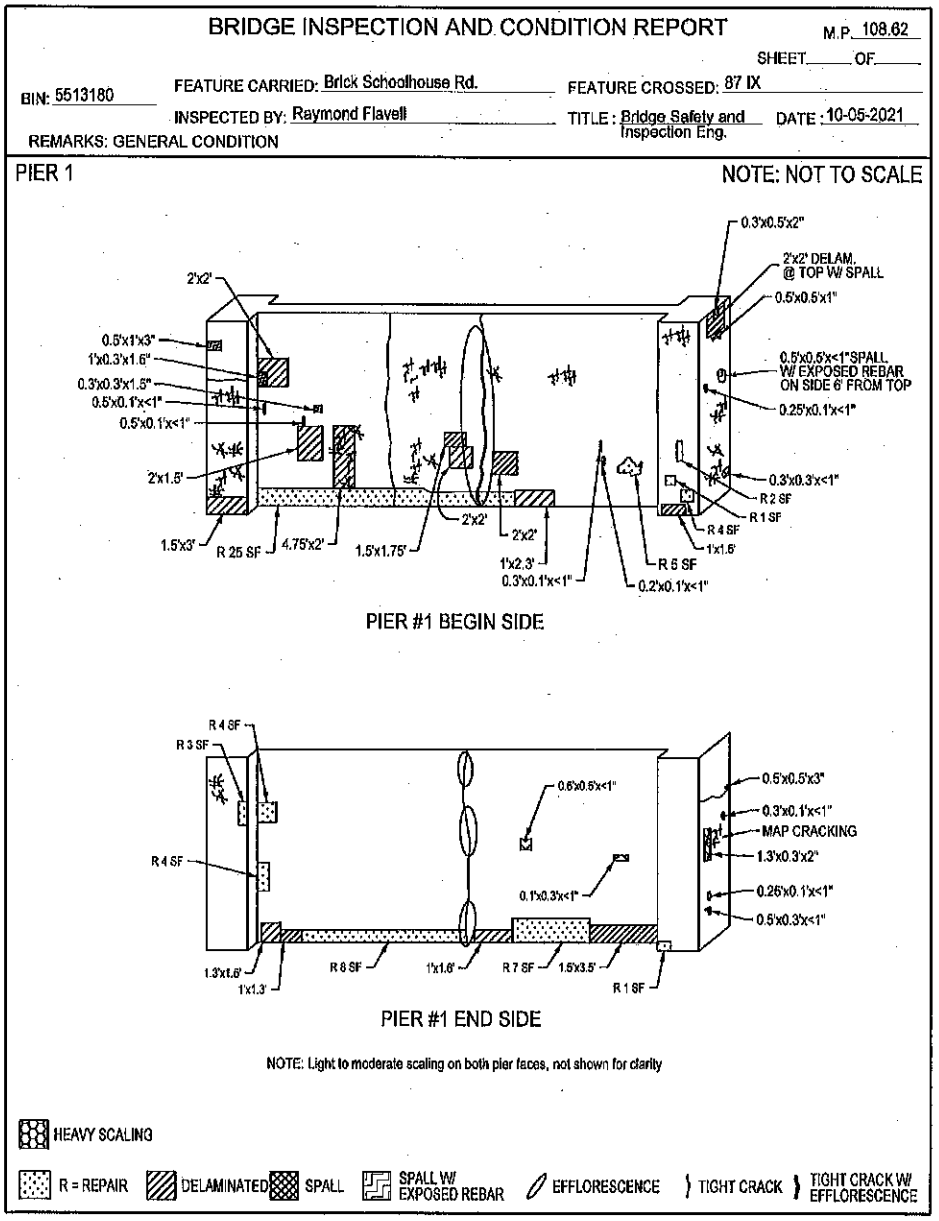
INSPECTED BY: Raymond Flavell TITLE : Bridge Safety and Inspection Eng. DATE : 10-05-2021

PHOTO LOCATION PLAN NOTE: NOT TO SCALE



Sketch Description: 108.62 photo location.jpg

Sketch Number: **4** Sketch Filename: **108.62 pier 1.jpg**



Sketch Description: 108.62 pier 1.jpg

Sketch Number: **5** Sketch Filename: **108.62_Vertical Clearance.jpg**

MINIMUM BRIDGE UNDERCLEARANCE
ALBANY DIVISION
NEW YORK STATE THRUWAY AUTHORITY

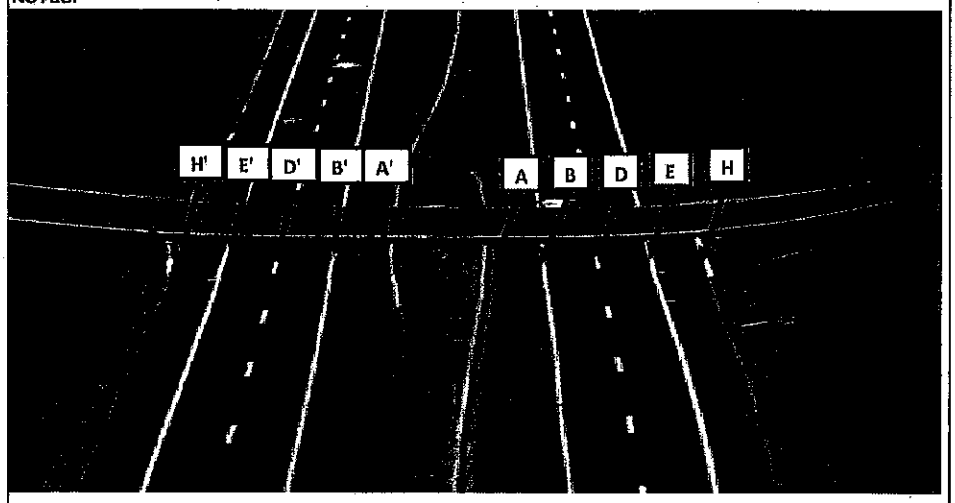
MP: 108.62 SHEET 1 OF 1
BIN: 5513180 DATE: 10/05/2021

Bridge Orientation: Northwest
Feature Crossed: Brick Schoolhouse Rd over 87IX **TWY Traffic Direction:**

Date	A	B	C	D	E	F	G	H	A'	B'	C'	D'	E'	F'	G'	H'
10/17/2013	15.55	15.48		15.08	14.30			13.28	15.80	15.92		16.14	15.95			15.54
12/16/2014	15.48	15.46		15.08	14.28			13.30	15.78	15.93		16.10	15.90			15.48
10/14/2015	15.50	15.46		15.05	14.29			13.33	15.80	15.90		16.10	15.90			15.50
12/19/2016	15.59	15.50		15.00	14.28			13.44	15.76	15.97		16.11	15.90			15.42
10/10/2017	15.58	15.49		15.03	14.26			13.03	15.78	15.97		16.11	15.89			15.22
12/06/2018	15.54	15.45		15.01	14.24			13.06	15.80	15.46		16.12	15.86			15.24
10/07/2019	15.54	15.47		15.03	14.22			13.08	15.78	16.00		16.10	15.95			15.24
10/05/2021	15.55	15.45		15.02	14.19			13.05	15.81	15.99		16.11	15.93			15.26

REMARKS:
Readings taken along right fascia. Prior to 2017, the concrete barriers with guiderail were removed from the abutments. H and H' readings now taken at abutment face.

NOTES:



Sketch Description: 108.62_Vertical Clearance.jpg

Sketch Number: **6** Sketch Filename: **MP 108.62 BRIDGE CONDITION REPORT.jpg**

SHEET ___ OF ___

NYS THRUWAY AUTHORITY
BRIDGE INSPECTION REPORT

MILEPOST: 108.62 INSPECTION DATE: 10/05/2021
RGN/CNTY: 13 BIN: 5513180
INSPECTED BY: Raymond Flavell TITLE: BSIE

FEATURE(S) CARRIED: BRICK SCHOOLHOUSE RD
FEATURE(S) CROSSED: 87IX

BRIDGE INSPECTION AND CONDITION REPORT
SUPPLEMENTARY INSPECTION ACTIVITIES

BIN PLATE CONDITION/LOCATION	☑ Satisfactory ☐ Missing ☐ Damage or Defaced ☐ End Abutment ☑ Begin Abutment
	New BIN plate at Begin Right wingwall.
FLOOD ELEVATION MARKINGS	☑ N/A ☐ Satisfactory ☐ Missing ☐ Damaged/illegible (describe below)
ELECTRICAL	☑ Class A (Caution) ☐ Class B (Warning) ☐ Class C (Danger)
SPECIAL EMPHASIS	☑ Not Required ☐ a 100% hand-on Inspection Given To:
	☐ No Defects Found ☐ Defects Described Below
UPGRADES REPORT	☐ None ☑ Minor (see below) ☐ Major rehab (see below) (Contract #:

The following work completed (explain to the right of any item checked: repaired, replaced, begin, end, left, right, etc. space below to explain complex or unusual situations or other work):

☐ Superstructure ☐ Curb, Sidewalk, Fascia

☐ Deck ☐ Bridge Rail

☐ Wearing Surface ☐ Approach

☐ Appr. Pavement ☐ Signage

☐ Substructure ☑ Other (explain) New BIN plate at Begin Right wingwall.

GENERAL COMMENTS / UNUSUAL CONDITIONS: ☐ Unusual Conditions (explained below)

Sketch Description: MP 108.62 BRIDGE CONDITION REPORT.jpg

Sketch Number: **7** Sketch Filename: **MP 108.62 BRIDGE INSPECTION REQUIREMENTS.jpg**

SHEET ___ OF ___

NYS THRUWAY AUTHORITY
BRIDGE INSPECTION REPORT

MILEPOST: 108.62 INSPECTION DATE: 10/05/2021
Rgn/Cnty: 13 BIN: 5513180
INSPECTED BY: Raymond Flavell TITLE: BSIE

FEATURE(S) CAREERED: BRICK SCHOOLHOUSE RD
FEATURE(S) CROSSED: 87IX

BRIDGE INSPECTION REQUIREMENTS

Instructions: Circle Thruway direction, then check YES or NO for each lane/shoulder closure. Comment on reason for each closure. Examples: cover plates, impact damage, etc.

NORTHBOUND	LANE CLOSURE			COMMENTS
Driving lane shoulder	☐ N/A	☐ YES	☑ NO	
Driving lane	☐ N/A	☐ YES	☑ NO	
Center lane	☑ N/A	☐ YES	☐ NO	N/A
Mall lane	☐ N/A	☐ YES	☑ NO	
Mall lane shoulder	☐ N/A	☐ YES	☑ NO	
Ramp lane	☑ N/A	☐ YES	☐ NO	N/A

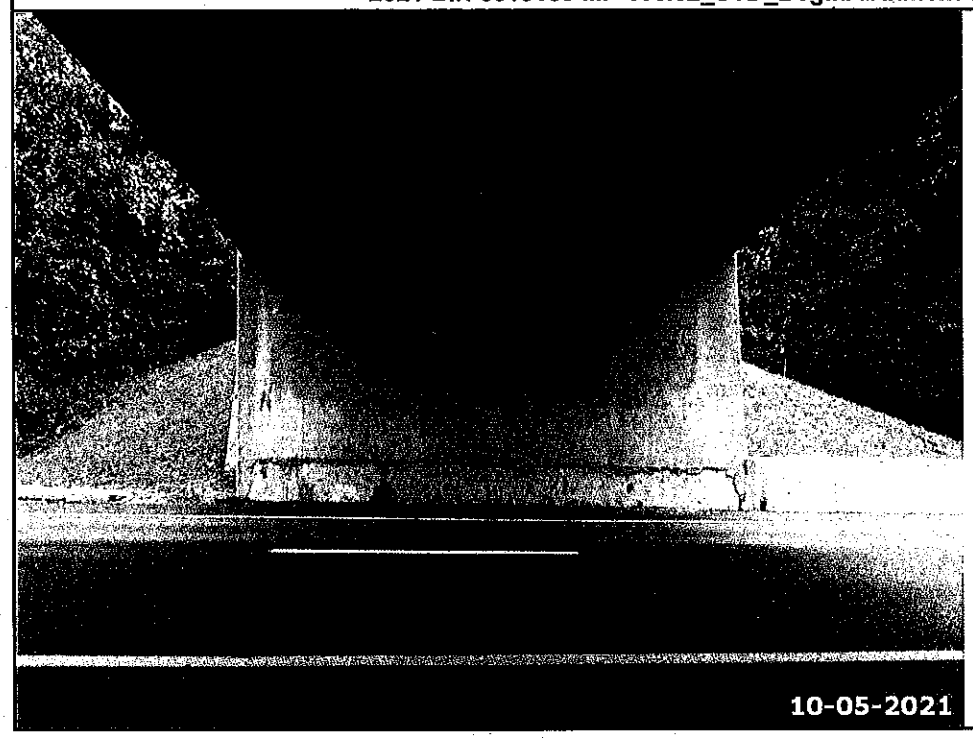
SOUTHBOUND	LANE CLOSURE			COMMENTS
Driving lane shoulder	☐ N/A	☐ YES	☑ NO	
Driving lane	☐ N/A	☐ YES	☑ NO	
Center lane	☑ N/A	☐ YES	☐ NO	N/A
Mall lane	☐ N/A	☐ YES	☑ NO	
Mall lane shoulder	☐ N/A	☐ YES	☑ NO	
Ramp lane	☑ N/A	☐ YES	☐ NO	N/A

NOTES:
Access: Walking
No MPT required.

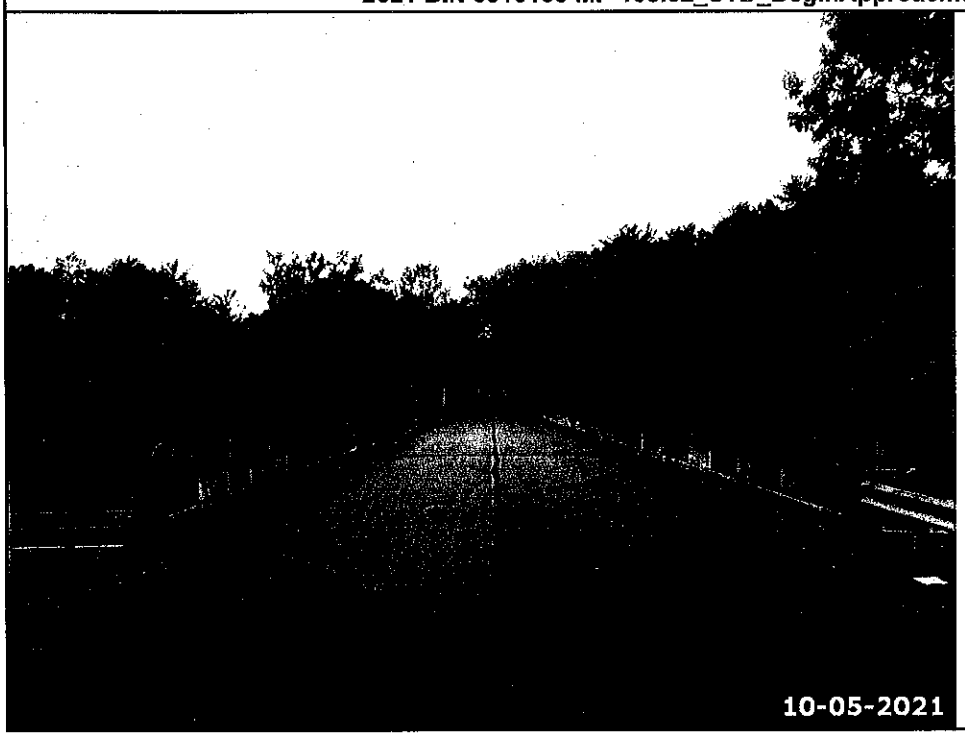
Sketch Description: MP 108.62 BRIDGE INSPECTION REQUIREMENTS.jpg

Standard Photographs

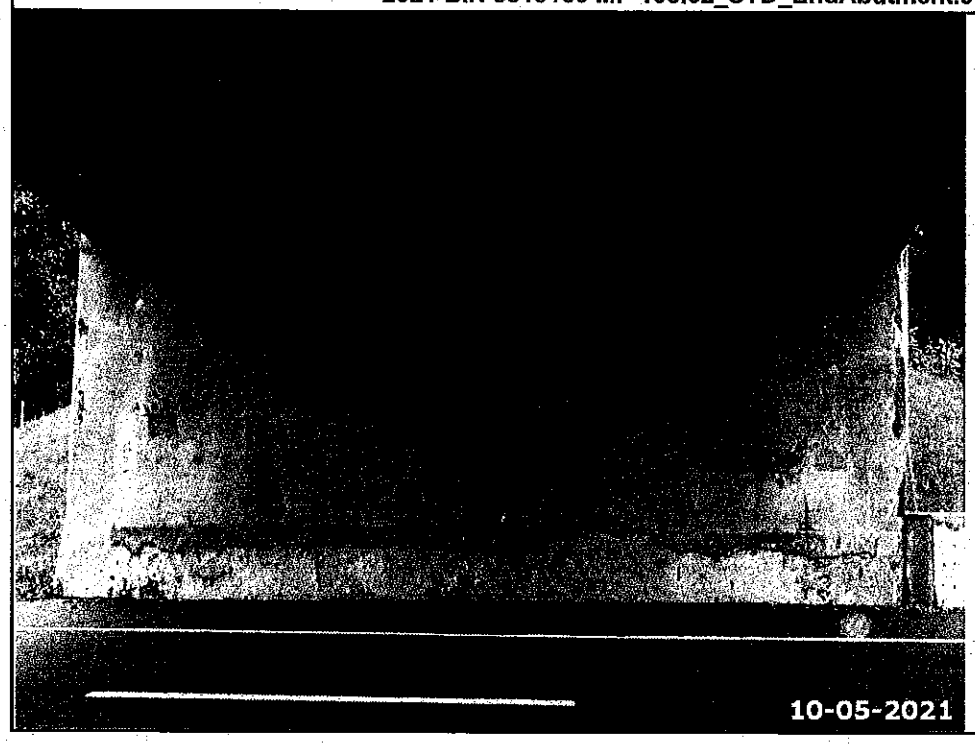
2021 BIN 5513180 MP 108.62_STD_BeginAbutment.JPG



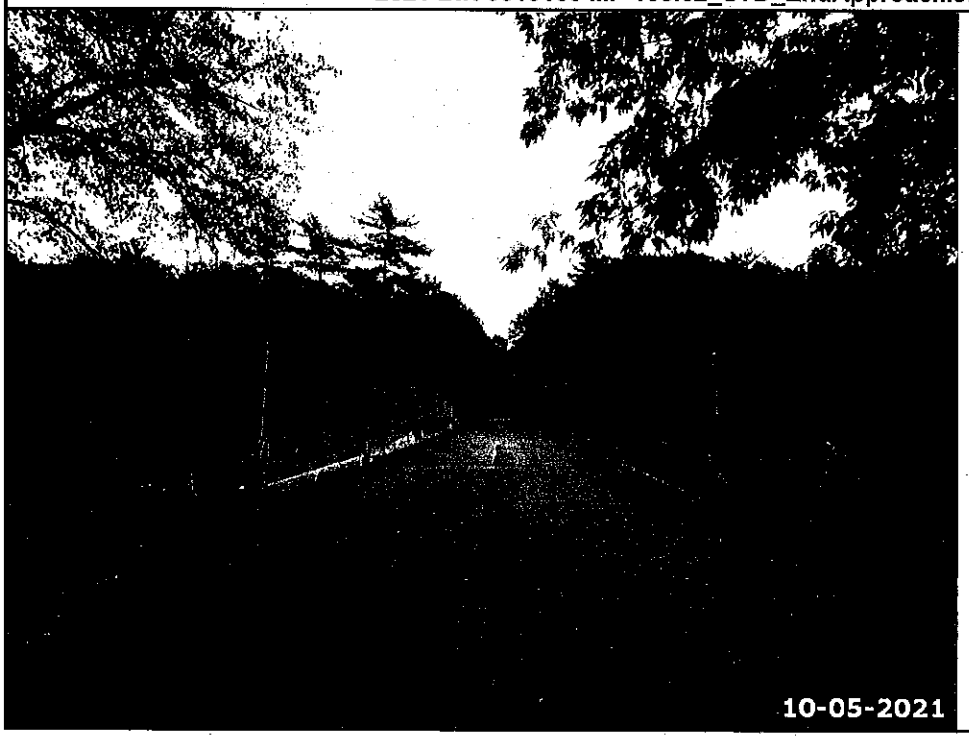
2021 BIN 5513180 MP 108.62_STD_BeginApproach.JPG



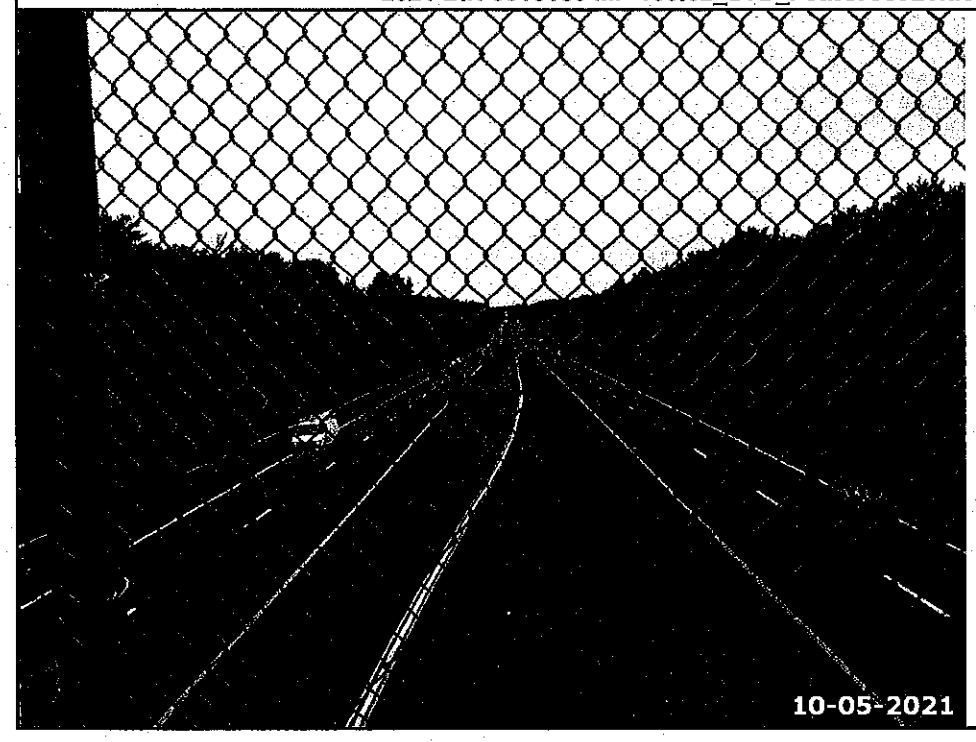
2021 BIN 5513180 MP 108.62_STD_EndAbutment.JPG



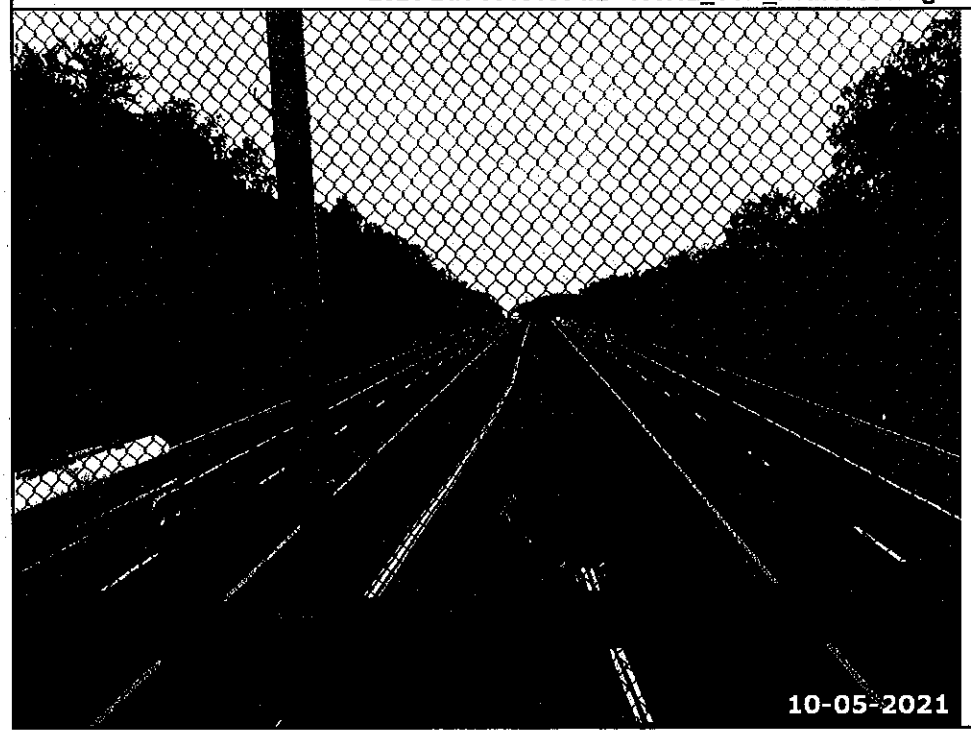
2021 BIN 5513180 MP 108.62_STD_EndApproach.JPG



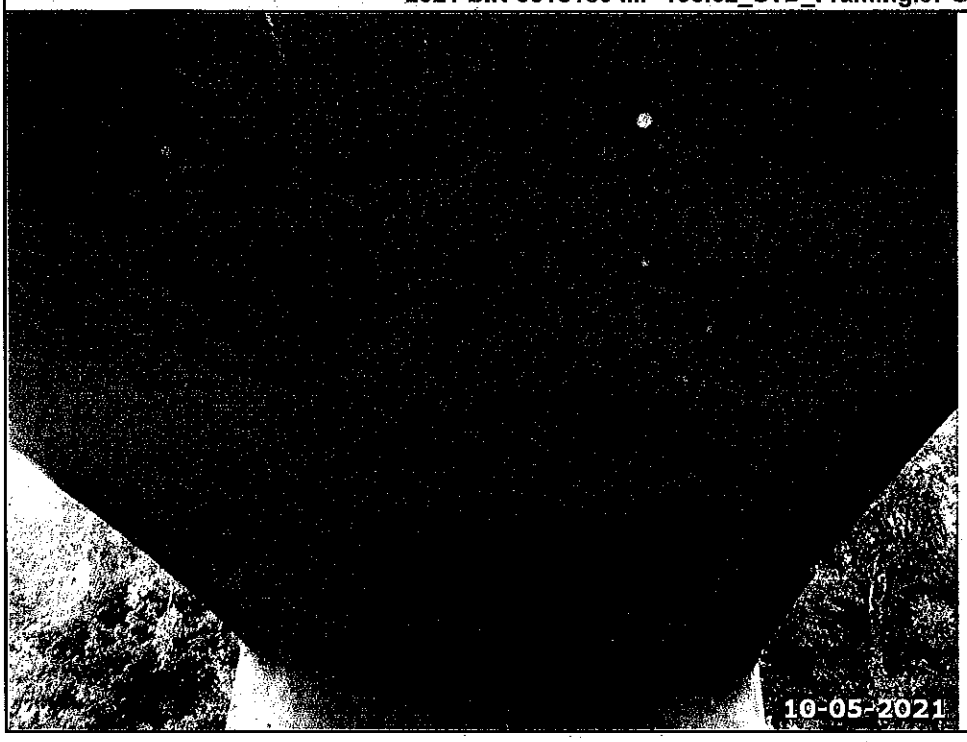
2021 BIN 5513180 MP 108.62_STD_FeatCrossLeft.JPG



2021 BIN 5513180 MP 108.62_STD_FeatCrossRight.JPG

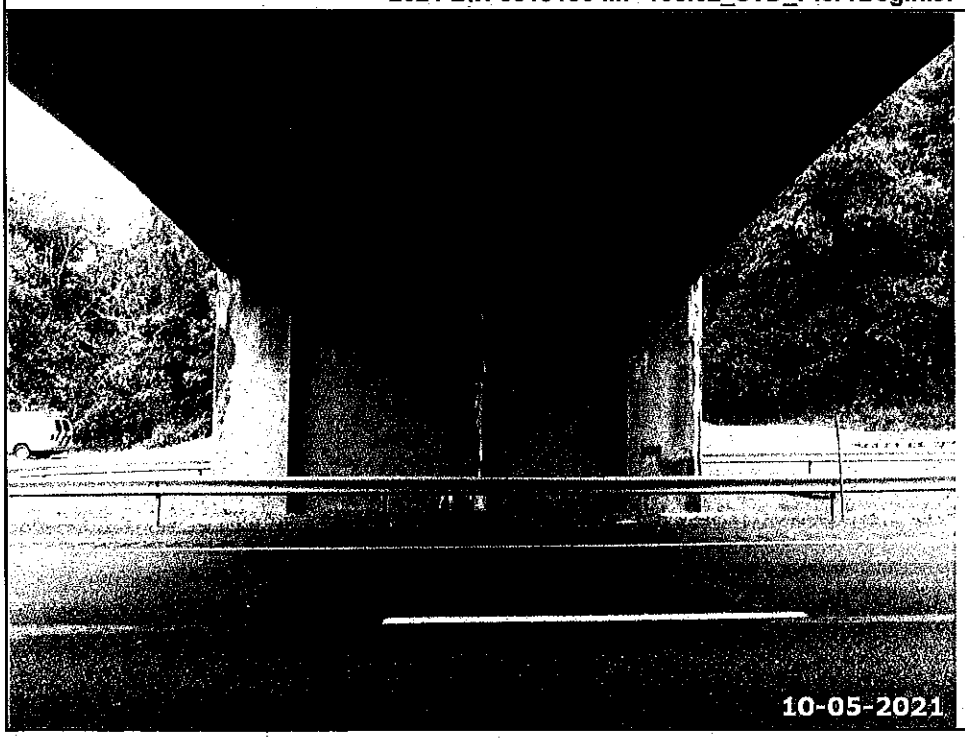


2021 BIN 5513180 MP 108.62_STD_Framing.JPG



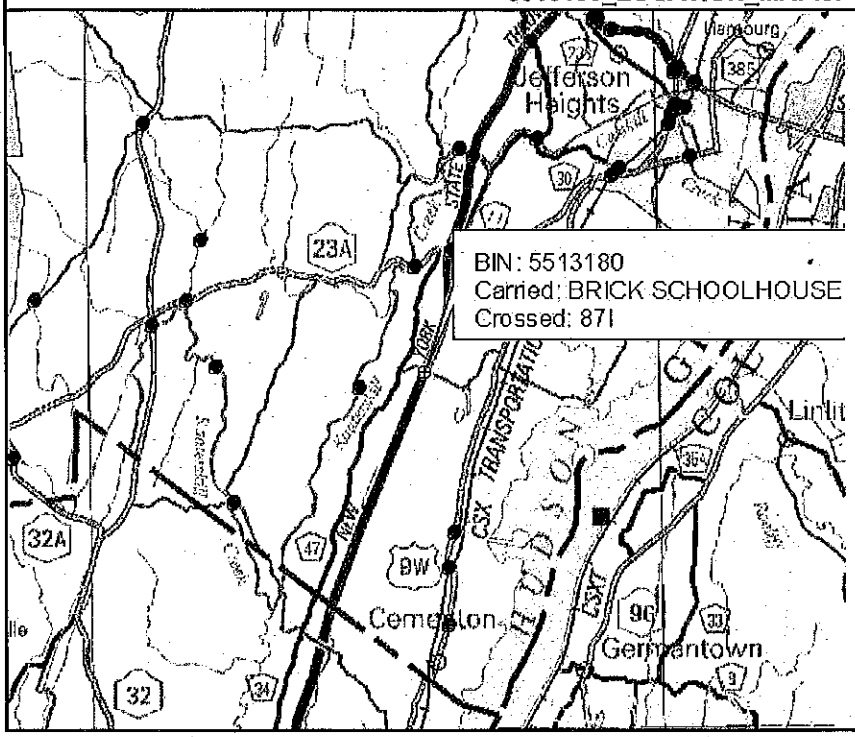
2021 BIN 5513180 MP 108.62_STD_LeftElevation.JPG

2021 BIN 5513180 MP 108.62_STD_Pier1Begin.JPG

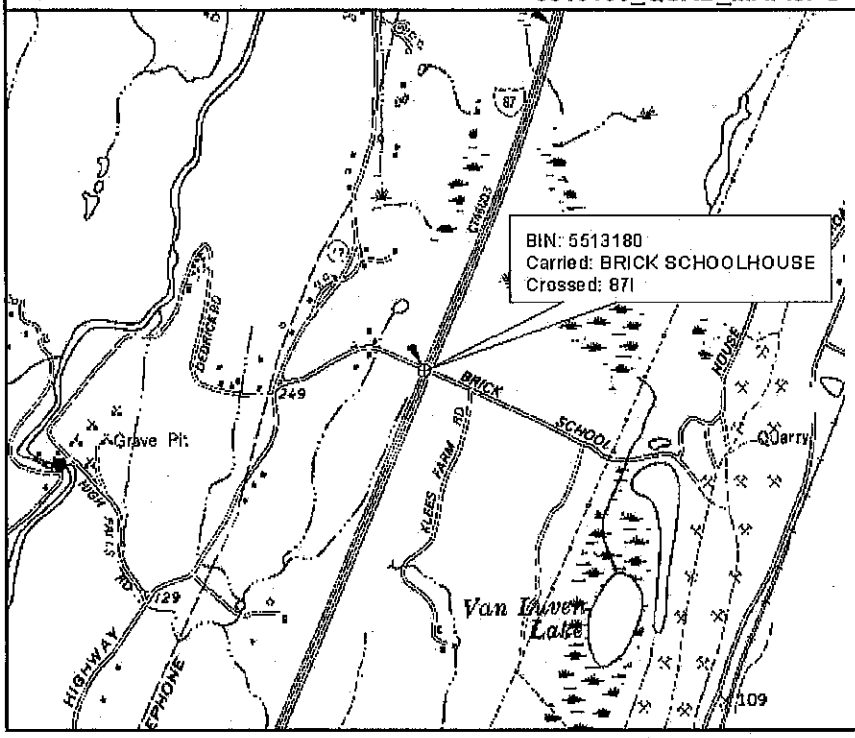


2021 BIN 5513180 MP 108.62_STD_RightElevation.JPG

5513180_LOCATION_MAP.JPG



5513180_QUAD_MAP.JPG



LOAD RATING

NEW YORK STATE THRUWAY AUTHORITY

BRIDGE INSPECTION FIELD VERIFICATION OF LOAD RATING DATA

Date: 10/05/21

MP/BIN: 108.62/5513180

Feature Carried / Crossed: Brick Schoolhouse Rd./87 IX

Dead Load:

WS Thickness & Material Shown on Plans - 3.5" Asphalt Concrete overlay
Changes Noted in Field: **None**

Railing Type Shown on Plans - Concrete parapet w/steel rail and overthrow fence
Changes Noted in Field: **None**

Other DL Contributions (e.g. utilities) on Plans - None
Changes Noted in Field: **None**

Section Loss:

Existing Documentation (sketches, etc.) ? - **N/A**

Location of Documentation (previous report, blue folder, etc.)? - N/A

New Section Loss noted? - **N/A**
Brief Description (attach sketches if helpful) - N/A

Additional Notes: **None**

Attachments: *yes* **no** *(please circle)*

Team Leader: **Raymond Flavell**

Signature: Raymond Flavell Date: October 5, 2021

LEVEL 2 LOAD RATING (VIRTIS)

MILEPOST: 108.62 BIN: 5513180

REGION: 1 COUNTY: GREENE

FEATURE CARRIED: BRICK SCHOOLHOUSE ROAD

FEATURE CROSSED: 87IX

LEVEL 2 LOAD RATING REVIEW

VIRTIS RUN DATE: 12/3/2019

CHANGES TO INPUT DATA: UNRATABLE - CONCRETE FRAME (HAUNCHED TOP SLAB & TAPERED END WALLS)

LOADING	INVENTORY RATING (TONS)	OPERATING RATING (TONS)
HS-20		
H-20		

LOADING	INVENTORY RATING (RF)	OPERATING RATING (RF)
EV2	N/A	
EV3	N/A	
SU4		
SU5		
SU6		
SU7		
NRL		

CONTROLLING MEMBER FOR RATING

LOCATION:

COMPONENT:

FAILURE TYPE:

EFFECTIVE SPAN LENGTH:

H EQUIVALENT OF LEGAL LOAD

PRIMARY MEMBER RATING:

SAFE LOAD CAPACITY:

SLC COMPUTATION USED (IN BOLD)				
0.60 HOR	0.70 HOR	0.80 HOR	0.85 HOR	HOR

ACTION TAKEN:

NONE REQUIRED	
RECOMMEND LEVEL 1	
UNRATABLE	X

COMPLETED BY

KENNETH SWEENEY

REVIEWED BY

AMODH NIRALA

PE # 086434

LOAD RATING ENGINEER

Bridge

Bridge Id:	5513180
Description:	Inspected on 10-7-19 Load Rating updated by WSA-Group PE-PC on 12-3-19 2019 Notes: - No changes. Concrete frame bridge with a haunched top slab and tapered end walls are not ratable in the current version of VIRTIS. Inspected on 10-10-17 Load Rating updated by HAKS on 12-8-17 2017 Changes: No Changes Inspected on 8/6/03, 9/1/05, 9/27/07, 10/21/09, 10/19/11. 10/17/13, 10/14/15. Original VIRITS input by WSA (for NYSTA) on 1/15/08. VIRTIS updated by CPL on 2/16/10. VIRTIS updated by CPL on 1/9/12. VIRTIS updated by WSA Group, PE-PC on 12/27/13. VIRTIS updated by WSA Group, PE-PC on 12/31/15. No changes. This is a 2 span reinforced concrete rigid frame bridge configuration and is currently unratable in VIRTIS (see Superstructure Definition "Spans 1 and 2" for BLRS comments). Bridge built under contract no. CT 46-3.
Facility Carried:	Brick Schoolhouse
Feature Intersected:	87IX
Location:	Greene County
Name:	MP 108.62, Brick Schoolhouse Road over 87IX
Year Built:	1946