| STRUCTURE INSPE | CTION, INVENTORY and APPRAISAL SHEET |
|---|--|
| Vermont Agency of Transportation | on ~ Structures Section ~ Bridge Management and Inspection Unit |
| Inspection Report for : LINCOLN | Bridge No.: 00018 District: 5 |
| Located on: C3033 over NEW HAVEN RIVER | approximately AT JCT TH 33 & C2 TH 1 Owner: TOWN-OWNED |
| | |
| CONDITION Deck Rating: 6 SATISFACTORY Superstructure Rating: 6 SATISFACTORY Substructure Rating: 5 FAIR Channel Rating: 6 SATISFACTORY Culvert Rating: N NOT APPLICABLE Federal Str. Number: 100110001801101 | STRUCTURE TYPE and MATERIALS Bridge Type: STEEL BEAM Number of Approach Spans: 0000 Number of Main Spans: 002 Kind of Material and/or Design: 3 STEEL Deck Structure Type: 1 CONCRETE CIP Type of Wearing Surface: 6 BITUMINOUS |
| Federal Sufficiency Rating: 49.4 | Type of Membrane: 0 NONE |
| Deficiency Status of Structure: ND | Deck Protection: 0 NONE |
| AGE and SERVICE Year Built: 1941Year Reconstructed: 0000 Service On: 1 HIGHWAY Service Under: 5 WATERWAY Lanes On the Structure: 02 Lanes Under the Structure: 00 Bypass, Detour Length (miles): 02 ADT: 000200 % Truck ADT: 02 Year of ADT: 2019 | APPRAISAL*AS COMPARED TO FEDERAL STANDARDSBridge Railings:1MEETS CURRENT STANDARDTransitions:1MEETS CURRENT STANDARDApproach Guardrail:0DOES NOT MEET CURRENT STANDARDApproach Guardrail Ends:0DOES NOT MEET CURRENT STANDARDStructural Evaluation:4MEETS MINIMUM TOLERABLE CRITERIADeck Geometry:4MEETS MINIMUM TOLERABLE CRITERIAUnderclearances Vertical and Horizontal:NNOT APPLICABLEWaterway Adequacy:7SLIGHT CHANCE OF OVERTOPPING BRIDGE & ROADWAYApproach Roadway Alignment:6EQUAL TO MINIMUM CRITERIA |
| Structure Length (ft): 000118 | Scour Critical Bridges: 8 STABLE FOR SCOUR |
| Lt Curb/Sidewalk Width (ft): 0 | DESIGN VEHICLE. RATING and POSTING |
| Rt Curb/Sidewalk Width (ft):0.4Bridge Rdwy Width Curb-to-Curb (ft):20Deck Width Out-to-Out (ft):21Appr. Roadway Width (ft):022Skew:30Bridge Median:0NO MEDIANMin Vertical Clr Over (ft):99 FT 99 IN | Load Rating Method (Inv): 2 ALLOWABLE STRESS(AS) Posting Status: A OPEN, NO RESTRICTION Bridge Posting: 5 NO POSTING REQUIRED Load Posting: 10 NO LOAD POSTING SIGNS ARE NEEDED Posted Vehicle: POSTING NOT REQUIRED Posted Weight (tons): Design Load: |
| Feature Under: FEATURE NOT A HIGHWAY OR RAILROAD Min Vertical Underclr (ft): 00 FT 00 IN | INSPECTIONX-Ref. Route:Insp. Date:082020Insp. Freq. (months):24X-Ref. BrNum: |
| INSPECTION SUMMARY and NEEDS | |

08/24/2020 - Bridge has settlement crack on abutment 1 with some minor movement present, the pier has spalling exposing the bearing pad, along with soffit spalling and broken rail post. The bridge needs full rehab/ replacement as several areas have deterioration. JS/JO

8/21/2018 Damage approach rail need repairs as heavy rubbing and W beam is flattening out. 1 sheared concrete bridge post span 2 upstream side 4th post in from abutment. Abutment 1 has cracking and settlement crack beneath beam 4. Footing is crack also and approx. 1/4'' wide and slight lateral movement. Pier need of concrete repairs as spalling is approaching bearings along fascia beams. Beams and bearing need cleaning and painting. Leakage along curb line at pier needs to be stopped and heavy roadway runoff is causing erosion at each abutment. Span 2 embankment has failed and old abutment and stone up against pier and tree debris. MJK MJ

08/04/16 Deck soffit has areas of saturation and cracking, abutment 1 has random settlement cracks 1/4" to 1/2" width. Pier has areas of heavy scaling and debris along seating. Heavy debris from failed old abutment at abutment 2 and large tree wedge against pier. Structure will need to be servi lift to gain full access to beam ends at pier. Town should make plans for recon or possible replacement in next 10 +/- years. MJK JS

8/6/2014 Structure is in fair to good condition. Beams should be spot cleaned and painted soon. Debris on the pier nose on the upstream side should be removed. Should consider removing the pavement and repaving with a membrane. ~FRE/TJB

8/6/2012 Structure is in fair condition. Debris around the pier should be removed from the channel. Pot holes in the deck should be cleaned and patched. ~FRE/JAS

05/17/2010 The retaining walls in front of both abutments are spalling out and moving towards the channel, allowing for the erosion of the dirt fill. The beams need a general cleaning and painting and the bearings continue to lose section. The deck wearing surface should be stripped and repaved with a membrane to stop the continued saturation of the deck and rusting of the beam ends. DCP & JWW





Town: VERGENNES CITY District 5, ADDISON County Owner: 4-City or Municipal Highway Agency Maintenance Responsibility: 4-City or Municipal Highway Agency





44.16620, -73.25598



IDENTIFICATION

| (1) State Mariles | Vermont |
|--|--|
| (8) Structure Number | 200017002701202 |
| (5) Inventory Route | 0022A |
| (2) Highway Agency District | 5 |
| (3) County Code | 1-001 - ADDISON |
| (4) Place Code | 74650 |
| (6) Features Intersected | OTTER CREEK |
| (7) Facility Carried | V1 0022A AL1 |
| (9) Location | 1.5 MI S JCT. U.S.7 |
| (11) Mile Point (12) Deep Lizhwey Network | 42.959 MI |
| (12) Dase Highway Network | 0010000224 |
| (16) Latitude | 44 1662027777778 |
| (17) Landude | 73 2550777777778 |
| (08) Bordor Bridge State Code | -13.235911111116 |
| (99) Border Bridge Structure No | |
| STRUCTURE TVPF A | ND MATERIAL |
| (42) Main Structure Type | D MATERIAL 22 |
| (43) Main Structure Type | 3 Stool |
| | 2-Stringer/Multi-beam or girder |
| (11) Approach Structure Type | |
| <u>Material</u> | 0-Other |
| | |
| (45) No. of Spans in Main Unit | 5 |
| (46) No. of Approach Spans | 9 |
| (107) Deck Structure Type | 1-Concrete Cast-in-Place |
| (108) Wearing Surface/Protective System | |
| Type of Wearing Surface 2-Integral | Concrete (separate non-modified |
| Type of Membrane | 0-None |
| Type of Deck Protection | 0-None |
| ACE AND SEL | RVICE |
| (27) Vear Built | 103/ |
| (106) Vear Reconstructed | 1954 |
| (100) Teal Reconstructed | 55 |
| | 5-Highway-pedestrian |
| Under | 5-Waterway |
| (28) Lano | o matorinay |
| | |
| On | 2 |
| On Under | 2 |
| On Under (29) Average Daily Traffic | 2 0 10700 |
| On Under (29) Average Daily Traffic (30) Year of ADT | 2 0 10700 2018 |
| On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT | 2 0 10700 2018 9 % |
| On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length | 2 0 10700 2018 9 % 7 mi |
| On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length GEOMETRIC | 2 0 10700 2018 9 % 7 mi DATA |
| On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length GEOMETRIC (48) Length of Maximum Span | 2 0 10700 2018 9 % 7 mi DATA 78 ft |
| On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length GEOMETRIC (48) Length of Maximum Span (49) Structure Length | 2 0 10700 2018 9 % 7 mi DATA 78 ft 338 ft |
| On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length GEOMETRIC (48) Length of Maximum Span (49) Structure Length (50) Curb or Sidewalk Width | 2 0 10700 2018 9 % 7 mi DATA 78 ft 338 ft |
| On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length GEOMETRIC (48) Length of Maximum Span (49) Structure Length (50) Curb or Sidewalk Width | 2 0 10700 2018 9 % 7 mi DATA 78 ft 338 ft Left 15 ft |
| On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length GEOMETRIC (48) Length of Maximum Span (49) Structure Length (50) Curb or Sidewalk Width | 2 0 10700 2018 9 % 7 mi DATA 78 ft 338 ft Left 15 ft Right 50 ft |
| On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length (19) Bypass, Detour Length (48) Length of Maximum Span (49) Structure Length (50) Curb or Sidewalk Width (51) Bridge Roadway Width Curb to Curb | 2 0 10700 2018 9 % 7 mi DATA 78 ft 338 ft 338 ft Left 15 ft Right 50 ft 300 ft |
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| On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (19) Bypass, Detour Length GEOMETRIC (48) Length of Maximum Span (49) Structure Length (50) Curb or Sidewalk Width (51) Bridge Roadway Width Curb to Curb (52) Deck Width Out to Out (32) Approach Roadway Width (W/Should | 2 0 10700 2018 9 % 7 mi DATA 78 ft 338 ft Left 15 ft Right 50 ft 300 ft 390 ft |
| On Under (29) Average Daily Traffic (30) Year of ADT (109) Truck ADT (199) Bypass, Detour Length GEOMETRIC (48) Length of Maximum Span (49) Structure Length (50) Curb or Sidewalk Width (51) Bridge Roadway Width Curb to Curb (52) Deck Width Out to Out (32) Approach Roadway Width (W/Should (33) Bridge Median | 2 0 10700 2018 9 % 7 mi DATA 78 ft 338 ft Left 15 ft Right 50 ft 300 ft 390 ft 390 ft 0-No median |
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Team Lead: Justin White, Inspection Date: July 27, 2021

| CLASSI | FICATION |
|--|--|
| (112) NBIS Bridge Length | Y |
| (104) Highway System | 0 |
| (26) Functional Class | 6-Rural Minor Arterial |
| (100) Defense Highway | 1-The inventory route is on a In |
| (101) Parallel Structure | N-No parallel structure exists. |
| (102) Direction of Traffic | 2 - way traffic |
| (103) Temporary Structure | |
| (105) Federal Lands Highways | 0-N/A |
| (110) Designated National Network | 0-The inventory route is not part of |
| (20) Toll | 3-On free road. The structure is toll- |
| (21) Maintain | 4-City or Municipal Highway Agency |
| (22) Owner | 4-City or Municipal Highway Agency |
| (37) Historical Significance | 5-Bridge is not eligible for the NRHP |
| CONI | DITION |
| (58) Deck | 6 |
| (59) Superstructure | 6 |
| (60) Substructure | 4 |
| (61) Channel & Channel Protection | 8 |
| | N ND DOCTING |
| LOAD RATING | G AND POSTING |
| (31) Design Load | 5-MS 18 / HS 20 |
| (63) Operating Rating Method | 1 |
| (64) Operating Rating | 1 Lood Foster(LE) |
| Type | |
| (65) Inventory Rating Method | 1-Load Eactor(LE) |
| (66) Inventory Rating Method | |
| (00) Inventory realing | e 5 |
| Ratin | a 42 |
| | 3 |
| (70) Bridge Posting | 5-Equal to or above legal loads |
| (70) Bridge Posting (41) Structure Open/Posted/Closed | 5-Equal to or above legal loads A-Open, no restriction |
| (70) Bridge Posting (41) Structure Open/Posted/Closed | 5-Equal to or above legal loads A-Open, no restriction |
| (70) Bridge Posting (41) Structure Open/Posted/Closed APPR (67) Structural Evaluation | 5-Equal to or above legal loads A-Open, no restriction AISAL |
| (70) Bridge Posting (41) Structure Open/Posted/Closed (67) Structural Evaluation (68) Deck Geometry | 5-Equal to or above legal loads A-Open, no restriction AISAL 5 4 |
| (70) Bridge Posting (41) Structure Open/Posted/Closed APPR (67) Structural Evaluation (68) Deck Geometry (69) Clearances, Vertical/Horizontal | 5-Equal to or above legal loads A-Open, no restriction AISAL 5 4 N |
| (70) Bridge Posting (41) Structure Open/Posted/Closed APPR (67) Structural Evaluation (68) Deck Geometry (69) Clearances, Vertical/Horizontal (71) Waterway Adequacy | 5-Equal to or above legal loads A-Open, no restriction AISAL 5 4 N 4 4 4 |
| (70) Bridge Posting (41) Structure Open/Posted/Closed APPR (67) Structural Evaluation (68) Deck Geometry (69) Clearances, Vertical/Horizontal (71) Waterway Adequacy (72) Approach Roadway Alignment | 5-Equal to or above legal loads A-Open, no restriction AISAL 5 4 N N 8 8 |
| (70) Bridge Posting (41) Structure Open/Posted/Closed APPR (67) Structural Evaluation (68) Deck Geometry (69) Clearances, Vertical/Horizontal (71) Waterway Adequacy (72) Approach Roadway Alignment (36A) Bridge Railings | 5-Equal to or above legal loads A-Open, no restriction AISAL 5 4 N 4 1-Inspected feature meets currently a |
| (70) Bridge Posting (41) Structure Open/Posted/Closed APPR (67) Structural Evaluation (68) Deck Geometry (69) Clearances, Vertical/Horizontal (71) Waterway Adequacy (72) Approach Roadway Alignment (36A) Bridge Railings (36B) Transitions | 5-Equal to or above legal loads A-Open, no restriction AISAL 5 4 N 4 8 1-Inspected feature meets currently a 0-Inspected feature does not meet cur |
| (70) Bridge Posting (41) Structure Open/Posted/Closed APPR (67) Structural Evaluation (68) Deck Geometry (69) Clearances, Vertical/Horizontal (71) Waterway Adequacy (72) Approach Roadway Alignment (36A) Bridge Railings (36B) Transitions (36C) Approach Guardrail | 5-Equal to or above legal loads A-Open, no restriction AISAL 5 4 N 4 1-Inspected feature meets currently a 0-Inspected feature does not meet cur 0-Inspected feature does not meet cur |
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| (70) Bridge Posting (41) Structure Open/Posted/Closed APPR (67) Structural Evaluation (68) Deck Geometry (69) Clearances, Vertical/Horizontal (71) Waterway Adequacy (72) Approach Roadway Alignment (36A) Bridge Railings (36B) Transitions (36C) Approach Guardrail (36D) Approach Guardrail Ends (113) Scour Critical Bridges | 5-Equal to or above legal loads A-Open, no restriction (AISAL 5 4 N 4 1-Inspected feature meets currently a 0-Inspected feature does not meet cur 0-Inspected feature does not meet cur 0-Inspected feature does not meet cur 8-Bridge foundations determined to be |
| (70) Bridge Posting (41) Structure Open/Posted/Closed APPR (67) Structural Evaluation (68) Deck Geometry (69) Clearances, Vertical/Horizontal (71) Waterway Adequacy (72) Approach Roadway Alignment (36A) Bridge Railings (36B) Transitions (36C) Approach Guardrail (36D) Approach Guardrail (36D) Approach Guardrail (36D) Approach Guardrail (36D) Approach Bridges PROPOSED IN | 5-Equal to or above legal loads A-Open, no restriction (AISAL) 5 4 N 1-Inspected feature meets currently a 0-Inspected feature does not meet cur 0-Inspected feature does not meet cur 0-Inspected feature does not meet cur 8-Bridge foundations determined to be IPROVEMENTS |
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* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.



Deck

| ELEM # | DESCRIPTION | UNITS | TOTAL | CS1 | CS2 | CS3 | CS4 |
|--------|--------------------------|-------|-------|-------|-----|-----|-----|
| 12 | Reinforced Concrete Deck | SF | 13182 | 13182 | 0 | 0 | 0 |
| 301 | Pourable Joint Seal | LF | 60 | 60 | 0 | 0 | 0 |
| 302 | Compression Joint Seal | LF | 156 | 0 | 0 | 0 | 156 |
| 2330 | Seal Damage | LF | 156 | 0 | 0 | 0 | 156 |
| 330 | Metal Bridge Railing | LF | 676 | 676 | 0 | 0 | 0 |

58-Deck Condition (6)

Wearing Surface (Satisfactory)

Comment: Scattered fine transverse shrinkage cracks throughout. The areas surrounding the upstream ends of the joints have large patched areas with depressions and surrounding cracks.

Curb (Good)

Comment: Fine map cracks throughout with some small delamed areas and spalling at the joint and terminated ends.

Sidewalks (Satisfactory)

Comment: Lineal cracking along the curb edge throughout with areas of minor separation and minor rust staining. Areas along the curb joint have scattered small spalls and pop outs. Areas surrounding the joint ends at the curb and fascia have delams and some small full depth holes.

Rail (Very Good)

Posts (Very Good)

Joint (Poor)

Joint Trough (Poor)

Joint Trough Comment: If troughs remain they have mostly collapsed due to extensive debris build up caused by the open joints.

Drains (Satisfactory)

Comment: Heavy rust scale with minor to moderate section loss in the spout ends.

Fascia (Good)

Comment: Scattered fine shrinkage cracks throughout with some light staining and some small areas of rust staining.

APPROACH

72-Approach Roadway Alighment (8)



Superstructure

| ELEM # | DESCRIPTION | UNITS | TOTAL | CS1 | CS2 | CS3 | CS4 |
|--------|---------------------------|-------|-------|-------|-----|------|-----|
| 107 | Steel Open Girder/Beam | LF | 2640 | 2512 | 64 | 64 | 0 |
| 1000 | Corrosion | LF | 128 | 0 | 64 | 64 | 0 |
| 515 | Steel Protective Coating | SF | 16940 | 15308 | 0 | 1222 | 410 |
| 3420 | Peeling/Bubbling/Cracking | SF | 1632 | 0 | 0 | 1222 | 410 |
| 311 | Movable Bearing | EA | 40 | 0 | 0 | 40 | 0 |
| 1000 | Corrosion | EA | 40 | 0 | 0 | 40 | 0 |
| 313 | Fixed Bearing | EA | 40 | 0 | 0 | 40 | 0 |
| 1000 | Corrosion | EA | 40 | 0 | 0 | 40 | 0 |

59-Superstructure Condition (6)

Comment: Small areas of rust scale with minor pitting/section loss at the beam ends.

Lateral Bracing (Very Good)

Bearing (Satisfactory)

Comment: Rust scale throughout with minor to moderate section loss.



Substructure

| ELEM # | DESCRIPTION | UNITS | TOTAL | CS1 | CS2 | CS3 | CS4 |
|--------|---------------------------------|-------|-------|-----|-----|-----|-----|
| 205 | Reinforced Concrete Column | EA | 4 | 3 | 1 | 0 | 0 |
| 1120 | Efflorescence/Rust Staining | EA | 1 | 0 | 1 | 0 | 0 |
| 210 | Reinforced Concrete Pier Wall | LF | 105 | 0 | 80 | 25 | 0 |
| 1080 | Delamination/Spall/Patched Area | LF | 25 | 0 | 0 | 25 | 0 |
| 1130 | Cracking (RC and Other) | LF | 80 | 0 | 80 | 0 | 0 |
| 215 | Reinforced Concrete Abutment | LF | 84 | 49 | 35 | 0 | 0 |
| 1130 | Cracking (RC and Other) | LF | 35 | 0 | 35 | 0 | 0 |
| 234 | Reinforced Concrete Pier Cap | LF | 156 | 0 | 62 | 80 | 14 |
| 1080 | Delamination/Spall/Patched Area | LF | 94 | 0 | 0 | 80 | 14 |
| 1130 | Cracking (RC and Other) | LF | 62 | 0 | 62 | 0 | 0 |

60-Substructure Condition (4)

Comment: Map cracking in the ends with light staining and some minor saturation.

End Walls (Very Good)

Retaining/Wingwalls(Good)

Comment: Fine map cracks throughout with light staining.

Pier Seat/Cap (Poor)

Comment: Areas of voided spalling scattered throughout with heavy scaling and exposed reinforcing. Some interior areas have been patched in the past but the upstream ends of piers 2, 3, and 4 remain in poor condition with some undermined bearings. The upstream end of the pier 2 cap is cracked/segmented through causing the undermining of the upstream fascia beam bearing of span 2. This undermining has caused some minor settlement which is visible in the sidewalk joint above with a 1"+/- drop in the span 2 side of the joint.

Pier Shaft (Fair)

Comment: Fine map cracks throughout with light staining, scattered small areas of rust staining, and some small spalls. Pier 2 has extensive spalling along the arch area exposing the outer layer of reinforcing with rotted out stirrups.

Pier Columns (Satisfactory)

CHANNEL

61-Channel Condition (8)









Wearing surface





Sidewalk

Sidewalk







Sidewalk

Pier 2 joint





Downstream fascia

Downstream fascia







Abutment 1

Abutment 2





Pier 4

Pier 4 upstream end







Pier 3

Pier 3 upstream cap end





Pier 3 upstream cap end

Pier 2







Pier 2

Pier 2 upstream cap end





Pier 2 upstream cap end

Pier 2 upstream cap end







Piers 2 and 3 upstream ends

Pier 1



Maintenance Needs

| Date Reported: | 09/02/2021 |
|----------------|---|
| Priority: | Maintenance Finding - Next Inspection Cycle |
| Type of Work: | Deck - Joint repair or replacement |
| Status: | Open |
| Component: | Deck |
| | |

Deficiency Description

Remarks

The failed membranes of the compression joints over the piers has allowed for debris build up and continued saturation of the surrounding elements for many years and has lead to failures in the caps of piers 2, 3, and 4. A joint replacement or elimination project should be considered.









Pier 2 Joint

Sidewalk



| Date Reported: | 09/02/2021 |
|----------------|---|
| Priority: | Maintenance Finding - Next Inspection Cycle |
| Type of Work: | Substructure - Pier patching or repair |
| Status: | Open |
| Component: | Substructure |
| | |

Deficiency Description

Remarks

Continued spalling in the upstream ends of the piers has lead to areas of undermining in the fascia beam bearings and exposed reinforcing. Pier 2 is the most significant with a wide segmented crack in the end that has undermined and caused the settlement of the span 2 fascia beam bearing. Settlement is visible in the sidewalk joint above with 1"+/- drop in the span 2 side of the joint. There are also other less significant spalls scattered along the pier caps but if allowed to continue they will undermine other bearing areas. A project to remove and repair all deteriorated concrete along the pier caps should be considered.



Pier 3 upstream cap end

Pier 2 upstream cap end





Pier 2 upstream cap end

Piers 2 and 3 upstream ends





Pier 4 upstream end