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Bridge No: 1001 279
 Date of Inspection: 04/23/2024
 Load Rating Date: 03/25/2020

Print Date:
 Report Uploaded 24-Jul-24

Sufficiency Rating: 56.9 SD/FO: ND

IDENTIFICATION

Bridge ID: 1001 279

5) Inventory Route

A) On/Under: Route On Structure

D) Route No: 00279

6) Feature Intersected: BRANDYWINE CREEK

7) Facility Carried: RISING SUN LANE

9) Location: N/W WILMINGTON

16) Latitude: 39° 46' 09"

98) Border Bridge Code: Not Applicable (P)

STRUCTURE TYPE AND MATERIALS

43 A & B) Main Span Mtrl/Design: 3 Steel 10 Truss-Thru

44 A & B) Appr Span Mtrl/Design:

45) Main Spans: 1

108A) Wearing Surface: 3 Latex Concrete/Simila

Deck Sealing: Epoxy

Pier 1: NA

Pier 2: NA

Abut 1: 4

Abut 2: NA

NAVIGATION DATA

38) Navigation Control: Permit Not Required

111) Pier Protection: Not Applicable (P)

AGE AND SERVICE

19) Detour Length: 2.9 mi

28) No. of Lanes

29) ADT: 2103

42) Type of Service

106) Year Reconst.: 1979

CLASSIFICATION

12) Base Hwy Network: 0

20) Toll Facility: 3 On free road

26) Functional Class: 17 Urban Collector

101) Parallel Str.: No || bridge exists

104) Hwy System: 0 Not on NHS

112) NBIS Length: Long Enough

LOAD RATING AND POSTING

31) Design Load: 6 MS18 (HS20)+mod

63) Oper. Rating Method: 8 LRFR (HL93)

65) Inventory Rating Method: 8 LRFR (HL93)

Reason of Posting: E

S220:

T330:

SU4 :

SU7 :

PROPOSED IMPROVEMENTS

75) Type of Work: 35 Rehabilitate-gen

94) Bridge Cost: \$348000.00

96) Total Cost: \$522000.00

114) Future ADT: 2,970

CONTRACT INFORMATION

Contract 1: N/A

Contract 4: 2107401

2) District: North District

B) Highway Type: 4 County Hwy

E) Direction: 0 N/A (NBI)

17) Longitude: 075° 34' 36"

99) Border Br. Str. No.: Unknown

46) Approach Spans: 0

108B) Membrane: 0 None

Deck Sealing Date: 01/01/1901

Pier Ftg.1: NA

Abut Ftg.1: A

39) Vert. Clearance: 0.0 ft

116) Lift Bridge Vert. Clearance: 0.0 ft

27) Year Built: 1928

A) On Bridge: 2

30) Year of ADT: 2023

A) On Bridge: 5 Highway-pedestri

109) % Truck ADT: 3

13A) LRS Inv. Rte:

21) Maintenance: State Highway Agency

37) Historical: 2 Br eligible for NRHP

102) Direction: 2 2-way traffic

41) Posting status: P Posted for load

64) Operating Rating: 0.79 rf

Date of Resolution: 12/14/16

S335: 21.00

T435: 33.00

SU5:

EV2:

76) Length of Imp.: 129.0 ft

95) Rdwy Cost: \$35000.00

97) Yr of Cost Est: 2005

115) Yr of Fut. ADT: 2042

Contract 2: 7000302

Contract 5: NA

Type of Inspection(s) Performed

UW

☐

NBI

☒

Other

☐

FC

☒

Element

☒

3) County: 03 New Castle

4) Place Code: Henry Clay

C) Service Lvl: 1 Mainline

11) Mile Pnt: 0.447 mi

107) Deck Type: 1 Concrete-Cast-in-Place

108C) Deck Prot: 1 Epoxy Coated Reinforci

Pier Ftg.2: NA

Abut Ftg.2: NA

40) Hor. Clr: 0.0 ft

0.0 ft

B) Under Br.: 0

B) Under Br.: 5 Waterway

13B) LRS SubRte No:

22) Owner: 1

38) Defense Hwy: 0 Not a STRAHNET hwy

103) Temp. Str.: [blank] Not temporary

70) Br Posting: 2 20.0-29.9%below

66) Inv. Rating: 0.61 rf

Rating Date: 03/25/2020

S437: 24.00

T540: 37.00

SU6:

EV3:

Contract 3: 7806105

Contract 6: NA

INSPECTION

90) Inspection Date: 4/23/2024

92A) FC Frequency: 24 months

92B) UW Frequency:

92C) SI Frequency:

Element Frequency: 24 months

UBIV Required: Y

UBIV Freq: 24

Boat: N

LC Insp Req: N

91) Frequency: 24 months

93A) FC Insp. Date: 4/23/2024

93B) UW Insp. Date: NA

SI Date 93C: NA

Elem. Insp. Date: 4/23/2024

UBIV Days: 1

UBIV Insp Date: 04/14/2022

Tidal: N

LC Insp Date: 01/01/1901

Next Insp.: 4/23/2026

Next FC Insp: 4/23/2026

Next UW Insp.: NA

Next SI: NA

Next El. Insp.: 4/23/2026

Inspection Zone: 02

GPS: Y

CONDITION

58) Deck: 7 Good

61) Channel: 8 Protected

62) Culvert: N N/A (NBI)

59) Superstructure: 6 Satisfactory 60) Sub Str: 6 Satisfactory

APPRAISAL

36) Traffic Safety Features

A) Bridge Rail: 0 Substandard

D) Approach Rail Ends: 0 Substandard

67) Str. Evaluation: 5 Above Min Tolerable

71) Waterway Adequacy: 7 Above Minimum

113) Scour Critical: 4 Stable, needs action

B) Transition: 0 Substandard

C) Appr. Rail: 0 Substandard

68) Deck Geometry: 2 Intolerable - Replace

72) Approach Alignment: 6 Equal Min Criteria

69) Under Clr: N Not applicable (NBI)

GEOMETRIC DATA

32) Appr. Rdwy Width (w/ Shldrs): 19.00 ft

34) Skew: 00°

48) Length Max Span: 123.00 ft

50) Curb or Sidewalk

51) Width Curb to Curb : 20.00 ft

53) Minimum Vertical Clearance Over Bridge:

54) Vertical Underclearance

55) Lateral Underclearance

56) Minimum Lateral Underclearance - Minimum Left: 0.00 ft

33) Median: 0 No median

35) Structure Flared: 0 No flare

49) Structure Length: 129.00 ft

A) Left: 0.00 ft

B) Right: 4.90 ft

52) Width Out to Out: 27.01 ft

14.04 ft

A) Reference: N Feature not hwy or RR

B) Minimum: 0.00 ft

A) Reference: N Feature not hwy or RR

B) Minimum: 0.00

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ELEMENT CONDITION STATE DATA

Elm/Env	Description	Unit	Total Qty	Qty. St. 1	Qty. St. 2	Qty. St. 3	Qty. St. 4
12/2	Re Concrete Deck	sq.ft	2,656.00	2,603.00	53.00	0.00	0.00
510/2	Wearing Surfaces	sq.ft	2,656.00	2,656.00	0.00	0.00	0.00
113/2	Steel Stringer	ft	941.00	870.00	0.00	71.00	0.00
515/2	Steel Protective Coating	sq.ft	4,700.00	4,338.00	7.00	0.00	355.00
120/4	Steel Truss	ft	247.00	123.00	62.00	62.00	0.00
515/4	Steel Protective Coating	sq.ft	8,823.00	4,357.00	0.00	2,215.00	2,251.00
152/3	Steel Floor Beam	ft	196.00	101.00	8.00	87.00	0.00
515/3	Steel Protective Coating	sq.ft	1,555.00	801.00	0.00	64.00	690.00
162/4	Stl Gus Plate	each	24.00	2.00	1.00	21.00	0.00
515/4	Steel Protective Coating	sq.ft	1,112.00	92.00	0.00	47.00	973.00
215/2	Re Conc Abutment	ft	56.00	29.00	0.00	27.00	0.00
217/2	Masonry Abutment	ft	65.00	24.00	17.00	24.00	0.00
301/2	Pourable Joint Seal	ft	56.00	36.00	20.00	0.00	0.00
302/2	Compressn Joint Seal	ft	54.00	0.00	22.00	0.00	32.00
310/2	Elastomeric Bearing	each	4.00	3.00	1.00	0.00	0.00
515/2	Steel Protective Coating	sq.ft	24.00	24.00	0.00	0.00	0.00
321/2	Re Conc Approach Slab	sq.ft	1,120.00	970.00	150.00	0.00	0.00
330/2	Metal Bridge Railing	ft	264.00	203.00	55.00	6.00	0.00
515/2	Steel Protective Coating	sq.ft	1,056.00	995.00	0.00	55.00	6.00
331/2	Re Conc Bridge Railing	ft	144.00	144.00	0.00	0.00	0.00
856/2	R/C Sidewalk	(LF)	197.00	156.00	41.00	0.00	0.00
859/2	R/C Curb	(LF)	197.00	187.00	10.00	0.00	0.00
865/2	Drainage	(EA)	14.00	0.00	7.00	7.00	0.00
881/2	Steel Diap	(EA)	6.00	5.00	0.00	1.00	0.00
515/2	Steel Protective Coating	sq.ft	216.00	180.00	0.00	0.00	36.00
890/2	RC Wingwalls	(LF)	61.00	43.00	18.00	0.00	0.00
892/2	Other Wingwall	(LF)	197.00	139.00	50.00	8.00	0.00

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INSPECTION

Inspection Date: 04/23/2024 Type: 1 Regular NBI

Inspector: PENNONI PENNONI

BrM User:

Scope:

NBI: ☒

Other: ☐

Element: ☒

Underwater

Critical ☒

INSPECTION NOTES

9/18/2024

INSPECTED BY PENNONI: N. BROWN (NTL, NI, P, R) / G. DESING (NI, NTM, P) / C. MOSELEY (TM, P, U, S)

INSPECTION SCHEDULE:

INSPECTION STARTED 04/23/2024 AND COMPLETED 04/25/2024

INSPECTION ACCESS:

ACCESS TO SUPERSTRUCTURE AND UPPER PORTION OF SUBSTRUCTURE ELEMENTS WAS ACHIEVED USING ROPE ACCESS. ACCESS TO LOWER PORTION OF SUBSTRUCTURE ELEMENTS AND SCOUR MEASUREMENTS WAS ACHIEVED USING A SAFETY BOAT. THE TOP OF DECK WAS INSPECTED VISUALLY FROM THE SIDEWALK WITH HANDS-ON ACCESS TO DEFECTS INTERMITTENTLY BETWEEN TRAFFIC.

NOTES:

- THE TRUSS MEMBERS AND FLOORBEAMS ARE NUMBERED FROM SOUTH TO NORTH AND THE STRINGERS NUMBERED EAST TO WEST IN ACCORDANCE WITH THE ASSOCIATED PANEL POINTS.
- STEEL DIAPHRAGMS (ELEMENT 881) ARE THE DIAPHRAGMS BETWEEN THE SIDEWALK STRINGERS MID-LENGTH OF EACH PANEL.
- REINFORCED CONCRETE ABUTMENT (ELEMENT 215) INCLUDES THE REINFORCED CONCRETE BEARING SEATS AND BACKWALL. MASONRY ABUTMENT (ELEMENT 217) INCLUDES THE ABUTMENT STEM AND APRON.
- THE NE AND SE TRUSS MEMBERS ARE ADJACENT TO TRAFFIC AND AN OM3 (OR SIMILAR) SIGN SHOULD BE INSTALLED.
- THERE IS A STREAM GAUGE ATTACHED TO THE OUTSIDE FACE OF THE EAST RAIL AT MIDSPAN WITH NO DEFICIENCIES NOTED (PHOTO 36).
- LOAD POSTING SIGNS ARE PRESENT AT THE NORTH ADVANCED APPROACH, NORTH APPROACH, AND SOUTH APPROACH, BUT THE SOUTH ADVANCED APPROACH SIGN IS NOT PRESENT. VERTICAL CLEARANCE SIGNS ARE NOT PRESENT AT BOTH ADVANCED APPROACHES. THE SOUTH APPROACH VERTICAL CLEARANCE AND LOAD POSTING SIGNAGE IS NOT VISIBLE AT THE INTERSECTION OF MAIN STREET AND RISING SUN LANE DUE TO VEGETATION (PHOTO 37). AN EMAIL WAS SENT TO MATT MORTENSON ON 4/26/2024. ADDITIONAL SIGNS WERE PLACED IN JULY 2024.

MAXIMO MAINTENANCE ITEMS:

B002-S1G - CLEAN/FLUSH SCUPPERS AND DOWNSPOUTS ON THE WEST SIDE (6 EA) - WO #1357034

PENNONI RECOMMENDED MAXIMO REQUESTS:

- B005-S2K - SPOT PAINT SUPERSTRUCTURE (1 EA)
- B009-S1H - REPAIR NORTH ABUTMENT COMPRESSION JOINT (32 LF)
- B042-B7A - REPAIR SPALLS AT THE TOP OF THE NORTH AND SOUTH CONCRETE ABUTMENTS (1 CY). REPAIR AREA OF MISSING STONES AT THE SOUTH MASONRY ABUTMENT (1 CY).
- B054-S6D - REPAIR SCURED AREA BELOW NORTH ABUTMENT (2 CY).
- B055-V1A - CUT BACK VEGETATION BLOCKING THE SOUTH APPROACH VERTICAL CLEARANCE AND LOAD POSTING SIGNAGE (1 CY).

PENNONI RECOMMENDED MAINTENANCE ITEMS:

- REPLACE/REPAIR THE DETERIORATED SIP FORMS THROUGHOUT THE STRUCTURE (LS) (NC-24).
- INSTALL LOAD POSTING SIGN AT SOUTH ADVANCED APPROACH AND VERTICAL CLEARANCE SIGNS AT BOTH ADVANCED APPROACHES (3 EA) (NC-24). COMPLETED JULY 2024.

STRUCTURE NOTES

Year Bridge Painted:

Comments:

Date of Deck Sealing: 01/01/1901

Comments:

Date of Non Structural Deck Overlay:	01/01/1901	Comments:
Date of Structural Deck Resurfacing:	01/01/1901	Comments:
Date of Current Bridge Joints:	01/01/1901	Comments:

NBI DONE BY: JARNDT & DMJM

....NOTE: SCALE FACTORS ENTERED BY GRD ON 12/05/06, DO NOT CHANGE....

NOTE: STRUCTURE HAS HAD A MAJOR REHABILITATION IN 2010 IN WHICH THE BRIDGE WAS PAINTED, PORTION OF
CORRODED MEMBERS WERE REPAIRED OR REPLACED, CRACKED MEMBERS WERE EITHER REPAIRED OR REPLACED AND A NEW DECK WAS PLACED.

ELEMENT CONDITION STATE DATA FOR UNIT0

Elm/Env	Description	Unit	Total Qty	Qty. St. 1	Qty. St. 2	Qty. St. 3	Qty. St. 4	Notes
12/2	Re Concrete Deck	sq.ft	2,656.00	2,603.00	53.00	0.00	0.00	NOTE: THE CONCRETE DECK IS COVERED WITH A MICRO-SILICA CONCRETE OVERLAY. THE NOTES IN ELEMENT 12 ARE FOR THE DECK UNDERSIDE, WHICH IS NOT VISIBLE DUE TO THE PRESENCE OF SIP FORMS. SPALL/DELAM (1080): CS2: (53 SF) THE SIP FORMS ALONG THE EAST TRUSS AND SIDEWALK STRINGERS EXHIBIT SEVERE CORROSION WITH UP TO 4FT L x 4IN W WITH 100% SECTION LOSS THROUGHOUT THE FULL LENGTH OF THE SPAN WITH SPALLING CONCRETE UP TO 1-INCH DEEP. (2% OF DECK AREA ASSUMED FOR CS2 QUANTITY)
510/2	Wearing Surfaces	sq.ft	2,656.00	2,626.00	30.00	0.00	0.00	NOTE: THERE ARE RANDOM AREAS THROUGHOUT THE TINED CONCRETE WEARING SURFACE WITH MINOR WEAR/SCALING. THE DOUBLE YELLOW CENTERLINE STRIPING IS WORN/FADING APPROXIMATELY 10%, MOSTLY ON THE WEST HALF OF THE DECK. (NC-24) DEL/SPALL (3210): CS2: (30SF) THE 2023 IE REPORT SHOWS 30SF IN FAIR AND POOR CONDITION. CRACKING (3220): CS1: (4 SF) THERE ARE TWO (2) HAIRLINE DIAGONAL CRACKS IN THE NB LANE, 6-FEET NORTH OF THE THIRD DRAINAGE GRATE FROM THE SOUTH END. (NC-24)
3210/2	Del/Spall/Patch/Pot(Wear Surf)	sq.ft	30.00	0.00	30.00	0.00	0.00	
3220/2	Crack (Wearing Surface)	sq.ft	4.00	4.00	0.00	0.00	0.00	-
1080/2	Delamination/Spall/Patched Area	sq.ft	53.00	0.00	53.00	0.00	0.00	-
113/2	Steel Stringer	ft	941.00	870.00	0.00	71.00	0.00	NOTE: THE TRANSVERSE DECK SUPPORTS ARE INCLUDED IN THE STRINGER QUANTITY. CORROSION (1000): CS3: (71 LF) SEE ATTACHED TABLE FOR DEFECTS AND QUANTITIES (PHOTOS 29-31).
515/2	Steel Protective Coating	sq.ft	4,700.00	4,338.00	7.00	0.00	355.00	EFFECTIVENESS (3440): CS4: (355 SF) STEEL PROTECTIVE COATING IS NO LONGER EFFECTIVE AT AREAS WITH RUST LAMINATIONS AND SOME AREAS OF REACTIVATING CORROSION. SEE CORROSION DEFECT AND ATTACHED TABLE FOR RELATED NOTES. CS4 COATING QUANTITY IS PROPORTIONAL TO ELEMENT 113 CS3 CORROSION QUANTITY. CHALKING (3410): CS2: (7 SF) SEE ATTACHED TABLE FOR CHALKING DEFECTS.
1000/2	Corrosion	ft	71.00	0.00	0.00	71.00	0.00	-
120/4	Steel Truss	ft	247.00	123.00	62.00	62.00	0.00	CORROSION (1000): CS3: (62 LF) SEE ATTACHED TABLE FOR DEFECTS AND QUANTITIES (PHOTOS 15-22). CS2: (62 LF) SEE ATTACHED TABLE FOR DEFECTS AND QUANTITIES. DAMAGE (7000): CS3: (1 LF) ELEMENT HAS IMPACT DAMAGE CAPTURED UNDER CORROSION DEFECT ABOVE.

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Elm/Env	Description	Unit	Total Qty	Qty. St. 1	Qty. St. 2	Qty. St. 3	Qty. St. 4	Notes
515/4	Steel Protective Coating	sq.ft	8,823.00	4,357.00	0.00	2,215.00	2,251.00	EFFECTIVENESS (3440): CS4: (2251 SF) STEEL PROTECTIVE COATING IS NO LONGER EFFECTIVE AT AREAS WITH RUST LAMINATIONS AND SOME AREAS OF REACTIVATING CORROSION. SEE CORROSION DEFECT AND ATTACHED TABLE FOR RELATED NOTES. CS3: (2215 SF) STEEL PROTECTIVE COATING EXHIBITS LIMITED EFFECTIVENESS AT AREAS WITH MINOR, SURFACE AND FRECKLED CORROSION. SEE CORROSION DEFECT AND ATTACHED TABLE FOR RELATED NOTES.
1000/4	Corrosion	ft	124.00	0.00	62.00	62.00	0.00	
7000/4	Damage	ft	1.00	0.00	0.00	1.00	0.00	
152/3	Steel Floor Beam	ft	196.00	101.00	8.00	87.00	0.00	CORROSION (1000): CS3: (87 LF) SEE ATTACHED TABLE FOR DEFECTS AND QUANTITIES (PHOTOS 26-28). CS2: (8 LF) SEE ATTACHED TABLE FOR DEFECTS AND QUANTITIES.
515/3	Steel Protective Coating	sq.ft	1,555.00	801.00	0.00	64.00	690.00	EFFECTIVENESS (3440): CS4: (690 SF) STEEL PROTECTIVE COATING IS NO LONGER EFFECTIVE AT AREAS WITH RUST LAMINATIONS AND SOME AREAS OF REACTIVATING CORROSION. CS3: (64 SF) STEEL PROTECTIVE COATING EXHIBITS LIMITED EFFECTIVENESS AT AREAS WITH MINOR, SURFACE AND FRECKLED CORROSION.
1000/3	Corrosion	ft	95.00	0.00	8.00	87.00	0.00	
162/4	Stl Gus Plate	each	24.00	2.00	1.00	21.00	0.00	CORROSION (1000): CS3: (21 EA) SEE ATTACHED TABLE FOR DEFECTS AND QUANTITIES. (PHOTOS 23-25) CS2: (1 EA) SEE ATTACHED TABLE FOR DEFECTS AND QUANTITIES.
515/4	Steel Protective Coating	sq.ft	1,112.00	92.00	0.00	47.00	973.00	
1000/4	Corrosion	each	23.00	1.00	1.00	21.00	0.00	
215/2	Re Conc Abutment	ft	56.00	29.00	0.00	27.00	0.00	NOTE: THIS ELEMENT INCLUDES THE REINFORCED CONCRETE ABUTMENT BEARING SEATS. SPALL/DELAM (1080): CS3: (19 LF) THE SOUTH ABUTMENT BEARING SEAT EXHIBITS AN 18IN L X 4IN W X 1 1/2IN D SPALL BELOW STRINGER 1 ON THE NORTH FACE (2 LF) (PHOTO 32). THE NORTH ABUTMENT BEAM SEAT UNDERNEATH STRINGER 1, PANEL 6 AND STRINGER 2, PANEL 6 EXHIBITS A 12FT L x 10IN H x 3IN D SPALL WITH AN EXPOSED METAL PLATE (12 LF). THE NORTH ABUTMENT AT THE EAST END OF THE SEAT EXHIBITS A 43IN L x 9IN H x 3IN D CORNER SPALL WITH AN EXPOSED METAL PLATE AND A 12IN H x 10IN L x 2IN D SPALL JUST BELOW (4 LF). THE NORTH ABUTMENT JUST INBOARD OF THE WEST TRUSS EXHIBITS A 3IN L x 1FT H x 3/4IN D SPALL WITH EXPOSED CORRODED STEEL REINFORCEMENT (1 LF). EFFLORESCENCE/RUST STAINING (1120): CS3: (8 LF) THE SOUTH ABUTMENT BREASTWALL BETWEEN STRINGERS 2 AND 3 EXHIBITS A HAIRLINE CRACK WITH RUST STAINS (1 LF) AND THE BACKWALL BEHIND THE WEST CHORD EXHIBITS A HAIRLINE CRACK WITH RUST STAINS (1 LF). THE NORTH ABUTMENT BACKWALL EXHIBITS FIVE (5) VERTICAL / DIAGONAL CRACKS WITH RUST STAINING AND EFFLORESCENCE (6 LF).
1080/2	Delamination/Spall/Patched Area	ft	19.00	0.00	0.00	19.00	0.00	-
1120/2	Efflorescence/Rust Staining	ft	8.00	0.00	0.00	8.00	0.00	-

ELEMENT CONDITION STATE DATA FOR UNIT0

Elm/Env	Description	Unit	Total Qty	Qty. St. 1	Qty. St. 2	Qty. St. 3	Qty. St. 4	Notes
217/2	Masonry Abutment	ft	65.00	24.00	17.00	24.00	0.00	NOTE: THE SCOUR DEFECT QUANTITY IS INCLUDED WITH THE MASONRY DISPLACEMENT QUANTITY, AS THERE IS NO UNDERMINING OF THE ABUTMENT STEM AND THE CONDITION STATE IS GOVERNED BY THE MISSING STONES. DEFECT NOTES ARE PROVIDED FOR INFORMATION. UTILITY PIPE STRAPS AT THE NORTH ABUTMENT EXHIBIT UP TO 20% SECTION LOSS TO THE OLD STRAPS AND UP TO 75% SECTION LOSS ON THE NEW STRAPS. MASONRY DISPLACEMENT (1640): CS3: (24 LF) SOUTH ABUTMENT: - NEAR THE WEST END ALONG THE WATERLINE THE ABUTMENT STEM EXHIBITS A 2FT L x 1FT H x UP TO 3FT D AREA OF MISSING STONES (2 LF) (PHOTO 33). - APRON EXHIBITS A 10FT L x 1FT-8IN W x 1FT-6IN D AREA OF MISSING STONES ON THE NORTH FACE AT THE WEST BOTTOM CORNER THAT EXTENDS 2FT-6IN L x 1FT-8IN W x 1FT-6IN D ONTO THE WEST FACE (10 LF). - PREVIOUSLY NOTED MISSING STONES AT THE TOP OF THE ABUTMENT ON THE NORTH AND WEST FACES HAVE BEEN PATCHED, BUT THE PATCH HAS FAILED WITH A 61IN x 10IN H x 7IN D SPALL WITH VEGETATION GROWING IN MISSING STONES (6 LF). NORTH ABUTMENT: - NORTHEAST THRUST BLOCK AT ABUTMENT BASE EXHIBITS A FL x 15IN H x 18IN D VOID IN THE REPOINTED SECTION (NOT PART OF ORIGINAL STRUCTURE) (5 LF) (PHOTO 34). (NC-24) - APRON AT THE WEST END EXHIBITS A 7FT L x 1.5FT H VOID WITH UNDERMINING OF THE APRON BY UP TO 2-FEET; HOWEVER, THE ABUTMENT IS NOT UNDERMINED (1 LF) (SEE SCOUR DEFECT FOR ADDITIONAL NOTES). MORTAR BREAKDOWN (1610): CS2: (11 LF) THERE ARE RANDOM HAIRLINE VERTICAL AND HORIZONTAL CRACKS IN STONES AND IN MORTAR JOINTS WITH AND WITHOUT EFFLORESCENCE, MOSTLY ALONG THE BOTTOM OF THE STEM OF BOTH ABUTMENTS (APPROXIMATELY 25% OF THE LENGTH). SOUTH ABUTMENT, 5-FEET ABOVE THE APRON EXHIBITS A 4IN H x 2IN W VOID IN THE GROUT WITH UP TO 13-INCHES OF PENETRATION. (NC-24) SPLIT / SPALL (1630): CS2: (6 LF) THERE ARE RANDOM HAIRLINE VERTICAL AND HORIZONTAL CRACKS IN STONES, MOSTLY ALONG THE BOTTOM OF THE STEM, WITH NO SHIFTING OF THE STONES. (NC-24) SCOUR (6000): CS2: (QUANTITY COVERED IN MASONRY DISPLACEMENT) THE NORTH ABUTMENT BOTTOM APRON AT THE WEST END EXHIBITS A 7FT L x 1.5FT H VOID THAT IS UNDERMINING THE APRON BY 2-FEET. THE VOID WRAPS AROUND THE WEST FACE BY 3FT L x 1FT-6IN H. THE APRON IS 2.5FT WIDE, THEREFORE ONLY THE APRON IS UNDERMINED. (NC-24)
1610/2	Mortar Breakdown (Masonry)	ft	11.00	0.00	11.00	0.00	0.00	-
1620/2	Split/Spall (Masonry)	ft	6.00	0.00	6.00	0.00	0.00	-
1640/2	Masonry Displacement	ft	24.00	0.00	0.00	24.00	0.00	-

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301/2	Pourable Joint Seal	ft	56.00	36.00	20.00	0.00	0.00	ADJACENT DECK OR HEADER (2360): CS2: (20 LF) THE JOINT HEADERS AT SOUTH ABUTMENT AND NORTH ABUTMENT EXHIBIT MINOR EDGE SPALLING AND A FEW RANDOM HAIRLINE TRANSVERSE CRACKS. (NC-24)
2360/2	Adjacent Deck or Header	ft	20.00	0.00	20.00	0.00	0.00	–
302/2	Compressn Joint Seal	ft	54.00	0.00	22.00	0.00	32.00	EVIDENCE OF LEAKAGE WAS OBSERVED ON ABUTMENT SEATS (NC-24). SEAL ADHESION (2320): CS4: (32 LF) THE NORTH ABUTMENT JOINT IS FULLY DEBONDED WITH EVIDENCE OF LEAKAGE AND DEBRIS ACCUMULATION BELOW (27 LF) (PHOTO 12). THE SOUTH ABUTMENT JOINT AT WEST RAIL IS FULLY DEBONDED IN SOUTHBOUND LANE AND PULLED OUT OF ARMORING AND THERE IS A 3/8" DROP DOWN ACROSS SB LANE (5 LF). CS2: (22 LF) THE SOUTH ABUTMENT JOINT IS DEBONDED LESS THAN 50% OF THE JOINT LENGTH, PRIMARILY ACROSS FROM SB LANE. THE JOINT IS ALSO PARTIALLY FILLED WITH DEBRIS THROUGHOUT. JOINT ARMORING EXHIBITS LIGHT TO MODERATE CORROSION IN WHEEL PATH AND SHOULDERS AT THE SOUTH ABUTMENT AND MODERATE TO HEAVY CORROSION AT THE NORTH ABUTMENT.
2320/2	Seal Adhesion	ft	54.00	0.00	22.00	0.00	32.00	–
310/2	Elastomeric Bearing	each	4.00	3.00	1.00	0.00	0.00	BULGING, SPLITTING, OR TEARING (2230): CS2: (1 EA) THE WEST BEARING AT THE SOUTH ABUTMENT EXHIBITS A MINOR BULGE AT THE WEST FACE, UP TO 1/8IN TOWARDS THE WEST (<15% OF THICKNESS). (NC-24)
515/2	Steel Protective Coating	sq.ft	24.00	24.00	0.00	0.00	0.00	CS1: (24 SF) NDN. (NC-24)
2230/2	Bulging, Splitting or Tearing	each	1.00	0.00	1.00	0.00	0.00	–
321/2	Re Conc Approach Slab	sq.ft	1,120.00	970.00	150.00	0.00	0.00	EFFLORESCENCE/RUST STAINING (1120): CS2: (100 SF) THE NORTH AND SOUTH APPROACH SLABS EXHIBIT RANDOM TRANSVERSE HAIRLINE CRACKS WITH EFFLORESCENCE ACROSS THE FULL-WIDTH OF THE SIDEWALK AND THE TOP AND VERTICAL FACES OF THE CURB (50 SF EA). CRACKING (1130): CS2: (50 SF) THE SOUTH APPROACH SLAB EXHIBITS A FULL-WIDTH x UP TO 1/4IN W TRANSVERSE CRACK (25 SF). THE NORTH APPROACH SLAB EXHIBITS A FULL-WIDTH x UP TO 1/4IN W TRANSVERSE CRACK (25 SF).
1120/2	Efflorescence/Rust Staining	sq.ft	100.00	0.00	100.00	0.00	0.00	–
1130/2	Cracking (RC and Other)	sq.ft	50.00	0.00	50.00	0.00	0.00	–

ELEMENT CONDITION STATE DATA FOR UNIT0

Elm/Env	Description	Unit	Total Qty	Qty. St. 1	Qty. St. 2	Qty. St. 3	Qty. St. 4	Notes
330/2	Metal Bridge Railing	ft	264.00	203.00	55.00	6.00	0.00	NOTE: THE METAL RAILING MEMBERS ON THE TRUSS TYPICALLY EXHIBIT RANDOM AREAS OF ARRESTED METAL LOSS UP TO 1/16-INCH DEEP AND A FEW LOCALIZED AREAS UP TO 1/8-INCH DEEP. CORROSION (1000): CS3: (6 LF) APPROXIMATELY 25% OF THE METAL RAILING POSTS EXHIBIT PACK RUST UP TO 3/8-INCH THICK AT THE FASCIA STRINGER CONNECTION (PHOTO 9). (NC-24) CS2: (55 LF) RANDOM AREAS EXHIBIT EXPOSED STEEL WITH ACTIVE CORROSION (PHOTO 10) (30 LF). WEST RAIL, 40-FEET SOUTH OF NORTH ABUTMENT EXHIBITS IMPACT SCRAPES ON THREE (3) POSTS AND TWO (2) PANELS WITH EXPOSED CORRODED BARE METAL AND MINOR DISTORTION (25 LF) (PHOTO 10). (NC-24) DAMAGE (7000): CS2: (25 LF) ELEMENT HAS IMPACT DAMAGE CAPTURED UNDER CORROSION DEFECT ABOVE. (NC-24)
515/2	Steel Protective Coating	sq.ft	1,056.00	995.00	0.00	55.00	6.00	EFFECTIVENESS (3440): CS4: (6 SF) STEEL PROTECTIVE COATING IS NO LONGER EFFECTIVE AT AREAS WITH PACK RUST. SEE CORROSION DEFECT FOR RELATED NOTES. (NC-24) CS3: (55 SF) STEEL PROTECTIVE COATING EXHIBITS LIMITED EFFECTIVENESS AT AREAS WITH CORROSION. SEE CORROSION DEFECT FOR RELATED NOTES. (NC-24)
1000/2	Corrosion	ft	61.00	0.00	55.00	6.00	0.00	-
7000/2	Damage	ft	25.00	0.00	25.00	0.00	0.00	-
331/2	Re Conc Bridge Railing	ft	144.00	144.00	0.00	0.00	0.00	NOTE: ELEMENT REPRESENTS CONCRETE RAILING ON APPROACH SLAB. CS1: (144) NDN (NC-24).
856/2	R/C Sidewalk	(LF)	197.00	156.00	41.00	0.00	0.00	NOTE THAT THERE IS MINOR SCALING TYPICALLY ADJACENT TO THE TRUSS MEMBERS. EFFLORESCENCE/RUST STAINING (1120): CS2: (41 LF) THE SOUTHEAST APPROACH SIDEWALK EXHIBITS FULL-WIDTH HAIRLINE CRACKS WITH EFFLORESCENCE SPACED ON AVERAGE 5-FEET APART (40 LF). THE EAST SIDEWALK NEAR MIDSPAN EXHIBITS A FULL-WIDTH HAIRLINE CRACK WITH EFFLORESCENCE (1 LF) (PHOTO 11). CRACKING (1130): CS1: (13 LF) THE SIDEWALK EXHIBITS SEVERAL SEALED TRANSVERSE CRACKS WITH A FEW RE-OPENING AT RANDOM LOCATIONS THROUGHOUT. THE NORTHEAST CORNER AT THE METAL RAIL POST CONNECTION EXHIBITS A 14IN L x 1/16IN W DIAGONAL CRACK. (NC-24)
1120/2	Efflorescence/Rust Staining	(LF)	41.00	0.00	41.00	0.00	0.00	-
1130/2	Cracking (RC and Other)	(LF)	13.00	13.00	0.00	0.00	0.00	-

ELEMENT CONDITION STATE DATA FOR UNIT0

Elm/Env	Description	Unit	Total Qty	Qty. St. 1	Qty. St. 2	Qty. St. 3	Qty. St. 4	Notes
859/2	R/C Curb	(LF)	197.00	187.00	10.00	0.00	0.00	EFFLORESCENCE/RUST STAINING (1120): CS2: (10 LF) THE SOUTHWEST APPROACH CURB EXHIBITS FULL-WIDTH HAIRLINE CRACKS WITH EFFLORESCENCE SPACED ON AVERAGE 5-FEET APART. (NC-24) CRACKING (1130): CS1: (32 LF) THERE ARE SEVERAL HAIRLINE TO 1/16-INCH WIDE TRANSVERSE AND VERTICAL CRACKS AT THE CURBS, TYPICALLY ADJACENT TO THE OPENINGS FOR THE TRUSS MEMBERS; FIFTEEN (15) CRACKS IN THE EAST CURB AND TWENTY-ONE (21) CRACKS IN THE WEST CURB. (NC-24)
1120/2	Efflorescence/Rust Staining	(LF)	10.00	0.00	10.00	0.00	0.00	–
1130/2	Cracking (RC and Other)	(LF)	32.00	32.00	0.00	0.00	0.00	–
865/2	Drainage	(EA)	14.00	0.00	7.00	7.00	0.00	NOTE: THERE ARE TWO (2) DRAINS IN THE NORTH APPROACH SLAB AND FOUR (4) ON THE SOUTH APPROACH SLAB THAT ARE CLEAR. THE QUANTITY SHOWN REPRESENTS THE DRAINS ON THE TRUSS ONLY. CORROSION (1000): CS3: (1 EA) THE EAST DRAIN OUTLET BETWEEN FLOORBEAM 1 AND FLOORBEAM 2 EXHIBITS CORROSION WITH UP TO 1/16IN SECTION LOSS (PHOTO 14). DRAINAGE EFFECTIVENESS (9000): CS3: (6 EA) THE WEST SIDE (SB) EXHIBITS SIX (6) DRAINS THAT ARE COMPLETELY CLOGGED WITH DEBRIS IN BOTH THE PAN AND DOWNSPOUT (PHOTO 13). CS2: (7 EA) THE REMAINDER OF THE DRAINAGE PANS AND GRATES ARE PARTIALLY FILLED WITH DEBRIS, HOWEVER THE DOWNSPOUTS ARE CLEAR.
1000/2	Corrosion	(EA)	1.00	0.00	0.00	1.00	0.00	–
9000/2	Drainage Effectiveness	(EA)	13.00	0.00	7.00	6.00	0.00	–
881/2	Steel Diap	(EA)	6.00	5.00	0.00	1.00	0.00	CORROSION (1000): CS3: (1 EA) DIAPHRAGM 5 BETWEEN THE SIDEWALK STRINGERS EXHIBITS PAINTED OVER RUST LAMINATIONS THAT ARE BEGINNING TO REACTIVATE. (NC-24)
515/2	Steel Protective Coating	sq.ft	216.00	180.00	0.00	0.00	36.00	EFFECTIVENESS (3440): CS4: (36 SF) STEEL PROTECTIVE COATING IS NO LONGER EFFECTIVE AT DIAPHRAGM 5. SEE CORROSION DEFECT FOR RELATED NOTES. CS4 COATING QUANTITY IS PROPORTIONAL TO ELEMENT 881 CS3 CORROSION QUANTITY. (NC-24)
1000/2	Corrosion	(EA)	1.00	0.00	0.00	1.00	0.00	–
890/2	RC Wingwalls	(LF)	61.00	43.00	18.00	0.00	0.00	EFFLORESCENCE / RUST STAINING (1120): CS2: (15 LF) THE NORTHWEST WINGWALL EXHIBITS A FEW RANDOM FULL-HEIGHT DIAGONAL HAIRLINE CRACKS WITH MINOR EFFLORESCENCE. (NC-24) ABRASION / WEAR (1190): CS2: (3 LF) THE SOUTHWEST WINGWALL EXHIBITS A FH x 2FT W x UP TO 1/16IN D AREA OF MINOR SCALING (2 LF). THE SOUTH FACE OF THE NORTHWEST WINGWALL EXHIBITS A 1FT DIAMETER x UP TO 1/16IN D AREA OF MINOR SCALING (1 LF).
1120/2	Efflorescence/Rust Staining	(LF)	15.00	0.00	15.00	0.00	0.00	–
1190/2	Abrasion(PSC/RC)	(LF)	3.00	0.00	3.00	0.00	0.00	–

ELEMENT CONDITION STATE DATA FOR UNIT0

Elm/Env	Description	Unit	Total Qty	Qty. St. 1	Qty. St. 2	Qty. St. 3	Qty. St. 4	Notes
892/2	Other Wingwall	(LF)	197.00	139.00	50.00	8.00	0.00	MORTAR BREAKDOWN (1610): CS3: (8 LF) THE SOUTHWEST WINGWALL NEAR THE SOUTH ABUTMENT EXHIBITS AN 8FT L x 5FT H AREA OF MISSING MORTAR BETWEEN STONES WITH ASSOCIATED DISPLACEMENT OF STONES NEAR THE BOTTOM OF THE WINGWALL UP TO 1/2IN (PHOTO 35). CS2: (15 LF) THE SOUTHEAST AND SOUTHWEST WINGWALLS EXHIBIT A FEW RANDOM CRACKS THROUGH MORTAR JOINTS. EFFLORESCENCE / RUST STAINING (1120): CS2: (30 LF) THE BASE OF THE NORTHWEST WINGWALL EXHIBITS A FL x 15FT H AREA OF CRACKS WITH MODERATE TO HEAVY EFFLORESCENCE. SPLIT / SPALL (1620): CS2: (5 LF) SOUTHEAST AND SOUTHWEST WINGWALLS EXHIBIT A FEW ISOLATED CRACKS UP TO 1/16-INCH WIDE THROUGH STONES WITH NO SHIFTING OF THE STONES OBSERVED. (NC-24)
1120/2	Efflorescence/Rust Staining	(LF)	30.00	0.00	30.00	0.00	0.00	–
1610/2	Mortar Breakdown (Masonry)	(LF)	23.00	0.00	15.00	8.00	0.00	–
1620/2	Split/Spall (Masonry)	(LF)	5.00	0.00	5.00	0.00	0.00	–

ELEMENT CONDITION STATE DATA SUMMARY

Elm/Env	Description	Unit	Total Qty	Qty. St. 1	Qty. St. 2	Qty. St. 3	Qty. St. 4
12/2	Re Concrete Deck	sq.ft	2,656.00	2,603.00	53.00	0.00	0.00
510/2	Wearing Surfaces	sq.ft	2,656.00	2,626.00	30.00	0.00	0.00
510/2	Wearing Surfaces	sq.ft	2,656.00	2,626.00	30.00	0.00	0.00
1080/2	Delamination/Spall/Patched Area	sq.ft	53.00	0.00	53.00	0.00	0.00
1080/2	Delamination/Spall/Patched Area	sq.ft	53.00	0.00	53.00	0.00	0.00
113/2	Steel Stringer	ft	941.00	870.00	0.00	71.00	0.00
515/2	Steel Protective Coating	sq.ft	4,700.00	4,338.00	7.00	0.00	355.00
515/2	Steel Protective Coating	sq.ft	4,700.00	4,338.00	7.00	0.00	355.00
1000/2	Corrosion	ft	71.00	0.00	0.00	71.00	0.00
1000/2	Corrosion	ft	71.00	0.00	0.00	71.00	0.00
120/4	Steel Truss	ft	247.00	123.00	62.00	62.00	0.00
515/4	Steel Protective Coating	sq.ft	8,823.00	4,357.00	0.00	2,215.00	2,251.00
515/4	Steel Protective Coating	sq.ft	8,823.00	4,357.00	0.00	2,215.00	2,251.00
1000/4	Corrosion	ft	124.00	0.00	62.00	62.00	0.00
1000/4	Corrosion	ft	124.00	0.00	62.00	62.00	0.00
7000/4	Damage	ft	1.00	0.00	0.00	1.00	0.00
7000/4	Damage	ft	1.00	0.00	0.00	1.00	0.00
152/3	Steel Floor Beam	ft	196.00	101.00	8.00	87.00	0.00
515/3	Steel Protective Coating	sq.ft	1,555.00	801.00	0.00	64.00	690.00
515/3	Steel Protective Coating	sq.ft	1,555.00	801.00	0.00	64.00	690.00
1000/3	Corrosion	ft	95.00	0.00	8.00	87.00	0.00
1000/3	Corrosion	ft	95.00	0.00	8.00	87.00	0.00
162/4	Stl Gus Plate	each	24.00	2.00	1.00	21.00	0.00
515/4	Steel Protective Coating	sq.ft	1,112.00	92.00	0.00	47.00	973.00
515/4	Steel Protective Coating	sq.ft	1,112.00	92.00	0.00	47.00	973.00
1000/4	Corrosion	each	23.00	1.00	1.00	21.00	0.00
1000/4	Corrosion	each	23.00	1.00	1.00	21.00	0.00
215/2	Re Conc Abutment	ft	56.00	29.00	0.00	27.00	0.00
1080/2	Delamination/Spall/Patched Area	ft	19.00	0.00	0.00	19.00	0.00
1080/2	Delamination/Spall/Patched Area	ft	19.00	0.00	0.00	19.00	0.00
1120/2	Efflorescence/Rust Staining	ft	8.00	0.00	0.00	8.00	0.00
1120/2	Efflorescence/Rust Staining	ft	8.00	0.00	0.00	8.00	0.00
217/2	Masonry Abutment	ft	65.00	24.00	17.00	24.00	0.00
1610/2	Mortar Breakdown (Masonry)	ft	11.00	0.00	11.00	0.00	0.00
1610/2	Mortar Breakdown (Masonry)	ft	11.00	0.00	11.00	0.00	0.00
1620/2	Split/Spall (Masonry)	ft	6.00	0.00	6.00	0.00	0.00
1620/2	Split/Spall (Masonry)	ft	6.00	0.00	6.00	0.00	0.00
1640/2	Masonry Displacement	ft	24.00	0.00	0.00	24.00	0.00
1640/2	Masonry Displacement	ft	24.00	0.00	0.00	24.00	0.00
301/2	Pourable Joint Seal	ft	56.00	36.00	20.00	0.00	0.00
2360/2	Adjacent Deck or Header	ft	20.00	0.00	20.00	0.00	0.00
2360/2	Adjacent Deck or Header	ft	20.00	0.00	20.00	0.00	0.00
302/2	Compressn Joint Seal	ft	54.00	0.00	22.00	0.00	32.00
2320/2	Seal Adhesion	ft	54.00	0.00	22.00	0.00	32.00
2320/2	Seal Adhesion	ft	54.00	0.00	22.00	0.00	32.00
310/2	Elastomeric Bearing	each	4.00	3.00	1.00	0.00	0.00
515/2	Steel Protective Coating	sq.ft	24.00	24.00	0.00	0.00	0.00
515/2	Steel Protective Coating	sq.ft	24.00	24.00	0.00	0.00	0.00
2230/2	Bulging, Splitting or Tearing	each	1.00	0.00	1.00	0.00	0.00
2230/2	Bulging, Splitting or Tearing	each	1.00	0.00	1.00	0.00	0.00
321/2	Re Conc Approach Slab	sq.ft	1,120.00	970.00	150.00	0.00	0.00
1120/2	Efflorescence/Rust Staining	sq.ft	100.00	0.00	100.00	0.00	0.00

1120/2	Efflorescence/Rust Staining	sq.ft	100.00	0.00	100.00	0.00	0.00
1130/2	Cracking (RC and Other)	sq.ft	50.00	0.00	50.00	0.00	0.00
1130/2	Cracking (RC and Other)	sq.ft	50.00	0.00	50.00	0.00	0.00
330/2	Metal Bridge Railing	ft	264.00	203.00	55.00	6.00	0.00
515/2	Steel Protective Coating	sq.ft	1,056.00	995.00	0.00	55.00	6.00
515/2	Steel Protective Coating	sq.ft	1,056.00	995.00	0.00	55.00	6.00
1000/2	Corrosion	ft	61.00	0.00	55.00	6.00	0.00
1000/2	Corrosion	ft	61.00	0.00	55.00	6.00	0.00
7000/2	Damage	ft	25.00	0.00	25.00	0.00	0.00
7000/2	Damage	ft	25.00	0.00	25.00	0.00	0.00
331/2	Re Conc Bridge Railing	ft	144.00	144.00	0.00	0.00	0.00
856/2	R/C Sidewalk	(LF)	197.00	156.00	41.00	0.00	0.00
1120/2	Efflorescence/Rust Staining	(LF)	41.00	0.00	41.00	0.00	0.00
1120/2	Efflorescence/Rust Staining	(LF)	41.00	0.00	41.00	0.00	0.00
1130/2	Cracking (RC and Other)	(LF)	13.00	13.00	0.00	0.00	0.00
1130/2	Cracking (RC and Other)	(LF)	13.00	13.00	0.00	0.00	0.00
859/2	R/C Curb	(LF)	197.00	187.00	10.00	0.00	0.00
1120/2	Efflorescence/Rust Staining	(LF)	10.00	0.00	10.00	0.00	0.00
1120/2	Efflorescence/Rust Staining	(LF)	10.00	0.00	10.00	0.00	0.00
1130/2	Cracking (RC and Other)	(LF)	32.00	32.00	0.00	0.00	0.00
1130/2	Cracking (RC and Other)	(LF)	32.00	32.00	0.00	0.00	0.00
865/2	Drainage	(EA)	14.00	0.00	7.00	7.00	0.00
1000/2	Corrosion	(EA)	1.00	0.00	0.00	1.00	0.00
1000/2	Corrosion	(EA)	1.00	0.00	0.00	1.00	0.00
9000/2	Drainage Effectiveness	(EA)	13.00	0.00	7.00	6.00	0.00
9000/2	Drainage Effectiveness	(EA)	13.00	0.00	7.00	6.00	0.00
881/2	Steel Diap	(EA)	6.00	5.00	0.00	1.00	0.00
515/2	Steel Protective Coating	sq.ft	216.00	180.00	0.00	0.00	36.00
515/2	Steel Protective Coating	sq.ft	216.00	180.00	0.00	0.00	36.00
1000/2	Corrosion	(EA)	1.00	0.00	0.00	1.00	0.00
1000/2	Corrosion	(EA)	1.00	0.00	0.00	1.00	0.00
890/2	RC Wingwalls	(LF)	61.00	43.00	18.00	0.00	0.00
1120/2	Efflorescence/Rust Staining	(LF)	15.00	0.00	15.00	0.00	0.00
1120/2	Efflorescence/Rust Staining	(LF)	15.00	0.00	15.00	0.00	0.00
1190/2	Abrasion(PSC/RC)	(LF)	3.00	0.00	3.00	0.00	0.00
1190/2	Abrasion(PSC/RC)	(LF)	3.00	0.00	3.00	0.00	0.00
892/2	Other Wingwall	(LF)	197.00	139.00	50.00	8.00	0.00
1120/2	Efflorescence/Rust Staining	(LF)	30.00	0.00	30.00	0.00	0.00
1120/2	Efflorescence/Rust Staining	(LF)	30.00	0.00	30.00	0.00	0.00
1610/2	Mortar Breakdown (Masonry)	(LF)	23.00	0.00	15.00	8.00	0.00
1610/2	Mortar Breakdown (Masonry)	(LF)	23.00	0.00	15.00	8.00	0.00
1620/2	Split/Spall (Masonry)	(LF)	5.00	0.00	5.00	0.00	0.00
1620/2	Split/Spall (Masonry)	(LF)	5.00	0.00	5.00	0.00	0.00



RISING SUN LANE OVER BRANDYWINE CREEK

Bridge 1001 279
 Inspected 4/23/2024
 NPB & GSD

TOP CHORD DEFECTS

Notes:

1. All truss members are numbered south to north and west to east.
2. Previous surface corrosion defects that have been cleaned and painted have been removed from the table.
3. "Minor pack rust" = 1/16-inch thick pack rust unless otherwise noted

MEMBER/ CONNECTION	LOCATION	DEFECT	REMARKS
L0-U1	West	Similar to east but with knife edging on the top flange plate; Located below pipe rail connection at top and bottom flanges.	Painted over (CS3) (NC-24)
		10"H x 4-1/2"W x up to 1/4"D section loss on underside of bottom plate at upper bridge railing connection.	Painted over (CS3) (NC-24)
	East	Pack rust between top flange plate and both channel beam flanges causing up to 1/4" deformations and up to 50% section loss to edge of 3/8" thick flange (3/16" remaining); Located below attached bridge plaque.	Painted over (CS3) (NC-24)
Portal	South	15 feet of surface corrosion to edge of the top bracing angle.	(CS2) (NC-24)
		1-1/2"H x 6"L x up to 3/16"D section loss on underside of upper connection plate to U1E at west edge with adjacent 1/4" thick pack rust (Photo 15).	Painted over (CS3) (NC-24)
		Underside of upper strut angle is unpainted with light corrosion above U1E.	(CS2) (NC-24)
U1 Gusset	West	4"H area of corrosion on north edge of west gusset.	(CS2) (NC-24)
U1-U2	West	The east edge of the top flange exhibits a 1-foot long area with three (3) 1-inch long areas of exposed and corroded steel due to rigging.	(CS2) (NC-24)
U1W-U2E	-	Light rust on most lacing bars from U1W to center "X" connection due to missed paint application.	15% of lacing connections (CS2) (NC-24)
		At the "X" connection of the bracing members there is minor corrosion on top surface of all members and both gusset plates.	(CS2) (NC-24)
U1E-U2W	-	Paint deterioration and minor surface corrosion in connection to horizontal gusset at U1E.	(CS2)
		At the "X" connection of the bracing members there is minor corrosion on top surface of all members and both gusset plates.	(CS2) (NC-24)
U2 Gusset	East and West	Deterioration of rivet heads along the top chord (10% section loss).	Painted over (CS3) (NC-24)
	West	Connection with strut exhibits minor pack rust between the top & bottom flanges and gusset plates.	(CS3) (NC-24)
		The bottom horizontal gusset exhibits a 14"L x 4"W x up to 3/16"D area of pitting (3/8" original) surrounding U2W-U2E connection.	Painted over (CS3) (NC-24)



RISING SUN LANE OVER BRANDYWINE CREEK

Bridge 1001 279
 Inspected 4/23/2024
 NPB & GSD

TOP CHORD DEFECTS

Notes:

1. All truss members are numbered south to north and west to east.
2. Previous surface corrosion defects that have been cleaned and painted have been removed from the table.
3. "Minor pack rust" = 1/16-inch thick pack rust unless otherwise noted

MEMBER/ CONNECTION	LOCATION	DEFECT	REMARKS
U2E-U2W	-	Rust staining at all upper and lower lacing bar connections.	(CS2) (NC-24)
		Both original batten plates adjacent to U2W and U2E have 3" x 3" x up to 3/16"D areas of pitting on south face at lacing bar connections.	Painted over (CS3) (NC-24)
		Minor pack rust at lattice connections near west sway bracing connection.	Painted over (CS3) (NC-24)
U2-U3	West	2 SF area of light rust on roof plate and east wall plate on inside of chord just south of U3W.	(CS2) (NC-24)
	East	Just north of U2 the top flange cover plate exhibits a 1-foot diameter area of surface corrosion.	(CS2)
		6' of minor corrosion at west top flange edge.	(CS2) (NC-24)
U2W-U3E	-	1/8" pack rust at the top flange gusset plate, center "X" connection at west edge.	Painted over with minor reactivating corrosion (CS3) (NC-24)
U2E-U3E	-	6' of minor corrosion at west top flange edge.	(CS2)
U3 Gusset	East and West	Deterioration of rivet heads along the top chord (10% section loss).	Painted over (CS3) (NC-24)
	West	Minor active corrosion to (4) bolts and (2) rivet heads on upper gusset plate.	(CS2) (NC-24)
	East	Section loss (4"L x 1-1/2"W x 3/16"D) on underside of upper gusset plate and up to 7"L x up to 8"W x 1/8"D section loss to top side of lower gusset plate on north side of connection to U3E.	Painted over (CS3) (NC-24)
U3E-U3W	-	Both original batten plates adjacent to U3W and U3E have 3" x 3" x up to 3/16"D areas of pitting on north face at lacing bar connections.	Painted over (CS3) (NC-24)
		Rust staining at all upper and lower lacing bar connections.	(CS2) (NC-24)
U3-U4	West	2 SF area of surface corrosion on top chord plate and west interior face of west channel, approximately 5' south of U4W.	(CS2)
U3E-U4W	East	Light rust along south leg of upper angle pair for 10 LF extending east from center "X" connection.	(CS2) (NC-24)
U4 Gusset	West	The south side of the bottom horizontal gusset exhibits a 10" L x 10" H x 3/16" D area of section loss (3/8" original).	Painted over (CS1) (NC-24)
		Connection with strut exhibits minor painted over pack rust between the top & bottom flanges and gusset plates. 1/8" thick pack rust at bottom horizontal gusset plate at U4W-U4E connection.	(CS3)
		Minor pack rust and rust bleed-out at upper and lower gusset plates at connection to U3E-U4W connection.	(CS3) (NC-24)
	East	Corrosion with less than 1/16"D section loss to the top of the lower gusset between the bottom flange of the chord and sway frame, north edge at U4E.	(CS3) (NC-24)



RISING SUN LANE OVER BRANDYWINE CREEK

Bridge 1001 279
 Inspected 4/23/2024
 NPB & GSD

TOP CHORD DEFECTS

Notes:

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MEMBER/ CONNECTION	LOCATION	DEFECT	REMARKS
U4E-U4W	-	Both original batten plates adjacent to U4W and U4E on the south face have 3" x 3" x up to 3/16"D areas of pitting on north face at lacing bar connections (Photo 16).	Painted over (CS3) (NC-24)
		Rust staining at all upper and lower lacing bar connections.	(CS2) (NC-24)
		Sway brace has an unpainted surface between the vertical legs of the upper and lower angle pair with surface corrosion.	(CS2) (NC-24)
U4-U5	East	Light surface corrosion developing along the upper half of the east web plate on inside of chord for full length.	(CS2) (NC-24)
U4E-U5W	West	Minor section loss less than 1/16" on upper and lower gusset plates at strut connection to U5W. The lacing bar adjacent to the end batten plate at this connection is bent slightly.	Painted over (CS3) (NC-24)
	East	Random areas of freckled corrosion on the top flange and three (3) rivets at center connection with corrosion.	(CS2) (NC-24)
U5 Gusset	East and West	Minor pack rust between vertical gusset plate and diagonal.	Painted over (CS3) (NC-24)
		Minor paint chalking along the edges and along all faying surfaces on the gussets.	(CS2) (NC-24)
	West	Rust staining on edge of panel point angle.	(CS2) (NC-24)
	East	Minor surface corrosion on random nuts on top face (10 Total).	(CS2) (NC-24)
Portal	North	Minor pitting throughout.	Painted over (CS3) (NC-24)
		Missing paint and light corrosion on underside of upper strut members at connection to east and west trusses.	(CS2) (NC-24)
		Minor corrosion staining between angle legs on the top brace at random locations.	(CS2) (NC-24)
		Top brace exhibits pack rust 1/8" thick between vertical legs near U5 on west side for 1 LF.	(CS3) (NC-24)
		The bottom south angle over the centerline of the road is slightly bent 8"L x 1/4"H.	(CS2) (NC-24)



RISING SUN LANE OVER BRANDYWINE CREEK

Bridge 1001 279
 Inspected 4/23/2024
 NPB & GSD

TOP CHORD DEFECTS

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MEMBER/ CONNECTION	LOCATION	DEFECT	REMARKS
U5-L6	West	Up to 1/4" pack rust between the east channel flange and top cover plate at the area where bolts for bridge sign connect causing minor deformation.	Painted over (CS3) (NC-24)
		Three (3) short collision gouges (1-1/4"L x 1/8"D, 3/4"L x 1/16"D, 3/4"L x 1/16"D) on east edge of upper flange cover plate adjacent to bridge plaque (with corrosion).	(CS3) (NC-24)
		12"H x 5"W x 1/4"D section loss on underside of bottom plate at upper bridge railing connection.	Painted over (CS3) (NC-24)
	East	West face exhibits impact damage on both flanges: Lower leg- 5"L x 1-3/8"W x up to 5/8" bend with a 3/4"L x 1/4"W chunk taken out. Upper leg- 5"L x 3/4"W x up to 1/4" bend with a 3/4"L x 1/8"W chunk taken out (Photo 17). Upper cover plate- 6-1/2"L x 1-1/2"W x 7/8"D bend with a 3/4"L x 1/4"W chunk taken out.	(CS3) (NC-24)
		Lacing bar connections to channels above and below sidewalk exhibit light surface corrosion.	(CS2) (NC-24)
		Underside 3' above sidewalk exhibits minor pack rust between bottom flange and lacing bars.	(CS3) (NC-24)
		1/2" diameter hole at top edge of batten plate with localized section loss (1/8"D) to web and lower angle leg at lacing bar connection just below the deck with one (1) lacing bar reduced to paper-thin and deflected up to 1/4" due to pack rust.	Painted over (CS3) (NC-24)



RISING SUN LANE OVER BRANDYWINE CREEK

Bridge 1001 279
 Inspected 4/23/2024
 NPB & GSD

BOTTOM CHORD DEFECTS

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MEMBER/ CONNECTION	LOCATION	DEFECT	REMARKS
L0 Gusset	West	Minor section loss (up to 1/8"D) to interior face of outboard gusset plate.	(CS2) (NC-24)
		Inboard vertical gusset plate with 100% section loss on bottom edge (2" diameter) at bearing.	Painted over with minor reactivating corrosion (CS3) (NC-24)
	East	3" Diameter hole with surrounding knife-edging at bottom of inboard gusset plate adjacent to bearing.	Mostly painted over with minor reactivating corrosion along the edge (CS3) (NC-24)
		1/4" pack rust between the north edge of inboard and outboard gusset and chord.	Painted over with minor reactivating corrosion to inboard and outboard plates (CS3) (NC-24)
		Section loss (1'-6"L x 16"H x 1/8"D) to exterior face of inboard gusset plate surrounding lateral brace connection.	Painted over (CS3) (NC-24)
		Section loss (3"L x 3"H x 1/8"D) to exterior face of outboard gusset plate, lower edge at bearing.	Painted over (CS3) (NC-24)
		Areas of moderate corrosion of vertical gusset plate.	Painted over with active corrosion (CS2) (NC-24)
L0-L1	West	Section loss (up to 1/8"D) to both legs of west upper angle with a few reduced rivet heads (up to 50%)	Painted over (CS3)
	East	Moderate corrosion of bottom chord.	Painted over with active corrosion (CS2) (NC-24)
L1 Gusset	West	Outboard gusset with 100% section loss in center of rivet pattern.	Painted and the hole is filled with a bolt (CS3) (NC-24)
		3" diameter x up to 1/8"D section loss to exterior face of vertical gusset plate below abandoned utility bracket.	Painted over (CS3) (NC-24)
	East	Moderate corrosion of gusset plate for L1-U1.	Inboard gusset appears to have been replaced (CS2) (NC-24)
		Section loss (2"H x FW x 3/16"D) and active corrosion along top edge of inboard gusset plate.	Painted over with active corrosion (CS3) (NC-24)
L1-L2	West	Pitting (up to 1/8"D) to vertical angle legs at splice just south of panel point.	Painted over (CS3) (NC-24)
	East	Interior legs of upper angles exhibit up to 3/16"D section loss from L2 to 1' beyond splice (5'-6"L).	Painted with active corrosion (CS3) (NC-24)
		SIP forms adjacent to east end with moderate to severe corrosion with 100% section loss and missing sections.	(NC-24)
		Minor corrosion to splice plates near L2.	(CS2) (NC-24)



RIISING SUN LANE OVER BRANDYWINE CREEK

Bridge 1001 279
Inspected 4/23/2024
NPB & GSD

BOTTOM CHORD DEFECTS

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MEMBER/ CONNECTION	LOCATION	DEFECT	REMARKS
L2 Gusset	West	Minor to moderate with isolated locations of severe severe pack rust at bottom gusset plate.	Painted over (CS3) (NC-24)
		Section loss (up to 1/16"D) to interior face of both vertical gusset plates.	Painted over (CS3) (NC-24)
		Section loss (3'-6"L x 3"H x 1/8"D) to east face of inboard gusset above the lateral bracing gusset plate.	Painted over (CS3) (NC-24)
		Section loss (3"H x 1"W x 1/8"D) to inboard face of exterior gusset at the top, adjacent to the SW angle of L2-U2.	(CS3)
	East	Section loss (14"L x up to 6"H x 3/16"D) to west face of inboard gusset above lateral bracing gusset plate.	Painted over (CS3) (NC-24)
		Section loss (2"H x 3/16"D) along west face of upper edge to inboard gusset plate above diagonal.	Painted over (CS3)
		Section loss (18"L x 1"H x up to 3/16"D) to interior face of inboard gusset plate.	Painted over (CS3)
		Two (2) section loss blisters (2"L x 1"H x up to 3/16"D) to interior face of outboard gusset plate with active corrosion along upper edge of member L2-U1.	Painted over (CS3) (NC-24)
L2-L3	East	Inboard chord angles exhibit scattered minor section loss.	Painted over (CS3) (NC-24)
		Inboard chord angle edges exhibit minor active corrosion at L2 and L3 with 1/16"D painted over pitting.	(CS3)
L3 Gusset	West	Inboard vertical gusset plate exhibits severe pitting (up to 1/8"D) throughout.	Painted over (CS3)
		Section loss (2"H x 3/16"D) to exterior face of inboard gusset plate along upper and north edges of lateral bracing connection with rivet heads reduced up to 75%.	Painted over (CS3)
	East	Inboard gusset plate exhibits minor to moderate pitting (up to 1/16"D) on both faces (Photo 23).	Painted over (CS3) (NC-24)
		Outboard gusset plate exhibits up to 1/4"D section loss scattered throughout the interior face, north half, adjacent to diagonal L3-U4.	Painted over (CS3) (NC-24)
		Outboard gusset plate exhibits active corrosion with section loss (13"L x 4"H x 1/8"D) and a 1" diameter corrosion blister to the interior face, south half of the outboard gusset plate along diagonal U3-L3 with 1/8"D section loss (painted over) throughout remainder of plate.	(CS3) (NC-24)
		Active corrosion with section loss (2"H x 3/16"D) to the interior face of inboard section along upper edge of L3 gusset plate.	(CS3) (NC-24)



RIISING SUN LANE OVER BRANDYWINE CREEK

Bridge 1001 279
Inspected 4/23/2024
NPB & GSD

BOTTOM CHORD DEFECTS

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MEMBER/ CONNECTION	LOCATION	DEFECT	REMARKS
L4 Gusset	West	Lower chord north splice with a 6"L x 1/4"W area of 100% section loss at south edge of outboard vertical plate.	Painted over (CS3) (NC-24)
		Inboard and outboard vertical gussets exhibit minor to moderate pitting.	Painted over with reactivating corrosion on inboard angles (CS3) (NC-24)
		Three (3) middle rivet heads on outboard gusset at the interior connection to the lower chord are reduced by 80% (Photo 24).	Painted over (CS3) (NC-24)
	East	Inboard and outboard gusset plates exhibit minor section loss throughout the south half.	Painted over (CS3) (NC-24)
		Active corrosion with section loss (5"L x 1"H x 1/4"D) to interior face of inboard gusset plate along upper edge of L4-U5.	(CS3) (NC-24)
		Section loss (FL x 1"H x 1/8"D) to interior face of outboard gusset plate with active corrosion along upper edge of L4-U5.	Painted over with active corrosion (CS3) (NC-24)
L4-L5	West	Moderate pack rust between bottom chord angles adjacent to L4 and L5.	Painted over with reactivating corrosion (CS3) (NC-24)
		Moderate pack rust between gussets.	Painted over with reactivating corrosion (CS3) (NC-24)
		Inboard with a few spots of minor corrosion forming between angle legs (2 LF) and minor corrosion forming between rail post connection plate and bottom chord with 1/8" gap due to minor active pack rust.	(CS3) (NC-24)
		At L5 there is a scrape mark on the inboard bottom edge with active corrosion.	(CS2) (NC-24)
L5 Gusset	West	100% section loss within outboard gusset plate above transverse strapping plate (Photo 25). Upper edge of outboard gusset plate exhibits knife-edging for full length.	Painted over with reactivating corrosion (CS3) (NC-24)
		Underside of outboard flange w/ minor active corrosion.	Painted over (CS3) (NC-24)
	East	Moderate pack rust up to 1/16" between bottom chord angles.	(CS3)



RISING SUN LANE OVER BRANDYWINE CREEK

Bridge 1001 279
 Inspected 4/23/2024
 NPB & GSD

BOTTOM CHORD DEFECTS

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MEMBER/ CONNECTION	LOCATION	DEFECT	REMARKS
L5-L6	West	8' South of the N. Abutment, there are two (2) minor paint scrapes with corrosion to exposed steel.	(CS2) (NC-24)
		Minor section loss throughout top surface with majority of rivet heads reduced by 25%.	(CS3) (NC-24)
	East	6' south of N. Abutment, the top angle exhibits active corrosion on the east face and the angle underside exhibits active corrosion with <1/16" section loss. The top and bottom angles on the west face exhibit 1/8" thick rust laminations.	(CS3) (NC-24)
L6 Gusset	East	Section loss (24"L x 1-1/2"H x 1/8"D) scattered throughout interior face of inboard gusset plate along the top edge of L5-L6.	Painted over (CS3) (NC-24)
		Section loss (24"L x 4-1/2"H x 3/16"D) scattered throughout interior face of outboard gusset plate along the top edge of L6-L5 with a few small active corrosion blisters.	Painted over with active corrosion (CS3) (NC-24)
		Moderate corrosion in utility conduit duct plate and horizontal gusset plate exhibits moderate pitting up to 1/16"D.	(CS3) (NC-24)
	West	Pack rust (1/4" thick) between south edges of inboard and outboard gusset plates and the lower chord.	Painted over (CS3) (NC-24)
		Section loss (FL x 1"H x 3/16"D) to interior face of inboard gusset plate along lower chord.	Painted over (CS3) (NC-24)
		Section loss (1'-6"L x 16"H x 1/8"D) to exterior face of inboard gusset plate surrounding lateral brace connection.	Painted over (CS3) (NC-24)



RISING SUN LANE OVER BRANDYWINE CREEK

Bridge 1001 279
 Inspected 4/23/2024
 NPB & GSD

VERTICAL & DIAGONAL DEFECTS

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MEMBER/ CONNECTION	LOCATION	DEFECT	REMARKS
L1-U1	East	Severe pack rust at east sidewalk connection plate and is distorting bottom plate, with 100% section loss	Painted over (CS3) (NC-24)
		Minor section loss (1/8"D) of utility conduit duct plate at opening.	Painted over (CS3) (NC-24)
		Batten plate just above sidewalk exhibits area of missing paint and surface corrosion totaling 1 SF.	(CS2) (Quantities included in CS3 above)
U1-L2	West	East face exhibits two (2) small areas of minor corrosion on angle legs behind the bridge railing.	(CS2) (NC-24)
		Minor corrosion to batten plates near L2.	(CS2) (NC-24)
	East	The west face exhibits a 14" long inverted-U-shaped scrape with light corrosion.	(CS2) (NC-24)
		6"L x 1/4" deformation of vertical leg of west upper angle located 18" above sidewalk.	(CS2) (NC-24)
		2" and 1" diameter areas of 100% section loss to bottom tie plate at L2.	Painted over with minor reactivating corrosion (CS3) (NC-24)
L2-U2	East	The 10th diagonal stiffener from the top of sidewalk exhibits corrosion with up to 1/16" section loss between angles	(CS3)
L3-U3	West	Section loss (16"H x up to 5"W x up to 1/8"D) to exterior face of inboard section at upper end of plate at the connection to the north side of the floorbeam.	Painted over (CS3) (NC-24)
		North edge of the east flange exhibits 2" of exposed steel with surface corrosion just below mid-height.	(CS2)
	East	4"L x 1/2" deformation in flange to southwest angle leg at mid-height with no paint scrapes (Photo 18).	(CS2) (NC-24)
L4-U4	East	3-1/2"L x 1/2"H paint scrape with a 1"H x 1/4"D gouge with rust on the southwest angle leg located 2'-6" above the sidewalk (Photo 19).	(CS3) (NC-24)
L4-U5	East	4" diameter corrosion blister with 1/8"D section loss to the interior face of the outboard vertical leg.	(CS3) (NC-24)



RISING SUN LANE OVER BRANDYWINE CREEK

Bridge 1001 279
 Inspected 4/23/2024
 NPB & GSD

VERTICAL & DIAGONAL DEFECTS

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MEMBER/ CONNECTION	LOCATION	DEFECT	REMARKS
L5-U5	West	Section loss (FL x 3"H x 1/4"D) to exterior face of outboard angle at L5 connection (Photo 20).	Painted over (CS3) (NC-24)
	East	Lacing bar above the floorbeam connection has section loss (1"H x FW x down to paper-thin).	Painted over (CS3) (NC-24)
		At 6-feet below the upper chord the vertical exhibits a 18" high area of exposed steel with minor freckled corrosion along the southwest flange leg.	(CS2) (NC-24)
		Southwest angle leg has a 1-1/4"H x 2-1/2"L paint scrape located 24" above the sidewalk.	(CS2) (NC-24)
		The edge of the leg is delaminating and separating up to 1/16" due to pack rust extending from beginning of angle at L5 to 14" above the sidewalk (Photo 21).	(CS3) (NC-24)
		Section loss (2-1/2"H x FW x up to 100%) with active corrosion to west face of vertical along upper edge of inboard lower gusset plate (Photo 22).	Painted over with active corrosion (CS3) (NC-24)
L6-U6	East	At 6-feet below the upper chord the vertical exhibits a 1'H area of exposed steel with minor freckled corrosion at flange edge.	(CS3) (NC-24)



RISING SUN LANE OVER BRANDYWINE CREEK

Bridge 1001 279
 Inspected 4/23/2024
 NPB & GSD

FLOORBEAM AND STRINGER DEFECTS

Notes:

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MEMBER/ CONNECTION	LOCATION	DEFECT	REMARKS
FB0	West	Painted over pitting at the west end exhibits minor reactivating corrosion.	(CS3) (NC-24)
	East	Top flange exhibits a full-width x 18" L x 1/4" D area of pitting.	Mostly painted over with minor reactivating surface corrosion (CS3) (NC-24)
		At the east end, the top flange exhibits 2 LF of active corrosion with minor (<1/16") section loss on the north and south edges.	(CS3) (NC-24)
FB1	West	Up to 1/4"D section loss on north and south top and bottom flange angles at the end 2'-6" at L1 with 1 LF of reactivating corrosion to top of bottom flange. Remaining length of the bottom flange exhibits 1/8"D section loss.	(CS3) (NC-24)
		Two (2) rivets exhibit section loss up to 50% adjacent to L1 that are painted over.	(CS3)
	East	The top and bottom flange angles and fasteners exhibit minor pitting.	Painted over, 13 rivets have been replaced with bolts on the bottom flange (CS3) (NC-24)
		Six (6) rivets exhibit section loss up to 50% adjacent to L1 and painted over.	(CS3) (NC-24)
		Section loss (4'L X 3/16"D) to underside of top flange and top of bottom flange at L1 (Photo 26).	(CS3) (NC-24)
FB2	-	On the underside of the top and bottom flange there is minor freckled surface corrosion and pitting up to 1/16" deep.	Painted with reactivating corrosion (CS3) (NC-24)
	West	Up to 1/4"D section loss on north and south top and bottom flange angles at the end 2'-6" at L2. Remaining length of the bottom flange exhibits 1/8"D section loss.	(CS3) (NC-24)
		Severe deterioration (up to 100% section loss) to five (5) rivet heads in the web between Stringer 1, Panel 3 and the West Truss.	Painted over (CS3) (NC-24)
	East	At the east end, the top flange exhibits 3 LF of active corrosion with minor (<1/16") section loss on the north and south edges.	(CS3) (NC-24)



RISING SUN LANE OVER BRANDYWINE CREEK

Bridge 1001 279
 Inspected 4/23/2024
 NPB & GSD

FLOORBEAM AND STRINGER DEFECTS

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MEMBER/ CONNECTION	LOCATION	DEFECT	REMARKS
FB3	West	Up to 1/4"D section loss on north and south top and bottom flange angles at the end 2'-6" at L3. Remaining length of the bottom flange exhibits 1/8"D section loss (Photo 27).	Painted over (CS3) (NC-24)
		Section loss (up to 4"W X 1/8"D) to north face of web surrounding Stringer 1, Panel 4.	Painted over (CS3) (NC-24)
		Severe deterioration (up to 50% section loss) to five (5) rivet heads in the web between Stringer 1, Panel 3 and the West Truss.	Painted over (CS3) (NC-24)
	East	At the east end, the top flange exhibits 3 LF of active corrosion with minor (<1/16") section loss on the north and south edges.	(CS3) (NC-24)
		Minor (<1/16") section loss surrounding Stringer 3, Panel 3 connection with 2 SF of painted over unremoved laminar corrosion to the north face of web below Stringer 3, Panel 3 connection.	Painted over with underlying corrosion (CS3) (NC-24)
FB4	-	Up to 1/4"D section loss on north and south bottom flange angles at the end 2'-6" at L4. Remaining length of the bottom flange exhibits 1/8"D section loss.	Painted over (CS3) (NC-24)
	West	Severe rivet head deterioration between Stringer 1, Panel 5 and West Truss at utility punch-thru.	Bottom flange rivets have been replaced with bolts, five (5) remain with up to 50% section loss (painted over) in web (CS3) (NC-24)
		Section loss (up to 4"W X 1/8"D) to north face of web surrounding Stringer 1, Panel 5 and bottom flange at connection to gusset plate.	Painted over (CS3) (NC-24)
	East	At the east end, the top flange and bottom flange exhibits 3-1/2 LF of active corrosion with minor (<1/16") section loss on the north and south edges and bottom flange at connection to gusset plate.	(CS3)
FB5	-	Section loss in bottom flange at connection to Stringer 1, Panel 5 (3/8" remaining) and pitting along the underside of the bottom flange for the full-length. Ends of webs exhibit minor section loss.	Painted over (CS3) (NC-24)
	West	Full-length severe pitting and section loss in the bottom flange and rivets with active corrosion at L5 lateral gusset plate (Photo 28).	Painted with active corrosion (CS3) (NC-24)
		Up to 1/4"D section loss on north and south top and bottom flange angles at the end 2'-6" at L5.	Painted over (CS3) (NC-24)
	East	Minor active corrosion on the south face of the web and top of top flange at L5 with rust bleeding from abandoned utility doubler plate above.	(CS2)



RISING SUN LANE OVER BRANDYWINE CREEK

Bridge 1001 279
 Inspected 4/23/2024
 NPB & GSD

FLOORBEAM AND STRINGER DEFECTS

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2. Previous surface corrosion defects that have been cleaned and painted have been removed from the table.
3. "Minor pack rust" = 1/16-inch thick pack rust unless otherwise noted

MEMBER/ CONNECTION	LOCATION	DEFECT	REMARKS
FB6	-	2 drilled holes under shear angles at Stringer 1, Panel 6 and Stringer 3, Panel 6 connections.	(CS1) (NC-24)
	West	Underside of the bottom flange exhibits a 10" diameter area of peeling paint with exposed steel and light corrosion.	Exposed steel exhibits minor corrosion (CS2) (NC-24)
		Moderate corrosion with rust laminations on top flange for 2 LF at end adjacent to L6 less than 1/8" section loss.	Painted over with reactivating surface corrosion along the edge (CS2)
	East	Sidewalk overhang at the east end exhibits a 1" H x 1/2" W area of 100% section loss.	Painted over (CS3) (NC-24)
		Moderate corrosion for 3 LF on top flange adjacent to L6.	(CS2) (NC-24)
		Web at the utility duct exhibits 2 LF of active corrosion within cut out.	(CS2) (NC-24)
Stringer 1 Panel 1	-	Section loss (3 L x FW x 1/2" D at the knife edging) to the top of both top and bottom flanges at FB0 and (1' L x FW x 1/4" D) to top of top flange at FB1 (Photo 30), with reactivating corrosion and painted over	Painted with reactivating corrosion (CS3)
	East	Section loss (FL x 1/8" D) to top of top flange and top of bottom flange.	Painted over (CS3) (NC-24)
	West	Stringer 1 to FB0 connection angle is not flush with floorbeam web (1/2" L X 3" H) (Photo 29).	(CS1)
Stringer 3 Panel 1	-	1/8" deep section loss in top and bottom flanges at south end connection to FB0 and north end at FB1. At midspan there is a 4" diameter x 1/8" D area of section loss to the bottom flange and base of web. Remainder of top of top flange, top of bottom flange, and BOW exhibits section loss (up to 1/4" D).	Painted with corrosion reactivating at the south end for 2-feet. (CS3) (NC-24)
Stringer 1 Panel 2	-	Section loss (FL x FW x up to 1/4" D) to top of top flange.	Painted over (CS3) (NC-24)
	West	Scatter loss (1/8" D) to BOW.	Painted over (CS3) (NC-24)
		Section loss (FL x FW x up to 1/4" D) to top of top flange.	Painted over (CS3) (NC-24)
Stringer 3 Panel 2	-	Section loss (FL x FW x up to 1/4" D) to top of top flange at FB2.	Painted over (CS3) (NC-24)
Stringer 1 Panel 3	-	Section loss (FL x FW X up to 1/4" D) to top of top flange (Photo 31).	Painted over (CS3) (NC-24)
	West	West face of the web exhibits a 3' L x 5" H x 3/16" D area of pitting with remainder of web exhibiting	Painted over (CS3) (NC-24)
		Section loss (FL x FW x up to 1/4" D) to top of west leg of bottom flange.	Painted over (CS3) (NC-24)



RISING SUN LANE OVER BRANDYWINE CREEK

Bridge 1001 279
 Inspected 4/23/2024
 NPB & GSD

FLOORBEAM AND STRINGER DEFECTS

Notes:

1. All floorbeams are numbered south to north and stringers are numbered west to east.
2. Previous surface corrosion defects that have been cleaned and painted have been removed from the table.
3. "Minor pack rust" = 1/16-inch thick pack rust unless otherwise noted

MEMBER/ CONNECTION	LOCATION	DEFECT	REMARKS
Stringer 2 Panel 3	-	Top flange exhibits a 15" L x up to 7/16" D area of section loss (3/4" thick original), 19" from the north end.	Painted over (CS3) (NC-24)
		28" L x 3" H area of pitting along the base of the west web, 1' from the north end with a repair plate on the east web.	Painted over (CS3) (NC-24)
		Top flange exhibits random areas of painted over pitting up to 1/16"D.	(CS1)
	East	Bottom flange at midspan exhibits a 1'L x up to 3/8"D area of section loss (3/4" thick original).	Painted over (CS3) (NC-24)
		Top of bottom flange exhibits section loss (3'L x 3/8" RTM) at lateral connection.	Painted over (CS3) (NC-24)
		Top flange at 8'-5" from FB2 exhibits a 2 1/2" L x 3/16" D area of section loss (3/4" thick original).	Painted over (CS3) (NC-24)
Stringer 3 Panel 3	-	Section loss (3'L x FW x 1/8"D) to top of top flange and at random isolated locations throughout.	Painted over (CS3)
Stringer 1 Panel 4	-	Section loss (FL x FW x up to 1/4"D) to top of top flange.	Painted over (CS3) (NC-24)
	West	Scattered loss (1/8"D) to BOW.	Painted over (CS3) (NC-24)
		Section loss (FL x FW x up to 1/4"D) to top of bottom flange.	Painted over (CS3) (NC-24)
Stringer 3 Panel 4	-	Section loss (3'L x up to 1/4"D) to both legs of top of top and bottom flanges. The west leg has been repaired with welded and bolted plates.	Painted over (CS3) (NC-24)
	East	Section loss (5'L x up to 1/4"D) to the top flange and full-height of web extending north from FB3.	Painted over (CS3) (NC-24)
Stringer 1 Panel 5	-	Section loss (FL x FW x up to 1/4"D) to top of top flange with up to 1/2"D loss to the end 3 LF at FB4.	Painted over (CS3) (NC-24)
	West	Scattered loss (1/8"D) to BOW with up to 1/2"D loss to the end 3 LF at FB4.	Painted over (CS3) (NC-24)
		Section loss (FL x FW x up to 1/4"D) to top of bottom flange with up to 1/2"D loss to the end 3 LF at FB4.	Painted with reactivated corrosion (CS3)
Stringer 3 Panel 5	-	Section loss (3/16"D) at ends and (1/8"D) for remainder of full length of the top of top flange.	Painted over (CS3) (NC-24)
Stringer 1 Panel 6	-	Section loss (FL x FW x up to 1/4"D) to top of top flange.	Painted over (CS3) (NC-24)
	West	Scattered loss (1/8"D) to BOW.	Painted over (CS3) (NC-24)
		Section loss (FL x FW x up to 1/4"D) to top of bottom flange.	Painted over (CS3) (NC-24)
Stringer 2 Panel 6	-	3-feet long area of paint chalking at FB 6 and at mid-length.	(CS1) (NC-24)
Stringer 3 Panel 6	-	3-feet long area of paint chalking at FB 6.	(CS1) (NC-24)
		East side of the web exhibits a 10' L x 10" H x 1/4" D area of section loss and up to 1/4" section loss in the bottom flange.	Painted over with a repair plate on the bottom flange (CS1) (NC-24)



RIISING SUN LANE OVER BRANDYWINE CREEK

Bridge 1001 279
Inspected 4/23/2024
NPB & GSD

FLOORBEAM AND STRINGER DEFECTS

Notes:

1. All floorbeams are numbered south to north and stringers are numbered west to east.
2. Previous surface corrosion defects that have been cleaned and painted have been removed from the table.
3. "Minor pack rust" = 1/16-inch thick pack rust unless otherwise noted

MEMBER/ CONNECTION	LOCATION	DEFECT	REMARKS
Sidewalk Stringers	East Stringer	In Panel 1, painted over pitting up to 1/16" on the top flange with reactivating corrosion full length.	(CS3) (NC-24)
		In Panel 3 near L4, the edge of the top flange exhibits 2 LF of minor (<1/16") rust laminations.	(CS3) (NC-24)
		The center diaphragm in Panel 5 exhibits rust laminations on the top of the bottom flange that is painted over and reactivating.	(CS3) (NC-24)
		Bottom flange in Panel 5 exhibits a 16" L x 2" W x 1/16" thick rust lamination on the top of the bottom flange on the west side.	Painted over with reactivating corrosion (CS3) (NC-24)
		Top flange of stringer exhibits knife edging in Panel 5 along the full-length with active rust laminations up to 1/8" thick.	Painted over with reactivating corrosion (CS3) (NC-24)
	West Stringer	In Panel 1, painted over pitting up to 1/16" on the top flange with reactivating corrosion for 20% of the length.	(CS3) (NC-24)
		East face of stringer at the north end exhibits severe laminar corrosion with section loss (FH x up to 1/8"D) for end 3 LF at FB6.	(CS3) (NC-24)



DELAWARE
DEPARTMENT OF TRANSPORTATION

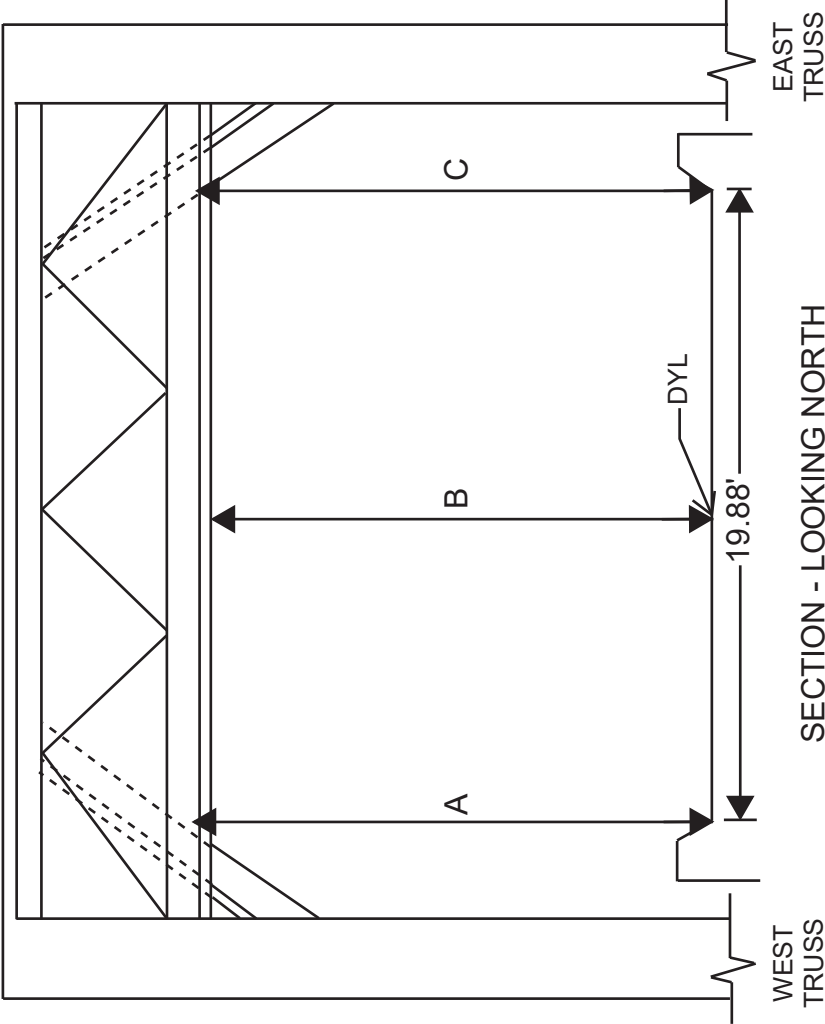
JOINT MEASUREMENT SHEET

BRIDGE: 1-001

Date:	JRQ/PTD	HAB/BSD	HAB/BSD	HAB/BSD	MJN/AFG	NPB/CJM			
Inspectors:	5/25/16	4/23/18	4/23/20	4/23/24	4/15/22	4/23/24			
Location:	South Abut	South Abut	South Abut	South Abut	South Abut	South Abut			
Temp (°F):	70	60	44	63	60				
Left Gap ("):	1 1/2	1 1/2	1 1/2	1 3/8	1 1/2				
Right Gap ("):	2	1 3/8	1 3/8	1 3/8	1 1/2				
Comments:									
Location:	North Abut	North Abut	North Abut	North Abut	North Abut	North Abut			
Temp (°F):	70	60	44	63	60				
Left Gap ("):	1 1/4	1 1/8	1 1/8	1	1 1/8				
Right Gap ("):	1 1/2	1 1/4	1 3/8	1 1/4	1 3/8				
Comments:									
Location:									
Temp (°F):									
Left Gap ("):									
Right Gap ("):									
Comments:									
Location:									
Temp (°F):									
Left Gap ("):									
Right Gap ("):									
Comments:									
Location:									
Temp (°F):									
Left Gap ("):									
Right Gap ("):									
Comments:									

Note: Joints are measured at solid lines unless a comment states otherwise. Left and right is determined by looking from span 1 and towards increasing roadway stationing.

RISING SUN LANE OVER BRANDYWINE CREEK



SECTION - LOOKING NORTH
NOT TO SCALE

LOCATION	A	B	C
S. PORTAL	14.45'	14.05'	14.28'
P.P.2	14.21'	-	14.50'
P.P.3	14.28'	-	14.34'
P.P.4	14.25'	-	14.25'
N. PORTAL	14.21'	14.05'	14.35'

NOTE: CLEARANCE IS CONTROLLED AT THE DOUBLE YELLOW LINE AT THE PORTAL BRACING.

SCOUR RELATED DATA

Bridge No: 1001 279

Bridge ID: 1001 279

Inspection Date: 4/23/2024

Region:

Waterway Name: Brandywine Creek

Fathometer Req'd:

WATERWAY INFORMATION

Tidal: N

Underclearance: 34.6 ft

Depth of Flow: 7.1 ft

STREAMBED CHARACTERISTICS

Streambed Mtrl Type:

Streambed Mtrl Penetration:

ARMORING

Abutment:

Piers:

Upstream Channel: No Armoring

Wingwalls: No Armoring

Dwnstrm Channel: No Armoring

Channel Bottom: No Armoring

TYPE OF FOUNDATION & SUBSTRUCTURE ELEMENTS

Foundation Type:

Pier:

Cap Shape:

Fnd. Mtrl:

Shape of Piles:

CHANNEL AND CHANNEL PROTECTION (NBI ITEM #61)

Waterway: G

Comments: Good upstream alignm

Streambed: G

Comments: Boulders, Cobbles, G

Embankment: G

Comments: -1

Fender System:

Comments:

CHANNEL INFORMATION

Debris in Channel:

Sediment in Channel:

Cap. of Chnl:

Chance of Overtopping:

Upstream Bank Condition:

Downstream Bank Condition:

Rdwy Overflow:

LOCAL SCOUR (OBSERVED) NBI ITEM #113

Piers:

Abutment:

Bents:



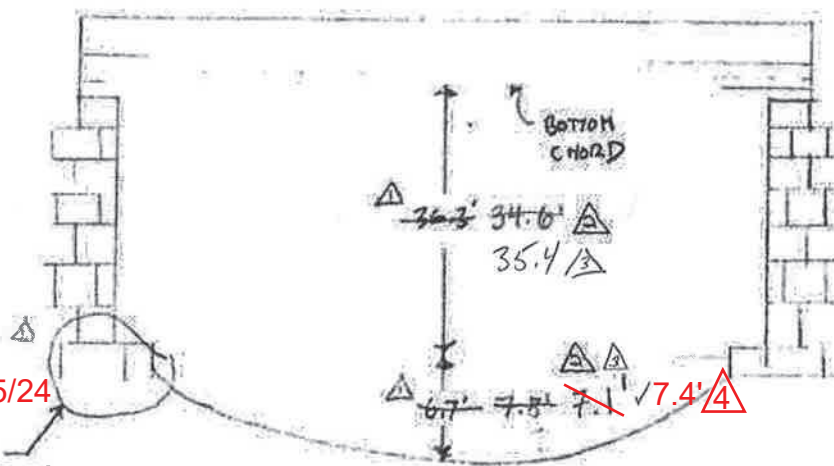
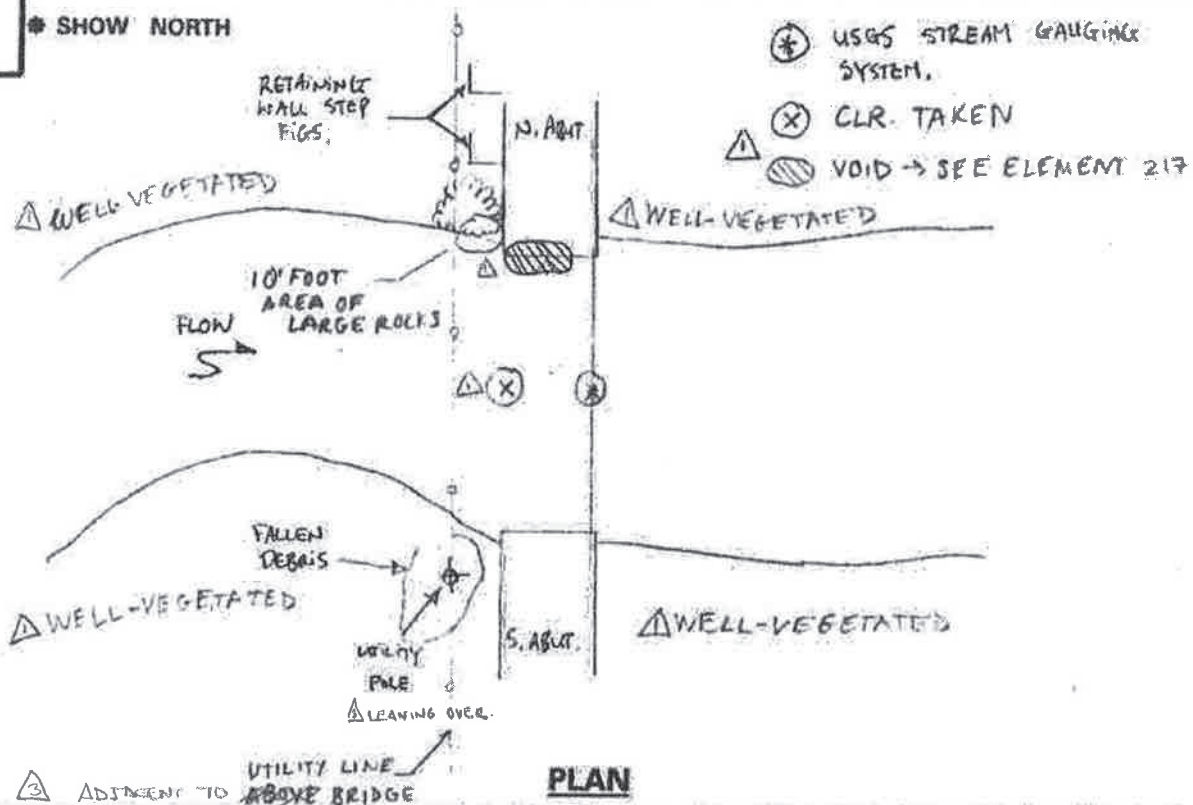
DELAWARE
DEPARTMENT OF TRANSPORTATION

WATERWAY SKETCH SHEET

BRIDGE: 1-001-279



SHOW NORTH



NPB/CJM 4/25/24

MJN/AG

HAB/BSO 4/23/20

EAST

WEST

ELEVATION

PAS
4/23/18

WATERWAY: BRANDYWINE
CREEK

INSPECTED BY:

MJN/AG

DATE: 4/24/18
4/15/22

Pennoni Associates Inc.
Consulting Engineers

BRIDGE 1001-279

DEDOT 18001	JOB NO. PDST	1431
SHEET 1 OF 1	DATE	
BY: BSM	5/1/14	
CHK'D		

PROJECT RISING SUN LANE OVER BRIDGE 1001-279

SUBJECT N. ABUT APRON UNDERMINING

JRQ 4/26/16

(NC-16)

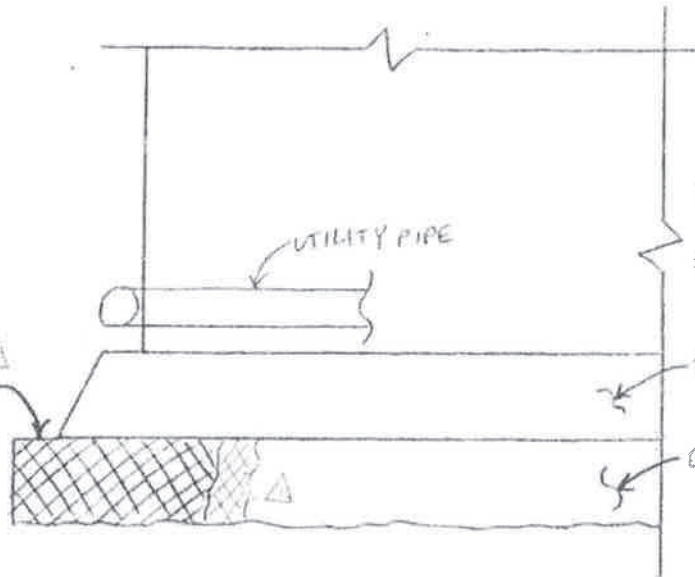
3'7" x 1.5' H x 1.5' D

6" 1.5' H

8' L x 3' H x 2' D

6' L x 3' H x 1.5' D

VOID UNDERMINING
TOP APRON



Δ PAS 4/23/18

Δ HAB/BSO 4/23/20

Δ MTN/AFG 4/15/22

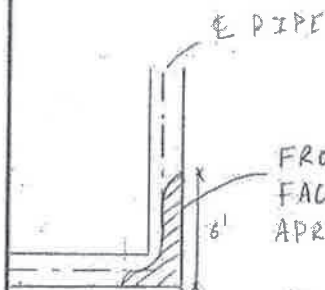
TOP APRON

NPB/CJM 4/23/24

NO CHANGES

BOTTOM APRON

NORTH ABUTMENT - LOOKING NORTH



FRONT
FACE
APRON

1.5' H
AND
UP TO 2' D

TOP APRON

BOTTOM
APRON

UTILITY PIPE

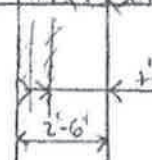
* NOTE BOTH VOIDS ARE ARMED
W/ MEDIUM TO LARGE ROCKS
IN THE STREAMBED ALONG THE
APRON AND APPEARS STABLE.

MISSING
STONE

4' L
1.5' L x 1.5' H x 1.5' D VOID
ULM TOP APRON

1'-6" Δ

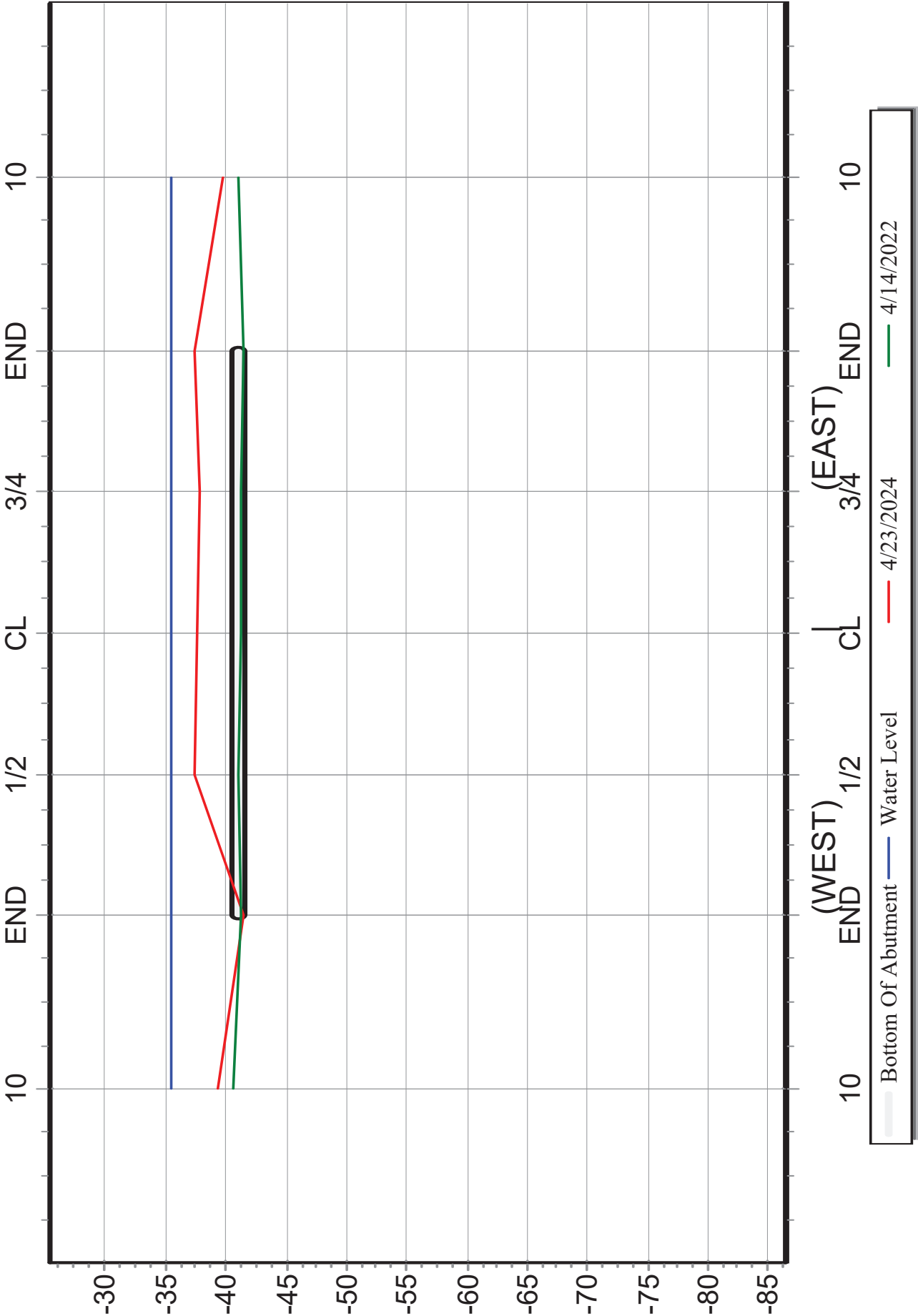
1'-5" 2'-0" Δ



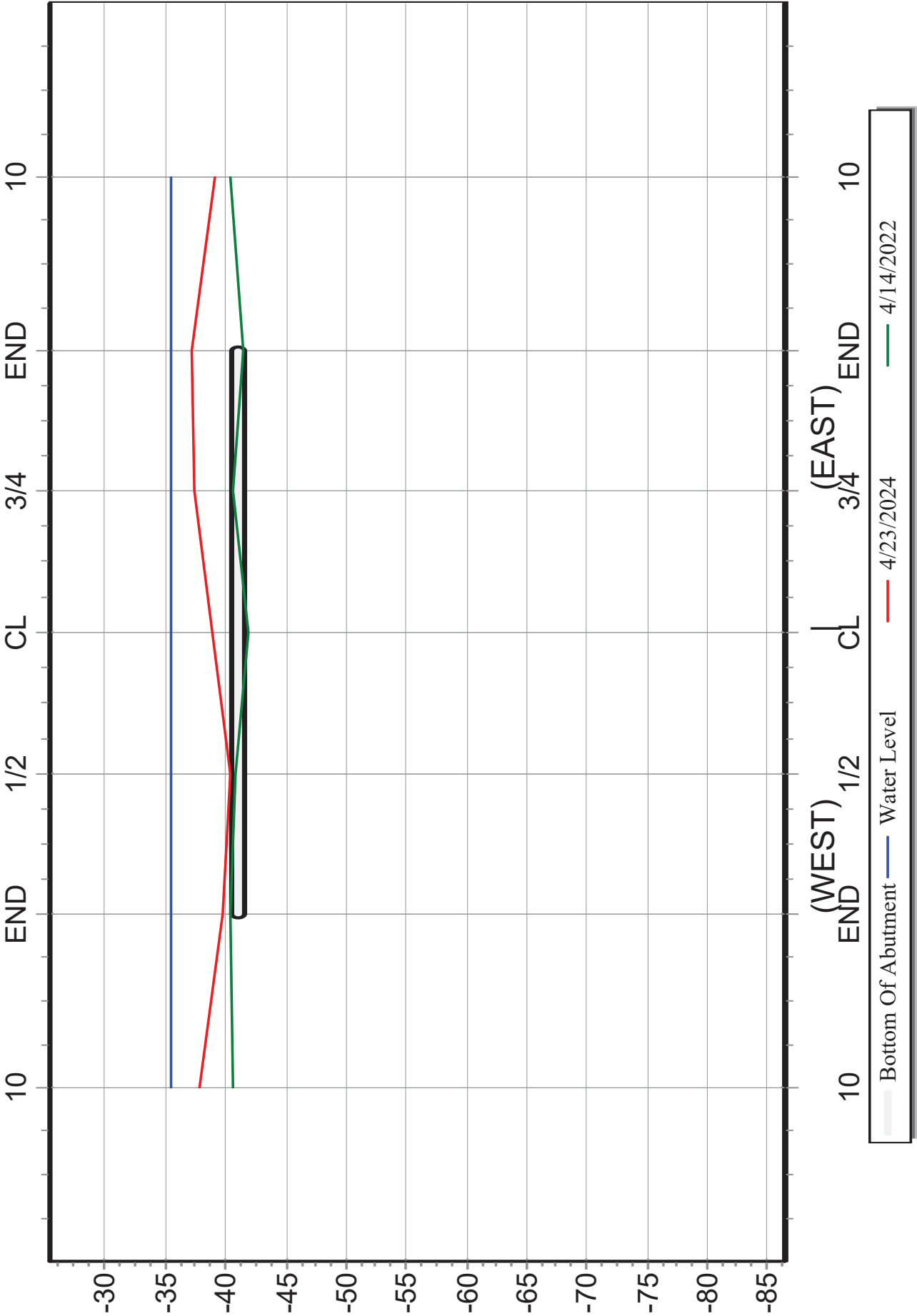
* NOTE: APRON IS 2'-6"
WIDE, THEREFORE UNDER-
MINING IS OF TOP APRON
ONLY.

NORTH ABUTMENT - LOOKING EAST

File Along Unit # 1 - SOUTH ABUTMENT For Bridge No.1001

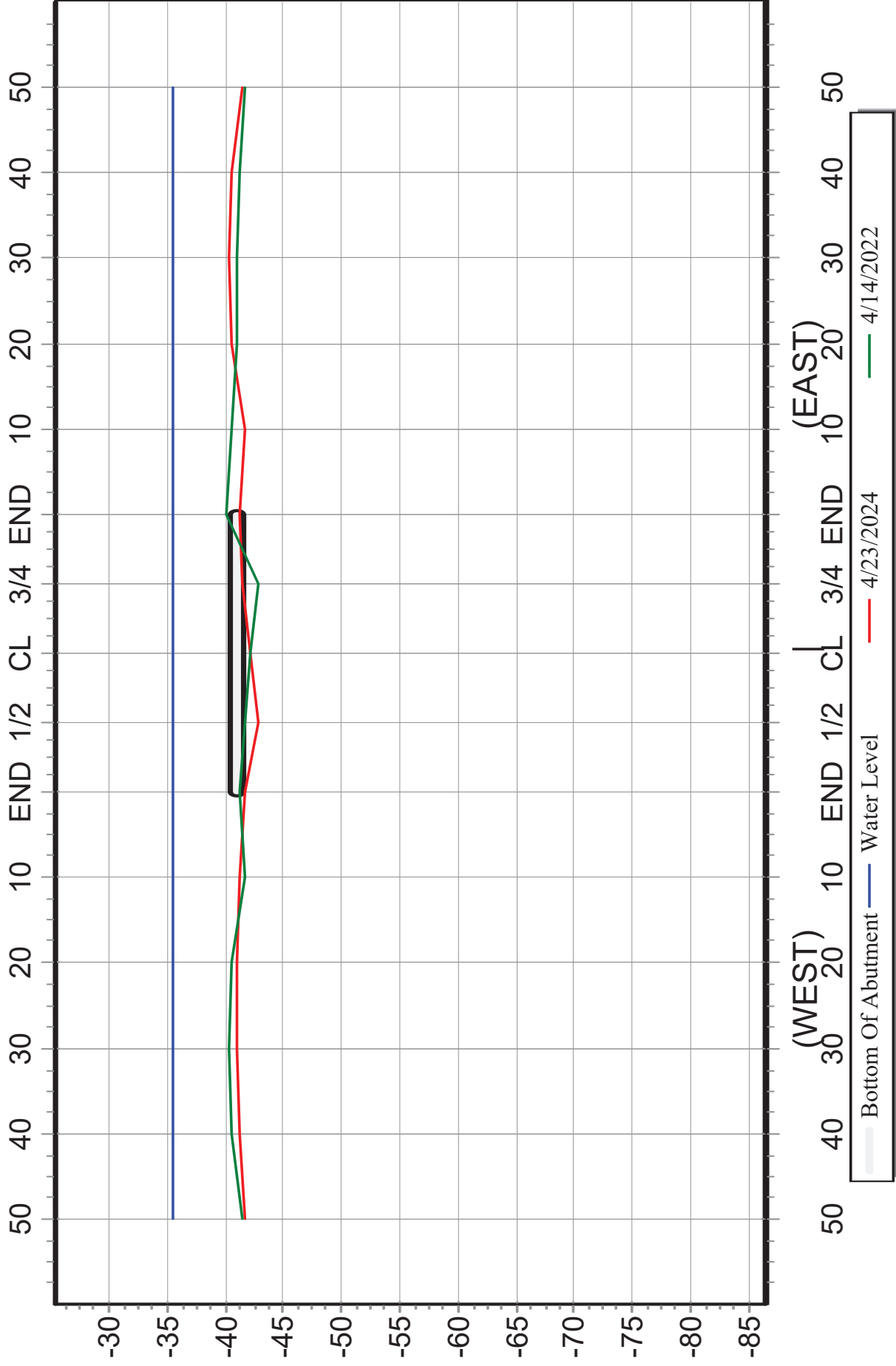


ile Along Unit # 4 - NORTH ABUTMENT For Bridge No.1001



Thalweg Profile for 1001 279

Thalweg is in Span No. 1



DeIDOT Bridge Sounding Field Report Sheet

Bridge Number: 1-001-279

Inspection Date: 4/25/2024

Inspected by: NPB/GSD/CJM

Distance Out From Face Of Bridge

50' 40' 30' 20' 10'

Points Along Substructure Unit

END 1/4 C/L 3/4 END

Distance Out From Face Of Bridge

10' 20' 30' 40' 50'

Thawleg (deepest points along the channel)

6.1 5.1 4.8 5.1 6.3 5.9 6.0 6.8 7.4 6.2 5.8 5.6 5.5 5.9 6.2

Substructure Unit #4 =

DRY DRY DRY DRY DRY DRY DRY

OVERFLOW SPAN

B DRY DRY DRY DRY DRY DRY DRY

Substructure Unit #3 = SOUTH ABUT

A 4.3 2.0 2.5 2.3 2.0 6.0 4.0

FLOW

B 3.6 1.7 1.9 3.4 5.0 4.3 2.4

Substructure Unit #2 = NORTH ABUT

A

Substructure Unit #1 =

= Refer to 'General Notes' about blue blank boxes

Data Measurements Input

Underclearance (Note #1) = 35.40'

Abutment width (Note #7) = 32.50

Bottom of Abutment Footer (Note #2) = 990

Thawleg is in span# = 1

Bottom of Abutment Piles (Note #3) = 990

Pier width (Note #8) = 0.00

Bottom of Pier Footer (Note #4) = 999

Number of Spans of Bridge = 1

Bottom of Pier Piles (Note #5) = 999

Abutment sheeting bottom (Note #6) = 990

Direction looking from Sub. Unit #1 to #4 = N



1 SOUTH APPROACH LOOKING NORTH



2 EAST ELEVATION LOOKING WEST



3 TYPICAL VIEW OF UNDERSIDE, LOOKING SOUTH



4 BRANDYWINE CREEK, LOOKING UPSTREAM (WEST)



5 BRANDYWINE CREEK, LOOKING DOWNSTREAM (EAST)



6 GENERAL VIEW OF DECK, LOOKING NORTH



7 BRIDGE PLAQUE AT SOUTHEAST CORNER (NORTHWEST CORNER SIMILAR), LOOKING NORTH



8 VERTICAL CLEARANCE AND LOAD POSTING SIGNS AT SE CORNER (NW SIMILAR)



9 WEST RAILING, NORTH END - TYPICAL PACK RUST BETWEEN POST ANGLES



10 EAST RAILING, 2ND POST FROM NORTH END - TYPICAL ACTIVE CORROSION



11 EAST SIDEWALK, NEAR MIDSPAN - FULL-WIDTH HAIRLINE CRACK WITH EFFLORESCENCE



12 NORTH COMPRESSION JOINT SEAL - FULLY DEBONDED & FILLED WITH DEBRIS



13 SOUTHWESTMOST DRAIN - TYPICAL CLOGGED SOUTH DRAIN



14 EAST DRAIN OUTLET, BETWEEN FLOORBEAM 1 & 2 - CORROSION WITH SECTION LOSS



15 SOUTH PORTAL, CONNECTION PLATE TO U1E, WEST EDGE - PAINTED OVER SECTION LOSS & PACK RUST



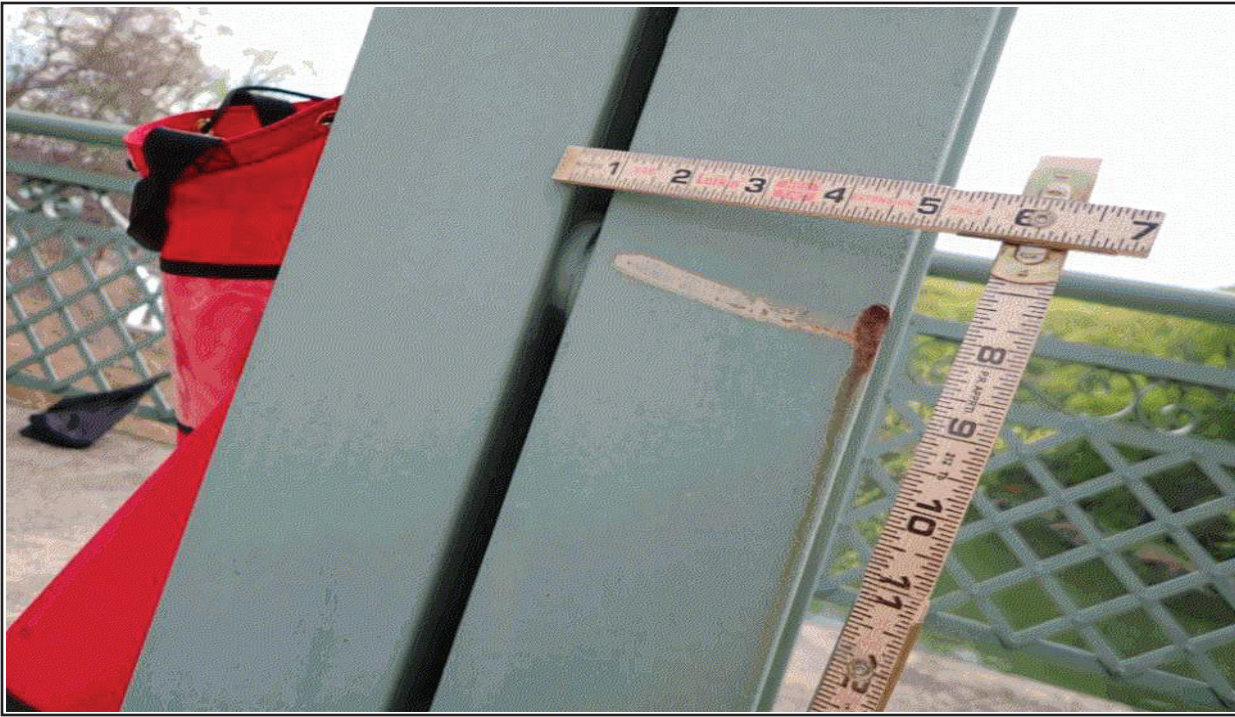
16 BATTEN PLATES ADJACENT TO U4W & U4E, NORTH FACE - AREAS OF PITTING



17 EAST CHORD, U5-L6, NORTHEAST CORNER - IMPACT DAMAGE WITH CORROSION



18 EAST CHORD, L3-U3, SW ANGLE, MID-HEIGHT - DEFORMATION IN FLANGE



19 EAST CHORD, L4-U4, SW ANGLE, 2'-6" ABOVE SIDEWALK - PAINT SCRAPE AND GOUGE WITH CORROSION



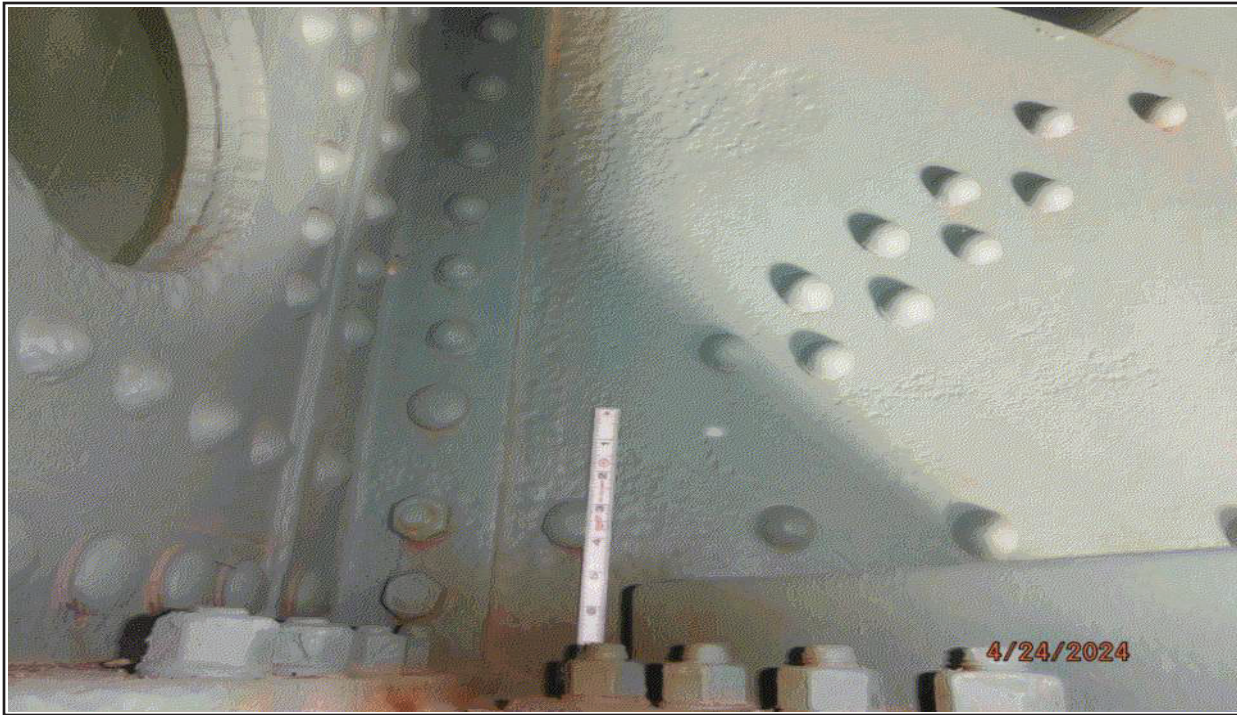
20 WEST TRUSS, L5-U5, EXTERIOR FACE OF OUTBOARD ANGLE @ L5 CONNECTION - PAINTED OVER SECTION LOSS



21 EAST TRUSS, L5-U5, SOUTHWEST ANGLE EDGE - PACK RUST CAUSING SEPARATION



22 EAST TRUSS, L5-U5 INBOARD ANGLE LEGS ABOVE L5, WEST FACE - SECTION LOSS WITH ACTIVE CORROSION



23 EAST TRUSS, L3 INBOARD GUSSET PLATE - MODERATE PITTING



24 WEST TRUSS, L4 OUTBOARD GUSSET, INTERIOR CONNECTION - RIVET HEADS WITH SECTION LOSS



25 WEST TRUSS, L5 OUTBOARD GUSSET PLATE AND STRAPPING PLATE CONNECTION - SECTION LOSS



26 FLOORBEAM 1, EAST SIDE, UNDERSIDE OF TOP FLANGE - SECTION LOSS



27 FLOORBEAM 3, WEST END, NORTH AND SOUTH BOTTOM FLANGE ANGLES - SECTION LOSS



28 FLOORBEAM 5, WEST END, CONNECTION TO LATERAL GUSSET PLATE - SECTION LOSS WITH ACTIVE CORROSION



29 PANEL 1, STRINGER 1, WEST CONNECTION ANGLE TO FLOORBEAM 0 - ANGLE NOT FLUSH



30 PANEL 1, STRINGER 1, EAST TOP FLANGE NEAR FLOORBEAM 1 CONNECTION - KNIFE EDGING AND PAINTED OVER PITTING



31 PANEL 3, STRINGER 1, WEST TOP FLANGE NEAR FLOORBEAM 2 - SECTION LOSS



32 SOUTH CONCRETE ABUTMENT, BELOW STRINGER 1 - EDGE SPALL



33 SOUTH MASONRY ABUTMENT, NEAR WEST END - AREA OF MISSING STONES



34 NORTH MASONRY ABUTMENT, EAST THRUST BLOCK, VOID IN REPOINTED SECTION



35 SOUTHWEST MASONRY WINGWALL - AREA OF MISSING MORTAR AND DISPLACED STONES



36 EAST RAIL, MIDSPAN - STREAM GAUGE ATTACHMENT



37 SOUTH APPROACH - VERTICAL CLEARANCE & LOAD POSTING NOT VISIBLE DUE TO VEGETATION

From: Nathan W. Buttorff
Sent: Friday, April 26, 2024 3:06 PM
To: Mortensen, Matthew (DeDOT)
Cc: Nathaniel Brown; Gregory Desing; Cameron Moseley; Nathan W. Buttorff
Subject: DEDOT24001: Bridge 1-001 - Vertical Clearance and Load Posting Signs
Attachments: [Bridge 1-001 Signing Plan.pdf](#); [P4243479.JPG](#); [P4240050.JPG](#); [P4240053.JPG](#)

Hi Matt.

During the inspection of the subject bridge, we noticed several trucks having to turn around on the north approach to the bridge. When we checked the signing for the structure we found that there is no vertical clearance sign posted at the SR-141 and Rising Sun Lane intersection (Photo P4243479).

The south side load posting and vertical clearance signs at the intersection of Rising Sun Lane and Main street are adequate for advance signs as the nearest intersecting roadway, however they are not visible when turning right onto Rising Sun Lane going west on Main Street until after a vehicle has committed to the turn as it has become obstructed by trees (Photos P4240050 & P4240053).

It should also be noted that while the roads leading to the structure are all posted for "No Trucks Over 2 Axles Except Local Services" the old rail road structure adjacent to Rising Sun Bridge creates a difficulty for trucks who can not cross the bridge to divert. There is an advance vertical clearance sign for Bridge 1-001 at Brecks Lane, however that is not a one lane road that does not allow traffic from main street to divert around the bridge back to Kennet Pike. We also noted that there are no advance signs for the old railroad bridge present.

Please see the attached Photos of the missing vertical clearance sign at the 141 intersection as well as the south side sign blocked by vegetation and a Bridge Signage Plan for your reference.

At a minimum, we would request that a vertical clearance sign be added at the north approach and the trees/vegetation cut back sufficiently at the south approach from Main St. that trucks can see the load posting signage prior to making the turn onto Rising Sun Lane.

Let me know if you have any questions or require any additional information.

Thanks,
Nate

Nathan W. Buttorff, PE
Bridge Inspection Practice Leader

Pennoni
Christiana Executive Campus, 121 Continental Drive, Suite 207 | Newark, DE 19713
Direct: +1 302-351-5234 | **Mobile:** +1 302-518-2656
www.pennoni.com | NButtorff@Pennoni.com

4/26/2024 Memo to Matthew Mortensen (DelDOT) Attachments:

Bridge 1-001 Signing Plan.pdf



P4243479.JPG



P4240050.JPG



P4240053.JPG



Bridge Maximo Maintenance History

WO Number	Reported Date	District	Area	Reported By	Changed By	Employee Name	Status	Wo Description	Priority	Function Code	FC Description	Unit of Measure	QA	Total Cost
132662	04/28/2006	NORTH	48		059209	Davis,Charlotte L	CLOSE	BR: 1-001 / WORK: B002-S1G	0	11100.2	Bridge - B002-S1G - Clean/Flush Scupper/ Downspouting	Each	12	\$220.90
514099	09/04/2012	NORTH	15	Mortensen,Matthew J	142311	Miller,Jamie Lynn	CLOSE	BR 1-001-279 / WORK: B002-S1G	2	11100.2	Bridge - B002-S1G - Clean/Flush Scupper/ Downspouting	Each	8	\$365.20
1076296	07/23/2020	NORTH	15	Mortensen,Matthew J	141548	Ventura,Robin Ann	CLOSE	BR 1-001-279 / WORK: B002-S1G	2	11100.2	Bridge - B002-S1G - Clean/Flush Scupper/ Downspouting	Each	0	\$0.00
1357034	07/24/2024	NORTH	15	Mortensen,Matthew J	124426	Mortensen,Matthew J	WAPPR	BR 1-001-279 / WORK: B002-S1G	2	11100.2	Bridge - B002-S1G - Clean/Flush Scupper/ Downspouting	Each		\$0.00