

2017 BRIDGE INVENTORY

BRIDGE NO.: 0076 **HIGHWAY:** New York Avenue, N.E.
OVER: Anacostia River

INSPECTION START DATE: 12/11/2017 **INSPECTION END DATE:** 01/11/2018
INSPECTION CYCLE: 24 mo. **INSPECTION TYPE:** Routine

DESCRIPTION: Four Steel Multi-Girder Continuous Spans Supported by Reinforced Concrete Piers, and Two Prestressed Concrete Beam Spans Supported by Cellular Abutments.

PRESENT POSTING: Open, no restriction **SUFFICIENCY RATING:** 77.2% (12/15)

YEAR BUILT: 1953 **DATE OF MAJOR REHABILITATION:** 1983

NUMBER OF SPANS: 06

CLEAR WIDTH BETWEEN CURBS: 92 ft

APPROACH ROADWAY WIDTH INCLUDING SHOULDERS: 92 ft

TYPE OF DECK AND SURFACING: Reinforced Concrete Deck with Monolithic Wearing Surface

MILEPOST 0.00 **ADT (% TRUCK):** 116,100 (4%) **YEAR ADT:** 2007

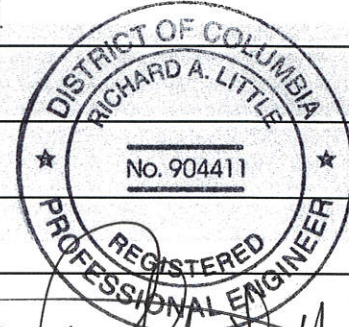


LOOKING: NORTH X SOUTH _____ EAST _____ WEST _____

Bridge No.: 0076 D.O.I.: 12/11/2017
 Name: New York Avenue, N.E., over Anacostia River.

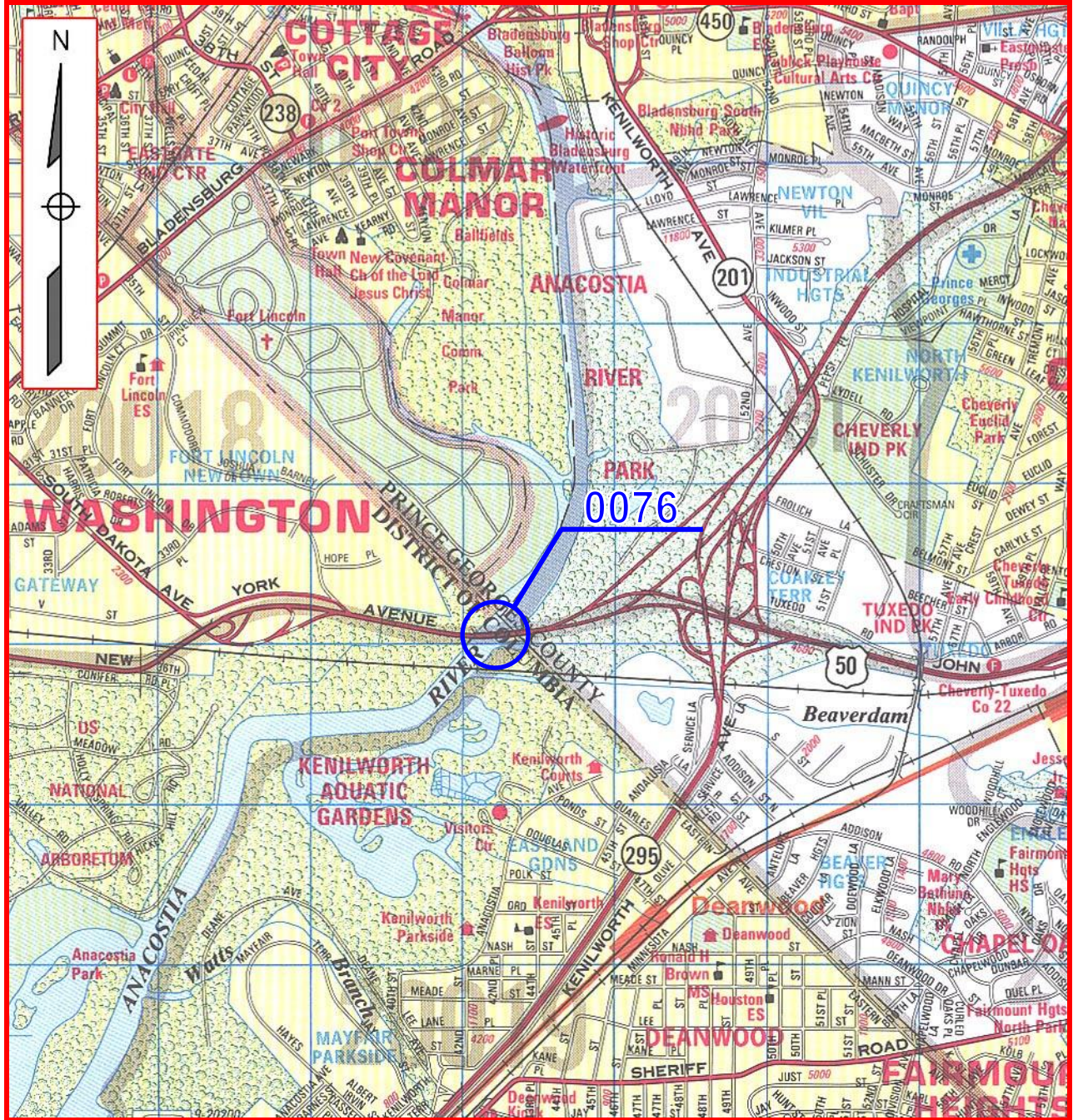
2017 District of Columbia Bridge Inspections Summary Report

Bridge No:	0076
Name:	New York Avenue, N.E., over Anacostia River
Report Prepared by:	Modjeski and Masters, Inc.
Report Reviewed and Submitted by:	Modjeski and Masters, Inc.
Project Manager:	Richard A. Little, P.E.
Team Leader:	Gary M. Kasten, P.E. <i>Gary Kasten</i>
Date of Inspection:	12/11/2017
Redundant/Non-Redundant:	Redundant
Fracture-Critical:	No
Pin/Hanger UT Inspection:	N/A
Underwater Inspection:	No
Weight Posted:	No
Rating Recommended:	No
Date of Last Load Rating:	02/10/2004
Review Existing Scour Report:	No
Recommended Maintenance Repair/Rehabilitation:	Yes
Letter of Concern & Submission Date:	No
Follow-Up Requirements:	No

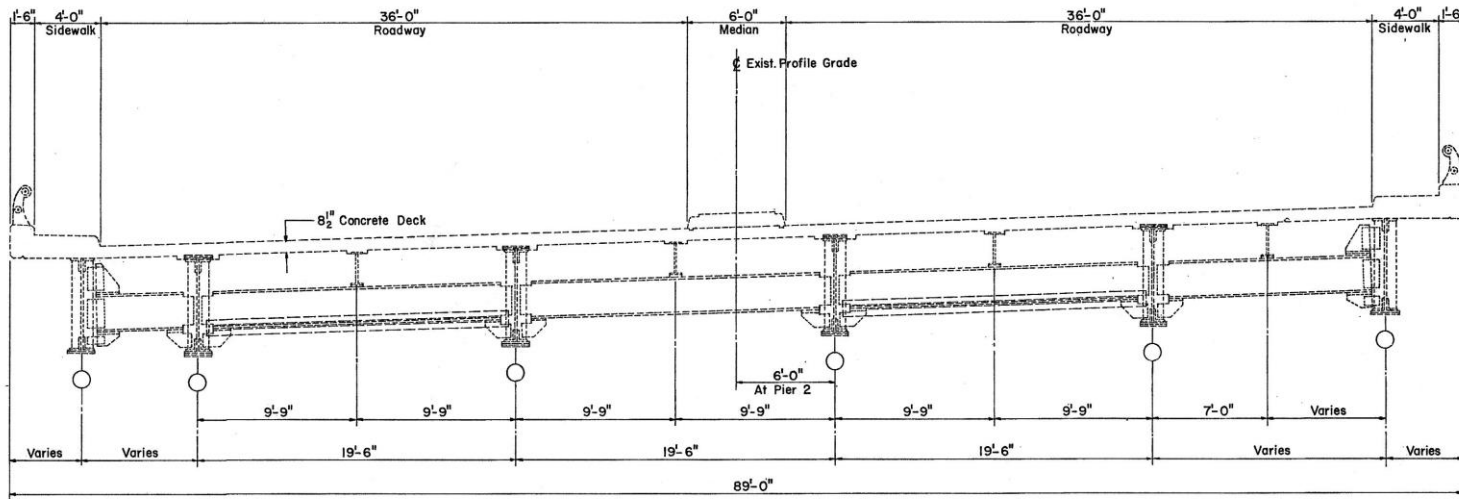


2017 BRIDGE LOCATION MAP

BRIDGE NO.: 0076 HIGHWAY: New York Avenue
OVER: Anacostia River

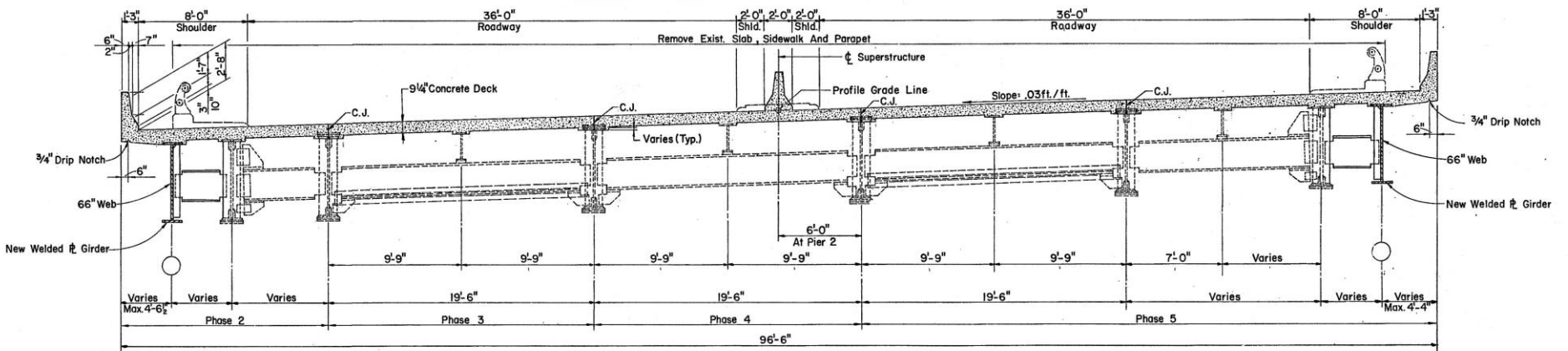


BRIDGE NO.: 0076 **HIGHWAY:** New York Avenue
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EXISTING ROADWAY CROSS SECTION

(STATIONS AHEAD) 1" = 1'-0"



PROPOSED ROADWAY CROSS SECTION

(STATIONS AHEAD) SCALE - 1" = 1'-0"

2017 BRIDGE INSPECTION SUMMARY FORM
BrM AND NBI RATINGS

BRIDGE NO.: 0076 **HIGHWAY:** New York Avenue
OVER: Anacostia River

BrM

No.	Element Name	Environ ment	Total Quantity	Quantity by State				
				1	2	3	4	
National Bridge Elements (NBEs)								
12	Reinforced Concrete Deck	SF	2	51,888	51,770	107	11	--
1080	<i>Delamination/Spall/Patched Area</i>	<i>SF</i>		118	--	107	11	--
104	Prestressed Concrete Box Girder	LF	2	2,329	2,329	--	--	--
107	Steel Open Girder	LF	2	3,328	3,038	275	15	--
1000	<i>Corrosion</i>	<i>LF</i>		290	--	275	15	--
109	Prestressed Concrete Open Girder	LF	2	233	233	--	--	--
113	Steel Stringer	LF	2	1,657	1,657	--	--	--
152	Steel Floorbeam	LF	2	1,720	1,682	38	--	--
1000	<i>Corrosion</i>	<i>LF</i>		38	--	38	--	--
210	Reinforced Concrete Pier Wall	LF	2	262	177	52	33	--
1080	<i>Delamination/Spall/Patched Area</i>	<i>LF</i>		37	--	35	2	--
1090	<i>Exposed Rebar</i>	<i>LF</i>		5	--	2	3	--
1120	<i>Efflorescence/Rust Staining</i>	<i>LF</i>		1	--	1	--	--
1130	<i>Cracking (RC and Other)</i>	<i>LF</i>		42	--	14	28	--
215	Reinforced Concrete Abutment	LF	2	240	109	125	6	--
1080	<i>Delamination/Spall/Patched Area</i>	<i>LF</i>		94	--	92	2	--
1090	<i>Exposed Rebar</i>	<i>LF</i>		5	--	5	--	--
1120	<i>Efflorescence/Rust Staining</i>	<i>LF</i>		17	--	17	--	--
1130	<i>Cracking (RC and Other)</i>	<i>LF</i>		15	--	11	4	--
310	Elastomeric Bearings	EA	2	88	88	--	--	--
311	Movable Bearings	EA	2	32	6	23	3	--
1000	<i>Corrosion</i>	<i>EA</i>		25	--	22	3	--
2240	<i>Loss of Bearing Area</i>	<i>EA</i>		1	--	1	--	--
313	Fixed Bearings	EA	2	8	--	8	--	--
1000	<i>Corrosion</i>	<i>EA</i>		8	--	8	--	--
330	Metal Bridge Railing	LF	2	1,076	1,068	--	8	--
1000	<i>Corrosion</i>	<i>LF</i>		8	--	--	8	--
331	Reinforced Concrete Bridge Railing (Median Included)	LF	2	1,613	1,545	44	24	--
1080	<i>Delamination/Spall/Patched Area</i>	<i>LF</i>		34	--	10	24	--
1120	<i>Efflorescence/Rust Staining</i>	<i>LF</i>		20	--	20	--	--
1130	<i>Cracking (RC and Other)</i>	<i>LF</i>		14	--	14	--	--

2017 BRIDGE INSPECTION SUMMARY FORM

BrM AND NBI RATINGS

BRIDGE NO.: 0076 **HIGHWAY:** New York Avenue
OVER: Anacostia River

BrM (Continued)

No.	Element		Environ ment	Total Quantity	Quantity by State			
	Name				1	2	3	4
National Bridge Elements (NBEs) (Continued)								
	Reinforced Concrete Cellular Grade Beam	LF	2	250	221	25	4	--
1080	<i>Delamination/Spall/Patched Area</i>	<i>LF</i>		4	--	2	2	--
1090	<i>Exposed Rebar</i>	<i>LF</i>		10	--	8	2	--
1120	<i>Efflorescence/Rust Staining</i>	<i>LF</i>		15	--	15	--	--
Bridge Management Elements (BMEs)								
300	Strip Seal Expansion Joint	LF	2	500	48	199	253	--
2330	<i>Seal Damage</i>	<i>LF</i>		5	--	--	5	--
2350	<i>Debris Impaction</i>	<i>LF</i>		446	--	199	247	--
2370	<i>Metal Deterioration or Damage</i>	<i>LF</i>		1	--	--	1	--
302	Compression Joint Seal	LF	2	250	138	60	16	36
2320	<i>Seal Adhesion</i>	<i>LF</i>		27	--	--	--	27
2330	<i>Seal Damage</i>	<i>LF</i>		9	--	--	--	9
2350	<i>Debris Impaction</i>	<i>LF</i>		76	--	60	16	--
321	Reinforced Concrete Approach Slabs	SF	2	3,860	3,785	31	44	--
1080	<i>Delamination/Spall/Patched Area</i>	<i>SF</i>		15	--	11	4	--
1130	<i>Cracking (RC and Other)</i>	<i>SF</i>		60	--	20	40	--
515	Steel Protective Coating (107)	SF	2	50,678	30,406	17,230	2,028	1,014
3420	<i>Peeling/Bubbling/Cracking</i>	<i>SF</i>		20,272	--	17,230	2,028	1,014
515	Steel Protective Coating (113)	SF	2	10,015	8,011	2,004	--	--
3420	<i>Peeling/Bubbling/Cracking</i>	<i>SF</i>		2,004	--	2,004	--	--
515	Steel Protective Coating (152)	SF	2	13,304	10,644	2,342	212	106
3420	<i>Peeling/Bubbling/Cracking</i>	<i>SF</i>		2,660	--	2,342	212	106
515	Steel Protective Coating (311)	SF	2	512	427	20	40	25
3440	<i>Effectiveness</i>	<i>SF</i>		85	--	20	40	25
515	Steel Protective Coating (313)	SF	2	128	99	10	14	5
3440	<i>Effectiveness</i>	<i>SF</i>		29	--	10	14	5
515	Steel Protective Coating (330)	SF	2	4,431	4,419	--	--	12
3440	<i>Effectiveness</i>	<i>SF</i>		12	--	--	--	12
520	Concrete Reinforcing Steel Protective System (12)	SF	2	51,888	51,363	515	--	10
3600	<i>Effectiveness</i>	<i>SF</i>		525	--	515	--	10



2017 BRIDGE INSPECTION SUMMARY FORM
BrM AND NBI RATINGS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River

NBI Rating

NBI Item No.	Name	Rating	Descriptions
58	Deck	7	
59	Superstructure	7	
60	Substructure	6	Severe scaling below waterline, and moderate spalls and delaminations in abutment stems
61	Channel	7	
62	Culverts	N	

Special Equipment Used: Bucket Boat, 24' Ladder **Inspection Dates:** 12/11/2017, 12/15/2017, 01/11/2018

No. Hours (Field & Report) 28/62 Hrs.

Inspection Team: 2 - Person

Inspected By: GMK/SAY/NAB





**2017 BRIDGE INSPECTION REPORT
 INSPECTION COMMENTS**

BRIDGE NO.: 0076 **HIGHWAY:** New York Avenue
OVER: Anacostia River

ELEMENT NO.	COMMENTS
	<p>General:</p> <p>Bridge 0076 consists of a continuous four-span steel multi-girder and floorbeam system supported by two reinforced concrete abutments and three reinforced concrete piers. There are two prestressed concrete beam approach spans, one over each cellular abutment. The bridge was originally constructed in 1953 and was rehabilitated in 1983. The four main girder spans measure 414.2' in length and the entire structure including the approach spans measures 537.7' in length. The bridge substructure units have an average skew of approximately 41°. The deck is 92.0' wide from parapet-to-parapet and 96.5' wide out-to-out. A bucket boat and a 24' ladder were used to complete the inspection.</p> <p>Prior to this inspection, the concrete joint headers in the Eastbound lanes were replaced. The asphaltic patches at the West Approach in each direction were replaced with concrete patches. The missing navigation light for the North side of Span 3 and the missing light standard on the North side of Pier 2 have been replaced.</p> <p>The numbering convention for reporting purposes is from North to South (Beams, Stringers and Girders) and from West to East (Spans and Piers). Spans 1 through 4 refer to the steel girder spans, while the approach spans are referred to as the West Abutment Span and East Abutment Span. Access to the East and West Cellular Abutments was gained by using doors in the South retaining walls. During the 2017 inspection, the doors were unlocked and no keys were needed to gain access. General views of the bridge, approaches and waterway below the bridge are shown in Photograph Nos. 1 through 12. The structure was inspected by Gary M. Kasten, P.E. (Team Leader), Shawn A. Yinger, E.I.T., and Nicholas A. Bruck, E.I.T.</p>
<p>12 300 302 330 331 520</p>	<p>Deck:</p> <p>The concrete wearing surface is in good condition (see Photograph No. 13). There is light scaling in the traffic lane wheel paths and a 3'-4" long x 4'-2" wide area of minor shallow spalling in the South shoulder of Span 2 in the Eastbound lanes. The Westbound lanes exhibit a 4'-6" x 4'-6" area of shallow spalling in the right shoulder over the West Abutment Span and a 12'-0" long x 6'-0" wide area of shallow spalling in the right lane of Span 2 (see Photograph No. 14). There is a 10" long x 7" wide x 1 1/2" deep pothole in the left Eastbound lane of the West Abutment Span and an 18" wide x 6" long x up to 1/2" deep spall in the wearing surface in the right Westbound lane adjacent to the West Abutment joint. The left Eastbound lane of the East Abutment Span exhibits a 12" x 12" repair. There are longitudinal hairline cracks in the wearing surface over the two cellular abutments (see Photograph No. 15). These cracks should be monitored as they may allow for possible leakage on and between the concrete box beams in the abutments. There is water ponding on the North shoulder of Span 1. The roadway markings are in satisfactory condition with missing sections in the Eastbound lanes of Span 1. Seventeen (17) roadway reflectors are broken or missing in the Eastbound lanes and fourteen (14) are broken or missing in the Westbound lanes (see Photograph No. 16).</p>



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ELEMENT NO.	COMMENTS
<p>12 300 302 330 331 520</p>	<p>Deck (Continued):</p> <p>The deck soffit is not visible except at the abutments and the deck overhangs due to Stay-in-Place (S.I.P.) forms. The soffit at the abutments and the deck overhangs is in satisfactory condition. In the deck underside adjacent to the S.I.P. forms at the West Abutment joint, there is a 26'-0" long x 3" wide x 6" deep spall in Bays 2 and 3, an 18" long spall adjacent to Girder 4, and a 12'-0" long spall adjacent to Girders 5 and 6 (see Photograph No. 17). The S.I.P. forms are in good condition with minor areas of corrosion and efflorescence. There is an isolated area of deteriorated S.I.P. form at the East Abutment adjacent to Girder 4 and a severely corroded S.I.P. form surrounding a manhole in Span 2.</p> <p>The reinforced concrete parapets along the North and South sides of the bridge are in good condition and the reinforced concrete median barrier with stone fascia between the Eastbound and Westbound lanes is in satisfactory condition (see Photograph No. 18). Both the concrete parapets with metal railings have isolated areas with minor scrapes, cracks and up to 2'-4" x 3" x 3" spalls (see Photograph No. 19). There are hairline cracks, many with efflorescence, in the parapets at several of the metal post anchorage locations. The median barrier capstone is missing for a length of 19'-0" at the East end of the bridge with the adjacent capstone partially debonded (see Photograph No. 20). At the West end of Span 3, the median barrier capstone is partially debonded and slightly misaligned. Pointing is missing between the median barrier fascia stones and underneath the capstones in random areas. Numerous reflectors are missing from the top of the bridge railings.</p> <p>The metal bridge railing on top of the concrete parapets along the North and South sides of the bridge is in satisfactory condition. The paint on the metal railing remains in good condition overall. At both ends of each railing, there is severe corrosion and up to 100% thickness section loss to the underside where there are expansion joints. At the East end of the North bridge railing, there are areas of 100% thickness loss in a 5' long section including a 2'-6" long x 2" high hole in the South face and a 16" long x 6" wide hole in the top face (see Photograph No. 21). Several of the railing areas of 100% section loss exhibit minor spalling and scraping to the adjacent concrete parapet.</p> <p>The two compression joints located above the abutment backwalls are in fair condition (see Photograph Nos. 22 through 25). The joints have minor debris accumulations with moderate debris build-up at the shoulders. There is a 2'-6" long tear in the joint material and a 6'-0" long section that is damaged and depressed in the right Westbound lane of the West Abutment joint (refer to Photograph No. 22 and see Photograph No. 26). The East Abutment joint exhibits debonded sections of joint material totaling 12 LF in the right Westbound lane and shoulder (refer to Photograph No. 24). The joint headers in the Eastbound lanes have been replaced since the previous inspection. The West Abutment joint in the Eastbound lanes exhibits sections of joint material that are not attached to the joint header in the center and left lanes totaling approximately 15 LF (refer to Photograph No. 23).</p>



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ELEMENT NO.	COMMENTS
12 300 302 330 331 520	<p>Deck (Continued):</p> <p>The two strip seals located at the far end of the abutment spans are in satisfactory condition with moderate debris accumulations in the Eastbound lanes, minor debris in the Westbound lanes and moderate debris in the Westbound shoulders (see Photograph No. 27). There are several shallow spalls in the deck on each side of the joints. The North and South shoulders of the West Approach in the Westbound and Eastbound lanes have a vertical misalignment of up to 3/4" and the joint material is bulging considerably in the shoulder area (see Photograph No. 28); the approach side of the joint is higher than the bridge side of the joint.</p> <p>There are four drains along the South side of the median and four drains along the North parapet. The deck drains and downspouts are in satisfactory condition. Two of the four drains along the median (in Spans 1 and 4) are completely clogged with debris and the other two have minor amounts of the debris in the grates (see Photograph No. 29). One of the four drains along the North parapet is completely clogged with debris and the other three are clear of debris. All of the downspouts exhibit moderate paint deterioration and minor to moderate surface corrosion with minor section loss at the bottom end.</p>
104 107 109 113 152 310 311 313 515	<p>Superstructure:</p> <p>The 20 prestressed concrete box beams and prestressed concrete I-girders located inside the East and West Abutment Spans are in good condition. There is evidence of water leaking between Box Beams 12 and 13 inside the West Abutment Span (see Photograph No. 30), and joint material at the interior of the East Abutment Span was observed hanging from the superstructure between the box beams (see Photograph No. 31). Remaining plywood formwork was noted adjacent to the South I-Beam in the East Abutment Span.</p> <p>The eight steel girders in Spans 1 through 4 are in good condition (see Photograph No. 32). There are significant amounts of paint peeling on the fascia girders and some minor to moderate amounts of paint peeling on the interior girder bottom flanges (see Photograph No. 33). Several rivets are missing in the girder top flanges and stringers at the West Abutment. The rivets do not appear to be broken, but were likely not installed during construction. There is a loose nut in the Girder 1 top flange splice West of Pier 3. Laminar corrosion and minor section loss was observed in the top flange of Girder 3 at the West Abutment and in Span 4, and there is up to 1/16" thickness loss in the Girder 4 top and bottom flanges in Span 4. Girder 7 has up to 1/8" thick crevice corrosion between the bottom flange cover plates intermittently throughout all spans for lengths up to 5' (see Photograph No. 34). A similar section of up to 1/16" thick crevice corrosion was noted in the bottom flange cover plates of Girder 8 in Span 2 near Pier 1. There is an area of 1/16" section loss in the bottom flange of Girders 4 and 5 at the East Abutment due to pitting.</p> <p>The painted steel stringers are in good condition with isolated areas of minor paint peeling.</p> <p>There is a steel cable wrapped around a stringer-to-floorbeam connection between Girders 4 and 5 at the East Abutment.</p> <p>The painted steel floorbeams are in good condition with isolated minor paint peeling (see Photograph No. 35). There is corrosion on the underside of the top flange of the Span 2 floorbeam nearest to Pier 2 between Girders 4 and 5.</p>



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<p>104 107 109 113 152 310 311 313 515</p>	<p>Superstructure (Continued):</p> <p>The painted diaphragms and lateral bracing are in good condition with minor paint deterioration (refer to Photograph No. 32).</p> <p>The elastomeric bearings for the concrete box beams and prestressed concrete beams at the East and West Abutment spans are in good condition with no defects noted (see Photograph No. 36).</p> <p>The steel rocker bearings of the steel girder spans are in satisfactory condition (see Photograph No. 37). The bearings for Girders 3, 4, 6, 7 and 8 at the East Abutment, the bearings for Girders 1, 2, 4, 5, 6, 7 and 8 at the West Abutment, the bearings for Girders 1, 2, 3, 4, 5 and 7 at Pier 1 and the bearings at Pier 3 exhibit paint failure and minor surface corrosion. Several of the rocker bearings at Piers 1 and 3 exhibit delaminated corrosion on the masonry plate and crevice corrosion between the masonry plate and the rocker (see Photograph No. 38). All of the bearing pins lack lubrication. The concrete bearing pedestal for Girder 7 at the West Abutment is spalled, and there is loss of bearing at the Southeast corner for 1/2" beneath the masonry plate. There is greater than 50% section loss of the Northeast and Southwest anchor bolt nuts of Bearing 3 at the West Abutment.</p> <p>The fixed bearings at Pier 2 are in good condition with minor corrosion (see Photograph No. 39).</p> <p>Nearly all of the masonry plate concrete encasements of the pedestals for the bearings are spalled at the piers and at both abutments (see Photograph No. 40). Some of the unsound and loose areas of concrete encasements at the East Abutment and all of the areas of unsound and loose concrete encasements at the other substructure units were removed during the inspection.</p>
<p>210 215</p>	<p>Substructure:</p> <p>The substructure units are in satisfactory condition overall (see Photograph Nos. 41 through 45). The substructure units located in the stream channel (West Abutment, East Abutment, Piers 1, 2 and 3) typically exhibit severe scaling of the reinforced concrete stem below the waterline leaving up to 6" deep voids with exposed reinforcing steel in the East Abutment and in the West faces of Piers 1 and 2 (see Photograph Nos. 46 and 47).</p> <p>The West Abutment grade beam is in good condition. There are 12 vertical hairline cracks with efflorescence and a 22" x 17" x up to 2 1/8" deep spall with up to 75% section loss to the exposed corroded reinforcing steel between Box Beams 5 and 6 (see Photograph No. 48). Efflorescence, corrosion staining and moisture staining were present at random locations throughout the entire length of the grade beam. The fill material inside of the West Abutment Span has typically settled along the base of the grade beam and extends up to 3' back below the grade beam (see Photograph No. 49). A portion of the grade beam that is outside of the West Abutment Span curtain wall at the South end exhibits some hairline cracking with efflorescence and corrosion stains (see Photograph No. 50).</p>



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<p>210 215</p>	<p>Substructure (Continued):</p> <p>The West Abutment is in satisfactory condition. A 4" x 12" x 1/2" deep spall with exposed corroded reinforcing steel is present in the stem between Girders 3 and 4. There is a full-height hairline crack below Girders 4 and 5, and four partial-height hairline cracks in the stem between Girders 4 and 5. The base of the backwall exhibits three up to 11" diameter x 1/2" deep spalls with exposed corroded reinforcing steel and one 2" diameter incipient spall within a 24" diameter unsound area between Girders 2 and 3 (see Photograph No. 51). There is also a 21" wide x 14" high x up to 1 1/2" deep spall with an adjacent 2'-4" long x 24" high unsound area behind Girder 3, and there are 12 vertical hairline cracks in the backwall. There are moderate up to 4" deep accumulations of debris and moisture on the bridge seat for the full-width of the abutment. The West face of the West Abutment exhibits two full-height hairline cracks without efflorescence, five full-height hairline cracks with efflorescence, and a diagonal hairline crack with efflorescence.</p> <p>The pier caps and walls are in satisfactory condition overall.</p> <p>Pier 1 contains several open cracks and delaminated areas. There are five full-height hairline to 1/16" wide vertical cracks in the East and West faces in Bays 3 through 6 and under Girder 4. There are three partial-height vertical hairline cracks totaling 9' in length in the East and West faces of the pier. The pier cap is cracked at three locations in the Northern section; two cracks are hairline and one is 1/8" wide (see Photograph No. 52). There is a 13" long x 16" high x up to 1 3/4" deep spall inside of a 3'-0" long x 4'-4" high unsound area in the East face of Pier 1 below Girder 5 (see Photograph No. 53). Mortar is missing from masonry joints and hairline to 1/8" wide vertical cracks are in two stones in the North pier nose and one stone in the South pier nose.</p> <p>There are three full-height up to 1/8" wide cracks in the East face of Pier 2 between Girders 5 and 6, and six full-height hairline to 1/8" wide cracks in the West face. There are two 1/8" wide cracks in the East face of the cap and three 1/8" wide cracks in the West face of the cap. There is a 2'-8" wide x 6 1/2" high x up to 3" deep spall with exposed corroded reinforcing steel and efflorescence on the East face in the concrete cap at the South end (see Photograph No. 54).</p> <p>Pier 3 has areas containing missing mortar, cracks and spalls. Four stones at the North end and 2 stones at the South end are cracked. There are seven full-height hairline to 1/8" wide cracks in the East and West faces of the pier, three of which extend across the pier cap (see Photograph Nos. 55 and 56). There are three full-height up to 1/16" wide cracks in the pier cap and a 3'-0" long horizontal hairline crack between Girders 4 and 5 in the East face of the pier stem. At the North end of the pier cap, the West face exhibits an 8'-0" long horizontal hairline crack with corrosion staining for a length of approximately 12". In the West face of the pier, there is a 2'-4" high x 15" wide x 3 1/2" deep spall with exposed reinforcing steel (see Photograph No. 57).</p>



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OVER: Anacostia River

ELEMENT NO.	COMMENTS
<p>210 215</p>	<p>Substructure (Continued):</p> <p>The East Abutment is in good condition. Due to the completion of the pedestrian walkway along the abutment, a hands-on inspection of the substructure unit could not be completed. Four partial-height hairline to 1/16" wide cracks exists in the West face of the East Abutment stem between Girders 2 and 4. There are eight full-height hairline cracks in the East Abutment backwall, five between Girders 2 and 3 and three between Girders 5 and 6, several with moisture staining and minor efflorescence. There is a minor vertical hairline crack with efflorescence in the East Abutment concrete cap at the North end. The East Abutment stem and bridge seat are wet South of Girder 4, and up to 2" deep debris is present on the bridge seat throughout the length of the abutment. The East face of the East Abutment exhibits nine full-height hairline cracks without efflorescence and four full-height hairline cracks with efflorescence; a diagonal hairline crack with efflorescence is in the East face below Beam 18 (see Photograph No. 58).</p> <p>The East Abutment grade beam is in satisfactory condition. The grade beam exhibits a 2'-2" x 8" x 2" deep spall with exposed corroded reinforcing steel beneath the South I-Beam and an adjacent 24" x 4" x 4" incipient spall (see Photograph No. 59). Below Box Beam 8, there is a 19" long x 16" high x up to 1" deep spall/delamination. There is a 5'-2" long x 12" high x up to 2" deep spall and a 9" long x 11" high x 1" deep spall with exposed corroded reinforcing steel below Box Beam 12 with a 6'-4" long x 23" high unsound area below the two spalls (see Photograph No. 60). Numerous intermittent vertical hairline cracks are in the grade beam face; three cracks exhibit efflorescence and corrosion staining. Minor erosion of the fill material below the grade beam was observed in random areas including a large area below Box Beam 4 measuring 6'-0" long x 2'-8" deep (see Photograph No. 61). There is a 2" joint opening between the East Abutment North curtain wall and East Abutment grade beam allowing water to enter the enclosed span causing an erosion hole approximately 10' from the East Abutment grade beam. The gap and erosion hole have been monitored during subsequent inspections. No change has been noted in the gap at the joint. The erosion hole is 11'-0" long x 8'-6" wide x up to 4'-0" deep and has not increased since the previous inspection (see Photograph No. 62). There is a 12'-0" long x 4'-0" wide x up to 5'-0" deep erosion hole on the North side of the Northeast curtain wall (see Photograph No. 63).</p> <p>The reinforced concrete curtain walls that enclose the East and West Abutment spans on the North and South sides are in good condition. There is a 15'-0" long x up to 18" high (North face) x full-width (top) x up to 4" deep spall with exposed corroded reinforcing steel and an adjacent hairline crack in the interior face of the South curtain wall at the West end of the West Abutment span, and there is also a 3'-0" long x up to 18" high (North face) x 16" (full-width of top) corner spall with exposed corroded reinforcing steel near the East end. The North curtain wall of the West Abutment span exhibits a 15" wide x 13" high x up to 1 1/2" deep spall with exposed corroded reinforcing steel near the East end. The entire length of the interior face at the top of the South curtain wall is spalled at the East Abutment span (see Photograph No. 64). There are two unsound areas totaling approximately 4 SF in the interior face of the North curtain wall in the East Abutment span. The exterior faces of the curtain walls are in good condition with a few random hairline cracks, several with minor efflorescence. There is an area of cracked and missing pointing at the East end of the North curtain wall at the exterior of the East Abutment grade beam. All of the curtain walls have some adjacent minor vegetation growth (see Photograph Nos. 65 through 68).</p>



2017 BRIDGE INSPECTION REPORT
INSPECTION COMMENTS

BRIDGE NO.: 0076 **HIGHWAY:** New York Avenue
OVER: Anacostia River

ELEMENT NO.	COMMENTS
<p align="center">210 215</p>	<p>Substructure (Continued):</p> <p>The 2016 diver's inspection report sites mortar loss at both the upstream and downstream ends of all substructure units except the East Abutment. The mortar loss is normally occurring within the end 2' of each pier and the West Abutment. There are typically up to 1/8" wide vertical cracks in the walls for all five substructure units and in the fascia stones for the piers. The abutments exhibit several diagonal hairline cracks. Severe up to 6" deep scaling exposing reinforcing steel was noted in areas below the waterline.</p>
	<p>Stream Channel:</p> <p>The channel alignment does not appear to be affecting the stability of the bridge substructure.</p> <p>This channel is within a tidal basin; therefore, the water level is ever changing. When the channel reaches high-tide, both abutments exhibit water penetration through drainage holes near the bottom of the abutment stems.</p> <p>The channel and banks are in good condition. The banks are well-vegetated.</p>
<p align="center">321</p>	<p>Approaches:</p> <p>The approach slabs are in satisfactory condition.</p> <p>There are numerous hairline cracks in the West Approach slab Westbound traffic lanes. The asphaltic patches noted in the previous report in the center Westbound lane of the West Approach slab and in the center lane in each direction of the West Approach roadway have been replaced with concrete patches (see Photograph Nos. 69 and 70).</p> <p>In the left Westbound lane of the West Approach roadway, there are two shallow spalls with exposed reinforcing steel (see Photograph No. 71).</p> <p>The East Approach slab has several hairline cracks, typically perpendicular to the expansion joints, and two 1/8" wide cracks in the Eastbound lanes (see Photograph No. 72). The previously noted 12" diameter shallow span in the Eastbound traffic lanes was not observed during this inspection; however, a 12" x 12" repair was noted in the wearing surface of the East Abutment Span left Eastbound lane. There are some minor potholes/depressions in the approach overlay adjacent to the East Approach joint in the center Eastbound lane. There are two 15" x 15" failed repairs in the right Westbound lane. One approximately 2'-6" long x 15" wide repair and one small spall approximately 2" deep are present in the approach slab in the center Westbound lane.</p> <p>There are several cracks in the East Approach roadway asphaltic pavement and a few cracks and minor spalls in the joint concrete header.</p> <p>The strip seal joints at the far ends of the approach slabs are in satisfactory condition with minor debris in random areas and moderate debris build-up in the shoulders. The West Approach joint exhibits a 5' long tear in the left Eastbound lane. At the East Approach joint, the previously missing section of asphaltic material in place of missing joint armor has been replaced, and an adjacent section of joint armor is broken in the center Westbound lane (see Photograph No. 73).</p>



**2017 BRIDGE INSPECTION REPORT
 INSPECTION COMMENTS**

BRIDGE NO.: 0076 **HIGHWAY:** New York Avenue
OVER: Anacostia River

ELEMENT NO.	COMMENTS
321	<p>Approaches (Continued):</p> <p>The approach railings are in satisfactory condition. At the Northeast and Southeast Approaches, the bridge parapets transition into a masonry railing (see Photograph Nos. 74 and 75). Approximately 50' East of the East Approach slab, there is a 10' long section of the median capstone that is displaced up to 9" to the South (see Photograph No. 76). Pointing is missing between the median barrier fascia stones in random areas. This defect is typical to the masonry retaining walls at the Northeast and Southeast Approaches. There is evidence of uneven settlement in the North parapet at the East Approach with up to a 1 1/2" vertical difference. A section of the East Approach South parapet is displaced to the South and there is a minor spall in the adjacent curb. Metal guide rails located at the Northwest and Southwest corners of the bridge are in satisfactory condition with an established patina. The attachment of the Northwest guide rail to the bridge railing is not standard and exhibits moderate impact damage (see Photograph No. 77). The Southwest guide rail is not gradually stiffened at the bridge (see Photograph No. 78).</p>
	<p>Miscellaneous:</p> <p>The navigation lights are in satisfactory condition and the associated access system is in poor condition overall. There are two blue lights (one each at the South side of Spans 2 and 3 at mid-span), two green lights (one each at the North side of Spans 2 and 3 at mid-span) and six red lights (one on each end of each pier). Only the navigation lights on the North side of the structure were functioning at the time of inspection (refer to Photograph No. 44). The green navigation light head for the North side of Span 3 has been replaced since the previous inspection and the light has been lowered into its proper position (see Photograph No. 79). At the North end of Pier 1, the navigation light is disconnected and is resting on a horizontal pipe.</p> <p>The navigation light maintenance platforms exhibit minor to severe corrosion with complete section loss of some grating supports at the Span 3 North platform. A bolt is missing at one of the ladder connections at the South end of Pier 2 (see Photograph No. 80).</p> <p>There is a severed electrical wire at the North end of Pier 3.</p> <p>The bridge roadway lighting system is in good condition. The light standards on the bridge have single luminaires except at each corner of the bridge where the light standards have double luminaires (see Photograph Nos. 81 and 82). The light standard on the North side of the bridge in Span 2 that was missing at the time of the previous inspection has been replaced (refer to Photograph No. 82). The light standards typically exhibit some paint deterioration near the base. An up to a 1/4" wide gap was observed at the back side of the light standard bases, but the standards showed no signs of being loose or of becoming dislodged (see Photograph No. 83). Vertical hairline cracks are present in the base concrete. An access panel on the base of the Southwest light standard is displaced and wires are exposed (see Photograph No. 84). The eight junction box covers in the concrete bridge parapets are typically cracked or broken in the corner(s) and each have 16 of 18 fasteners missing. The junction box cover in the North parapet of Span 2 is missing exposing wires (see Photograph No. 85).</p>



2017 BRIDGE INSPECTION REPORT NBI RATINGS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River

NBI Coding: 0-2 Critical, 3 & 4 Poor, 5 & 6 Fair, 7-9 Good, N Not Applicable, NV Not Visible

	Rating		Rating		Rating
SI & A ITEM 58 DECK (MATERIALS: CONCRETE)					7
Wearing Surface	7	Curbs	N	Railings Protective Coating	7
Joints, Expansion, Open	N	Sidewalks	N	Delineation	N
Joints, Expansion, Sealed	5	Parapets	7	Soffit	6
Joints, Other	N	Median Barrier	6	S.I.P. Forms	7
Drainage System	6	Railings	6		
SI & A ITEM 59 SUPERSTRUCTURE					7
Main Member - Steel	7	Floor System Connections	7	Fixed Bearings	7
Main Member - P.S. Concrete	7	Secondary Members	7	Elastomeric Bearings	7
Main Member - Timber	N	Secondary Member Connections	7	Steel Protective Coating	6
Main Member - Connections	7	Machinery (Movable Spans)	N		
Floor System Members	7	Expansion Bearings	6		
SI & A ITEM 60 SUBSTRUCTURE					6
ABUTMENT					
Bearing Area/Caps	7	Backwalls	7	Embankment	N
Above Ground	6	Wingwalls (Stone Fascia)	7	Curtain Walls	7
Foundation (Footing, Piles, Piers)	NV	Cellular Fill	5		
INTERMEDIATE SUPPORT					
Caps - Concrete	6	Above Ground - Steel	N	Collision Protection System	N
Caps - Steel	N	Above Ground - Timber	N	Steel Protective Coating	N
Caps - Timber	N	Above Ground - Masonry	7		
Above Ground - Concrete	6	Foundation (Footing, Piles, Piers)	NV		
SI & A ITEM 61 CHANNEL & CHANNEL PROTECTION					7
Channel Banks	7	Riprap, Toe Walls & Aprons	N		
Channel Bed (Scour)	N	Dikes	N		
Waterway Opening	7	Jetties	N		
SI & A ITEM 62 CULVERTS					N
APPROACHES					
Embankments	7	Relief Joints	6	Delineation	N
Embankment Retaining Walls	N	Approach Slab	6	Sight Distance	7
Slope Protection	7	Drainage	6	Strip Seals	6
Roadway	6	Guide Rail	6	Approach Barrier	6
MISCELLANEOUS					
Signs	N	Warning Devices	N	Safety Fence	N
Illumination	7	Utility Lines	N	Navigation Lights	6
				Navigation Lights - Access Platforms	4

Special Equipment Used: Bucket Boat, 24' Ladder **Inspection Dates:** 12/11/2017, 12/15/2017, 01/11/2018

No. Hours (Field & Report) 28/62 Hrs.

Inspection Team: 2 - Person

Inspected By: GMK/SAY/NAB





2017 BRIDGE APPRAISAL WORKSHEET

BRIDGE NO.: 0076

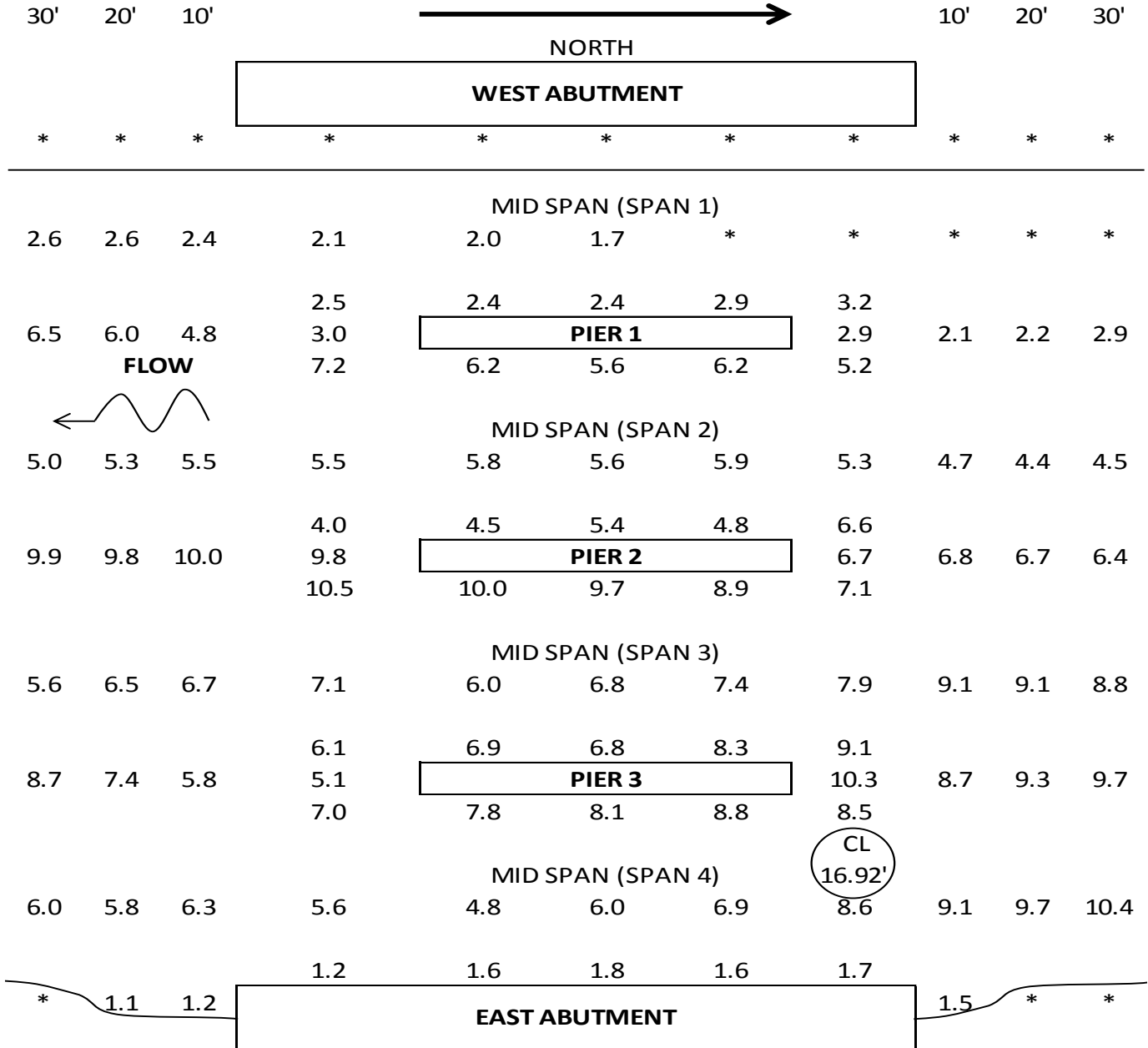
HIGHWAY: New York Avenue

OVER: Anacostia River

TRAFFIC SAFETY FEATURES (ITEM 36)		Date: _____	
Combination Concrete and Steel Mounted on Bridge Exterior (Non-Standard)			
BRIDGE RAILING (1 st Digit)	RATING	0	
W-beam on the Northwest and Southwest is Attached to the Bridge, but the Guide Rail at the Southwest does not Gradually Stiffen as it Comes Closer to the Bridge Railing.			
TRANSITIONS (2 nd Digit)	RATING	0	
W-beam Connection at Northwest Bridge Railing – Not Standard		UNDERCLEARANCES (ITEM 69)	
		Bridge Over a Waterway	
APPROACH GUIDE RAIL (3rd Digit)	RATING	0	
Northeast Guide Rail Flared, but Very Stiff (Reinforced Concrete with Stone Facing); will not Easily Break Away, Not Shielded			
APPROACH GUIDE RAIL ENDS (4th Digit)	RATING	0	
STRUCTURAL EVALUATION (ITEM 67)		BRIDGE POSTING (ITEM 70)	
Superstructure Rating = 7 Substructure Rating = 6 ADT = 116,100 (2007)		Operating Rating = HS27.0 (From Load Rating Tabulation 03/26/2013)	
Inventory Rating = HS16.2 (From Load Rating Tabulation 03/26/2013) Table 1 Rating = 6		RATING	5
		WATERWAY ADEQUACY (ITEM 71)	
		Bridge Deck Above Roadway Approaches	
RATING		6	
RATING		8	
DECK GEOMETRY (ITEM 68)		APPROACH ROADWAY ALIGNMENT (ITEM 72)	
Urban, Principal Arterial - Other Freeways or Expressways Divided, 6-lane, Two-way Bridge Length = 537.7 ft. Roadway Width = 92 ft. Table 2C Rating = 6		Speed Reduction Not Required	
Vertical Clearance = Unrestricted Table 2E Rating = 9			
RATING		6	
RATING		8	

2017 BRIDGE INSPECTION SOUNDING SHEET

BRIDGE NO.: 0076 **HIGHWAY:** New York Avenue
DATE: 12/15/2017 **OVER:** Anacostia River
INSPECTORS: GMK/SAY **CLEARANCE LOCATION:** Bottom of North Fascia Girder, Mid-Span of Span 4
CL: Clearance is the measured distance from the surface of the water to the bottom of the structure at the clearance location shown.



Notes:

- All dimensions are in feet.
- * Indicates water too shallow for measurement.










2017 BRIDGE MAINTENANCE AND REPAIR/REHABILITATION RECOMMENDATIONS

BRIDGE NO.: 0076
DATES: 12/11/2017, 12/15/2017,
01/11/2018

HIGHWAY: New York Avenue
OVER: Anacostia River
INSPECTORS: GMK/SAY/NAB

MAINTENANCE RECOMMENDATIONS

BRIDGE ELEMENT	RECOMMENDED ACTION	PC
Drainage Devices	Remove debris from partially or completely clogged drainage grates (5 EA). 	2
	Clean and paint the scupper drain pipes below the deck (8 EA). 	4
Lighting	Repair non-functioning navigational lights (5 EA). Cover or remove the severed electrical wire at the North end of Pier 3 (1 EA). 	1
	Replace/secure electrical access cover at the base of the Southwest light standard (1 EA). 	3
	Replace the existing damaged or missing covers, including fasteners, for the lighting junction boxes in the parapets (8 EA). 	3
	Clean and paint light standards and bases (7 EA). 	4
Miscellaneous	Replace broken or missing roadway reflectors (31 EA) and bridge railing reflectors. 	4

PRIORITY CODE (PC):

E – EMERGENCY (NOTIFY D.C. IMMEDIATELY; FOLLOW-UP WITH LETTER REPORT)
 3 – MEDIUM (SERVICEABILITY RELATED – REPAIR AFTER HIGH PRIORITY ITEMS)

1 – FIRST (ITEMS TO BE REPAIRED FIRST – ADDRESSED WITHIN ONE YEAR)
 4 – LOW (MINOR REPAIRS NEEDED – SCHEDULE AS PART OF REHABILITATION PROGRAM)

2 – HIGH (POTENTIAL TO BECOME SERIOUS – ADDRESSED WITHIN 2 YEARS)
 5 – NO REPAIRS NEEDED AT THIS TIME








2017 BRIDGE MAINTENANCE AND REPAIR/REHABILITATION RECOMMENDATIONS

BRIDGE NO.: 0076
DATES: 12/11/2017, 12/15/2017,
01/11/2018

HIGHWAY: New York Avenue
OVER: Anacostia River
INSPECTORS: GMK/SAY/NAB

MAINTENANCE RECOMMENDATIONS (CONTINUED)

BRIDGE ELEMENT	RECOMMENDED ACTION		PC
Concrete Wearing Surface (12)	Monitor the cracks in the wearing surface over the cellular abutments.		5
Strip Seal Expansion Joint (300) Compression Joint Seal (302)	Remove debris from the top of the joint seals (244 LF).		3
Steel Open Girder, Painted (107)	Tighten loose nut in the Girder 1 top flange splice in Span 3 just West of Pier 3 (1 EA).		4
Steel Stringer (113) Steel Floorbeam (152)	Remove the steel cable wrapped around a stringer-to-floorbeam connection between Girders 4 and 5 at the East Abutment (1 EA).		4
Reinforced Concrete Abutment (215)	Remove debris from the top of the abutment bridge seats.		2
Approach Roadway	Repair the two spalls that exhibit exposed reinforcing steel in the West Approach roadway in the left Westbound lane (< 1 CF). On the East Approach roadway, repair the failed repairs in the right Westbound lane (< 1 CF).		3
Curtain Walls	Remove vegetation adjacent to all the curtain walls.		4

PRIORITY CODE (PC):

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 5 – NO REPAIRS NEEDED AT THIS TIME










2017 BRIDGE MAINTENANCE AND REPAIR/REHABILITATION RECOMMENDATIONS

BRIDGE NO.: 0076
DATES: 12/11/2017, 12/15/2017,
01/11/2018

HIGHWAY: New York Avenue
OVER: Anacostia River
INSPECTORS: GMK/SAY/NAB

REPAIR/REHABILITATION RECOMMENDATIONS

BRIDGE ELEMENT	RECOMMENDED ACTION		PC
Movable Bearing (31) Fixed Bearing (313)	Remove remaining cracked and spalled encasement concrete from around the bearing masonry plates at the East Abutment.		3
	Clean and paint the corroded exposed expansion and fixed bearing metalwork (34 EA); remove any crevice corrosion below the rockers (14 EA) and lubricate the movable bearing pins (32 EA).		3
Reinforced Concrete Abutment (215) Reinforced Concrete Retaining Wall	Fill settlement holes in the cellular abutment fill material at the base of the West Abutment (approximately 20 CF) and at the Northeast corner of the East Cellular Abutment, interior and exterior of the curtain wall (approximately 23 CY).		3
Steel Open Girder, Painted (107)	Spot clean and the paint girder top and bottom flanges (approximately 10,000 SF).		4
Steel Stringer, Painted (113) Steel Floorbeam, Painted (152)	Spot clean and paint areas with deteriorated paint on the stringers (approximately 2,004 SF) and floorbeams (approximately 2,660 SF).		4
Steel Secondary Members, Painted	Spot clean and paint diaphragms and lateral bracing members (approximately 70 EA).		4
Metal Bridge Railing (330)	Replace/repair area of 100% section loss in the North metal bridge railing at the East end of the bridge and at each end of the railings at the expansion joints (approximately 8 LF).		3

PRIORITY CODE (PC):

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2 – HIGH (POTENTIAL TO BECOME SERIOUS – ADDRESSED WITHIN 2 YEARS)
 5 – NO REPAIRS NEEDED AT THIS TIME



2017 BRIDGE MAINTENANCE AND REPAIR/REHABILITATION RECOMMENDATIONS

BRIDGE NO.: 0076 **HIGHWAY:** New York Avenue
DATES: 12/11/2017, 12/15/2017, **OVER:** Anacostia River
01/11/2018 **INSPECTORS:** GMK/SAY/NAB

REPAIR/REHABILITATION RECOMMENDATIONS (CONTINUED)

BRIDGE ELEMENT	RECOMMENDED ACTION	PC
Reinforced Concrete Bridge Railing (331)	Replace the missing section of the median barrier capstone near the East end of the bridge (19 LF).	 2
	Reposition and secure the median barrier capstone at the West end of Span 3 (1 EA).	
Strip Seal Expansion Joint (300)	Replace the torn joint material in the left Eastbound lane at the far end of the West Approach slab (5 LF), the bulging joint material in the Southwest Approach shoulder (3 LF) and the missing metal joint armor in the East Approach joint in the center Westbound lane (< 1 LF).	 3
Compression Joint Seal (302)	Replace the compression joint seal at the West Abutment (125 LF). Reconnect the debonded sections of joint material in the right Westbound lane and shoulder at the East Abutment (12 LF).	 1
Reinforced Concrete Pier Wall (210) Reinforced Concrete Abutment (215)	Repair severe scaling, delaminated/unsound areas and spalls in the abutments and pier walls including the grade beams and curtain walls (approximately 360 SF).	 2
Lighting	Replace the missing bolt for the navigation light access ladder connection at the South end of Pier 2 (1 EA).	 1
	Repair the navigation light access platforms for the navigation lights at mid-span of Spans 2 and 3 (4 EA).	 2
Approach Guide Rail	Add additional posts to properly stiffen the Southwest guide rail at the transition to the bridge.	 3

PRIORITY CODE (PC):

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2017 BRIDGE MAINTENANCE AND REPAIR/REHABILITATION RECOMMENDATIONS

BRIDGE NO.: 0076
DATES: 12/11/2017, 12/15/2017,
01/11/2018

HIGHWAY: New York Avenue
OVER: Anacostia River
INSPECTORS: GMK/SAY/NAB

REPAIR/REHABILITATION RECOMMENDATIONS (CONTINUED)

BRIDGE ELEMENT	RECOMMENDED ACTION		PC
Approach Guide Rail	Provide a standard attachment for the Northwest guide rail to the bridge railing (1 EA).		2
Approach Reinforced Concrete Bridge Railing	Repair the loose and displaced section of East Approach median barrier capstone (10 LF).		2
Approach Slab (321)	Seal the 1/8" wide cracks in the East Approach slab (approximately 40 LF). Repair the small spall in the East Approach slab in the center Westbound lane (< 1 CF).		3
Navigation Lights	Reconnect the navigation light at the North end of Pier 1 (1 EA).		2
Soffit	Repair the spalls in the soffit at the West Abutment joint (approximately 5 CF).		3
Reinforced Concrete Deck (12)	Repair the potholes in the left Eastbound lane of the West Abutment Span and in the right Westbound lane adjacent to the West Abutment joint (< 1 CF).		3

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2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 1 – South Elevation, Looking North



Photograph No. 2 – North Elevation, Looking Southwest



2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 3 – Looking North from the Top of the Structure



Photograph No. 4 – Looking South from the Top of the Structure

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 5 – East Approach, Looking East, Eastbound Traffic Lanes



Photograph No. 6 – East Approach, Looking West, Eastbound Traffic Lanes

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 7 – East Approach, Looking East, Westbound Traffic Lanes



Photograph No. 8 – East Approach, Looking West, Westbound Traffic Lanes

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 9 – West Approach, Looking West, Eastbound Traffic Lanes



Photograph No. 10 – West Approach, Looking East, Eastbound Traffic Lanes

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 11 – West Approach, Looking West, Westbound Traffic Lanes



Photograph No. 12 – West Approach, Looking East, Westbound Traffic Lanes

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 13 – Typical Wearing Surface, Eastbound Lanes in Spans 2 and 3 Shown, Looking Northeast



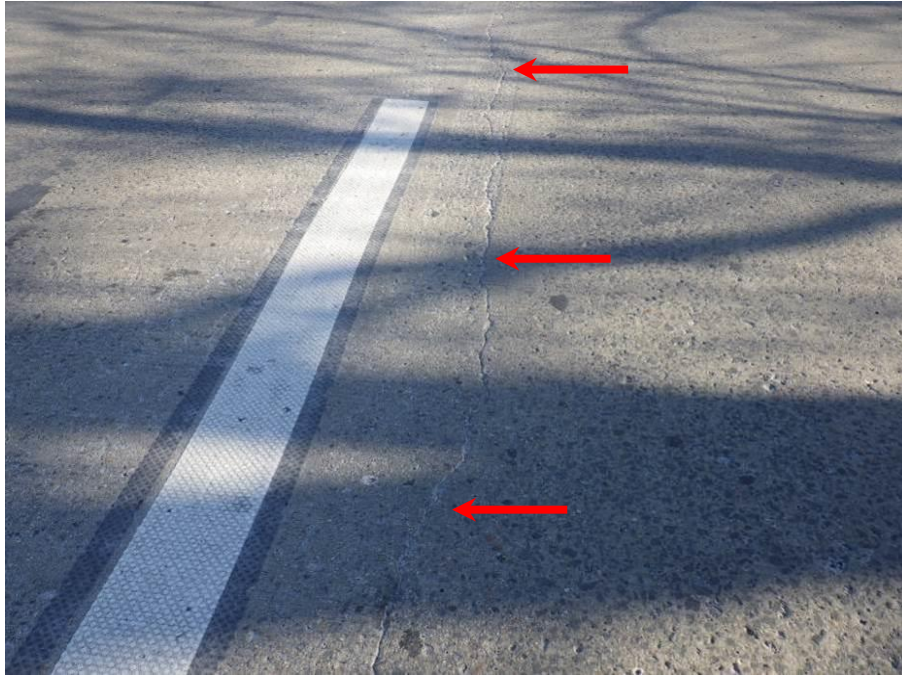
Photograph No. 14 – 12'-0" Long x 6'-0" Wide Area of Shallow Spalling in the Right Westbound Lane of Span 2

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 15 – Typical Longitudinal Hairline Crack over Cellular Abutments, Eastbound Lanes of East Cellular Abutment Shown (Arrows)



Photograph No. 16 – Missing Roadway Reflector between the Left and Center Eastbound Lanes

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 17 – 26'-0" Long x 3" Wide x 6" Deep Spall in the Soffit at the West Abutment adjacent to the S.I.P. Forms, Looking North



Photograph No. 18 – Typical Reinforced Concrete Parapet with Metal Railing Mounted on Top. Note Minor Scrape Marks (Arrow)

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 19 – 2'-4" Long x 3" x 3" Spall in Upper North Corner of South Parapet



Photograph No. 20 – 19'-0" Long Section of Missing Median Barrier Capstone at the East End of the Bridge

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 21 – Areas of 100% Section Loss (Holes) in the East End of the North Bridge Railing



Photograph No. 22 – Compression Joint over Northern Portion of West Abutment, Looking South. Note 2'-6" Long Tear in Joint Material in Right Westbound Lane (Arrow)

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 23 – Compression Joint over Southern Portion of West Abutment, Looking North. Note Debonded Sections of Joint Material (Arrow)



Photograph No. 24 – Compression Joint over Northern Portion of East Abutment, Looking South. Note Debonded Sections of Joint Material (Arrows)

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 25 – Compression Joint over Southern Portion of East Abutment, Looking North



Photograph No. 26 – Compression Joint over Northern Portion of West Abutment, Damaged and Depressed Joint Material in the Right Westbound Lane

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 27 – Typical Strip Seal Joint at the Far End of the Abutment Spans, North Portion of East Joint Shown. Note Moderate Debris at Shoulder (Arrow)



Photograph No. 28 – 3/4" Vertical Differential of the Joint Armor and Bulging Joint Material in South Shoulder at the Far End of the West Abutment Span in the Eastbound Lanes, Looking Southwest

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 29 – 100% Clogged Scupper, Span 1
Scupper at Median Shown



Photograph No. 30 – Evidence of Moisture Leaking between
Box Girders 12 and 13 in West Abutment Span

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 31 – Joint Material Hanging from between Box Girders in East Abutment Span (Arrow)



Photograph No. 32 – Girder Span Superstructure, Span 2 Shown, Looking East

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 33 – Typical Peeling Paint on Girder Bottom Flanges, Girder 7 in Span 2 near Pier 1 Shown, Looking Southwest



Photograph No. 34 – Girder 7, Span 1, Pier 1, South Face, 1/8" Thick Crevice Corrosion between Bottom Flange Cover Plates (Arrows)

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 35 – Typical Floorbeam Connections in Good Condition with Minor Paint Deterioration, Girder 6 in Span 2 Shown, Looking Northeast



Photograph No. 36 – Typical Elastomeric Bearing Pad for Concrete Box Girders, Beam 20 at the West Abutment Shown, Looking Southeast

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 37 – Typical Rocker Bearing with Minor Paint Deterioration and Surface Corrosion at Base, East Abutment Bearing 3 Shown. Note Spalled Concrete Pedestal Plate Encasement (Arrow)



Photograph No. 38 – Moderate Crevice Corrosion between Rocker Bearing and Masonry Plate, Bearing 2, West Face at Pier 3 Shown

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 39 – Typical Fixed Bearing at Pier 2, Bearing 3 Shown, Looking Southeast



Photograph No. 40 – Spalled Bearing Pedestal Encasement for Girder 7 at Pier 1, Looking Southwest

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 41 – General View of the West Abutment, Looking Northwest



Photograph No. 42 – Pier 1, East Face

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 43 – Pier 2, West Face



Photograph No. 44 – Pier 3, West Face. Note Non-Functioning Navigation Lights on South Side of Bridge (Arrows)

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 45 – General View of the East Abutment, Looking East



Photograph No. 46 – Typical Severe Scaling with Exposed Reinforcing Steel below Waterline at East Abutment, Visible Due to Low Tide (Arrow)

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 47 – Typical Severe Scaling with Exposed Reinforcing Steel below Waterline at West Face of Pier 2, Visible Due to Low Tide (Arrows)



Photograph No. 48 – 22" x 17" x 2 1/8" Deep Spall with Up to 75% Section Loss of Exposed Corroded Reinforcing Steel in West Abutment Grade Beam between Box Beams 5 and 6, Looking West

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 49 – Settlement of West Abutment Span Fill Material along Base of West Abutment Grade Beam Allowing Various Sizes of Voids



Photograph No. 50 – Hairline Cracks with Efflorescence and Corrosion Staining at the Southeast Corner of the West Abutment Grade Beam

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 51 – Three Up to 11" Diameter Spalls with Exposed Corroded Reinforcing Steel in the West Abutment Backwall between Girders 2 and 3



Photograph No. 52 – 1/8" Wide Crack in the East Face of the Pier 1 Cap at Girder 2 (Arrow)

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 53 – 13” Long x 16” High x Up to 1 3/4” Deep Spall inside of a 3’-0” Long x 4’-4” High Unsound Area in the East Face of Pier 1 below Girder 5



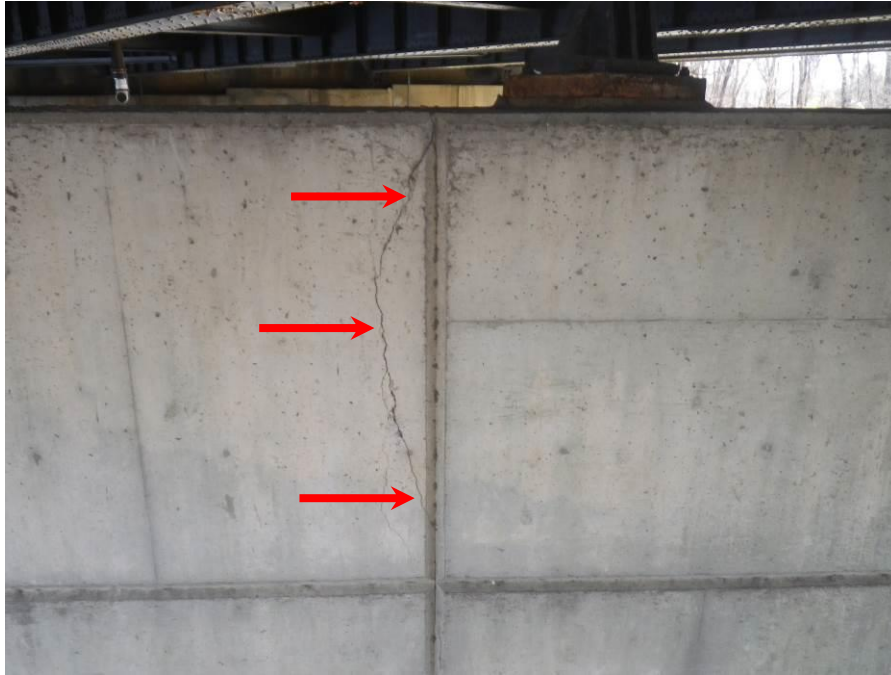
Photograph No. 54 – 2’-8” Wide x 6 1/2” High x Up to 3” Deep Spall with Exposed Corroded Reinforcing Steel and Efflorescence in East Face of Pier 2

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 55 – Upper Portion of Typical Full-Height Vertical Hairline Crack in Pier Wall, West Face of Pier 3 at Girder 4 Shown (Arrows)



Photograph No. 56 – Hairline to 1/8" Wide Crack Extending across Pier Cap from Vertical Crack in Stem (Arrows), Pier 3 between Girders 3 and 4 Shown

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 57 – 2'-4" x 15" x 3 1/2" Deep Spall with Exposed Reinforcing Steel in West Face of Pier 3



Photograph No. 58 – Typical Full-height Vertical Hairline Cracks with Efflorescence in the East Face of the East Abutment Stem, between Beams 13 and 14 Shown, Looking West (Arrows)

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 59 – South End of the East Abutment Grade Beam, 24” Long x 5” High x 2” Deep Spall with Exposed Corroded Reinforcing Steel (Red Arrow). Note Remaining Plywood Formwork (Blue Arrow), Looking Southeast



Photograph No. 60 – Spalls and Unsound Concrete in the East Abutment Grade Beam below Box Beam 12, Looking Southeast

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 61 – 6'-0" Long x 2'-8" Deep Area of Minor Erosion below the Grade Beam below Box Beam 4, Looking East



Photograph No. 62 – 11'-0" Long x 8'-6" Wide x Up to 4'-0" Deep Erosion Hole in the East Abutment Span, Looking North

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 63 – 12'-0" Long x 4'-0" Wide x Up to 5'-0" Deep Erosion Hole adjacent to the Northeast Wingwall



Photograph No. 64 – Spalling along the Top Interior Side of the South Curtain Wall in the East Abutment Span

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 65 – Northeast Curtain Wall, Minor Vegetation Growth adjacent to Exterior of Curtain Wall



Photograph No. 66 – Northwest Curtain Wall. Note Minor Vegetation Growth adjacent to Exterior of Curtain Wall

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 67 – Southeast Curtain Wall. Note Vegetation Growth adjacent to Exterior of Curtain Wall and Access Door to East Abutment Span (Arrow)



Photograph No. 68 – Southwest Curtain Wall. Note Vegetation Growth adjacent to Exterior of Curtain Wall and Access Door to West Abutment Span (Arrow)

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 69 – New Concrete Patch in the Center Westbound Lane of the West Approach Slab and West Approach Roadway (Arrows)



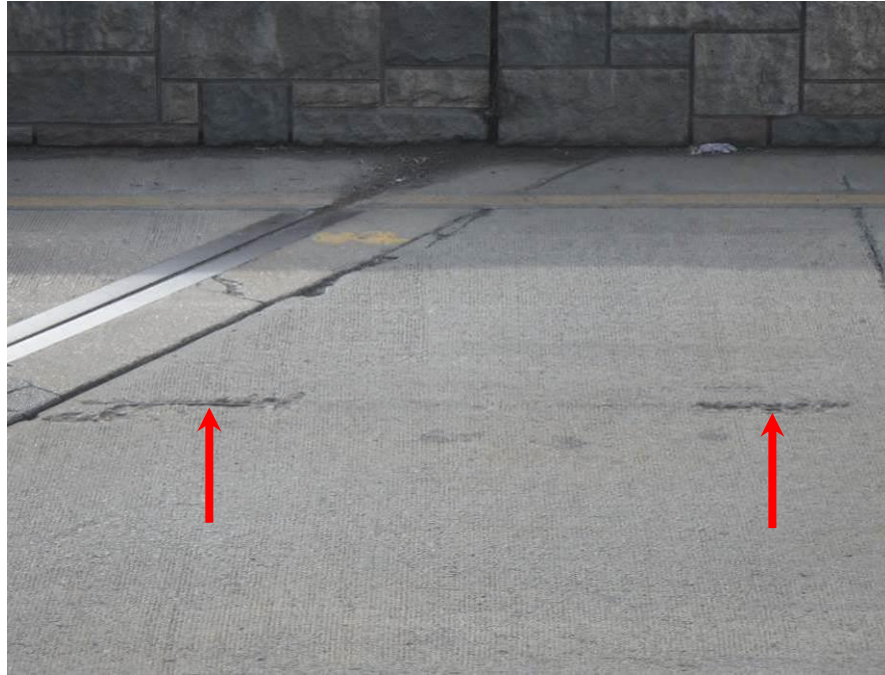
Photograph No. 70 – New Concrete Patch in the Center Eastbound Lane of the West Approach Roadway (Arrow)

2017 BRIDGE INSPECTION PHOTOGRAPHS

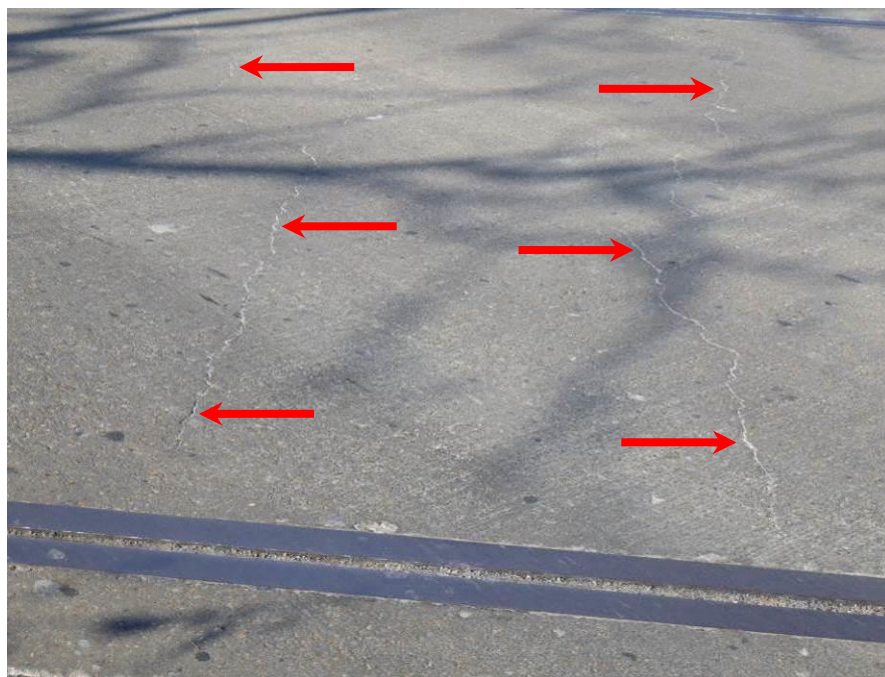
BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 71 – Two Shallow Spalls in the Left Westbound Lane of the West Approach that Contain Visible Reinforcing Steel (Arrows)



Photograph No. 72 – Typical 1/8" Wide Cracks in the East Approach Slab, Eastbound Lanes Shown, Looking Northwest (Arrows)

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 73 – Asphaltic Material in Place of a Section of Metal Joint Armor for the East Approach Joint in the Right Westbound Lane, Looking Southwest. Note adjacent Broken Section of Joint Armor (Arrow)



Photograph No. 74 – Northeast Transition to Masonry Railing on East Approach, Looking North

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 75 – Southeast Transition to Masonry Railing on East Approach, Looking Southeast



Photograph No. 76 – 10' Long Section of the East Approach Median Capstone Loose and Displaced Up to 9" to the South, Looking East

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 77 – Non-Standard Attachment of Northwest Guide Rail to Bridge Railing. Note Impact Damage



Photograph No. 78 – Southwest Guide Rail not Properly Stiffened at the Bridge, Looking West

2017 BRIDGE INSPECTION PHOTOGRAPHS

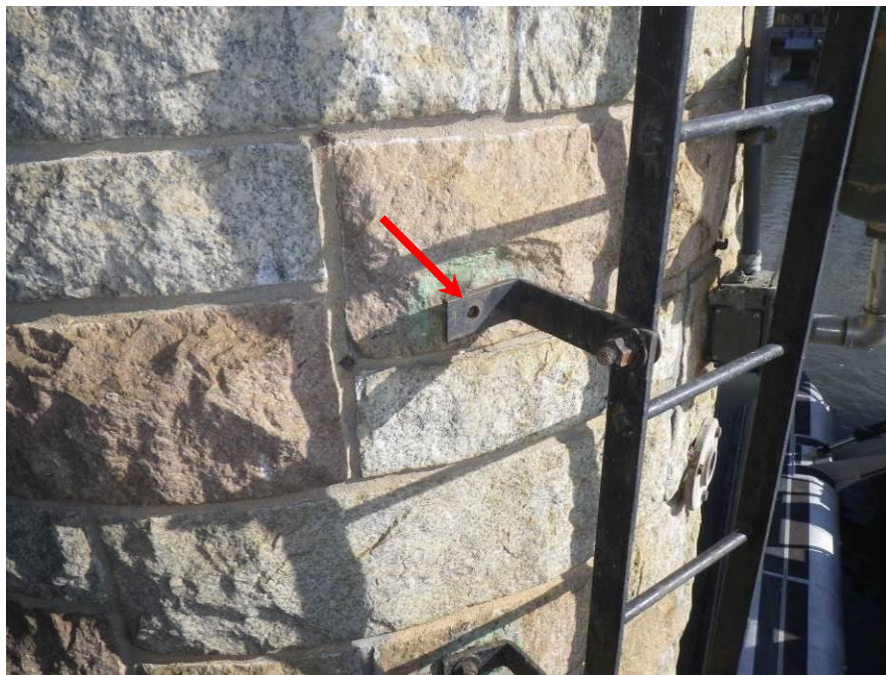
BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 79 – Replaced Green Navigation Light for the North Side of Span 3



Photograph No. 80 – Missing Bolt in Ladder Connection at South End of Pier 2 (Arrow)

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 81 – Typical Double Luminaire Light Standard, Southwest Corner of the Bridge Shown



Photograph No. 82 – Typical Single Luminaire Light Standard. Replaced Light Standard on the North Side of Span 2 Shown

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 83 – 1/4" Wide Gap at Bottom of Light Standard and Cracks in Base Concrete, South Light Standard in Span 2 Shown (Arrow)



Photograph No. 84 – Displaced Access Panel for the Southwest Light Standard Base Exposing Wires (Arrow)

2017 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0076

HIGHWAY: New York Avenue

OVER: Anacostia River



Photograph No. 85 – Missing Junction Box Cover with Exposed Wires in the North Parapet of Span 2

Your Agency Name

Your Office Name

Your Department Name

Structure Inventory and Appraisal Sheet (English Units)

Bridge Key: 0076 Agency ID: 0076 SR: 77.2 SD/FO: ND

IDENTIFICATION

State 1: 11 D.C. Struct Num 8: 0076
 Facility Carried 7: NEW YORK AVENUE Location 9: NEW YORK AV-ANACOSTIA RIV
 Rte.(On/Under) 5A: Route On Structure Rte. Signing Prefix 5B: 2 U.S. Numbered
 Level of Service 5C: 1 Mainline Route Number 5D: 00050
 Directional Suffix 5E: 0 N/A (NBI) % Responsibility:
 SHD District 2: District 1 County Code 3: test county
 Place Code 4: Unknown Mile Post 11: NA
 Feature Intersected 6: ANACOSTIA RIVER
 Latitude 16: 38° 55' 05" Longitude 17: 076° 56' 36"
 Border Bridge Code 98: Not Applicable (P) 36.16"
 Border Bridge Number 99

INSPECTION

Frequency 81: 24 months Inspection Date 90: ~~12/14/2015~~ Next Inspection: 12/14/2017
 FC Frequency 92A: FC Inspection Date 93A: ~~12/11/2017~~ NA Next FC Inspection: 12/11/2019
 UW Frequency 92B: 60 months UW Inspection Date 93B: ~~12/14/2015~~ Next UW Inspection: ~~12/14/2016~~
 SI Frequency 92C: SI Date 93C: 05/10/2016 Next SI: 05/10/2021
 Element Frequency: 24 months Element Insp. Date: ~~12/14/2015~~ 12/11/2017 Next Elem. Insp.: 12/11/2019
~~12/14/2017~~

CLASSIFICATION

Defense Highway 100: 0 Not a STRAHNET hwy Parallel Structure 101: No || bridge exists
 Direction of Traffic 102: 2 2-way traffic Temporary Structure 103: Not Applicable (P)
 Highway System 104: 1 On the NHS NBIS Length 112: Long Enough
 Toll Facility 20: 3 On free road Functional Class 26: 12 Urban Fwy/Expwy
 Defense Hwy 110: 0 Not a STRAHNET hwy Historical Significance 37: 5 Not eligible for NHRP
 Owner 22: 1 State Highway Agency
 Custodian 21: 1 State Highway Agency

STRUCTURE TYPE AND MATERIALS

Number of Approach Spans 46: 0 Number of Spans Main Unit 45: 4
 3 Steel 03 Girder-Floorbeam
 Deck Type 107: 1 Concrete-Cast-in-Place
 Wearing Surface 108A: 1 Monolithic Concrete
 Membrane 108B: 0 None
 Deck protection 108C: 1 Epoxy Coated Reinforci

CONDITION

Deck 58: 7 Good Super 59: 7 Good Sub 60: 6 Satisfactory
 Culvert 62: N N/A (NBI) Channel/Channel Protection 61: 7 Minor Damage

AGE AND SERVICE

Year Built 27: 1953 Year Reconstructed 106: 1983
 Type of Service on 42A: 5 Highway-pedestrian
 Type of Service under 42B: 5 Waterway
 Lanes on 28A: 6 Lanes under 28B: 0 Detour Length 19: 5.0 mi
 ADT 29: 116,100 Truck ADT 109: 4% Year of ADT 30: 2007

LOAD RATING AND POSTING

Inventory Rating Method 65: 1 LF Load Factor Operating Rating Method 63: 1 LF Load Factor
 Inventory Rating 66: HS17.8 Operating Rating 64: HS29.7
 Design Load 31: 6 MS18(HS20)+mod Posting 70: 5 At/Above Legal Loads
 Posting Status 41: A Open, no restriction

GEOMETRIC DATA

Length Max Span 48: 111.00 ft Structure Length 49: 537.00 ft
 Curb/Sdwk Width L 50A: 0.00 ft Curb/Sidewalk Width R 50B: 0.00 ft
 Width Curb to Curb 51: 92.00 ft Width Out to Out 52: 96.50 ft
 Approach Roadway width 32: (w/ shoulders) 92.00 ft Median 33: 2 Closed Med w/o
 Deck Area: 51,820.00 sq. ft
 Skew 34: 51.00° Structure Flared 35: 0 No flare
 Vertical Clearance 10: 99.99 ft Horizontal Clearance 47: 36.00 ft
 Minimum Vertical Clearance Over Bridge 53: 99.99 ft
 Minimum Vertical Underclearance Reference 54A: N Feature not hwy or RR
 Minimum Vertical Underclearance 54B: 0.00 ft
 Minimum Lateral Underclearance Reference R 55A: N Feature not hwy or RR
 Minimum Lateral Underclearance R 55: 0.00 ft
 Minimum Lateral Underclearance L 56: 0.00 ft

APPRAISAL

Bridge Rail 36A: 0 Substandard Approach Rail 36C: 0 Substandard
 Transition 36B: 0 Substandard Approach Rail Ends 36D: 0 Substandard
 Str Evaluation 67: 6 Equal Min Criteria Deck Geometry 68: 6 Equal Min Criteria
 Underclearance, Vertical and Horizontal 69: N Not applicable (NBI)
 Waterway Adequacy 71: 8 Equal Desirable Approach Alignment 72: 8 Equal Desirable Crit
 Scour Critical 113: 5 Stable w/in footing

PROPOSED IMPROVEMENTS

Bridge Cost 94: \$0 Type of Work 75: Unknown (P)
 Roadway Cost 95: \$0 Length of Improvement 76: 500.0 ft
 Total Cost 96: \$0 Future ADT 114: 117,000
 Year of Cost Estimate 9: 2000 Year of Future ADT 115: 2027

NAVIGATION DATA

Navigation Control 38: Permit Not Required
 Vertical Clearance 39: 17.5 ft Horizontal Clearance 40: 0.0 ft
 Pier Protection 111: 1 Not Required Lift Bridge Vertical Clearance 116: 0.0 ft

Bridge Key: 0076

Agency ID: 0076

Sufficiency Rating: 77.2%

Element Condition State Data

Str Unit	Elm	Env	Description	Units	Total Quantity	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4
0	12	2	Concrete Deck Protected with Coated Bars	SF	51,888	100%	51,770	0%	107	0%	11	0%	0
0	1080		<i>Delamination/Spall/Patched Area</i>	SF	118	0%	0	91%	107	9%	11	0%	0
0	104	2	Prestressed Concrete Box Girder	LF	2,329	100%	2,329	0%	0	0%	0	0%	0
0	107	2	Steel Open Girder, Painted	LF	3,328	91%	3,038	8%	275	0%	15	0%	0
0	1000		<i>Corrosion</i>	LF	290	0%	0	95%	275	5%	15	0%	0
0	109	2	Prestressed Concrete Open Girder	LF	233	100%	233	0%	0	0%	0	0%	0
0	113	2	Steel Stringer, Painted	LF	1,657	100%	1,657	0%	0	0%	0	0%	0
0	152	2	Steel Floorbeam, Painted	LF	1,720	98%	1,682	2%	38	0%	0	0%	0
0	1000		<i>Corrosion</i>	LF	38	0%	0	100%	38	0%	0	0%	0
0	210	2	Reinforced Concrete Pier Wall	LF	262	68%	177	20%	52	13%	33	0%	0
0	1080		<i>Delamination/Spall/Patched Area</i>	LF	37	0%	0	95%	35	5%	2	0%	0
0	1090		<i>Exposed Rebar</i>	LF	5	0%	0	40%	2	60%	3	0%	0
0	1120		<i>Efflorescence/Rust Staining</i>	LF	1	0%	0	100%	1	0%	0	0%	0
0	1130		<i>Cracking (RC and Other)</i>	LF	42	0%	0	33%	14	67%	28	0%	0
0	215	2	Reinforced Concrete Abutment	LF	240	45%	109	52%	125	3%	6	0%	0
0	1080		<i>Delamination/Spall/Patched Area</i>	LF	94	0%	0	98%	92	2%	2	0%	0
0	1090		<i>Exposed Rebar</i>	LF	5	0%	0	100%	5	0%	0	0%	0
0	1120		<i>Efflorescence/Rust Staining</i>	LF	17	0%	0	100%	17	0%	0	0%	0
0	1130		<i>Cracking (RC and Other)</i>	LF	15	0%	0	73%	11	27%	4	0%	0
0	300	2	Strip Seal Expansion Joint	LF	500	10%	48	40%	199	51%	253	0%	0
0	2330		<i>Seal Damage</i>	LF	5	0%	0	0%	0	100%	5	0%	0
0	2350		<i>Debris Impaction</i>	LF	446	0%	0	45%	199	55%	247	0%	0
0	2370		<i>Metal Deterioration or Damage</i>	LF	1	0%	0	0%	0	100%	1	0%	0
0	302	2	Compression Joint Seal	LF	250	55%	138	24%	60	6%	16	14%	36
0	2320		<i>Seal Adhesion</i>	LF	27	0%	0	0%	0	0%	0	100%	27
0	2330		<i>Seal Damage</i>	LF	9	0%	0	0%	0	0%	0	100%	9
0	2350		<i>Debris Impaction</i>	LF	76	0%	0	79%	60	21%	16	0%	0
0	310	2	Elastomeric Bearings	EA	88	100%	88	0%	0	0%	0	0%	0
0	311	2	Movable Bearings	EA	32	19%	6	72%	23	9%	3	0%	0
0	1000		<i>Corrosion</i>	EA	25	0%	0	88%	22	12%	3	0%	0
0	2240		<i>Loss of Bearing Area</i>	EA	1	0%	0	100%	1	0%	0	0%	0

0	313	2	Fixed Bearings	EA	8	0%	0	100%	8	0%	0	0%	0
0	1000		Corrosion	EA	8	0%	0	100%	8	0%	0	0%	0
0	321	2	Reinforced Concrete Approach Slabs	SF	3,860	98%	3,785	1%	31	1%	44	0%	0
0	1080		Delamination/Spall/Patched Area	SF	15	0%	0	73%	11	27%	4	0%	0
0	1130		Cracking (RC and Other)	SF	60	0%	0	33%	20	67%	40	0%	0
0	330	2	Metal Bridge Railing	LF	1,076	99%	1,068	0%	0	1%	8	0%	0
0	1000		Corrosion	LF	8	0%	0	0%	0	100%	8	0%	0
0	331	2	Reinforced Concrete Bridge Railing (Median Included)	LF	1,613	96%	1,545	3%	44	1%	24	0%	0
0	1080		Delamination/Spall/Patched Area	LF	34	0%	0	29%	10	71%	24	0%	0
0	1120		Efflorescence/Rust Staining	LF	20	0%	0	100%	20	0%	0	0%	0
0	1130		Cracking (RC and Other)	LF	14	0%	0	100%	14	0%	0	0%	0
0	515	2	Steel Protective Coating (107)	SF	50,678	60%	30,406	34%	17,230	4%	2,028	2%	1,014
0	3420		Peeling/Bubbling/Cracking	SF	20,272	0%	0	85%	17,230	10%	2,028	5%	1,014
0	515	2	Steel Protective Coating (113)	SF	10,015	80%	8,011	20%	2,004	0%	0	0%	0
0	3420		Peeling/Bubbling/Cracking	SF	2,004	0%	0	100%	2,004	0%	0	0%	0
0	515	2	Steel Protective Coating (152)	SF	13,304	80%	10,644	18%	2,342	2%	212	1%	106
0	3420		Peeling/Bubbling/Cracking	SF	2,660	0%	0	88%	2,342	8%	212	4%	106
0	515	2	Steel Protective Coating (311)	SF	512	83%	427	4%	20	8%	40	5%	25
0	3420		Peeling/Bubbling/Cracking	SF	85	0%	0	24%	20	47%	40	29%	25
0	515	2	Steel Protective Coating (313)	SF	128	77%	99	8%	10	11%	14	4%	5
0	3420		Peeling/Bubbling/Cracking	SF	29	0%	0	34%	10	48%	14	17%	5
0	515	2	Steel Protective Coating (330)	SF	4,431	100%	4,419	0%	0	0%	0	0%	12
0	3420		Peeling/Bubbling/Cracking	SF	12	0%	0	0%	0	0%	0	100%	12
0	520	2	Concrete Reinforcing Steel Protective System (12)	SF	51,888	99%	51,363	1%	515	0%	0	0%	10
0	3600		Effectiveness	SF	525	0%	0	98%	515	0%	0	2%	10
0		2	Reinforced Concrete Cellular Grade Beam	LF	250	88%	221	10%	25	2%	4	0%	0
0	1080		Delamination/Spall/Patched Area	LF	4	0%	0	50%	2	50%	2	0%	0
0	1090		Exposed Rebar	LF	10	0%	0	80%	8	20%	2	0%	0
0	1120		Efflorescence/Rust Staining	LF	15	0%	0	100%	15	0%	0	0%	0