



Thruway Authority

KATHY HOCHUL
Governor

JOANNE M. MAHONEY
Chair

FRANK G. HOARE, ESQ.
Acting Executive Director

January 30, 2024

Mr. Patrick McCulloch, Supervisor
Town of Catskill
439 Main St.
2nd Floor
Catskill, NY 12414

RE: 2023 BRIDGE INSPECTION REPORT

Dear Mr. McCulloch:

Enclosed is a copy of the 2023 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) 436-2928.

Very truly yours,

Jeff McGurn

Jeff McGurn, P.E.
Albany Division Bridge Engineer

cc: Bridge File

New York State Department of Transportation General Bridge Inspection Report

Inspection Date: October 05, 2023

Structure Information

MP108-62

BIN: 5513180

Region: 01 - ALBANY

Feature Carried: BRICK SCHOOL HOUSE ROAD

County: GREENE

Feature Crossed: 87IX

Political Unit: Town of CATSKILL

Orientation: 8 - NORTHWEST

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 Vertical Clearances Match Inventory: Yes

Posted Load in field: Not Posted

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 Channel Condition: N

NBI Superstructure Condition: 6

NBI Culvert Condition: N

NBI Substructure Condition: 6

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: Stephen J. Haluska, P.E. 105686-1

Date: November 01, 2023

Review Signature: Sohail Ahmed, P.E. 093179-1

Date: November 03, 2023

Processed by: Refik Ikeljic, P.E. 098856-1

Date: January 16, 2024

Report Printed: January 16, 2024 11:06:58 AM

Additional Information

Overloads Observed

No overload vehicles observed during this inspection.

Notes to Next Inspector

Structure is located at MP 108.62.

BIN plate is located at the begin abutment, mounted on the end edge of the right wingwall.

2023 Access: walking.

Parking is available in the grassy median, northbound direction.

Improvements Observed

2019: None.

2021: New BIN plate installed on edge of begin right wingwall.

2023: None.

Pedestrian Fence Height

6

Snow Fence

Yes

Bin Plate Condition

OK

Scour Critical Rating

N - Bridge not over waterway.

Field Notes

Staff Present During Inspection

Name	Title	Organization
Adam Gardella	ATL	NYSTA

General Equipment Required for Inspection*

Access Type
13 - Walking

* For span specific equipment requirements refer to the Active Inventory's

Detailed Time & Weather Conditions

Field Date	Arrival	Departure	Temp (F)	Weather Conditions
10/05/2023	08:45 AM	10:45 AM	70	Sunny/Dry

Inspection Times (hours)

Time required for travel, inspection and report preparation	15
Lane closure usage	None
Railroad flagging time	No

Element Quantities

Element Assessment Summary Table							
Element	Total Quantity	Unit	CS-1	CS-2	CS-3	CS-4	CS-5
38 - Reinforced Concrete Slab	3812	ft ²	760	3048	4		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		206	31	5	0
331 - Reinforced Concrete Bridge Railing	242	ft		197	45		0
510 - Wearing Surfaces	3388	ft ²		3388			0
515 - Steel Protective Coating	356	ft ²			178	178	0
800 - Erosion or Scour	333	ft	333				0
811 - Curb	242	ft		240	2		0
853 - Wingwall	196	ft		195	1		0
860 - Headwall	222	ft		222			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		106			0
PR210 - Reinforced Concrete Pier Wall	32	ft		27	5		0
PR220 - Reinforced Concrete Pile Cap/Footing	33	ft					33
PR800 - Erosion or Scour	66	ft	66				0
38 - Reinforced Concrete Slab	1906	ft ²	382	1524			0
510 - Wearing Surfaces	1694	ft ²		1694			0
330 - Metal Bridge Railing	121	ft		103	18		0
515 - Steel Protective Coating	178	ft ²			89	89	0
331 - Reinforced Concrete Bridge Railing	121	ft		121			0
811 - Curb	121	ft		120	1		0
860 - Headwall	111	ft		111			0
Span Number : 2							
EA215 - Reinforced Concrete Abutment	32	ft		32			0

Element**	Total Quantity	Unit		CS-2			CS-5
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		89	1		0
38 - Reinforced Concrete Slab	1906	ft ²	378	1524	4		0
510 - Wearing Surfaces	1694	ft ²		1694			0
330 - Metal Bridge Railing	121	ft		103	13	5	0
515 - Steel Protective Coating	178	ft ²			89	89	0
331 - Reinforced Concrete Bridge Railing	121	ft		76	45		0
811 - Curb	121	ft		120	1		0
860 - Headwall	111	ft		111			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

Inspection Notes

General Notes

None

Element Condition Notes

	TO	CS-2			CS-5
Span 1: 38 - Reinforced Concrete Slab	1906	382	1524	0	0
Span 2: 38 - Reinforced Concrete Slab	1906	378	1524	4	0
Common					
Referenced Photo(s): 15, 16, 21, 22					
Referenced Sketch(es): 5					
Span 1 is located above NB traffic (photo 15) and span 2 is located above SB traffic (photo 16).					
Each span's superstructure consists of a reinforced-concrete slab with a subtle arch on the underside surface.					
The topside surface is paved over with bituminous asphalt; inspection is limited to underside and lower fascia surfaces.					
Overall, the exposed slab surface within each span is in fair condition.					
Typical [minor] deterioration seen at underside of slab surfaces with each span consists of tight cracking, tight map cracking, minor dampness near the fascias, and efflorescence staining within some of the cracks.					
Localized CS-3 deterioration is seen within span 2, noted as follows:					
----Impact damage is seen on the right fascia above the driving lane, affecting the lower edge for an area 1.5'L x 1'W x 3"D (see photo 21).					
----A localized spall is seen on the underside surface, located above the southbound driving lane shoulder near centerline of Brick School House Road, affecting the underside surface for an area 2'L x 1'W x 1.5"D (photo 22).					
No notable change seen with vertical clearances, taken along the right-side fascia within each span.					

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

Condition State 3 Note

Referenced Photo(s): 19, 20

Referenced Sketch(es): 4

The central pier wall consists of reinforced concrete.

Overall, the concrete pier is in fair condition.

The begin and end faces each show a full-height vertical crack, located near mid-length, with heavy efflorescence staining.

Other small pockets of shallow spalling are seen due to little cover on underlying reinforcing steel.

Remaining pier wall surfaces show minor scaling, tight cracking, efflorescence staining, and delaminated areas.

Reference the pier sketch for further condition details.

Span 1: BA215 - Reinforced Concrete Abutment Span 2: EA215 - Reinforced Concrete Abutment	TQ		CS-2	CS-3		CS-5
	32	0	31	1	0	0
	32	0	32	0	0	0

Common

Referenced Photo(s): 17, 18

Referenced Sketch(es): 3

The begin and end abutment stems consists of reinforced concrete.

Overall, each stem is in fair condition.

The begin stem shows a localized spall on the upper portion of the left side, measuring 1.5'W x 2'H x 2"D (photo 17).

Remaining stem surfaces at each abutment show minor scaling, tight cracking, and delaminated areas (see photo 18 for the end stem).

Reference abutment sketch for further condition details.

Span 1: 330 - Metal Bridge Railing Span 2: 330 - Metal Bridge Railing	TQ		CS-2			CS-5
	12	0	103	18	0	0
	12	0	103	13	5	0

Common

Referenced Photo(s): 1, 2, 3, 4, 5, 6, 7, 8, 9, 10

Referenced Sketch(es): None

A two-rail metal bridge rail is installed along the top face of the 16" wide reinforced concrete parapet.

The rail system overall is in fair condition; the metal railings are in fair condition, but posts and anchorage show severe deterioration; noted as follows:

RAILING

-The railing is generally rusty with paint failure and minor pitting throughout (photos 01, 02, 03).

POSTS

-Nine (x9ea) posts are located on each side within each span.

-Right-side posts along span 2 are in the worst condition of all the posts. Posts typically show heavy pitting at the base plate areas or crevice areas where the rails tie into the posts.

-Several posts show perforations, rating CS-4, noted as follows:

-Span 2, right side, post #2; 2.5" diameter perf at begin-side base (photo 05)

-Span 2, right side, post #5; 3"L x 2"H diameter perf on end-side (photo 06)

- Span 2, right side, post #7; 1" diameter perf on end-side (no photo)
- Span 2, right side, post #8; 1" diameter perf on end-side (no photo)
- Span 2, right side, post #9; perforated along begin, right, and end-sides (photo 07)
- Remaining posts on the right side of span 2 show heavy pitting

ANCHORAGE

-Anchorage hardware (exposed studs, nuts, and washers) is severely corroded with up to 100% section loss seen on at least one nut at each post. Remaining nuts typically show 50% to 90% section loss. Exposed bolts show approximately 20% section loss with heavy rust.

-Each post location is given 1LF od CS-3 rating due to anchorage condition.

-No safety flag warranted at this time due to low traffic volume top-side as well as the additional presence of a concrete curb and the 16" wide concrete barrier (on which the metal rail is fastened to), to guide traffic.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 330 - Metal Bridge Railing-515 - Steel Protective Coating	178	0	0	89	89	0
Span 2: 330 - Metal Bridge Railing-515 - Steel Protective Coating	178	0	0	89	89	0

Common

Referenced Photo(s): 1, 2, 3, 4, 5, 6, 7, 8, 9, 10

Referenced Sketch(es): None

The green paint coating covering the two-rail metal bridge railing on the left and right sides, along spans 1 and 2, is generally in poor-to-failed condition.

Steel surfaces typically show areas of heavy deterioration to the coating at post, rail, and anchorage surfaces. Deterioration includes cracked paint, flaking paint, blistering paint, rust bleed-through, non-adherent paint, or failed coating with active corrosion.

Effectiveness is approximately noted at 50% ineffective and 50% failed.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 331 - Reinforced Concrete Bridge Railing	121	0	121	0	0	0
Span 2: 331 - Reinforced Concrete Bridge Railing	121	0	76	45	0	0

Common

Referenced Photo(s): 1, 2, 3, 4, 8, 9, 10

Referenced Sketch(es): None

Reinforced concrete bridge railing is located on the left and right sides along spans 1 and 2, measuring 16" wide x 1'-4" high on top of an 8" high curb (sidewalk on each side has been previously removed, leaving only a curb).

Overall, the concrete railing system is in fair condition. Each span shows areas of patching or previous repairs, delaminated areas, rust staining, water staining, and moderately weathered/ scaled concrete surface (see photos 01 thru 08).

The right side concrete rail within span 2 shows notable CS-3 deterioration from approximately 1/4-span to the end of the span (see photos 09 and 10). The top face/edge of the barrier within the area is spalled up to 24'L x 16"W x 4" deep, with crumbly exposed concrete. The inboard face and remaining top edge is cracked and delaminated with moderate-to-heavy efflorescence staining.

	TQ	CS-1	CS-2	CS-3	CS-4	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

Concrete curb is located on the left and right sides along spans 1 and 2.

A localized section of spalled concrete curbing is located directly above the pier, on the right side, affecting equal lengths of spans 1 and 2 curbing.

The affected length is spalled 2'L x 6"H x 2"D, affecting 1LF within each span.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: BW853 - Wingwall	106	0	106	0	0	0
Span 2: EW853 - Wingwall	90	0	89	1	0	0

Common
Referenced Photo(s): 23, 24
Referenced Sketch(es): 3

Reinforced concrete wingwalls are located at the begin and end abutments.

The begin wingwalls are generally in fair condition overall, with the right-side wingwall showing heavy water staining with algae growth. Additionally, tight horizontal cracking and several layers of cold joints are seen with a moderate accumulation of efflorescence (see photo 23).

The end wingwalls are generally in fair condition overall, with the right-side wingwall showing a localized vertical spall, located adjacent to the begin side of the vertical construction joint, measuring 6"W x 3"H x 2"D (see photo 24).

Remaining wingwall surfaces show minor scaling, tight cracking, and localized delaminated areas.

Reference abutment sketch for further condition details.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 860 - Headwall	111	0	111	0	0	0
Span 2: 860 - Headwall	111	0	111	0	0	0

Common
Referenced Photo(s): 11, 12, 13, 14
Referenced Sketch(es): None

Reinforced concrete headwall is seen along the left and right fascias of spans 1 and 2.

See the following photos for general conditions at each headwall:

- Span 1 LEFT headwall - photo 11
- Span 1 RIGHT headwall - photo 12
- Span 2 LEFT headwall - photo 13
- Span 2 RIGHT headwall - photo 14

Overall, the concrete headwall surfaces are in fair condition.

SPAN 1

- Cracking with efflorescence staining is seen on the left face at the end of the span directly above pier 1.
- Four shallow pop-outs ~4"W x 12"H each, are seen on the right-fascia headwall near mid-span, due to shallow cover of underlying reinforcing steel.

SPAN 2

- Cracking with efflorescence staining is seen on the right face at the begin of the span directly above pier 1.
- Two shallow pop-outs ~4"W x 8"H each, are seen on the left-fascia headwall near mid-span, due to shallow cover of underlying reinforcing steel.

Remaining headwall surfaces show minor scaling, water staining, rust staining, tight cracking, and efflorescence staining.

Non-Structural Condition Observations

Category: APPROACH - Railing Quantity: 93 Unit: ft

Referenced Element(s): NONE

Referenced Photo(s): 25, 26, 27

Referenced Sketch(es): NONE

Begin left approach railing (non-"bridge style") = 53 LF; a 4-cable rail with 5 posts (photo 25)
-The cable is loose and has excessive slack.
-All posts are leaning out of plumb.
-The bottom cable is detached entirely.

Begin right approach railing (non-"bridge style") = 40 LF; a corrugated w-section rail with 4 posts (photo 26)
-The w-section rail at the begin right has a non-standard transition to the "bridge-style" railing.
-The posts are leaning and have inadequate spacing.
-The w-section is disconnected from the final post at the end section.

The "bridge-style" railing located on top of each wingwall shows similar deterioration to that of the actual bridge railing, including heavy rust to the rails, posts, and anchorage hardware, perforations to the posts near the base plates, as well as 100% section loss to at least one nut at each base plate anchorage (see photo 27 for typical approach railing "bridge-style" post).

Category: APPROACH - Settlement Quantity: 80 Unit: sqft

Referenced Element(s): NONE

Referenced Photo(s): 28

Referenced Sketch(es): NONE

The roadway approach sections located between the wingwalls adjacent to the interface with the bridge shows settlement affecting the outer 4' of the roadway at each corner.

Settlement typically affects the out-most 5'L x 4'W x 2"D of the roadway area at the begin left, begin right, end left, and end right quadrants.

Category: APPROACH - Curb Quantity: 2 Unit: ft

Referenced Element(s): NONE

Referenced Photo(s): 29

Referenced Sketch(es): NONE

The end approach left-side concrete curbing shows a 2'L section of spalled curb at the end/terminus of the concrete barrier section. The concrete curb is spalled 2'L x 7"W x 3"D.

Reinforcing steel is seen projecting out from the spall, but is angled down and away from the roadway, and did not prove to be an imminent danger warranting a safety PIA flag.

Category: FENCING - Snow Quantity: 1 Unit: ft

Referenced Element(s): NONE

Referenced Photo(s): 30

Referenced Sketch(es): NONE

1" mesh snow fencing is located on the left and right sides along spans 1 and 2, including along the "bridge-style" railing located at each approach.

The end right approach shows one connection of the lower pipe rail-to-post, which has corroded and severed due to rust and 100% section loss, located at the begin-side of the connection at post #3. This lower pipe railing remains secured with 5 wire ties.

Inspection Photographs

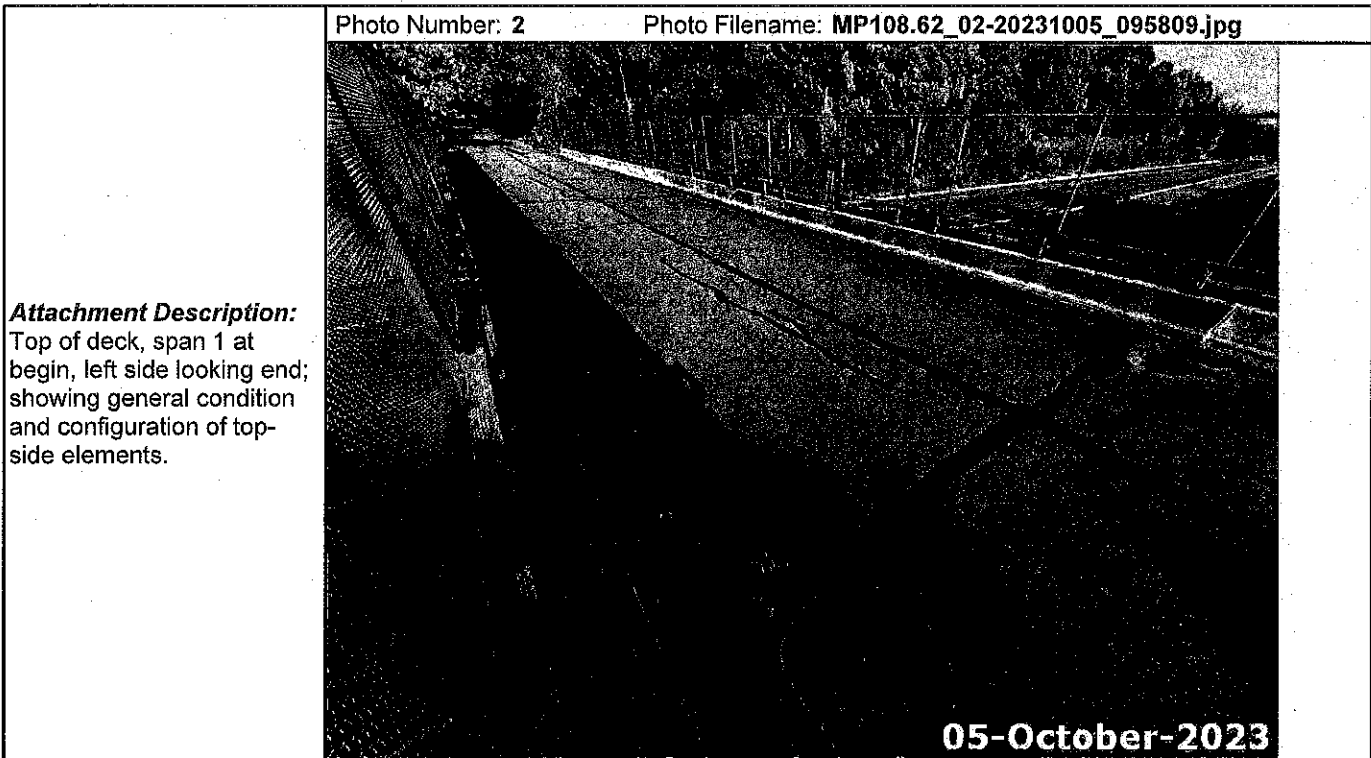
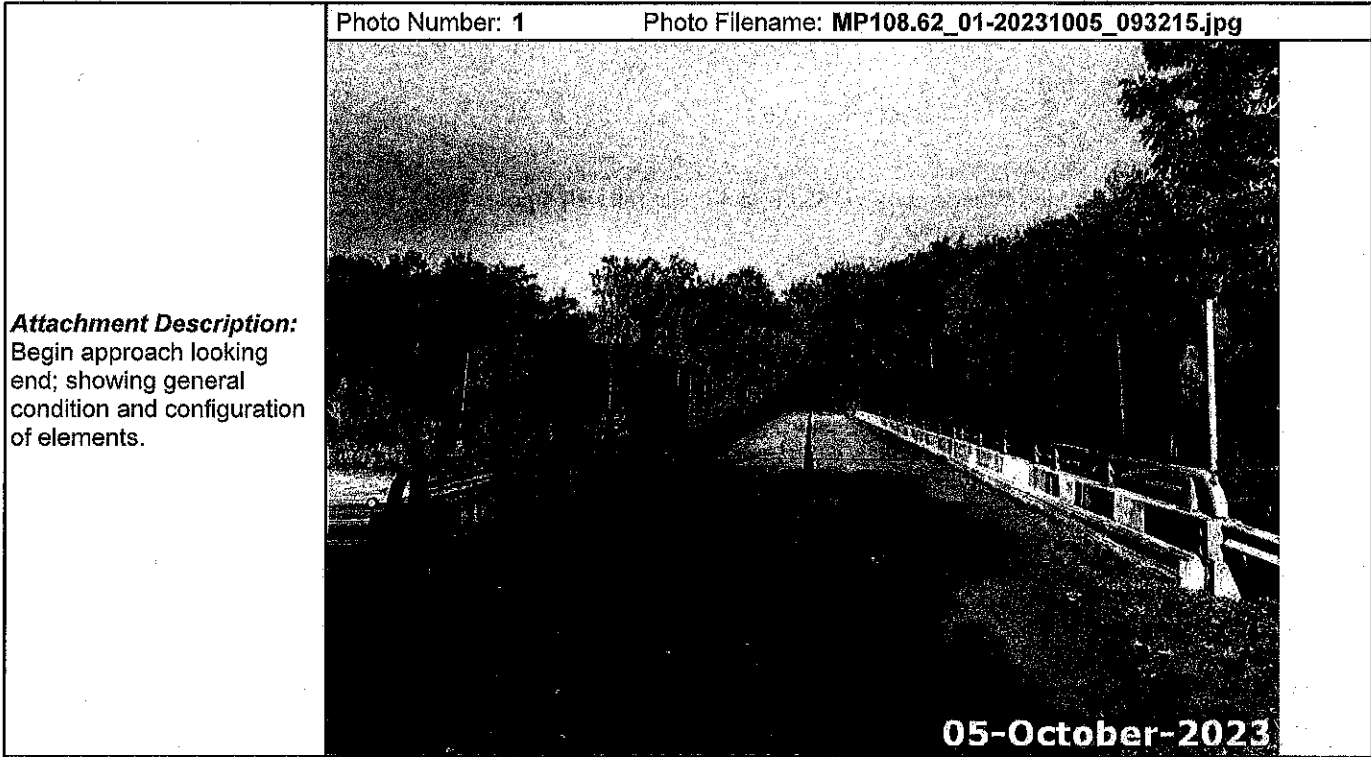


Photo Number: 3

Photo Filename: MP108.62_03-20231005_100209.jpg

Attachment Description:
Span 1 left side rail at post
#2 looking end; showing
rusting of rail and failure of
paint.

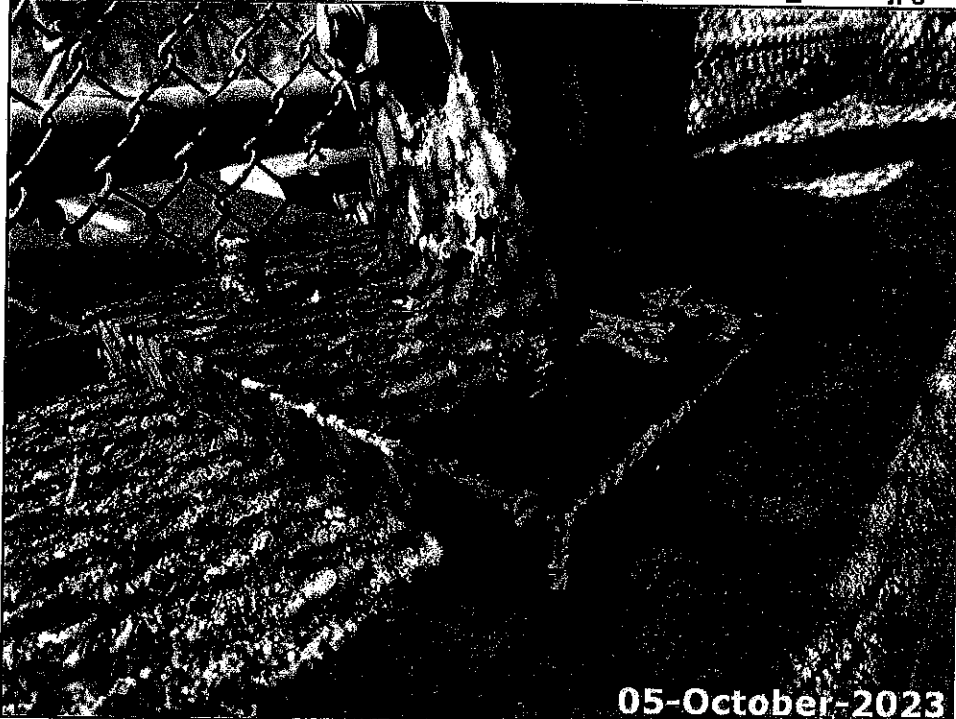


05-October-2023

Photo Number: 4

Photo Filename: MP108.62_04-20231005_100426.jpg

Attachment Description:
Span 1 left side rail at post
#3 looking left/end; showing
corrosion of anchorage
hardware, typical of all
posts.



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Photo Number: 5 Photo Filename: MP108.62_05-20231005_101252.jpg

Attachment Description:
Span 2 right side rail at post
#2 looking right/end;
showing perforation at base
of post on begin side.

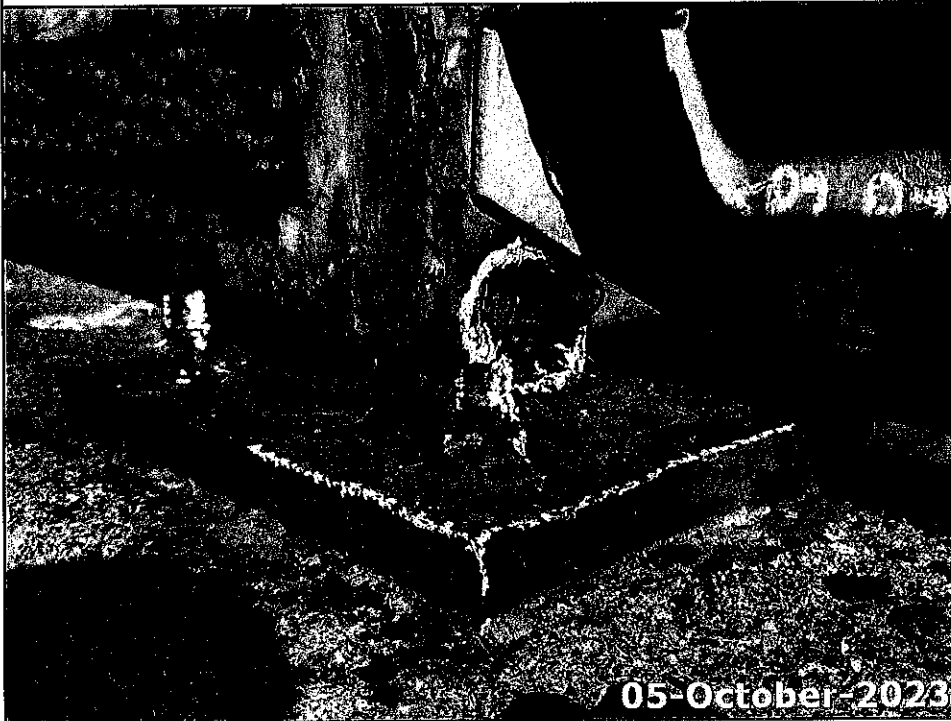


Photo Number: 6 Photo Filename: MP108.62_06-20231005_101513.jpg

Attachment Description:
Span 2 right side rail at post
#5 looking right/begin;
showing perforation at base
of post on end side.



Photo Number: 7

Photo Filename: MP108.62_07-20231005_101851.jpg

Attachment Description:
Span 2 right side rail at post #9 looking begin; showing perforation at base of post on end, right and begin side.



Photo Number: 8

Photo Filename: MP108.62_08-20231005_102234.jpg

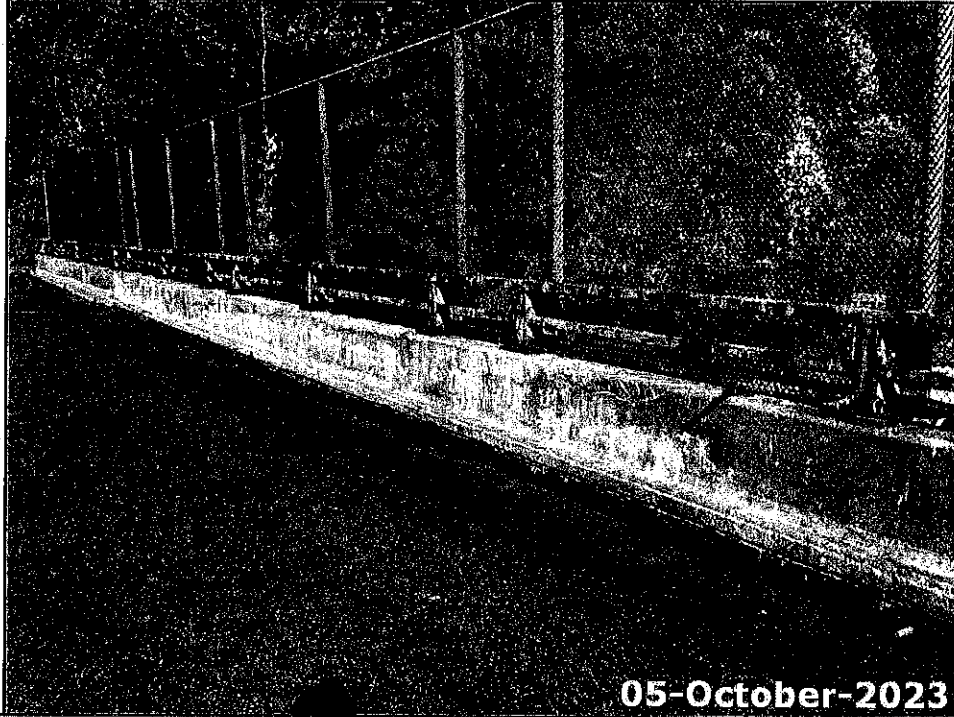
Attachment Description:
Spans 1 & 2 right side curb at pier 1, looking right; spalling concrete curb.



Photo Number: 9

Photo Filename: MP108.62_09-20231005_102353.jpg

Attachment Description:
Span 2 right side concrete parapet wall, looking end; showing deteriorating concrete from 1/4 span to end including spalling, delamination, cracking and efflorescence.



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Photo Number: 10

Photo Filename: MP108.62_10-20231005_102826.jpg

Attachment Description:
Span 2 right side concrete parapet wall, looking begin; showing heavily spalling section of parapet wall.

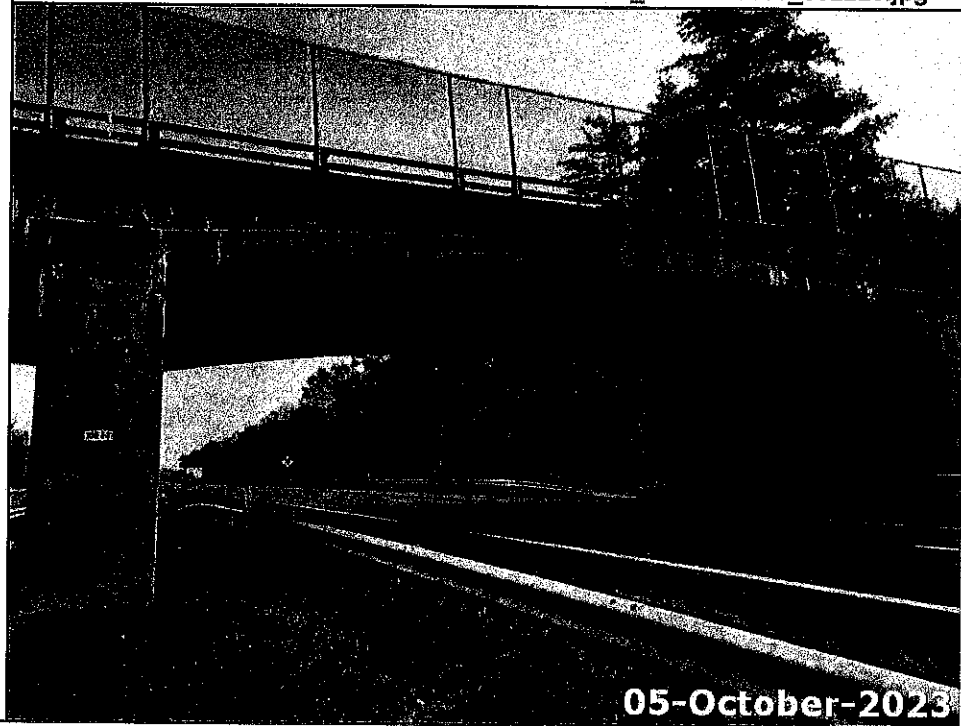


05-October-2023

Photo Number: 11

Photo Filename: MP108.62_11-20231005_092223.jpg

Attachment Description:
Span 1 left fascia (NB)
looking right; showing
general condition and
configuration of elements.



05-October-2023

Photo Number: 12

Photo Filename: MP108.62_12-20231005_092315.jpg

Attachment Description:
Span 1 right fascia (NB)
looking left; showing
general condition and
configuration of elements,
including 4 small pop outs
and efflorescence.



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Photo Number: 13

Photo Filename: MP108.62_13-20231005_092516.jpg

Attachment Description:
Span 2 left fascia (SB)
looking right; showing
general condition and
configuration of elements,
including 2 small pop outs
and minor efflorescence.



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Photo Number: 14

Photo Filename: MP108.62_14-20231005_092623.jpg


Attachment Description:
Span 2 right fascia (SB)
looking left; showing
general condition and
configuration of elements,
including spalling/crumbling
concrete along top edge
from 1/4 span to end.



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Photo Number: 15 Photo Filename: MP108.62_15-20231005_091511.jpg


Attachment Description:
Span 1 looking begin;
showing general condition
and configuration of
underside elements.



05-October-2023

Photo Number: 16 Photo Filename: MP108.62_16-20231005_091731.jpg

Attachment Description:
Span 2 looking end;
showing general condition
and configuration of
underside elements.



05-October-2023

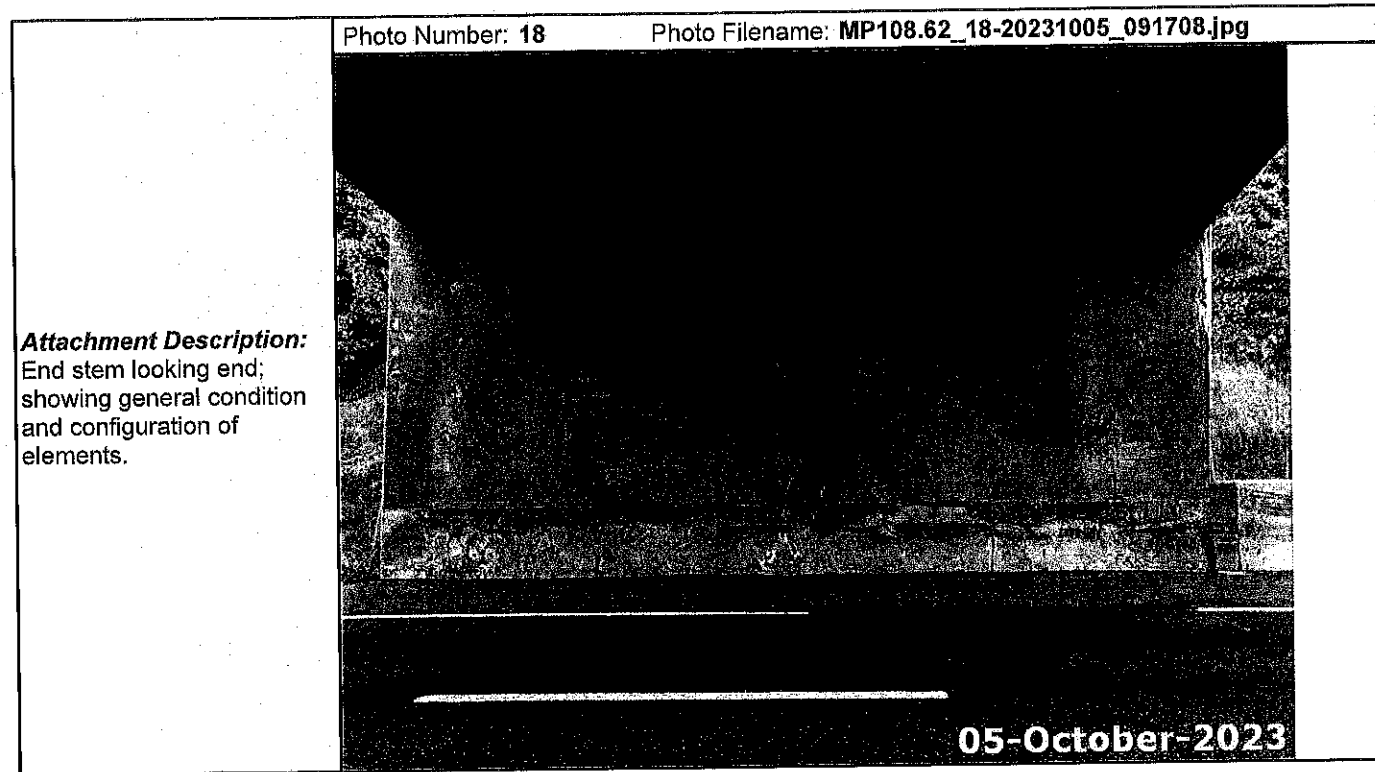
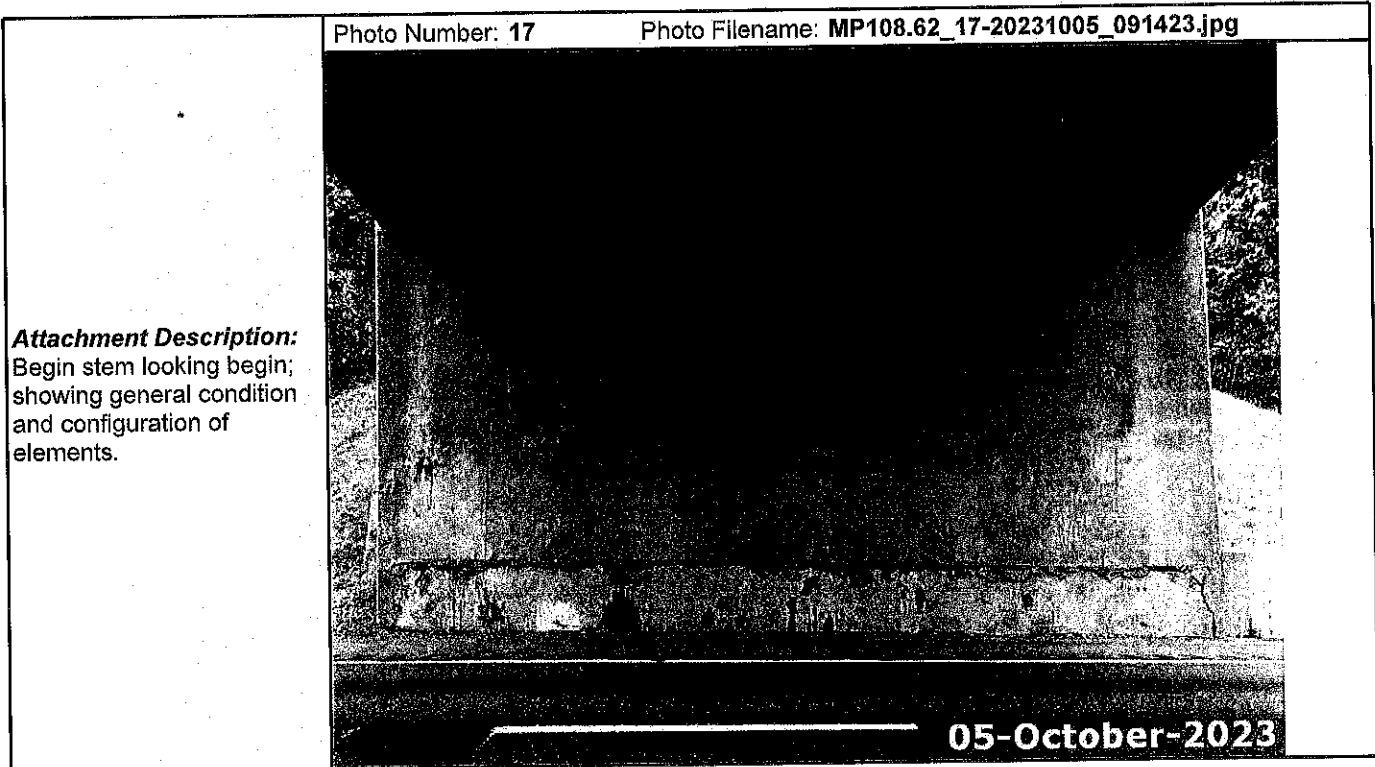


Photo Number: 19

Photo Filename: MP108.62_19-20231005_091550.jpg

Attachment Description:
Pier 1 begin face looking
end; showing general
condition and configuration
of elements.

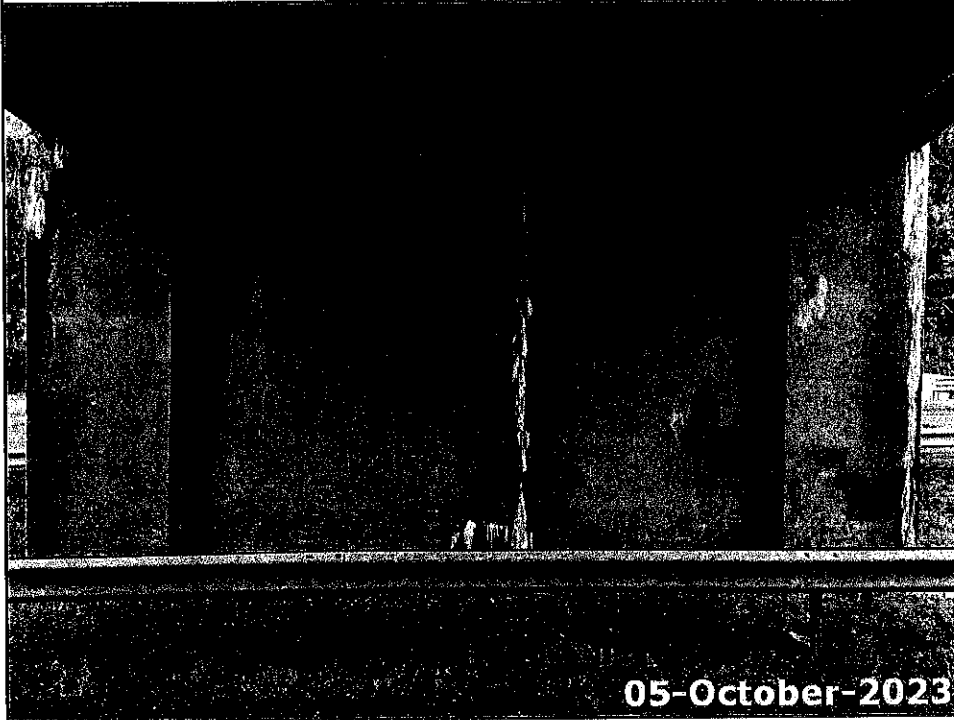


Photo Number: 20

Photo Filename: MP108.62_20-20231005_091638.jpg

Attachment Description:
Pier 1 end face looking
begin; showing general
condition and configuration
of elements.

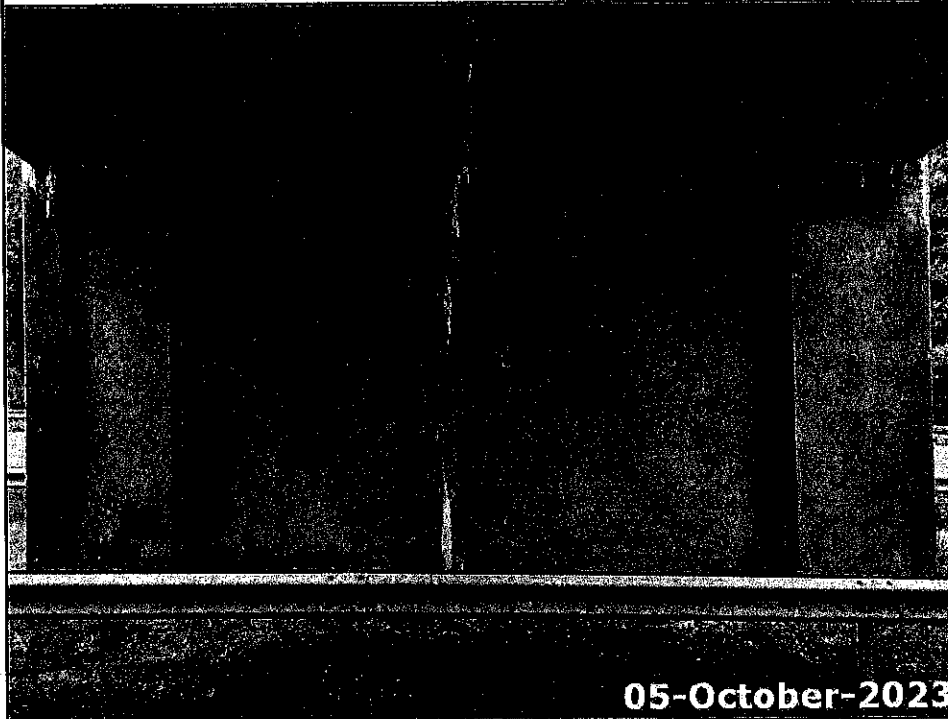


Photo Number: 21

Photo Filename: MP108.62_21-20231005_091808.jpg

Attachment Description:
Span 2 underside, right
edge over driving lane
looking right/end; showing
concrete impact damage.

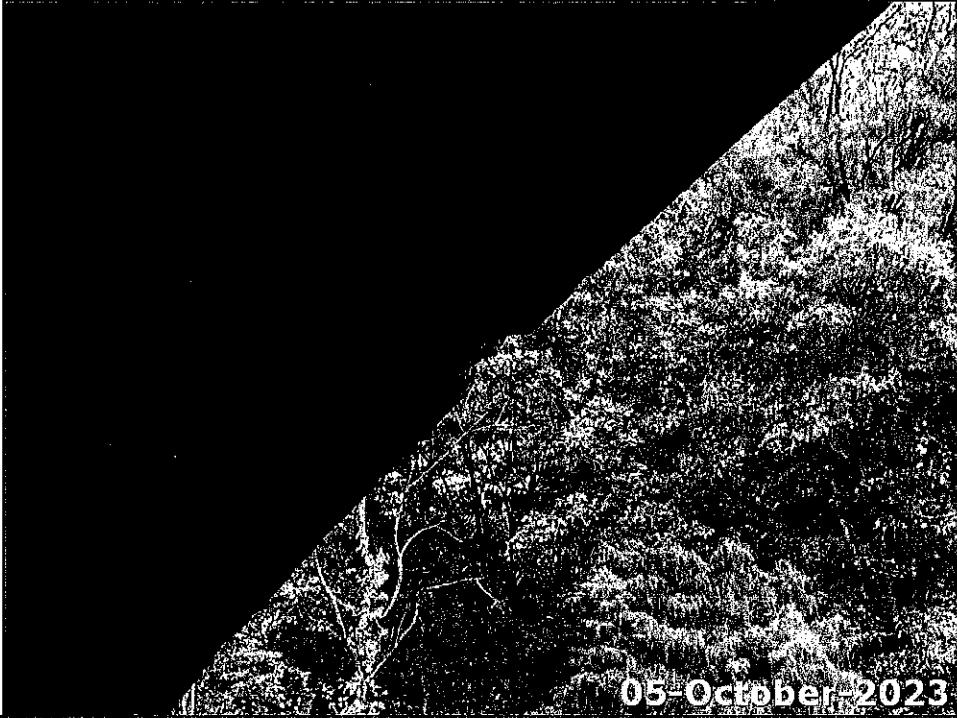


Photo Number: 22

Photo Filename: MP108.62_22-20231005_091935.jpg

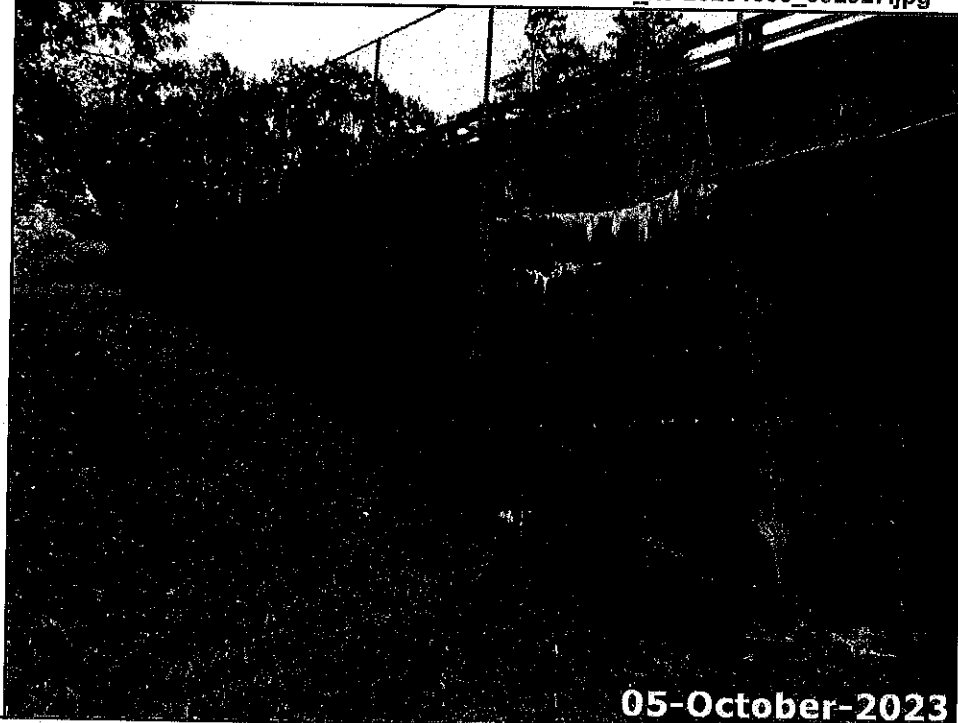
Attachment Description:
Span 2 underside adjacent
to end stem at mid point,
looking end/right; showing
spall in underside of deck
with exposed rebar.



Photo Number: 23

Photo Filename: MP108.62_23-20231005_092927.jpg

Attachment Description:
Begin right wingwall looking left; showing general condition and configuration of elements, as well as hairline cracking w/efflorescence.



05-October-2023

Photo Number: 24

Photo Filename: MP108.62_24-20231005_103400.jpg

Attachment Description:
End right wingwall looking left; showing spalling concrete adjacent to construction joint.

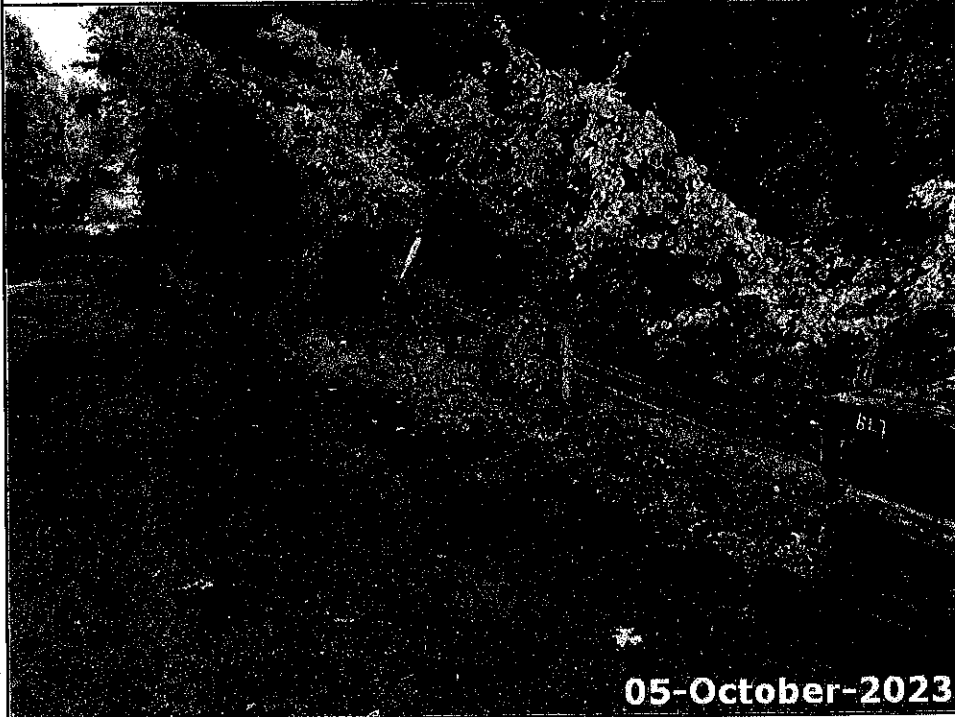


05-October-2023

Photo Number: 25

Photo Filename: MP108.62_25-20231005_093333.jpg

Attachment Description:
NSCO: Begin left approach rail looking begin; showing 53' of cable guide rail with leaning posts, 1 detached cable and 3 remaining cables loose/slack.



05-October-2023

Photo Number: 26

Photo Filename: MP108.62_26-20231005_093356.jpg

Attachment Description:
NSCO: Begin right approach rail looking begin; showing 40' of W-beam rail with leaning posts, inadequate post spacing, disconnected from post at end section, and non-standard transition to bridge.



05-October-2023

Photo Number: 27

Photo Filename: MP108.62_27-20231005_095600.jpg

Attachment Description:
NSCO: Begin approach, left side rail at post #4 looking end; showing perforation at post base along begin, end and left sides, as well as corrosion of anchor hardware.



05-October-2023

Photo Number: 28

Photo Filename: MP108.62_28-20231005_100003.jpg

Attachment Description:
NSCO: Begin approach, left side corner at interface looking left; showing approach settlement.



05-October-2023

Photo Number: 29

Photo Filename: MP108.62_29-20231005_102959.jpg

Attachment Description:
NSCO: End left approach
curb spalled with exposed
rebar.



05-October-2023

Photo Number: 30

Photo Filename: MP108.62_30-20231005_103710.jpg

Attachment Description:
NSCO: End right approach
snow fence post #3 looking
right; showing 100%
corrosion of lower pipe at
begin side of post (currently
secured w/5 wire ties).



05-October-2023

Inspection Sketches

Sketch Number: 1

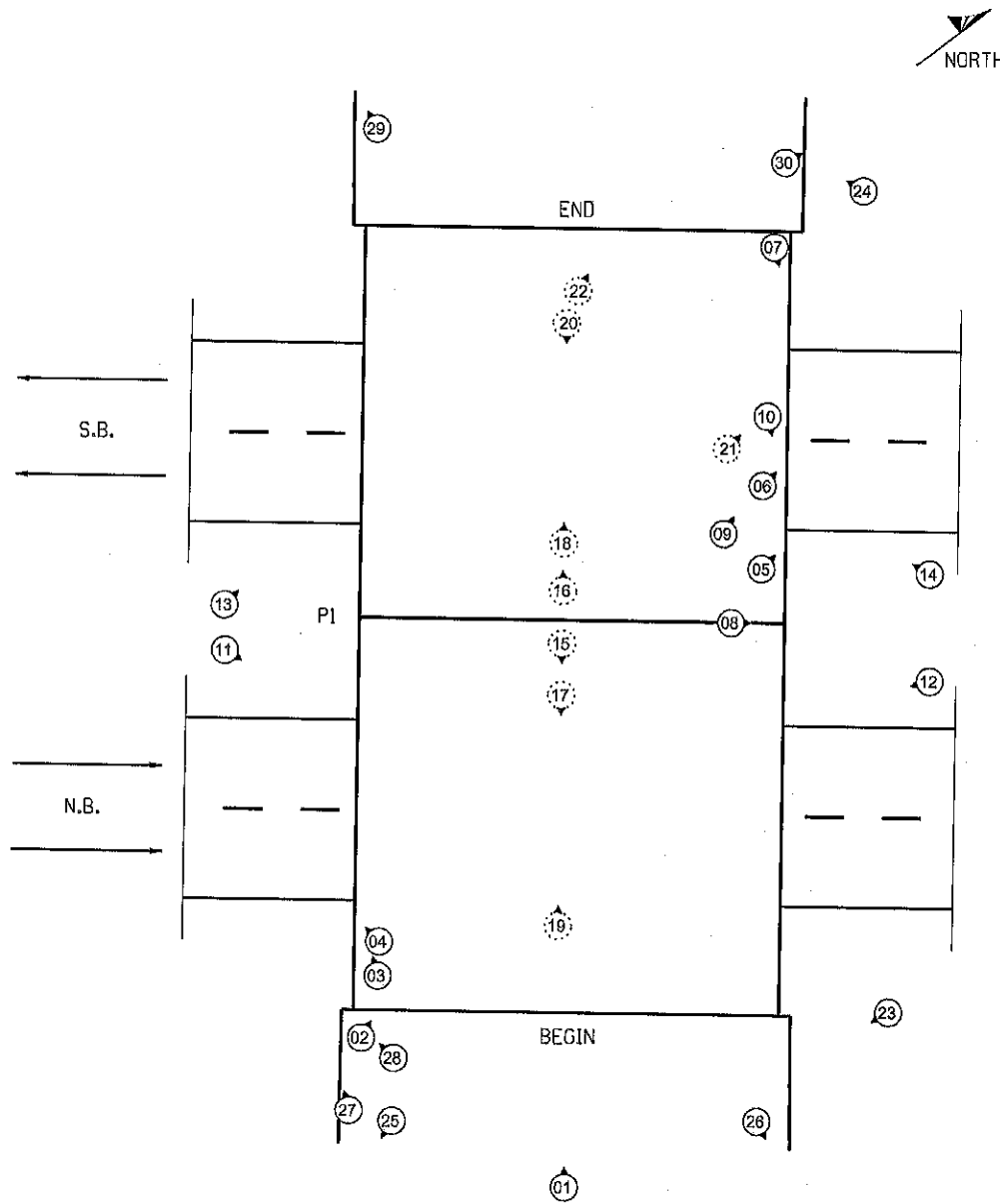
Sketch Filename: **MP108.62 Photo Location Plan.jpg**

PHOTO LOCATION PLAN

MP108.62

- ⊙ Photo taken under Bridge
- Photo taken on/outside of Bridge

NOTE: NOT TO SCALE



Sketch Description: MP108.62 Photo Location Plan

Sketch Number: 2

Sketch Filename: MP108.62 L2LR Summary Sheet.jpg

NEW YORK STATE THRUWAY AUTHORITY

BRIDGE INSPECTION FIELD VERIFICATION OF LOAD RATING DATA

Date: 5-Oct-2023

MP/BIN: 108.62 / 5513180

Feature Carried / Crossed: Brick School House Road / I-87 NB+SB

Dead Load:

WS Thickness & Material Shown on Plans - 3.5" bituminous asphalt overlay

Changes Noted in Field: None.

Railing Type Shown on Plans - Concrete parapet w/ steel two-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

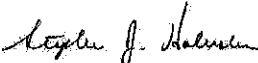
New Section Loss noted? - N/A

Brief Description (attach sketches if helpful) - N/A

Additional Notes: None.

Attachments: yes no (please circle)

Team Leader: Stephen J. Haluska

Signature:  Date: October 5, 2023

Sketch Description: MP108.62 L2LR Summary Sheet

Sketch Number: 3

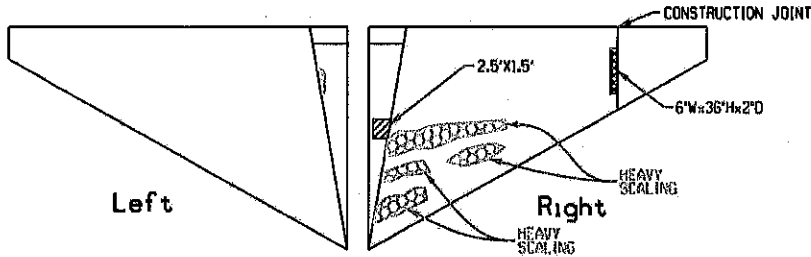
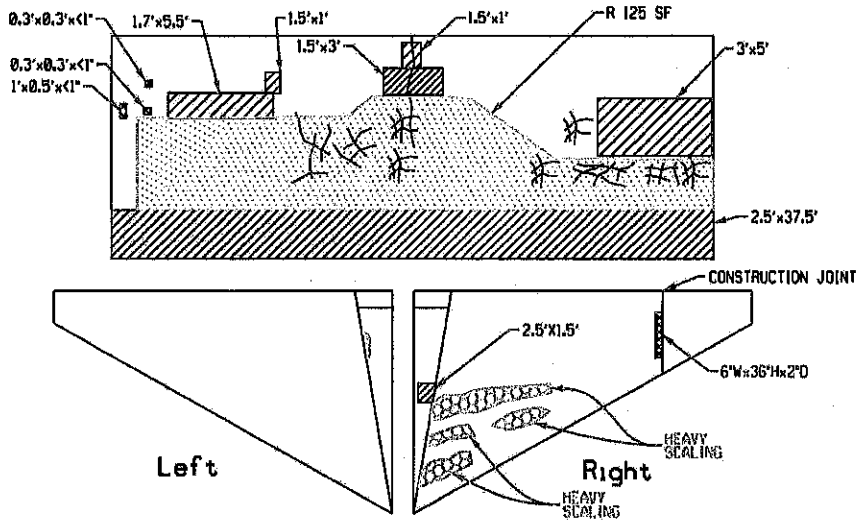
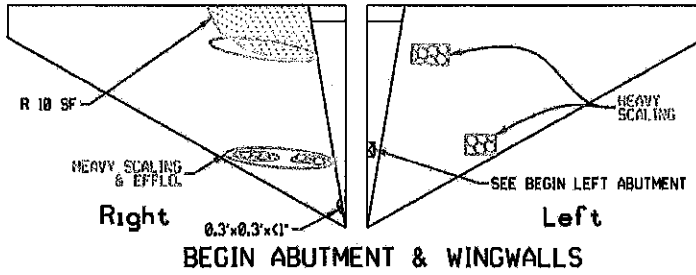
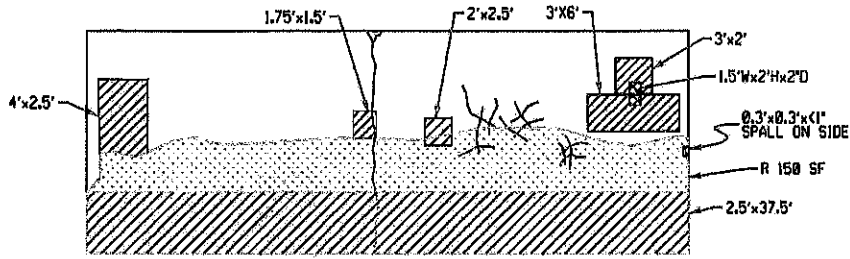
Sketch Filename: MP108.62 Condition - Abutments.jpg

CONDITION - BEGIN/END ABUTMENTS

MP108.62

2023 CHANGES NOTED IN RED

NOTE: NOT TO SCALE



HEAVY SCALING

NOTE: 65%-70% of each wingwall's total wingwall length is affected by light to moderate concrete scaling, not shown for clarity

R = REPAIR

HOLLOW

SPALL

EFFLORESCENCE

TIGHT CRACK

TIGHT CRACK W/ EFFLORESCENCE

Sketch Description: MP108.62 Condition - Abutments

Sketch Number: 4

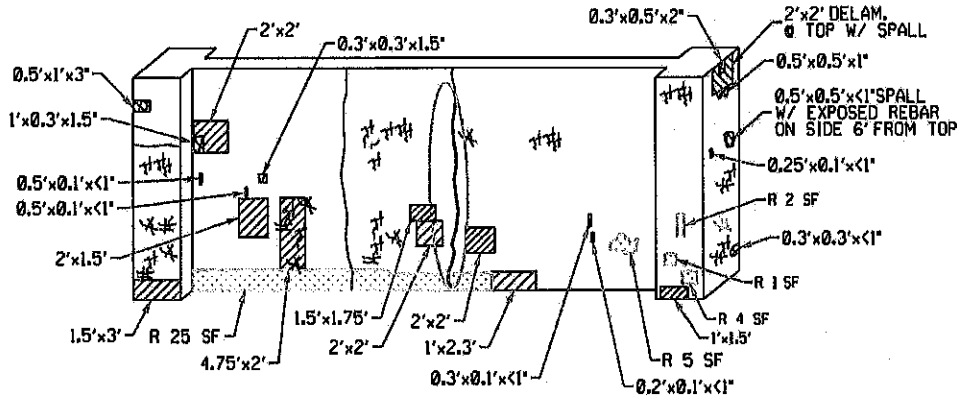
Sketch Filename: MP108.62 Condition - Pier.jpg

CONDITION - PIER 1

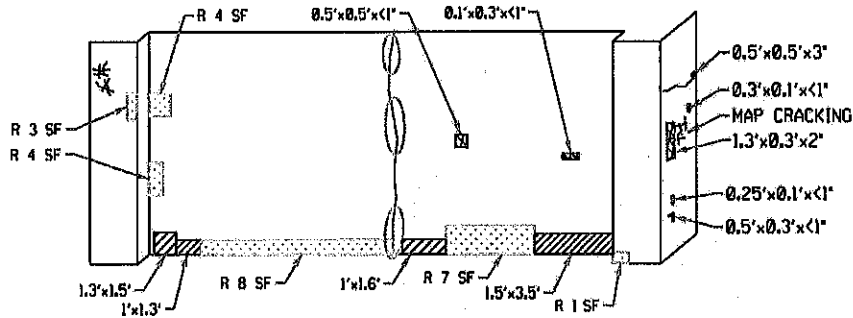
MP108.62

2023 CHANGES NOTED IN RED

NOTE: NOT TO SCALE



PIER #1 BEGIN SIDE



PIER #1 END SIDE

NOTE: Light to moderate scaling on both pier faces, not shown for clarity

HEAVY SCALING

R = REPAIR

HOLLOW

SPALL

EFFLORESCENCE

TIGHT CRACK

TIGHT CRACK W/ EFFLORESCENCE

Sketch Description: MP108.62 Condition - Pier

Sketch Number: 5

Sketch Filename: **MP108.62 Vertical Clearance.jpg**



MINIMUM BRIDGE UNDERCLEARANCE
 ALBANY DIVISION
 NEW YORK STATE THRUWAY AUTHORITY

MP: 108.62 SHEET 1 OF 1
 BIN: 5513180 DATE: 10/05/2023

Bridge Orientation: Northwest

Feature Crossed: Brick Schoolhouse Rd over 87IX

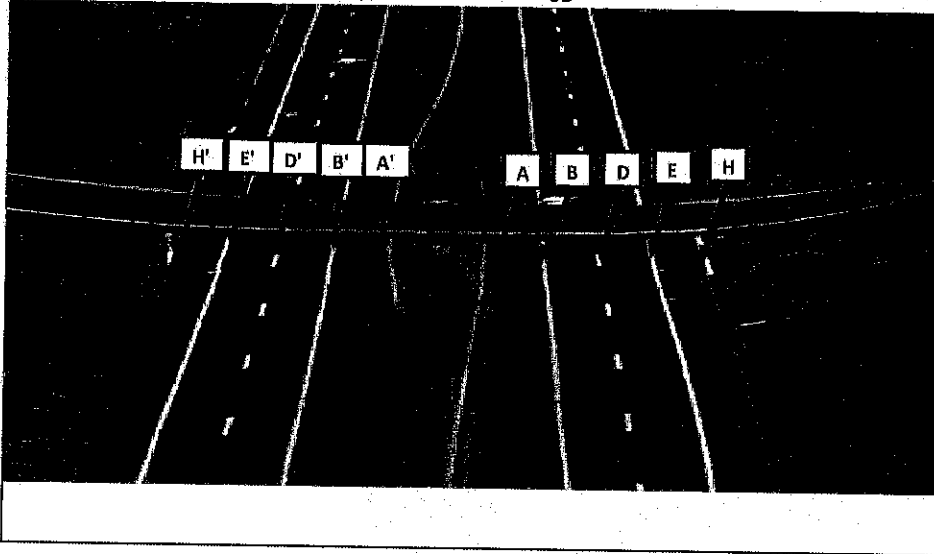
TWY Traffic Direction:

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		15.06	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	15.60		15.00	14.28			13.44	15.76	15.97		16.11	15.90			15.42
10/16/2017	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	15.88			15.24
10/07/2019	15.54	15.47		15.03	14.22			13.08	15.78	16.00		16.10	15.85			15.24
10/05/2021	15.55	15.45		15.02	14.19			13.05	15.81	15.99		16.11	15.93			15.25
10/05/2023	15.51	15.41		14.98	14.20			13.06	15.81	15.99		16.12	15.89			15.07

REMARKS:

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

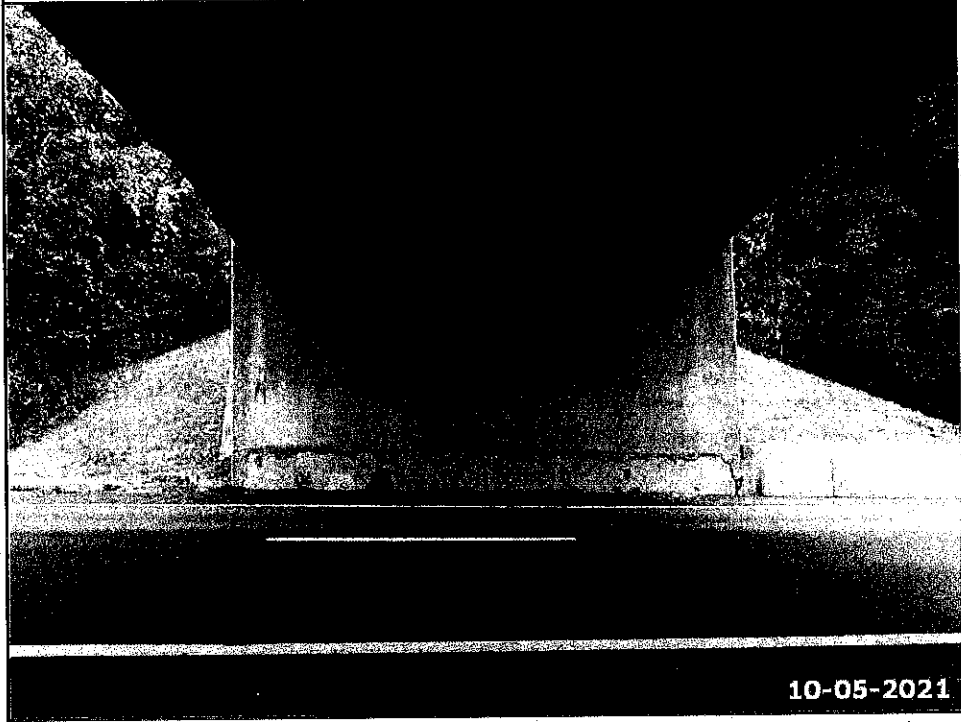
NOTES:



Sketch Description: MP108.62 Vertical Clearance

Standard Photographs

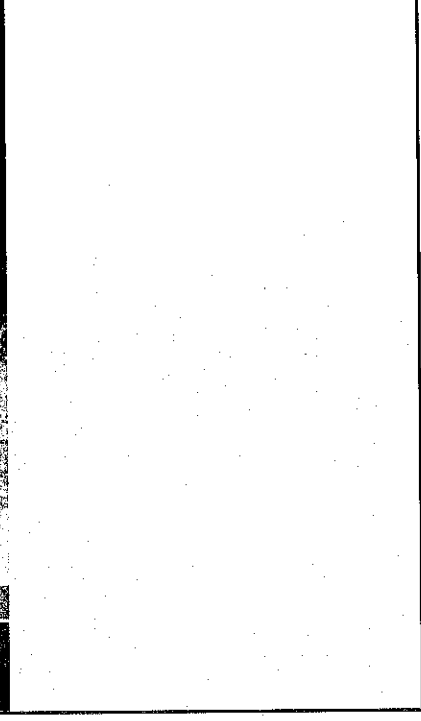
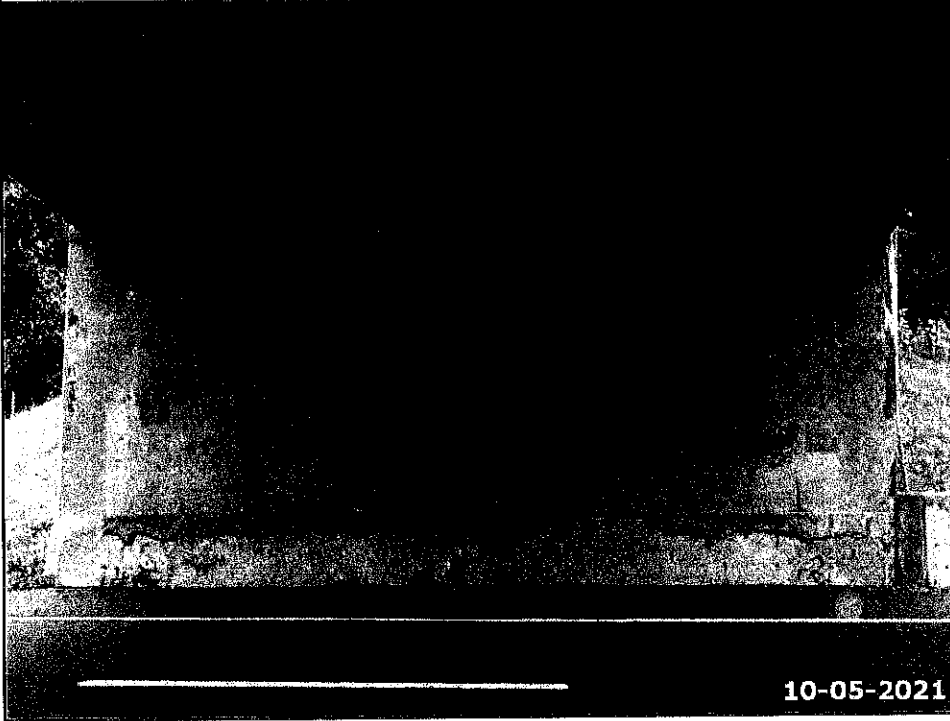
2021 BIN 5513180 MP 108.62_STD_BeginAbutment.JPG



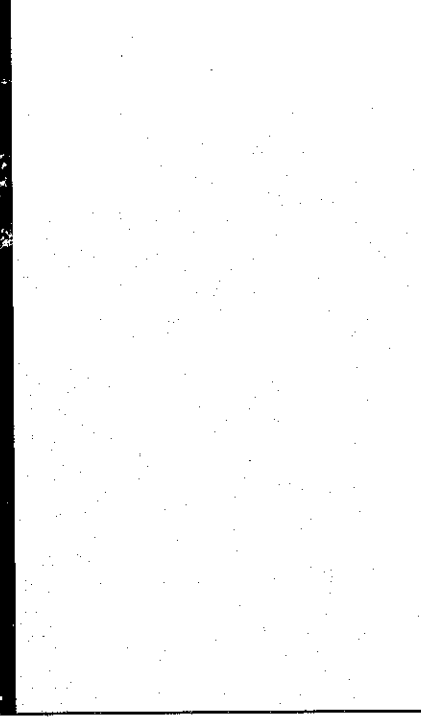
2021 BIN 5513180 MP 108.62_STD_BeginApproach.JPG



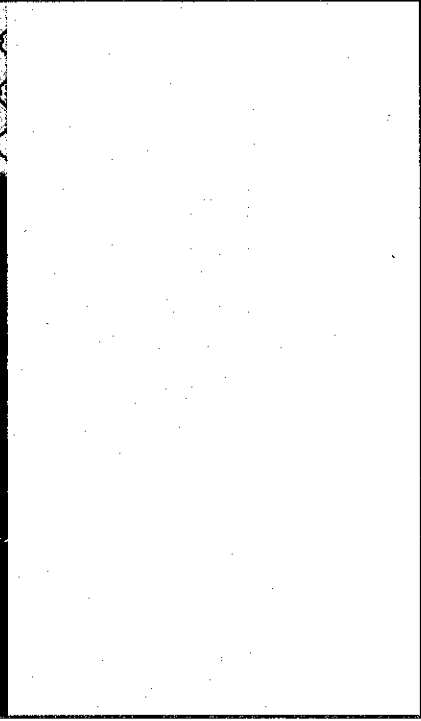
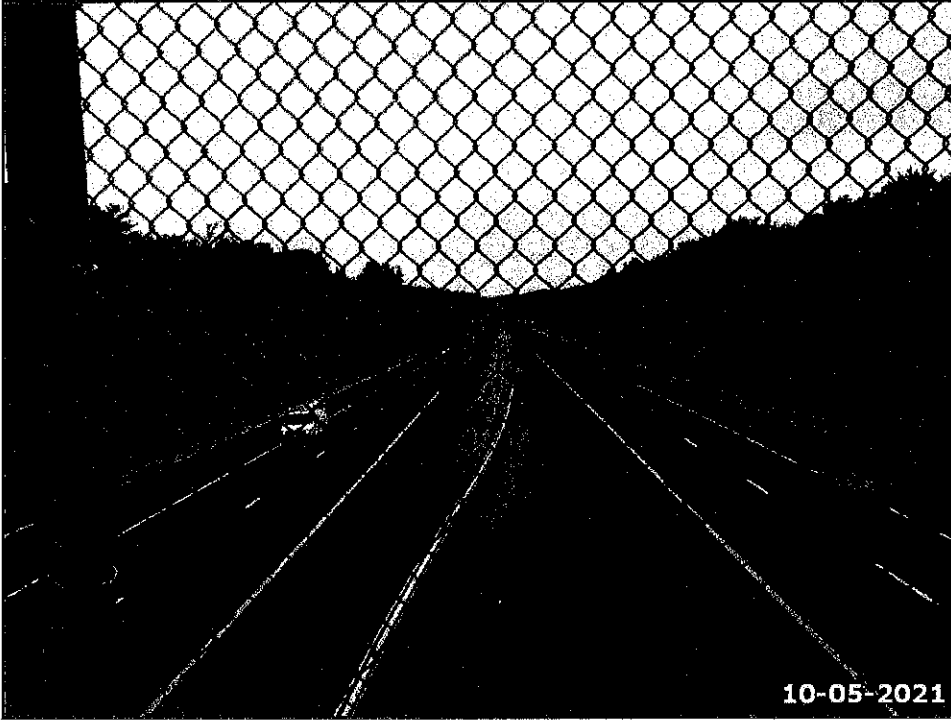
2021 BIN 5513180 MP 108.62 STD_EndAbutment.JPG



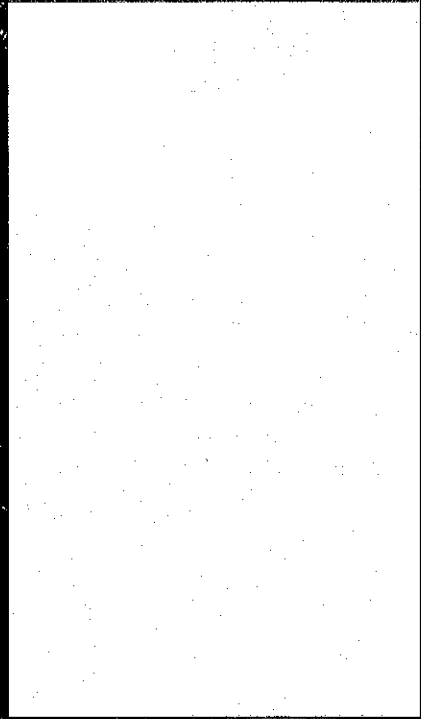
2021 BIN 5513180 MP 108.62 STD_EndApproach.JPG



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



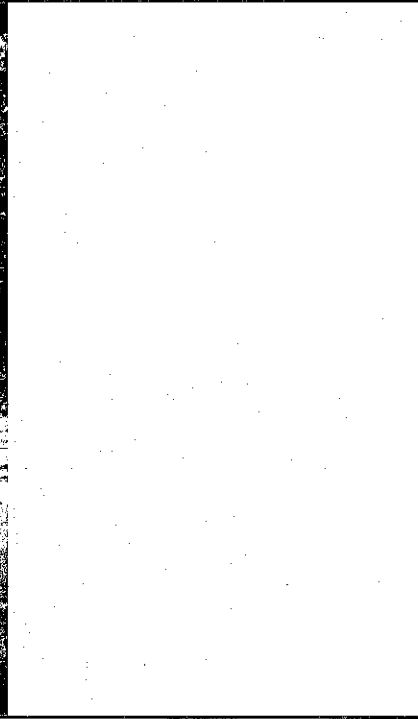
10-05-2021

2021 BIN 5513180 MP 108.62 STD LeftElevation.JPG

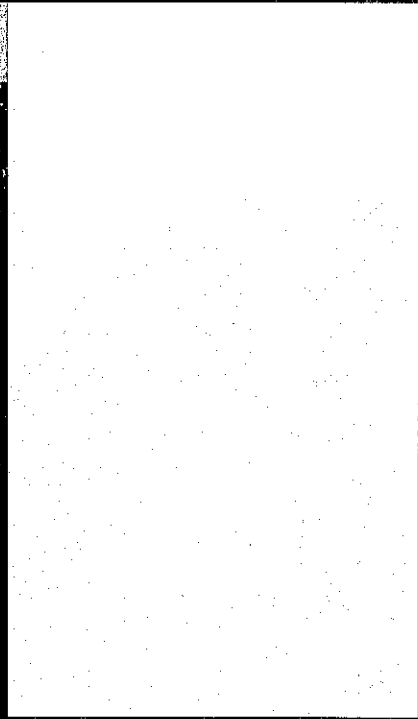


10-05-2021

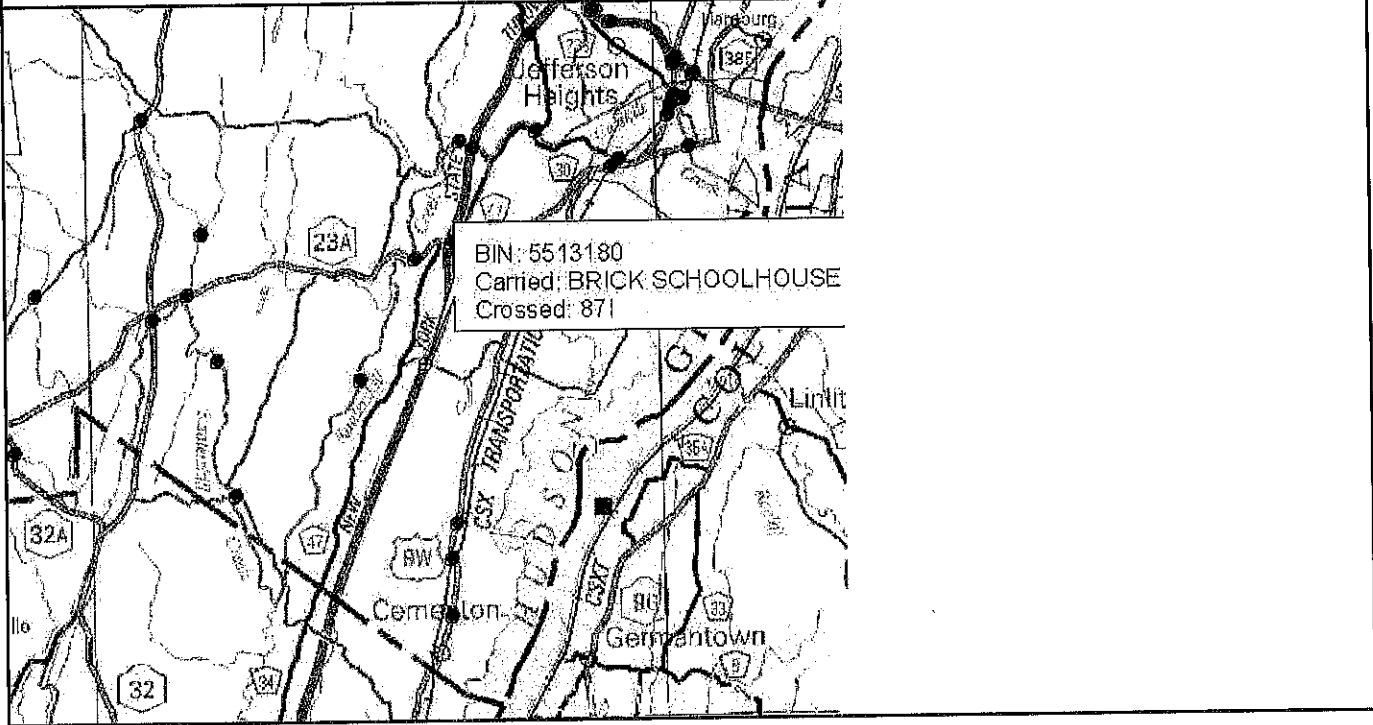
2021 BIN 5513180 MP 108.62 STD_Pier1Begin.JPG



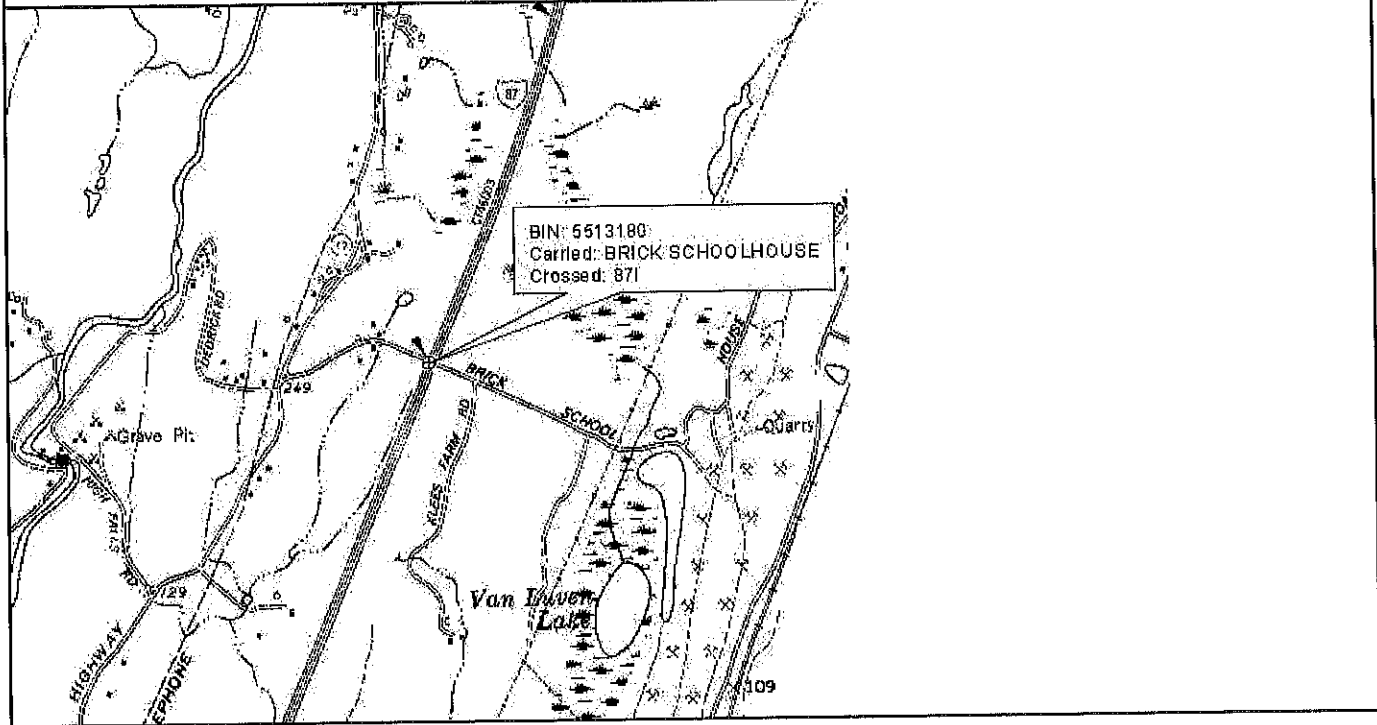
2021 BIN 5513180 MP 108.62 STD_RightElevation.JPG



5513180_LOCATION_MAP.JPG



5513180_QUAD_MAP.JPG





Bridge

Name MP 108.62, Brick Schoolhouse Road over 87IX
Description Inspected on 10/5/2021: NYSTA Albany Division; Team Leader RFlavell Load Rating Updated 1/13/2021: NYSTA HQ; LR Engineer BMcCaffrey 2021 Notes: no changes, unratable concrete frame 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.

Creation Timestamp
Last Modified Timestamp
Truck Percent
Year Built 1946
Bridge Id 5513180TH2021
Location Greene County
Facility Carried BRICK SCHOOLHOUSE
Feature Intersected 87IX
Length 119.66 ft
Route Number
Mile/Km Post 108.62 mi
District
County

Superstructures Definitions**Girder System Structure Def**

Name Spans 1 and 2
Description 5513180 SPANS 0 0 2 5513180 DATE 9/93 10/95 4/97 6/99 6/01 8/03 9/05 9/07
5513180 BRIDGE 1 1 2 2 FRAME S UNRA 0 0 0 0 0 5513180 LOCATION 1 0 0 13
62 RIC3 5513180 YEARS 1946 0 0 0 0 5513180 STRESSES 0 0 0 0 0 0 0 5513180
COMMENTS TWY MP 108.62. 5513180 COMMENTS UPDATED BY WSA (FOR
NYSTA) ON 1/15/08. 5513180 COMMENTS STRUCTURE IS IN GOOD
CONDITION. PLANS ARE 5513180 COMMENTS AVAILABLE WITH
CONTRACT CT 46-3. CURB HEIGHT 5513180 COMMENTS IS 8 INCHES. 2 FEET
OF SIDEWALK REMOVED ON 5513180 COMMENTS BOTH SIDES LEAVING
THE CONCRETE PARAPET IN 5513180 COMMENTS PLACE. DONE BY MAINT.
IN 1995. 5513180 COMMENTS 1 INCH MESH SAFETY FENCING INSTALLED
IN 1998 5513180 COMMENTS ATOP BOTH SIDES OF PARAPETS FOR FULL
LENGTH 5513180 COMMENTS OF BRIDGE. REVIEWED FOR MAJOR
CHANGES IN DL 5513180 COMMENTS AND PRIMARY MEMBER
CAPACITIES. DMB 6/99. 5513180 WEARING SURFACE 0 ASPHALT 5513180
PAVEMENT 0 0 5513180 LEFT SIDEWALK 0 0 NONE NONE 0 0 5513180 RIGHT