Bridge No.: 0066 **D.O.I.:** 02/10/2021
Name: Pedestrian Bridge over Kenilworth Avenue near Lane Place, N.E.

D.C. Department of Transportation
Transportation Operations Administration
Asset Management Division

2021 BRIDGE INVENTORY

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.
INSPECTION START DATE: 02/10/2021 **INSPECTION END DATE:** 05/14/2021
INSPECTION CYCLE: 24 mo. **INSPECTION TYPE:** Routine
DESCRIPTION: Single Span, Prestressed Concrete T-Beams Supported on Reinforced Concrete Abutments with Stone Fascia
PRESENT POSTING: N/A **SUFFICIENCY RATING:** N/A
YEAR BUILT: 1956 **DATE OF MAJOR REHABILITATION:** None
NUMBER OF SPANS: 01
CLEAR WIDTH BETWEEN CURBS: 9.0 ft.
APPROACH ROADWAY WIDTH INCLUDING SHOULDERS: 9.0 ft.
TYPE OF DECK AND SURFACING: T-Beam Top Flange with Thin Asphaltic Aggregate Wearing Surface
MILEPOST: N/A **ADT (% TRUCK):** N/A **YEAR ADT:** N/A

LOOKING: **NORTH** _____ **SOUTH** X **EAST** _____ **WEST** _____

MERCADO

Bridge No.: 0066 D.O.I.: 02/10/2021
Name: Pedestrian Bridge over Kenilworth Avenue near Lane Place, N.E.

D.C. Department of Transportation
Transportation Operations Administration
Asset Management Division

2021 District of Columbia Bridge Inspections
Summary Report

Bridge No.:	0066	
Name:	Pedestrian Bridge over Kenilworth Avenue near Lane Place, N.E.	
Report Prepared by:	Mercado Consultants, Inc.	
Report Reviewed and Submitted by:	Mercado Consultants, Inc.	
Project Manager:	Bill Mercado, P.E.	
Team Leader:	Michael D. Groshek, P.E.	
Date of Inspection:	02/10/2021	
Redundant/Non-Redundant:	Non-Redundant	
Fracture-Critical:	No	
Pin/Hanger UT Inspection:	Not Applicable	
Underwater Inspection:	Not Applicable	
Weight Posted:	No	
Rating Recommended:	No	
Date of Last Load Rating:	Not Applicable	
Review Existing Sounding and Profile Sheets:	Not Applicable	
Recommended Maintenance Repairs/Rehabilitation:	Yes	
Letter of Concern & Submission Date:	Yes	05/25/2021
Follow-Up Requirements:	None	

Reviewed and Approved by Modjeski and Masters, Inc.

Richard A. Little, P.E.

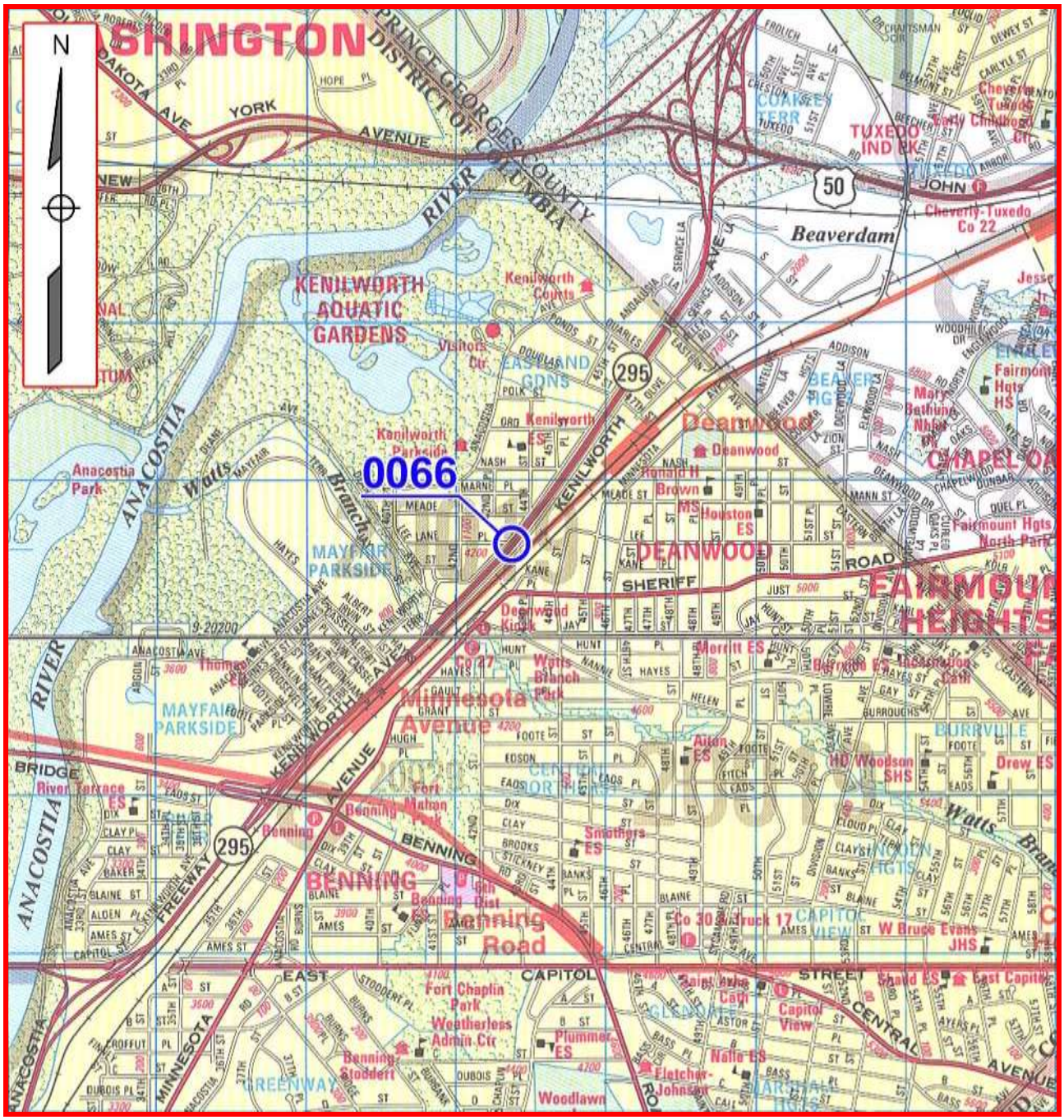
MERCADO

D.C. Department of Transportation
Transportation Operations Administration
Asset Management Division

2021 BRIDGE LOCATION MAP

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge

OVER: Kenilworth Avenue near Lane Place, N.E.



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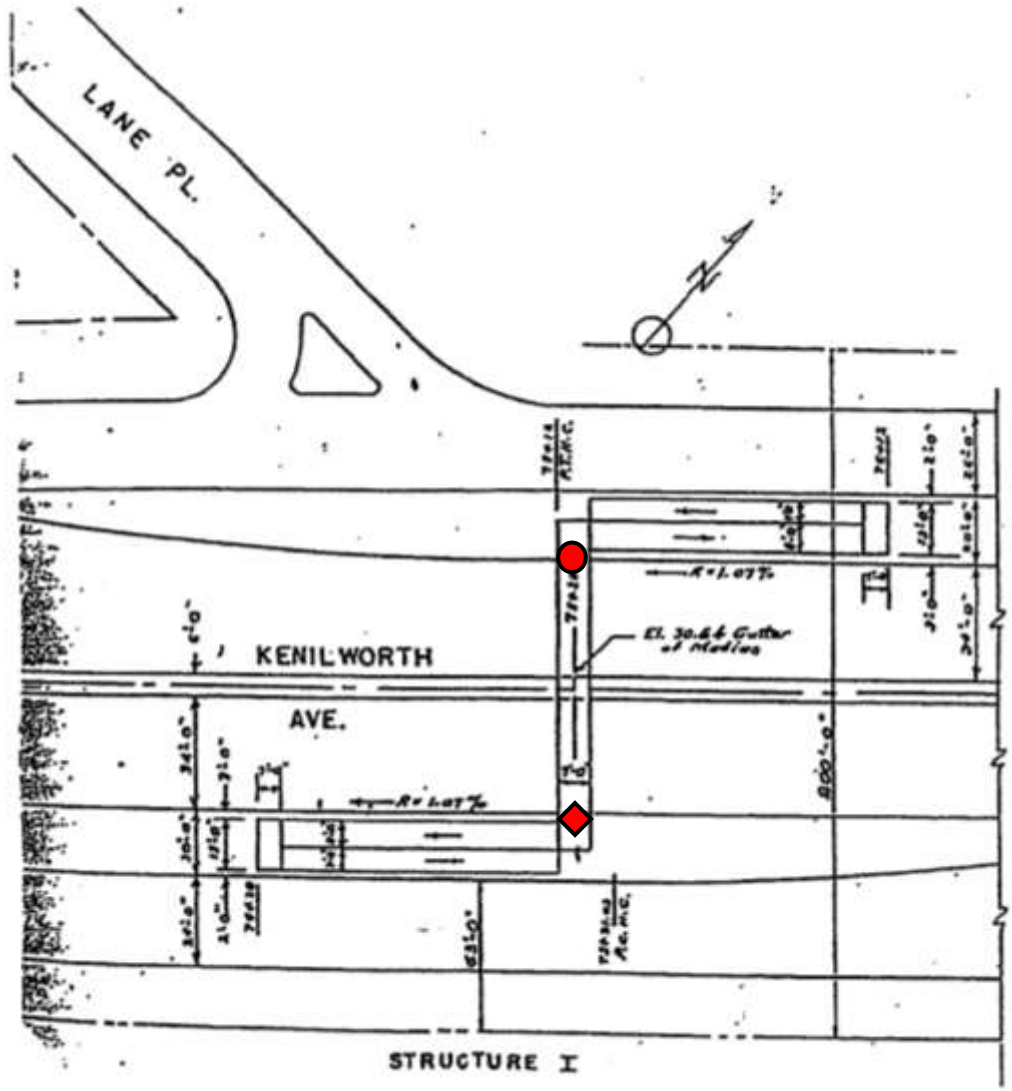
D.C. Department of Transportation
Transportation Operations Administration
Asset Management Division

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.



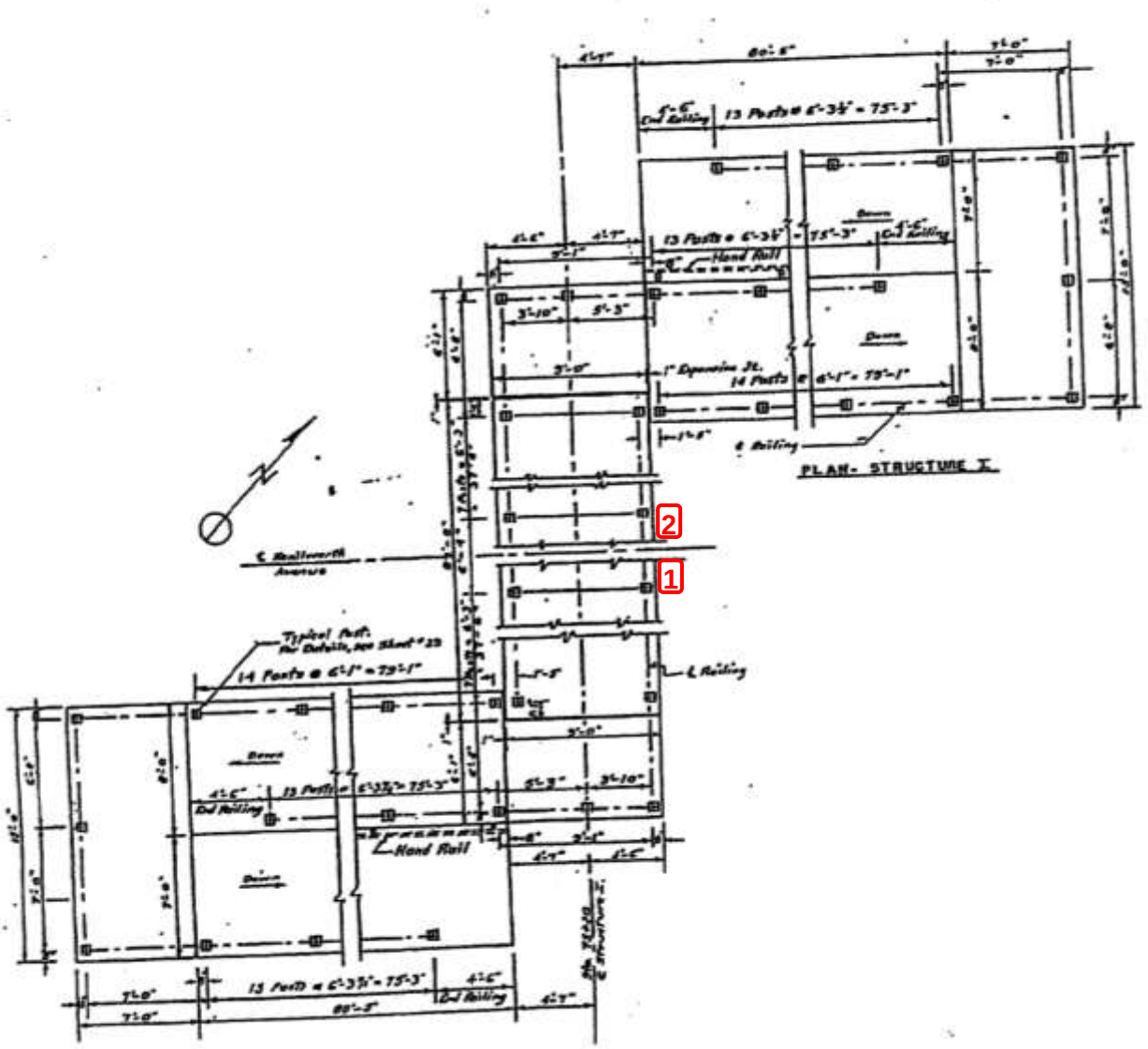
PEDESTRIAN BRIDGE # GG

Begin
Latitude: 38° 54' 16.22"
Longitude: 76° 56' 27.83"

End
Latitude: 38° 54' 16.80"
Longitude: 76° 56' 28.58"

D.C. Department of Transportation
Transportation Operations Administration
Asset Management Division

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.



Total Structure Length (Including Ramps):	346'-6"±
Deck Length:	80'-4"±
Deck Out-to-Out Width:	9'-10"±
Deck Clear Walkway Width:	9'-0"±

Minimum Vertical Underclearances:

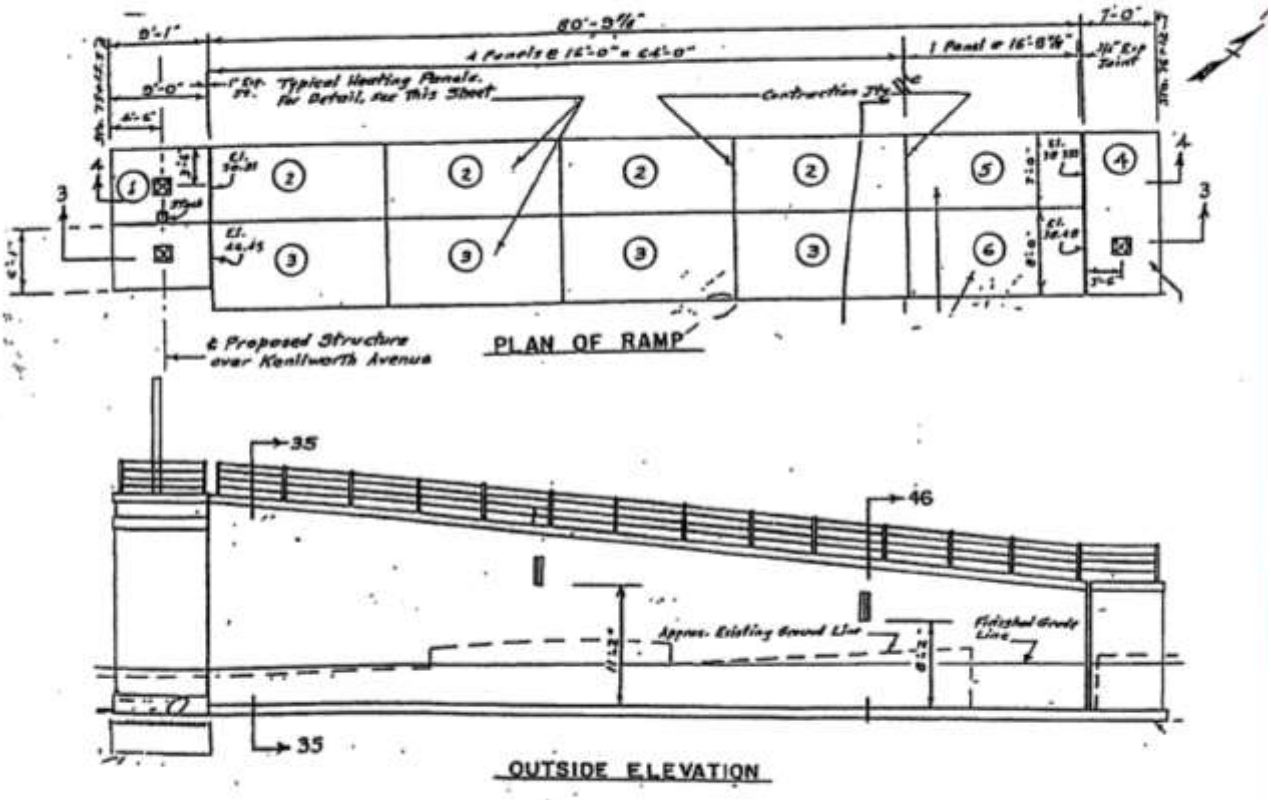
1 Kenilworth Avenue Northbound, Left Edge of Roadway Under North T-Beam = 14.25'±

2 Kenilworth Avenue Southbound, Left Edge of Roadway Under North T-Beam = 14.28'±

MERCADO

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge

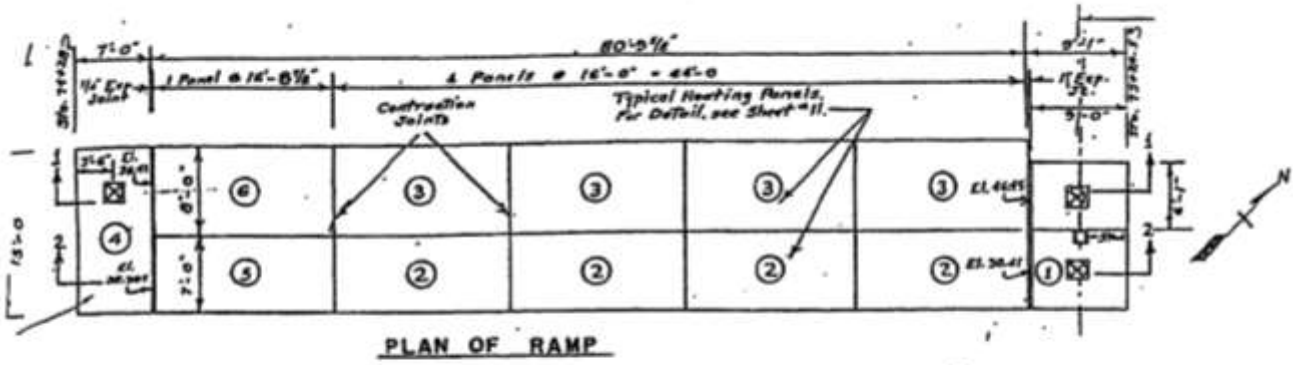
OVER: Kenilworth Avenue near Lane Place, N.E.



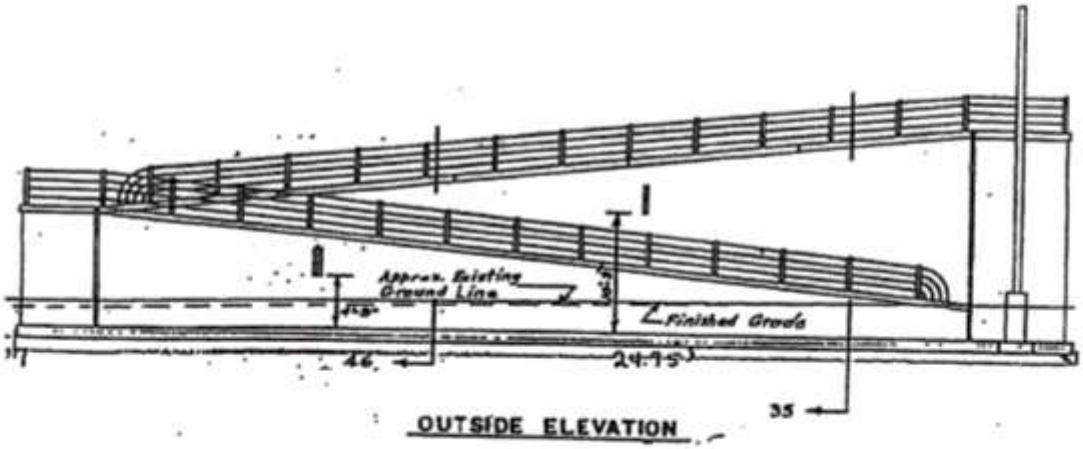
EAST RAMP

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge

OVER: Kenilworth Avenue near Lane Place, N.E.



PLAN OF RAMP

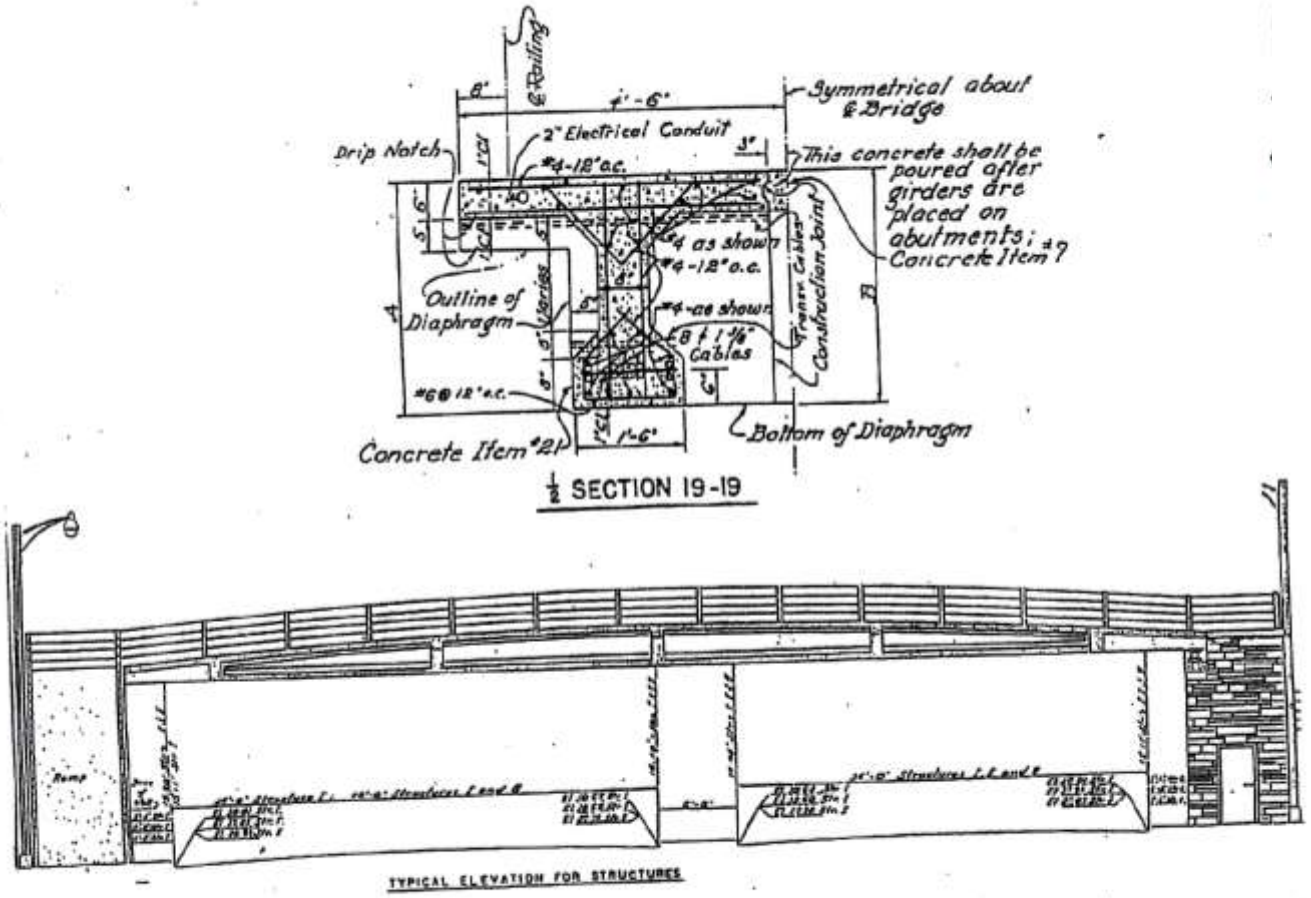


OUTSIDE ELEVATION

WEST RAMP

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge

OVER: Kenilworth Avenue near Lane Place, N.E.



D.C. Department of Transportation
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2021 BRIDGE INSPECTION SUMMARY FORM
BrM AND NBI RATINGS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

BrM

Element No.	Element Name		Environment	Total Quantity	Quantity by State 1	2	3	4
National Bridge Elements (NBEs)								
15	**Prestressed Concrete Top Flange**	**SF**	**2**	**787**	**--**	**761**	**26**	**--**
1080	*Delamination/Spall/Patched Area*	*SF*	*2*	*37*	*--*	*11*	*26*	*--*
1090	*Exposed Reinforcing Steel*	*SF*	*2*	*10*	*--*	*10*	*--*	*--*
1120	*Efflorescence/Corrosion Staining*	*SF*	*2*	*740*	*--*	*740*	*--*	*--*
109	**Prestressed Concrete Open Girder**	**LF**	**2**	**161**	**--**	**140**	**21**	**--**
1080	*Delamination/Spall/Patched Area*	*LF*	*2*	*149*	*--*	*134*	*15*	*--*
1090	*Exposed Reinforcing Steel*	*LF*	*2*	*6*	*--*	*6*	*--*	*--*
1110	*Cracking*	*LF*	*2*	*6*	*--*	*--*	*6*	*--*
215	**Reinforced Concrete Abutment**	**LF**	**2**	**20**	**10**	**7**	**3**	**--**
1080	*Delamination/Spall/Patched Area*	*LF*	*2*	*3*	*--*	*--*	*3*	*--*
1120	*Efflorescence/Corrosion Staining*	*LF*	*2*	*7*	*--*	*7*	*--*	*--*
311	**Movable Bearing**	**EA**	**2**	**2**	**--**	**2**	**--**	**--**
1000	*Corrosion*	*EA*	*2*	*2*	*--*	*2*	*--*	*--*
313	**Fixed Bearing**	**EA**	**2**	**2**	**--**	**2**	**--**	**--**
1000	*Corrosion*	*EA*	*2*	*2*	*--*	*2*	*--*	*--*
330	**Metal Bridge Railing**	**LF**	**2**	**161**	**148**	**--**	**13**	**--**
1020	*Connection*	*LF*	*2*	*13*	*--*	*--*	*13*	*--*
Bridge Management Elements (BMEs)								
302	**Compression Joint Seal**	**LF**	**2**	**20**	**18**	**--**	**--**	**2**
2320	*Seal Adhesion*	*LF*	*2*	*2*	*--*	*--*	*--*	*2*
510	**Wearing Surface (15)**	**SF**	**2**	**723**	**722**	**--**	**1**	**--**
3210	*Delamination/Spall/Patched Area/Pothole*	*SF*	*2*	*1*	*--*	*--*	*1*	*--*
515	**Steel Protective Coating (311)**	**SF**	**2**	**14**	**--**	**--**	**--**	**14**
3440	*Effectiveness*	*SF*	*2*	*14*	*--*	*--*	*--*	*14*
515	**Steel Protective Coating (313)**	**SF**	**2**	**5**	**--**	**--**	**--**	**5**
3440	*Effectiveness*	*SF*	*2*	*5*	*--*	*--*	*--*	*5*
515	**Steel Protective Coating (330)**	**SF**	**2**	**524**	**524**	**--**	**--**	**--**

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2021 BRIDGE INSPECTION SUMMARY FORM
BrM AND NBI RATINGS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

NBI Rating

NBI Item No.	Name	Rating	Descriptions
58	Deck	4	Spalls with Exposed Corroded Reinforcing Steel and Delaminated Areas in Soffit/T-Beam Top Flange
59	Superstructure	4	Spalls with Exposed Corroded Reinforcing Steel and Delaminated Areas in Soffit/T-Beam Top Flange; Spalls with Exposed Corroded Reinforcing Steel Due to Vehicular Impact; Delaminated Areas
60	Substructure	6	Spall at North End of East Abutment Backwall and Failed Patch/Spall at South End of West Abutment Backwall, Cracks in Concrete Interior Walls Between Upper/Lower Pedestrian Approach Ramps Inside Abutments; Area of Cracked and Missing Fascia Stones at Northwest Wingwall
61	Channel	N	
62	Culverts	N	

Special Equipment Used: M.O.T., Bucket Truck, Flashlights, Gas Meter
Inspection Dates: 02/10/2021, 05/14/2021
No. Hours (Field & Report): 12 Hrs./Person & 33 Hrs.
Inspection Team: 2-Person
Inspected By: MG/RA/TK

2021 BRIDGE INSPECTION REPORT
INSPECTION COMMENTS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

ELEMENT NO.	COMMENTS
	General: Bridge No. 0066 is a single-span prestressed concrete T-beam structure that carries pedestrian traffic Eastbound and Westbound above Kenilworth Avenue, and is located just North of Lane Place in Northeast Washington, D.C. The superstructure is supported by reinforced concrete abutments with stone fascia. The bridge was constructed in 1956 with no major rehabilitation in the interim. There are double flight pedestrian approach ramps on each end of the structure with non-skid walking surfaces. The overall structure length including the approach ramps is 346'-6"± along the centerline. The length of the deck is 80'-4"±, with an out-to-out deck width of 9'-10"±, and a clear walkway deck width of 9'-0"±. The minimum vertical underclearance at the structure for Northbound Kenilworth Avenue is 14.25' located at the Left edge of the roadway under the North T-beam, and the minimum vertical underclearance at the structure for Southbound Kenilworth Avenue is 14.28' located at the Left edge of the roadway under the North T-beam. The bridge is not skewed. For reporting purposes, the numbering convention is from North to South (T-beams and bearings) and from East to West (diaphragms, abutments, and pedestrian approach ramps). Maintenance of Traffic (M.O.T.) and a bucket truck were used to perform the exterior bridge inspection, whereas flashlights and a gas meter for confined space entry were used during the inspection of the interior of the abutments. General views of the bridge, approaches and roadway below the bridge are shown in Photograph Nos. 1 through 10. An access key (Key A112) is required for the inspection to obtain access to the interior of the abutments. The DDOT point of contact for access to the interior of the abutments is Robert McNeely at 202-438-7770 (cellular telephone number). An advance vertical clearance sign has been installed on Northbound Kenilworth Avenue prior to the exit ramp for Burroughs Avenue since the prior inspection. The structure was inspected on February 10, 2021 by Michael Groshek, P.E. (Team Leader) and Rakesh Acharya and on May 14, 2021 by Michael Groshek, P.E. (Team Leader) and Tim Kress, E.I.T. The delay between starting and ending the inspection was due to the need for DDOT to change the lock and open the frozen East Abutment access door.
15 **302** **330** **510 (15)** **515 (330)**	**Deck:** The thin asphaltic aggregate wearing surface is in satisfactory condition overall (see Photograph No. 11). There is a hairline longitudinal crack in the wearing surface for the full-length of the bridge (refer to Photograph No. 11). There is a 7" long x 10" wide x up to 2" deep spall in the wearing surface adjacent to the West Abutment joint (see Photograph No. 12). The compression joint seals at both abutment are in satisfactory condition with minor to moderate corrosion on the joint armor (see Photograph Nos. 13 and 14). The seal is debonded from the West joint armor at the South end for a length of 24" (see Photograph No. 15). The East side (deck) joint armor is 1/2" lower than the West side (approach) joint armor. The drainage trough for the West Abutment joint is detached from the backwall and laying on the abutment seat, and no longer functions as intended. The East side (approach) joint armor has settled up to 1" for a 4'-0" length at the South end (see Photograph No. 16).

2021 BRIDGE INSPECTION REPORT
INSPECTION COMMENTS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

ELEMENT NO.	COMMENTS
15 302 330 510 (15) 515 (330)	**Deck (Continued):** The four-strand galvanized steel bridge railings are in fair condition (refer to Photograph No. 11). The bridge railings are 37½" high and consist of four horizontal strands spaced 7" apart vertically, except the lower strand is up to 8" above the deck surface. The railing height of 37 1/2" does not meet the minimum height requirement of 42" for pedestrian railings per AASHTO and the International Building Code (IBC). The 7" spacing/clear opening between the horizontal strands and up to 8" spacing/clear opening between the lower strand and the deck surface do not meet the 4" maximum required by the IBC; however, the safety fence behind the railing provides additional protection. Specific defects noted in the bridge railings include the following: North Bridge Railing: • One missing anchor bolt/nut and one missing anchor nut at the base of the sixth post from the West end. • Both connection bolts/nuts missing from the bottom rail in the fourth section from the West end. The rail is unsecured. • Missing cover plate at the top of the West post for the second section from the West end. • Three sections of non-standard tubular rails extending for a total length of 12'-0" at the West end (see Photograph No. 17). South Bridge Railing: • Broken anchor bolt with a missing nut at the base of the first post at the East end of the bridge. • Both connection bolts/nuts are missing at the second rail from the top in the third section from the East end (see Photograph No. 18). The rail is unsecured. • One connection bolt/nut is missing at the third rail from the top in the third section from the East end and the rail is loose (refer to Photograph No. 18). • One missing bolt/nut at the base of the sixth post from the East end of the bridge. • Two missing bolts/nuts at the base of the second post from the West end. • One missing bolt/nut at the base of the first post from the West end. The galvanized steel arch safety fence on top of the bridge is in satisfactory condition exhibiting moderate corrosion throughout (refer to Photograph No. 11). There is a 5" wide x 7" high hole in the South fence near mid-height behind the overhead sign above the Right Northbound Lane of Kenilworth Avenue. The soffit/underside of the T-beam top flange is in poor condition with prior water leakage stains and minor to moderate efflorescence throughout, particularly adjacent to the concrete closure pour between the two T-beams (see Photograph No. 19). There is a series of four (4) minor spalls with exposed corroded reinforcing steel along the concrete closure pour near mid-span, the largest of which is 12" long x up to 8" wide x 1" deep. There is a 3'-4" long x 13" wide x 1" deep spalled and delaminated area with exposed corroded reinforcing steel in the soffit between the T-beams above the Left Northbound Lane. The deck overhangs exhibit random hairline cracks with minor efflorescence. The North deck overhang has random areas of spalling for a total area of approximately 10 SF, several with exposed corroded reinforcing steel, the largest of which is 24" long x 14" wide x up to 3" deep with exposed corroded reinforcing steel near the

2021 BRIDGE INSPECTION REPORT
INSPECTION COMMENTS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

ELEMENT NO.	COMMENTS
15 302 330 510 (15) 515 (330)	**Deck (Continued):** East end of the North overhang above the Right Northbound Lane (see Photograph No. 20). There is a 2'-10" long x 6" high x up to 6" deep spall with exposed corroded reinforcing steel at the Northeast corner of the deck fascia/overhang under the first safety fence post (see Photograph No. 21). The North deck overhang exhibits a 3'-0" long x 12" wide area of delaminated concrete above the left edge of the Right Southbound Lane and 12" diameter area of delaminated concrete above the Center Southbound Lane (see Photograph No. 22). On the South deck fascia/overhang above the lane striping between the Right and Center Northbound Lanes of Kenilworth Avenue, there is a 3'-0" long x 12" wide area of delaminated and loose concrete (see Photograph No. 23). The inspection team was unable to safely remove the large area of delaminated/loose concrete given the significant traffic in the Center Northbound Lane of Kenilworth Avenue where there was no Maintenance of Traffic. DDOT was previously notified of this condition via a Letter of Concern dated February 18, 2019 and a Follow-Up Letter of Concern on May 25, 2021. An up to 7" high x up to 24" wide x up to 2" deep spall with exposed corroded reinforcing steel is in the South deck fascia near the West Abutment (see Photograph No. 24). The two drainage devices at the East and West ends of the deck (one in front of each armored abutment joint) are in good condition.
109 311 313 515 (311) 515 (313)	**Superstructure:** The superstructure consists of two prestressed concrete T-beams with reinforced concrete intermediate and end diaphragms providing lateral support (refer to Photograph No. 19). The two prestressed concrete T-beams are in poor condition overall, which accounts for the top-flange condition noted above. The underside of the North T-beam adjacent to end diaphragm at the West Abutment exhibits a 24" long x 12" wide area of delaminated concrete with a 10" long x 7" wide x 1/2" deep spall with exposed corroded reinforcing steel (see Photograph No. 25). The North edge of the North T-beam above the Southbound Lanes exhibits impact scrapes and numerous minor to moderate spalls, several with exposed corroded reinforcing steel. The North edge and underside of the North T-beam exhibits a 18" long x 7" wide x up to 1½" deep spall above the Right Southbound Lane and a 6'-0" long x 1/16" wide horizontal crack in the North face web at this same location (see Photograph No. 26). The underside of the North T-beam exhibits a 12" diameter x 1" deep spall with exposed corroded reinforcing steel with an adjacent 12" diameter area of delaminated concrete at the first intermediate diaphragm from the West Abutment above the Right Southbound Lane (see Photograph No. 27). The North face of the North T-beam at the East Abutment beyond the bearing exhibits a 12" long x full-height area of 1/16" wide map cracks. The South face of the South T-beam at the West Abutment beyond the bearing exhibits a 4" long x 8" high x up to 2" deep spall with an adjacent 7" long x 8" high area of delaminated concrete and hairline to 1/8" wide diagonal/map cracks. The North edge of the South T-beam above the Southbound Lanes exhibits impact scrapes and minor spalls. The South edge and underside of the North and South T-beams above the Northbound Lanes exhibit impact scrapes and numerous minor to moderate spalls, several with exposed corroded reinforcing steel, the largest of which is 2'-7" long x 9" wide x up to 4" deep in the South T-beam above the Right Northbound Lane (see Photograph No. 28).

2021 BRIDGE INSPECTION REPORT
INSPECTION COMMENTS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

ELEMENT NO.	COMMENTS
109 **311** **313** **515 (311)** **515 (313)**	**Superstructure (Continued):** The reinforced concrete intermediate and end diaphragms are in satisfactory condition, exhibiting hairline cracks with minor efflorescence, and water leakage stains with minor efflorescence – particularly around the concrete closure pour between the two T-beams. There are up to 1/4" wide cracks in the underside of the third diaphragm from the East Abutment (see Photograph No. 29). The West end diaphragm exhibits hairline to 1/16" wide map cracks in the East, West and South faces on the South/exterior side of the South T-beam, as well as a spall on the South end face 11" high x 6" wide x up to 3" deep. The two steel roller expansion bearings at the West Abutment are in satisfactory condition with minor to moderate corrosion (see Photograph No. 30). The bearings are 1½" in the expanded position measured at an ambient temperature of 46° Fahrenheit (see Photograph No. 31). The two steel plate fixed bearings at the East Abutment are in satisfactory condition with moderate corrosion (see Photograph No. 32).
215	**Substructure:** The reinforced concrete abutment backwalls are in fair condition. Both abutment backwalls have random vertical hairline cracks, several with minor efflorescence. The North end of the East Abutment backwall exhibits a 12" high x 7" wide x up to 1" deep spall. A concrete repair at the South end of the West Abutment backwall has failed, resulting in a 24" high (full-height) x up to 16" wide x up to 6" deep spall with exposed corroded reinforcing steel; the concrete is soft in this area. The reinforced concrete East and West Abutment stems with stone fascia are in good condition with no defects noted (see Photograph No. 33). The reinforced concrete abutment seats are in good condition. There is a minor to moderate accumulation of debris on both abutment seats. There are utility rooms leading to the interior of the double-flight pedestrian approach ramps at both abutments. The utility rooms are accessed through metal doors. The interiors of the East and West Abutments are of similar construction. There are cinderblock walls throughout the interior face of the two wingwalls at each abutment, whereas there is a combination of cinderblock and concrete comprising the interior wall between the upper and lower pedestrian approach ramps at each abutment. East Abutment Interior (see Photograph No. 34): The interior cinderblock walls between the upper/lower pedestrian approach ramps and on the interior sides of the Southwest and Southeast Wingwalls are in satisfactory condition. There is minor to moderate efflorescence on the West face of the cinderblock wall between the upper/lower pedestrian approach ramps for the South half at the interface with the interior concrete wall that is below the cinderblock wall. The concrete interior wall between the upper and lower pedestrian approach ramps is in satisfactory condition. The concrete interior wall between the upper and lower pedestrian approach ramps exhibits random hairline up to 1/16" wide full-height vertical cracks and minor to moderate efflorescence for the South half on the West face. There are three full-height hairline to 1/32" wide vertical cracks in the West face of the concrete wall near mid-length. There is a 5'-8" high x 3/16" wide vertical crack in the East and West faces of the concrete wall at approximately the one-third point from the South end across from the air vent on the interior side of the Southwest Wingwall (see Photograph No. 35). There is significant efflorescence and

2021 BRIDGE INSPECTION REPORT
INSPECTION COMMENTS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

ELEMENT NO.	COMMENTS
215	**Substructure (Continued):** corrosion stains from the corroded conduit above at the South end of the concrete interior wall on the West face under the upper pedestrian approach ramp. There are full-height water stains on the concrete wall at the North end of the lower pedestrian approach ramp extending down from an opening for a non-functional antifreeze pipe. A significant accumulation of debris is present on the concrete floor under the upper pedestrian approach ramp from just beyond the utility room extending to the South end of the ramp (see Photograph No. 36). The concrete floor under the lower pedestrian approach ramp exhibits a 1/8" wide full-width transverse crack at approximately 40 ft. from the South end. The air vents were open at the time of inspection. West Abutment Interior (see Photograph No. 37): The interior cinderblock walls between the upper/lower pedestrian approach ramps and on the interior sides of the Northwest and Northeast Wingwalls are in satisfactory condition. There are water stains and minor to moderate efflorescence on the East face of the cinderblock wall between the upper/lower pedestrian approach ramps for the North half at the interface with the interior concrete wall below the cinderblock wall. A full-height hairline to 1/16" wide vertical crack is in the cinderblock wall on the West/interior face of the Northeast Wingwall; this crack extends through an air vent to the underside of the upper pedestrian approach ramp located approximately 50 ft. from the access door. There is a 3'-0" high x 1/16" wide vertical crack in the East face of the cinderblock wall between the upper and lower pedestrian approach ramps, located approximately 30 ft. from the North end. Minor efflorescence is present at random locations on the East/interior face of the cinderblock wall at the Northwest Wingwall. The East/interior face of the cinderblock wall at the Northwest Wingwall exhibits a 19" long x up to 3" wide area of cracked (up to 1/8" wide) and broken cinderblocks (two) at the top of the wall located approximately 5 ft. from the North end (see Photograph No. 38). There is a 15" long x up to 3/16" wide diagonal crack with an adjacent 7" high x 5" wide x up to 4" deep spall in the East/interior face of the cinderblock wall at the Northwest Wingwall near the base, located 5 ft. from the North end (see Photograph No. 39). The concrete portion of the interior wall between the upper and lower pedestrian approach ramps is in satisfactory condition. There is a 3'-3" full-height x 1/16" wide vertical crack in the East face of the concrete wall between the upper and lower pedestrian approach ramps approximately 30 ft. from the North end. There is a 4'-10" high x 1/8" wide vertical crack in the East and West faces of the concrete interior wall between the upper and lower pedestrian approach ramps located approximately 18 ft. from the North end (see Photograph No. 40). Evidence of water leakage is present on the West face of the concrete interior wall between the upper/lower pedestrian approach ramps at approximately the one-third point from the North end. The concrete wall at the South end of the lower pedestrian approach ramp exhibits water stains and moderate to significant efflorescence, and there is evidence of water leakage on the concrete floor at this location. The concrete floor under the lower pedestrian approach ramp exhibits a 1/16" to 1/8" wide full-width transverse crack near mid-length. The air vents were open at the time of inspection. The cinderblock wingwalls are covered on the exterior face with stone fascia. The stone fascia exterior faces of the wingwalls are in satisfactory condition. Random areas of minor deteriorated stones and mortar are present throughout the wingwalls. A 5'-0" high x up to 3'-0" wide x up to 7 1/2" deep area of cracked and missing stones exists at the base of the wall between the North ends of the Northwest and Northeast Wingwalls (see Photograph No. 41). There are two stones with hairline cracks on the Southwest Wingwall near the Southernmost vertical joint. The vertical joint material between the East Abutment and the Southwest and Southeast Wingwalls, and

2021 BRIDGE INSPECTION REPORT
INSPECTION COMMENTS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

ELEMENT NO.	COMMENTS
215	**Substructure (Continued):** between the West Abutment and the Northwest and Northeast Wingwalls is missing. The joint material in the intermediate vertical joints in the Southwest Wingwall is deteriorated and missing.
	Approaches (Ramps): The walking surfaces on the concrete ramps are in fair condition (refer to Photograph Nos. 3 through 8). Full-width transverse and longitudinal hairline to 1/16" wide cracks were noted throughout the walking surfaces of both approach ramps (refer to Photograph Nos. 3, 4, 7 and 8), and there are vertical hairline cracks in the exterior fascia of both approach ramps. The upper Southeast Approach ramp walking surface exhibits full-length hairline to 1/8" wide longitudinal cracks (see Photograph No. 42) and hairline map cracks. The undersides of the Northwest and Southeast Approach ramps are in satisfactory condition. At the Southeast Approach ramp, there are transverse hairline cracks with moderate efflorescence and stalactites in the underside of the upper ramp for the South one-third length and in the underside of the lower ramp at random locations. At the Northwest Approach ramp, there is a 6'-0" long x 4'-0" wide area of intermittent up to 2" deep spalls with three longitudinal and one transverse corroded reinforcing steel bars exposed in the underside of the upper ramp near the access door (see Photograph No. 43). The underside of the upper ramp exhibits full-width transverse hairline cracks with minor efflorescence at random locations and water stains with moderate efflorescence and stalactites for approximately the North one-quarter length on the Northwest Approach (see Photograph No. 44). The underside of the lower ramp on the Northwest Approach exhibits full-width transverse hairline cracks with minor efflorescence; there are full-width transverse hairline cracks with moderate efflorescence and stalactites starting at approximately the one-quarter point from the North end and continuing to the South end. The steel pedestrian railings on the Northwest and Southeast Approach ramps are in good condition. The railings are 42" high and consist of upper and lower horizontal strands with vertical pickets (spaced at a clear distance of 4" horizontally), and the lower horizontal strand is 4" above the ramp surface – all of which meet AASHTO and International Building Code (IBC) standards. Minor corrosion was noted at random locations on the approach railings, particularly at the post base plate connections. The four drains on the walking surfaces of the approach ramps (two on each approach ramp) are in fair condition. The drainage grate at the North end of the upper Southeast Approach ramp is cracked/broken and loose and there is concrete debris blocking six of the eight slotted openings in the grate (see Photograph No. 45). The drainage grate at the South end of the upper Southeast Approach ramp is missing (see Photograph No. 46).
	Miscellaneous: The signage at the structure is in fair condition. There are overhead directional signs and supports on the North side (two signs) and South side (one sign) of the bridge. Graffiti is present on the Right/West overhead directional sign on the North side of the bridge and on the overhead directional sign on the South side of the bridge. At the Right/West overhead directional sign on the North side of the bridge, the third sign clip from the bottom is missing on the second vertical attachment member from the West (see Photograph No. 47), and the second sign clip from the bottom is missing on the third vertical attachment member from the West. At the Left/East overhead directional sign on the North side of the bridge, the bottom sign clip is detached on the

2021 BRIDGE INSPECTION REPORT
INSPECTION COMMENTS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

ELEMENT NO.	COMMENTS
	Miscellaneous (Continued): first vertical attachment member from the West. The South and North channels for the directional sign light support on the South side of the bridge are disconnected at the East end due to missing bolts (see Photograph No. 48). A junction box for the Northbound directional sign near the East Abutment is damaged/loose. The "Clearance 14 Ft." sign above the Northbound Lanes is missing the "14 Ft." section of the sign and the "Clearance" section of the sign is not clearly visible. The "Clearance 14 Ft." sign above the Southbound Lanes is missing both sections of the sign (see Photograph No. 49). Vertical clearance signs were installed between the 2015 and 2017 inspections on light standards on the median North and South of the bridge. An advance vertical clearance sign "Warning All Vehicles Over 13'-9" Must Exit at Eastern Avenue" was installed on Southbound I-295 between the exits for Route 50 and Eastern Avenue between the 2017 and 2019 inspections to provide notification pertaining to Bridge Nos. 0068 and 0066. An advance vertical clearance sign has been installed on Northbound Kenilworth Avenue prior to the exit ramp for Burroughs Avenue since the prior inspection. Any over height vehicles must use the service road. The 11 lights for the two overhead signs on the North fascia above the Southbound Lanes and the one light for the one overhead sign on the South fascia above the Northbound Lanes appeared to be in poor condition overall. There are total of six (6) damaged/broken lights and three (3) of them are disconnected for the directional sign on the North fascia above the Southbound Lanes of Kenilworth Avenue (see Photograph No. 50). The metal conduits for the lights inside both abutments are in poor condition. The metal conduit for the lights inside the East Abutment under the upper pedestrian approach ramp at the South end is bent, broken and the wires have been cut at the junction boxes such that the conduit appears to be abandoned. The metal conduits for the lights inside the West Abutment under both the upper and lower pedestrian approach ramps from approximately mid-length to the North end exhibit moderate to severe corrosion. The abandoned/non-functional conduits should be removed. Inside both abutments, there are three pipes for a non-functional antifreeze system that are attached to the undersides of the upper and lower pedestrian approach ramps. These pipes are in poor condition overall. The exposed portions of the pipes exhibit moderate corrosion. Two pipes at the South end of the lower pedestrian approach ramp inside the East Abutment exhibit severe corrosion and the pipe wrapping has become unraveled; there is also one broken support at this location (see Photograph No. 51). Two pipes at the North end of the lower pedestrian approach ramp inside the West Abutment exhibit moderate corrosion and both supports for the pipes are broken with 100% section loss at the interface with the underside of the ramp (see Photograph No. 52). The non-functional antifreeze pipes should be removed. The light on each of the two light standards adjacent to the pedestrian approach ramps at the East and West ends of the structure were not illuminated during the time of inspection; the lights appeared to be in good condition with all hardware in place. Moderate corrosion was noted on both light poles. A wire which extends from inside the West Abutment is hanging from the West Abutment seat to the North/exterior of the North T-beam.

D.C. Department of Transportation
Transportation Operations Administration
Asset Management Division

2021 BRIDGE INSPECTION REPORT
NBI RATINGS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge

OVER: Kenilworth Avenue near Lane Place, N.E.

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)					**4**
Wearing Surface	6	Curbs	N	Railings Protective Coating	6
Joints, Expansion, Open	N	Sidewalks	N	Delineation	N
Joints, Expansion, Compression	6	Parapets	N	Fencing (Galvanized Steel Arch)	6
Joints, Other, Pourable	N	Median Barrier	N	Soffit/Underside of T-beam Top Flange	4
Drainage System	7	Bridge Railings (4-Strand Galvanized Steel)	5		
SI & A ITEM 59 SUPERSTRUCTURE					**4**
Main Member - Steel	N	Floor System Connections	N	Fixed Bearings (Steel Plate)	6
Main Member - Prestressed Concrete	4	Secondary Members - Reinforced Concrete	6	Steel Protective Coating	6
Main Member - Timber	N	Secondary Member Connections	N		
Main Member - Connections	N	Machinery (Movable Spans)	N		
Floor System Members	N	Expansion Bearings (Steel Roller)	6		
SI & A ITEM 60 SUBSTRUCTURE					**6**
ABUTMENT					
Bearing Area/Caps/Seats	7	Backwalls	5	Wingwalls (Stone Fascia - Exterior)	6
Above Ground (Stone Fascia)	7	Util. Rm. - Cinderblock Int. Wall. Bet. Ramps	6	Wingwalls (Cinderblock - Interior)	6
Foundation (Footing, Piles, Piers)	NV	Concrete Interior Walls Between Ramps	6		
INTERMEDIATE SUPPORT					
Caps - Concrete	N	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	N		
Above Ground - Concrete	N	Foundation (Footing, Piles, Piers)	N		
SI & A ITEM 61 CHANNEL & CHANNEL PROTECTION					**N**
Channel Banks	N	Riprap, Toe Walls & Aprons	N	Canal Wall	**N**
Channel Bed (Scour)	N	Dikes	N		
Waterway Opening	N	Jetties	N		
SI & A ITEM 62 CULVERTS					**N**
APPROACHES					
Embankments	N	Approach Slab	N	Sight Distance	N
Embankment Retaining Walls	N	Drainage System (Drains on Top of Ramps)	5	Pedestrian Ramps (Surface)	5
Slope Protection	N	Guide Rail	N	Pedestrian Ramps (Underside)	6
Roadway	N	Delineation	N	Railings on Pedestrian Ramps	7
MISCELLANEOUS					
Signs	5	Lights for Signs	4	Non-Functional Antifreeze System in Abuts.	4
Illumination	7	Metal Conduits for Lights in Abuts. (Abandoned)	4	Air Vents in Abutments	7

Special Equipment Used: M.O.T., Bucket Truck, Flashlights, Gas Meter **Inspection Dates:** 02/10/2021, 05/14/2021

No. Hours (Field & Report): 12 Hrs./Person & 33 Hrs.

Inspection Team: 2-Person **Inspected By:** MG/RA/TK

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D.C. Department of Transportation
Transportation Operations Administration
Asset Management Division

2021 BRIDGE APPRAISAL WORKSHEET

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

TRAFFIC SAFETY FEATURES (ITEM 36)

Not Applicable – Pedestrian Bridge with No Vehicular Traffic

BRIDGE RAILING (1st Digit)	RATING	N

Not Applicable – Pedestrian Bridge with No Vehicular Traffic

TRANSITIONS (2nd Digit)	RATING	N

Not Applicable – Pedestrian Bridge with No Vehicular Traffic

APPROACH GUIDE RAIL (3rd Digit)	RATING	N

Not Applicable – Pedestrian Bridge with No Vehicular Traffic

GUIDE RAIL TERMINAL (4th Digit)	RATING	N

STRUCTURAL EVALUATION (ITEM 67)

Superstructure Rating = 4
Substructure Rating = 6

Inventory Rating = Not Applicable
Table 1 Rating = Not Applicable

RATING	4

DECK GEOMETRY (ITEM 68)

Not Applicable – Pedestrian Bridge with No Vehicular Traffic

RATING	N

Date: 05/26/2021

DISTRICT OF COLUMBIA
GUILLERMO MERCADO
No. 9129
REGISTERED
PROFESSIONAL ENGINEER

UNDERCLEARANCES (ITEM 69)

Urban – Freeway/Expressway (Kenilworth Avenue Under)
Minimum Vertical Clearance = 14.25 ft.
Table 3A Rating = 3

Minimum Right Lateral Underclearance = 3.9 ft.
Minimum Left Lateral Underclearance = 1.5 ft.
Table 3B Rating = 3

RATING	3

BRIDGE POSTING (ITEM 70)

Operating Rating = Not Applicable

RATING	N

WATERWAY ADEQUACY (ITEM 71)

Not Applicable – Bridge Not Over a Waterway

RATING	N

APPROACH ROADWAY ALIGNMENT (ITEM 72)

Not Applicable – Pedestrian Bridge with No Vehicular Traffic

RATING	N

MERCADO CONSULTANTS, INC.

D.C. Department of Transportation
Transportation Operations Administration
Asset Management Division

2021 BRIDGE MAINTENANCE AND REPAIR/REHABILITATION RECOMMENDATIONS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
DATES: 02/10/2021, 05/14/2021 **OVER:** Kenilworth Avenue near Lane Place, N.E.
INSPECTORS: MG/RA/TK

DUE TO CONTINUING IMPACT DAMAGE TO THE PRESTRESSED CONCRETE T-BEAMS, SPALLS AND DELAMINATIONS IN THE SOFFIT, AND DETERIORATION OF THE WALKING SURFACES AND UNDERSIDES OF BOTH PEDESTRIAN APPROACH RAMPS, CONSIDERATION SHOULD BE GIVEN TO REPLACING THE BRIDGE. INTERIM RECOMMENDATIONS ARE PROVIDED BELOW.

MAINTENANCE RECOMMENDATIONS

BRIDGE ELEMENT	RECOMMENDED ACTION		PC
Metal Bridge Railing (330)	Replace the missing/broken bolts (11 EACH) and nuts (12 EACH) in the North and South railings on the bridge; replace the missing cover plate at the top of the West post for the second section from the West end of the North bridge railing (1 EACH).		**2**
Reinforced Concrete Abutment with Stone Fascia (215)	Remove the debris from the concrete floor in the interior of both abutments and from the top of the abutment bridge seats (approximately 90 LF).		**3**
Wingwall with Stone Fascia	Replace the vertical joint material that is missing at the wingwall joints at both abutments and at the intermediate joints on the Southwest Wingwall (approximately 80 LF).		**4**
Miscellaneous (Drainage Devices)	Replace the drainage grate that is broken and blocked with concrete on the Southeast Approach ramp at the North end of the upper ramp (1 EACH).		**1**
	Replace the drainage grate that is missing on the Southeast Approach ramp at the South end of the upper ramp (1 EACH).		**1**
	Reattach the drainage trough for the West Abutment joint to the backwall (1 EACH).		**2**

PRIORITY CODE (PC): E – EMERGENCY (NOTIFY D.C. IMMEDIATELY; FOLLOW-UP WITH LETTER REPORT); 1 – FIRST (ITEMS TO BE REPAIRED FIRST – ADDRESSED WITHIN ONE YEAR); 2 – HIGH (POTENTIAL TO BECOME SERIOUS – ADDRESSED WITHIN 2 YEARS); 3 – MEDIUM (SERVICEABILITY RELATED – REPAIR AFTER HIGH PRIORITY ITEMS); 4 – LOW (MINOR REPAIRS NEEDED – SCHEDULE AS PART OF REHABILITATION PROGRAM); 5 – NO REPAIRS NEEDED AT THIS TIME

MERCADO

2021 BRIDGE MAINTENANCE AND REPAIR/REHABILITATION RECOMMENDATIONS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
DATES: 02/10/2021, 05/14/2021 **OVER:** Kenilworth Avenue near Lane Place, N.E.
INSPECTORS: MG/RA/TK

MAINTENANCE RECOMMENDATIONS (CONTINUED):

BRIDGE ELEMENT	RECOMMENDED ACTION		PC
Miscellaneous (Signs and Sign Supports)	Remove the graffiti from the Right/West overhead directional sign on the North side of the bridge and from the overhead directional sign on the South side of the bridge (2 EACH).		**4**
	Replace the missing/detached sign clips at the Right/West and Left/East overhead directional signs on the North side of the bridge (3 EACH).		**2**
	Reattach/secure with bolts the East end of the North and South channels for the overhead directional sign light support on the South fascia (2 EACH).		**2**
	Replace the "Clearance 14 Ft." signs on the South fascia of the bridge over the Northbound Lanes and on the North fascia of the bridge over the Southbound Lanes (2 EACH).		**2**
Miscellaneous (Conduits for Lights and Pipes for Non-Functional Antifreeze System Inside Abutments)	Remove the non-functioning conduits for the lights (2 EACH) and the antifreeze pipes (6 EACH) inside the East and West Abutments.		**3**
Miscellaneous	Remove the wire hanging from the West Abutment seat to the North/exterior of the North T-beam, which is extending from inside the West Abutment (1 EACH).		**3**

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3 – MEDIUM (SERVICEABILITY RELATED – REPAIR AFTER HIGH PRIORITY ITEMS) 4 – LOW (MINOR REPAIRS NEEDED – SCHEDULE AS PART OF REHABILITATION PROGRAM) 5 – NO REPAIRS NEEDED AT THIS TIME

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2021 BRIDGE MAINTENANCE AND REPAIR/REHABILITATION RECOMMENDATIONS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
DATES: 02/10/2021, 05/14/2021 **OVER:** Kenilworth Avenue near Lane Place, N.E.
INSPECTORS: MG/RA/TK

REPAIR/REHABILITATION RECOMMENDATIONS

BRIDGE ELEMENT	RECOMMENDED ACTION		PC
Wearing Surface (510)	Repair the spall in the wearing surface adjacent to the West Abutment joint (< 1 CF).		**3**
Metal Bridge Railing (330)	Replace the non-standard bridge railings with vertical picket railings meeting standards, similar to those in place on the approach ramps (approximately 161 LF).		**2**
Fencing	Repair the hole in the South fencing behind the overhead directional sign above the Right Northbound Lane of Kenilworth Avenue (< 1 SF).		**2**
Prestressed Concrete Top Flange (15)	Clean exposed corroded reinforcing steel and repair spalls in North deck fascia/overhang above Right Northbound Lane and, Right and Southbound Lanes (approximately 3 CF).		**2**
	Remove the delaminated/loose concrete on the South deck fascia/overhang above the lane striping between the Right and Center Northbound Lanes of Kenilworth Avenue and above Right Southbound Lane (< 1 CF).		**1**
	Clean exposed corroded reinforcing steel and repair spalls between beams over Left Northbound Lane and series of minor spalls along concrete closure pour near mid-span (approximately 1 CF).		**2**
Prestressed Concrete Open Girder/Beam (109)	Clean exposed corroded reinforcing steel and repair spalled/delaminated concrete/imminent spalling in North and South edges/undersides of both T-beams over Northbound/Southbound Lanes, and spall/delaminated concrete on South face of South T-beam beyond bearing at West Abutment (approximately 2 CF).		**2**

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2021 BRIDGE MAINTENANCE AND REPAIR/REHABILITATION RECOMMENDATIONS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
DATES: 02/10/2021, 05/14/2021 **OVER:** Kenilworth Avenue near Lane Place, N.E.
INSPECTORS: MG/RA/TK

REPAIR/REHABILITATION RECOMMENDATIONS (CONTINUED):

BRIDGE ELEMENT	RECOMMENDED ACTION		PC
Prestressed Concrete Open Girder/Beam (109)	Seal the horizontal crack in the web on the North face of the North T-beam above the Right Southbound Lane (approximately 6 LF).		**2**
Reinforced Concrete Secondary Member	Repair the spall on the South face of the West end diaphragm on the South/exterior side of the South T-beam (< 1 CF).		**3**
Movable and Fixed Bearings (311 & 313)	Clean and paint the bearings at both abutments (4 EACH).		**3**
Reinforced Concrete Abutment (215)	Repair the failed prior repair at the South end of the West Abutment backwall, and the spall at the North end of the East Abutment backwall (< 1 CF).		**2**
	Inside the West Abutment: investigate the source of the water leakage at the South end of the lower pedestrian approach ramp (1 EACH).		**3**
Reinforced Concrete Wall Between Upper/Lower Ramps Inside Abutments	Inside East Abutment: seal vertical cracks in West face of concrete wall and seal crack that is in both faces of wall (approximately 20 LF). Inside West Abutment: seal vertical crack in East face of concrete wall and seal crack that is in both faces of wall (approximately 8 LF).		**3**

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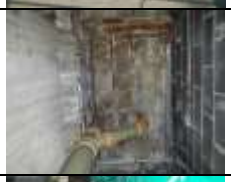
2021 BRIDGE MAINTENANCE AND REPAIR/REHABILITATION RECOMMENDATIONS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
DATES: 02/10/2021, 05/14/2021 **OVER:** Kenilworth Avenue near Lane Place, N.E.
INSPECTORS: MG/RA/TK

REPAIR/REHABILITATION RECOMMENDATIONS (CONTINUED):

BRIDGE ELEMENT	RECOMMENDED ACTION		PC
Wingwall with Stone Fascia	West Abutment Interior: seal vertical cracks in cinderblock wall on West/interior face of Northeast Wingwall and in East face of center wall between ramps (approximately 9 LF); seal crack (approximately 2 LF) and repair spalled/cracked/broken cinderblocks (< 1 CF) in Northwest Wingwall East/interior face near North end.		**3**
	Repair the area of cracked and missing stones at the base of the exterior face of the wall between the North ends of the Northwest and Northeast Wingwalls (approximately 9 CF).		**3**
Walking Surfaces on Concrete Pedestrian Approach Ramps	Seal the full-length longitudinal cracks in the walking surfaces of the upper Southeast Approach pedestrian ramp and the lower Northwest Approach pedestrian ramp (approximately 291 LF).		**3**
Undersides of Concrete Pedestrian Approach Ramps Inside Abutments	Clean the exposed corroded reinforcing steel bars (4 EACH) and repair the spalls in the underside of the West Abutment upper ramp near the access door (approximately 4 CF).		**3**
Miscellaneous (Signs and Sign Supports)	Repair/replace the damaged/broken lights for the directional sign on the North fascia above the Southbound Lanes of Kenilworth Avenue (9 EACH).		**1**
	Repair/replace the damaged/loose junction box for the Northbound overhead directional sign near the East Abutment (1 EACH).		**3**

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MERCADO

May 25, 2021

Modjeski and Masters, Inc.
100 Sterling Parkway, Suite 302
Mechanicsburg, PA 17050

Attention: Mr. Richard A. Little, P.E.

Project: Citywide Consultant Bridge Inspections: 2020-2021 DCDOT Bridge Inspections Option Year 2, Contract No. DCKA-2015-C-0023

Reference: Bridge 66 - Pedestrian Bridge over Kenilworth Avenue near Lane Place, N.E.
Area of Delaminated and Loose Concrete over Kenilworth Avenue
Follow-Up Letter of Concern (LOC)

Dear Mr. Little:

As part of the bridge inspections currently being performed by Mercado Consultants, Inc., a potential hazard was observed during the February 10, 2021 inspection of Bridge 66 that warrants prompt attention. Of note, DDOT was previously notified of this condition via a Letter of Concern dated February 18, 2019.

Bridge No. 66 is a single-span prestressed concrete T-beam structure that carries pedestrian traffic over Kenilworth Avenue, and is located just North of Lane Place in Northeast Washington, D.C. The superstructure consists of two prestressed concrete T-beams.

On the South overhang above the lane striping between the right and center Northbound lanes of Kenilworth Avenue, there is a 3'-0" long x 12" wide area of delaminated and loose concrete (see Photograph Nos. 1 through 3). The inspection crew was unable to safely remove the large area of loose concrete given the heavy traffic in the center Northbound lane of Kenilworth Avenue.

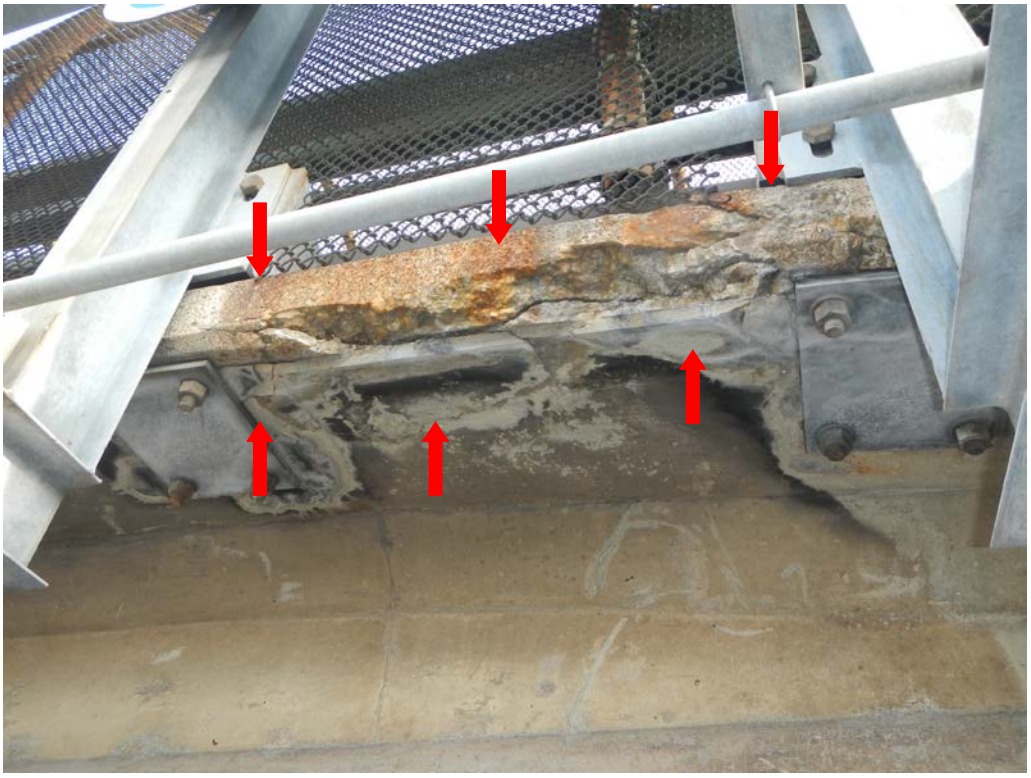
We recommend the following:

- Remove the area of delaminated concrete as soon as practical.

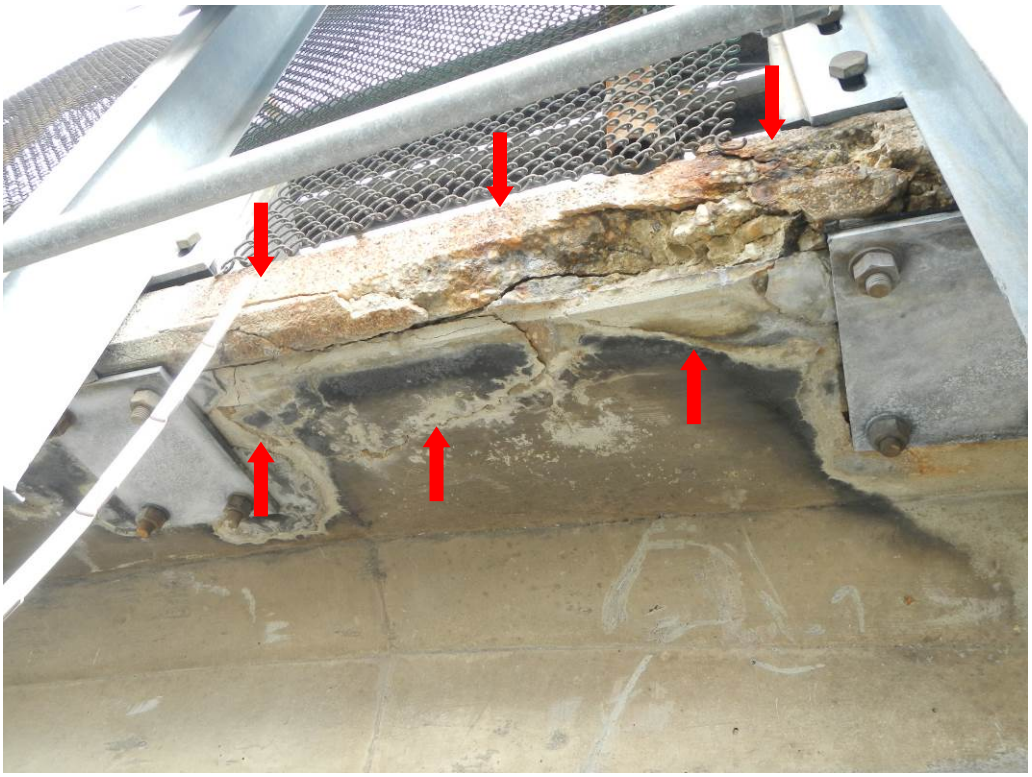
Sincerely,

Bill Mercado, P.E.
President

Photograph No. 1 – South Elevation (Looking North): Showing Location of Delaminated and Loose Concrete



Photograph No. 2 – Area of Delaminated and Loose Concrete on South Overhang



Photograph No. 3 – 2019 Photo: Area of Delaminated and Loose Concrete on South Overhang

2021 BRIDGE INSPECTION PHOTOGRAPH SUMMARY SHEET

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
DATES: 02/10/2021, 05/14/2021 **OVER:** Kenilworth Avenue near Lane Place, N.E.

Photograph No.	Description
1	North Elevation (Looking Southeast)
2	South Elevation (Looking Northeast)
3	Lower Northwest Approach Pedestrian Ramp (Looking North): Note Portion of Full-Length Longitudinal Crack with Water Stains in Walking Surface
4	Upper Northwest Approach Pedestrian Ramp (Looking South): Note Portion of Full-Length Longitudinal Crack in Walking Surface
5	Upper Northwest Approach Pedestrian Ramp (Looking North)
6	Lower Southeast Approach Pedestrian Ramp (Looking South)
7	Upper Southeast Approach Pedestrian Ramp (Looking North): Note Portion of Full-Length Longitudinal Crack in Walking Surface
8	Upper Southeast Approach Pedestrian Ramp (Looking South): Note Portion of Full-Length Longitudinal Crack in Walking Surface
9	Looking North From Top of Bridge at Mid-Span
10	Looking South From Top of Bridge at Mid-Span
11	Typical Deck Wearing Surface, Steel Bridge Railings and Steel Arch Safety Fence (Looking West): Note Longitudinal Crack
12	Spall in Deck Wearing Surface Adjacent to West Abutment Joint (Looking East)
13	Typical Compression Joint Seal (West Abutment Shown, Looking South): Note Corrosion on Joint Armor
14	Typical Compression Joint Seal (East Abutment Shown, Looking North): Note Corrosion on Joint Armor
15	West Abutment Compression Joint Seal Debonded From West Joint Armor at South End (Looking South)
16	East Abutment Compression Joint Seal: East Side (Approach) Joint Armor Settled 1" at South End (Looking Southwest)
17	Non-Standard Tubular North Bridge Railing at West End (Looking Northwest)
18	South Bridge Railing, Third Section from East: Both Connection Bolts Missing at Second Rail from Top – Rail Unsecured (Looking South): Note One Missing Connection Bolt at Third Rail from Top
19	Typical View of Concrete Soffit/Underside of T-Beam Top Flange and Underside of Concrete T-Beams (Looking West): Note Prior Water Leakage Stains and Efflorescence Throughout Soffit
20	Spall with Exposed Corroded Reinforcing Steel Near East End of North Deck Overhang Above Right Northbound Lane (Looking South)
21	Spall with Exposed Corroded Reinforcing Steel at Northeast Corner of Deck Fascia/Overhang Under First Safety Fence Post (Looking Southeast)
22	Area of Delaminated Concrete on North Deck Overhang Above Left Edge of Right Southbound Lane
23	Area of Delaminated and Loose Concrete on South Deck Fascia/Overhang Above Lane Striping Between Right and Center Northbound Lanes of Kenilworth Avenue (Looking North)
24	Spall with Exposed Corroded Reinforcing Steel in South Deck Fascia Near West Abutment (Looking Northwest)

2021 BRIDGE INSPECTION PHOTOGRAPH SUMMARY SHEET

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
DATES: 02/10/2021, 05/14/2021 **OVER:** Kenilworth Avenue near Lane Place, N.E.

Photograph No.	Description
25	North T-Beam Underside Adjacent to End Diaphragm at West Abutment: Area of Delaminated Concrete and Spall with Exposed Corroded Reinforcing Steel (Looking Southwest)
26	North T-beam Above Right Southbound Lane (Looking South): Spall on North Edge and Underside (Red Arrows); Horizontal Crack in North Face Web (Green Arrows)
27	North T-Beam Underside at First Intermediate Diaphragm From West Abutment Above Right Southbound Lane: Spall with Exposed Corroded Reinforcing Steel (Looking South)
28	South T-beam Above Right Northbound Lane (Looking North): Spall with Exposed Corroded Reinforcing Steel on South Edge and Underside
29	Crack in Underside of Third Diaphragm From East Abutment (Looking West)
30	Steel Roller Expansion Bearings at West Abutment: Mote Minor to Moderate Corrosion on Bearings
31	Steel Roller Expansion Bearings at West Abutment 1½" in Expanded Position Measured at Ambient Temperature of 46° Fahrenheit (South Bearing Shown, Looking North)
32	Steel Plate Fixed Bearings at East Abutment (Looking Northeast): Note Moderate Corrosion on Bearings
33	East Abutment Elevation
34	View Inside East Abutment Under Upper Pedestrian Approach Ramp (Looking South From Access Door)
35	East Abutment Interior: Vertical Crack in East and West Faces of Concrete Interior Wall Between Approach Ramps at Approximately One-Third Point From South End (West Face Shown, Looking East)
36	East Abutment Interior: Significant Accumulation of Debris on Concrete Floor Under Upper Pedestrian Approach Ramp From Just Beyond Utility Room Extending to South End of Ramp (Looking South)
37	View Inside West Abutment Under Upper Pedestrian Approach Ramp
38	West Abutment Interior: Area of Cracked and Broken Cinderblocks at Top of East/Interior Face of Cinderblock Wall at Northwest Wingwall Near North End
39	West Abutment Interior: Diagonal Crack with Adjacent Spall Near Base of East/Interior Face of Cinderblock Wall at Northwest Wingwall Near North End (Looking West)
40	West Abutment Interior: Vertical Crack in East and West Faces of Concrete Interior Wall Between Upper and Lower Pedestrian Approach Ramps 18 Ft. From North End (East Face Shown)
41	Area of Cracked and Missing Stones at Base of Wall Between North Ends of Northwest and Northeast Wingwalls (Looking South)
42	Full-Length Longitudinal Crack in Walking Surface of Upper Southeast Approach Pedestrian Ramp (Looking North)
43	West Abutment Interior, Underside of Upper Northwest Approach Pedestrian Ramp: Intermittent Spalls with Exposed Corroded Reinforcing Steel Bars Near Access Door
44	West Abutment Interior, Underside of Upper Northwest Approach Pedestrian Ramp: Water Stains with Moderate Efflorescence and Stalactites

2021 BRIDGE INSPECTION PHOTOGRAPH SUMMARY SHEET

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
DATES: 02/10/2021, 05/14/2021 **OVER:** Kenilworth Avenue near Lane Place, N.E.

Photograph No.	Description
45	Cracked/Broken/Loose Drainage Grate at North End of Upper Southeast Approach Ramp: Note Concrete Debris Blocking Six of Eight Openings in Grate (Looking North)
46	Missing Drainage Grate at South End of Upper Southeast Approach Ramp (Looking Northeast)
47	Right/West Overhead Directional Sign on North Side of Bridge: Third Sign Clip From Bottom Missing on Second Vertical Attachment Member From West (Looking North)
48	South and North Channels for Directional Sign Light Support on South Side of Bridge Disconnected at East End Due to Missing Bolts (Looking West)
49	Both Sections of "Clearance 14 Ft." Sign Missing Above Southbound Lanes (Looking Southeast)
50	Damaged/Broken Lights for Directional Sign on North fascia Above Southbound Lanes of Kenilworth Avenue
51	Severe Corrosion and Pipe Wrapping Unraveled on Two Pipes of Non-Functional Antifreeze System at South End of Lower Pedestrian Approach Ramp Inside East Abutment
52	Two Broken Supports for Pipes of Non-Functional Antifreeze System at North End of Lower Pedestrian Approach Ramp Inside West Abutment

MERCADO

D.C. Department of Transportation
Transportation Operations Administration
Asset Management Division

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 1 – North Elevation (Looking Southeast)

Photograph No. 2 – South Elevation (Looking Northeast)

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2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 3 – Lower Northwest Approach Pedestrian Ramp (Looking North): Note Portion of Full-Length Longitudinal Crack with Water Stains in Walking Surface

Photograph No. 4 – Upper Northwest Approach Pedestrian Ramp (Looking South): Note Portion of Full-Length Longitudinal Crack in Walking Surface

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 5 – Upper Northwest Approach Pedestrian Ramp (Looking North)

Photograph No. 6 – Lower Southeast Approach Pedestrian Ramp (Looking South)

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 7 – Upper Southeast Approach Pedestrian Ramp (Looking North): Note Portion of Full-Length Longitudinal Crack in Walking Surface

Photograph No. 8 – Upper Southeast Approach Pedestrian Ramp (Looking South): Note Portion of Full-Length Longitudinal Crack in Walking Surface

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 9 – Looking North From Top of Bridge at Mid-Span

Photograph No. 10 – Looking South From Top of Bridge at Mid-Span

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 11 – Typical Deck Wearing Surface, Steel Bridge Railings and Steel Arch Safety Fence (Looking West): Note Longitudinal Crack

Photograph No. 12 – Spall in Deck Wearing Surface Adjacent to West Abutment Joint (Looking East)

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 13 – Typical Compression Joint Seal (West Abutment Shown, Looking South): Note Corrosion on Joint Armor

Photograph No. 14 – Typical Compression Joint Seal (East Abutment Shown, Looking North): Note Corrosion on Joint Armor

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 15 – West Abutment Compression Joint Seal Debonded From West Joint Armor at South End (Looking South)

Photograph No. 16 – East Abutment Compression Joint Seal: East Side (Approach) Joint Armor Settled 1" at South End (Looking Southwest)

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 17 – Non-Standard Tubular North Bridge Railing at West End (Looking Northwest)

Photograph No. 18 – South Bridge Railing, Third Section from East: Both Connection Bolts Missing at Second Rail from Top – Rail Unsecured (Looking South): Note One Missing Connection Bolt at Third Rail from Top

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 19 – Typical View of Concrete Soffit/Underside of T-Beam Top Flange and Underside of Concrete T-Beams (Looking West): Note Prior Water Leakage Stains and Efflorescence Throughout Soffit

Photograph No. 20 – Spall with Exposed Corroded Reinforcing Steel Near East End of North Deck Overhang Above Right Northbound Lane (Looking South)

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 21 – Spall with Exposed Corroded Reinforcing Steel at Northeast Corner of Deck Fascia/Overhang Under First Safety Fence Post (Looking Southeast)

Photograph No. 22 – Area of Delaminated Concrete on North Deck Overhang Above Left Edge of Right Southbound Lane

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 23 – Area of Delaminated and Loose Concrete on South Deck Fascia/Overhang Above Lane Striping Between Right and Center Northbound Lanes of Kenilworth Avenue (Looking North)

Photograph No. 24 – Spall with Exposed Corroded Reinforcing Steel in South Deck Fascia Near West Abutment (Looking Northwest)

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 25 – North T-Beam Underside Adjacent to End Diaphragm at West Abutment: Area of Delaminated Concrete and Spall with Exposed Corroded Reinforcing Steel (Looking Southwest)

Photograph No. 26 – North T-beam Above Right Southbound Lane (Looking South): Spall on North Edge and Underside (Red Arrows); Horizontal Crack in North Face Web (Green Arrows)

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 27 – North T-Beam Underside at First Intermediate Diaphragm From West Abutment Above Right Southbound Lane: Spall with Exposed Corroded Reinforcing Steel (Looking South)

Photograph No. 28 – South T-beam Above Right Northbound Lane (Looking North): Spall with Exposed Corroded Reinforcing Steel on South Edge and Underside

2021 BRIDGE INSPECTION PHOTOGRAPHS

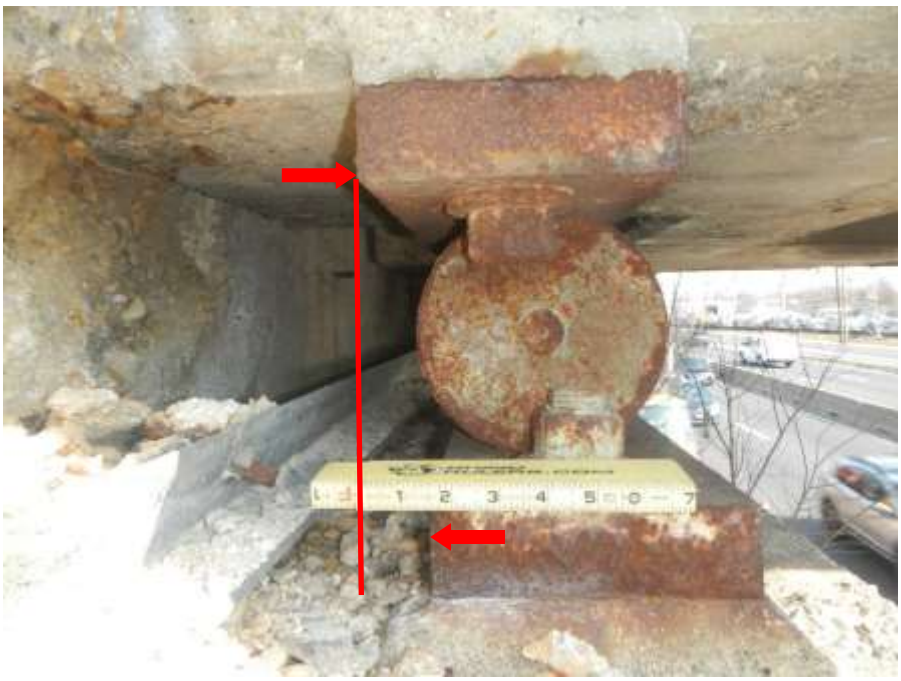
BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 29 – Crack in Underside of Third Diaphragm From East Abutment (Looking West)

Photograph No. 30 – Steel Roller Expansion Bearings at West Abutment: Mote Minor to Moderate Corrosion on Bearings

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.



Photograph No. 31 – Steel Roller Expansion Bearings at West Abutment 1½" in Expanded Position Measured at Ambient Temperature of 46° Fahrenheit (South Bearing Shown, Looking North)

Photograph No. 32 – Steel Plate Fixed Bearings at East Abutment (Looking Northeast): Note Moderate Corrosion on Bearings

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 33 – East Abutment Elevation

Photograph No. 34 – View Inside East Abutment Under Upper Pedestrian Approach Ramp (Looking South From Access Door)

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 35 – East Abutment Interior: Vertical Crack in East and West Faces of Concrete Interior Wall Between Approach Ramps at Approximately One-Third Point From South End (West Face Shown, Looking East)

Photograph No. 36 – East Abutment Interior: Significant Accumulation of Debris on Concrete Floor Under Upper Pedestrian Approach Ramp From Just Beyond Utility Room Extending to South End of Ramp (Looking South)

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 37 – View Inside West Abutment Under Upper Pedestrian Approach Ramp

Photograph No. 38 – West Abutment Interior: Area of Cracked and Broken Cinderblocks at Top of East/Interior Face of Cinderblock Wall at Northwest Wingwall Near North End

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 39 – West Abutment Interior: Diagonal Crack with Adjacent Spall Near Base of East/Interior Face of Cinderblock Wall at Northwest Wingwall Near North End (Looking West)

Photograph No. 40 – West Abutment Interior: Vertical Crack in East and West Faces of Concrete Interior Wall Between Upper and Lower Pedestrian Approach Ramps 18 Ft. From North End (East Face Shown)

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 41 – Area of Cracked and Missing Stones at Base of Wall Between North Ends of Northwest and Northeast Wingwalls (Looking South)

Photograph No. 42 – Full-Length Longitudinal Crack in Walking Surface of Upper Southeast Approach Pedestrian Ramp (Looking North)

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 43 – West Abutment Interior, Underside of Upper Northwest Approach Pedestrian Ramp: Intermittent Spalls with Exposed Corroded Reinforcing Steel Bars Near Access Door

Photograph No. 44 – West Abutment Interior, Underside of Upper Northwest Approach Pedestrian Ramp: Water Stains with Moderate Efflorescence and Stalactites

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 45 – Cracked/Broken/Loose Drainage Grate at North End of Upper Southeast Approach Ramp: Note Concrete Debris Blocking Six of Eight Openings in Grate (Looking North)

Photograph No. 46 – Missing Drainage Grate at South End of Upper Southeast Approach Ramp (Looking Northeast)

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 47 – Right/West Overhead Directional Sign on North Side of Bridge: Third Sign Clip From Bottom Missing on Second Vertical Attachment Member From West (Looking North)

Photograph No. 48 – South and North Channels for Directional Sign Light Support on South Side of Bridge Disconnected at East End Due to Missing Bolts (Looking West)

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 49 – Both Sections of "Clearance 14 Ft." Sign Missing Above Southbound Lanes (Looking Southeast)

Photograph No. 50 – Damaged/Broken Lights for Directional Sign on North fascia Above Southbound Lanes of Kenilworth Avenue

2021 BRIDGE INSPECTION PHOTOGRAPHS

BRIDGE NO.: 0066 **HIGHWAY:** Pedestrian Bridge
OVER: Kenilworth Avenue near Lane Place, N.E.

Photograph No. 51 – Severe Corrosion and Pipe Wrapping Unraveled on Two Pipes of Non-Functional Antifreeze System at South End of Lower Pedestrian Approach Ramp Inside East Abutment

Photograph No. 52 – Two Broken Supports for Pipes of Non-Functional Antifreeze System at North End of Lower Pedestrian Approach Ramp Inside West Abutment

Structure Inventory and Appraisal Sheet (English Units)

CoRe Elements

Str Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5

Bridge Key: 0066 Agency ID: 0066 SR: -1.0 SD/FO: ND

IDENTIFICATION

State 1:	11 D.C.	Struc Num 8:	0066
Facility Carried 7:	PEDESTRIANS	Location 9:	PLACE LANE ~~STREET~~, N.E.
Rte.(On/Under) 5A:	Route On Structure	Rte. Signing Prefix 5B:	Not Applicable (P
Level of Service 5C:	0 None of the below	Route Number 5D:	_
Directional Suffix 5E:	Unknown (NBI)	% Responsibility:	
SHD District 2:	District 2 - Pedestrian	County Code 3:	District of Columb
Place Code 4:	Unknown	Mile Post 11:	NA
Feature Intersected 6:	PED BR NEAR LANE ~~ST~~,N.E. PL.		
Latitude 16:	38° 54' ~~16"~~ 16.22"	Longitude 17	076° 56' ~~28"~~ 27.83"
Border Bridge Code 98	Not Applicable (P)		
Border Bridge Number 99			

STRUCTURE TYPE AND MATERIALS

Number of Approach Spans 46		Number of Spans Main Unit 45:	1
Main Span Material Design 43 A/B:			
5 Prestressed Concrete		04 Tee Beam	
Deck Type 107:	1 Concrete-Cast-in-Place		
Wearing Surface 108A:	~~1 Monolithic Concrete~~ 6 BITUMINOUS		
Membrane 108B:	Unknown (NBI)		
Deck protection 108C	Unknown (NBI)		

AGE AND SERVICE

Year Built 27:	1956	Year Reconstructed 106:	
Type of Service on 42A	3 Pedestrian-bicyle		
Type of Service under 42B	1 Highway		
Lanes on 28A:	Lanes under 28B: 6	Detour Length 19:	0.0 mi
ADT 29:	Truck ADT 109:	Year of ADT 30:	

GEOMETRIC DATA

Length Max Span 48:	80.30 ft	Structure Length 49:	80.30 ft
Curb/Sdwlk Width L 50A	0.00 ft	Curb/Sidewalk Width R 50B	0.00 ft
Width Curb to Curb 51:	9.00 ft	Width Out to Out 52:	9.84 ft
Approach Roadway width 32: (w/ shoulders)	9.00 ft	Median 33:	0 No median
Deck Area:	846.47 sq. ft		
Skew 34:	0.00°	Structure Flared 35	0 No flare
Vertical Clearance 10		Horizontal Clearance 47:	
Minimum Vertical Clearance Over Bridge 53:			
Minimum Vertical Underclearance Reference 54A		H Hwy beneath struct	
Minimum Vertical Underclearance 54B:	14.25' ~~14.58 ft~~		
Minimum Lateral Underclearance Reference R 55A:		H Hwy beneath struct	
Minimum Lateral Underclearance R 55:	3.91' ~~1.00 ft~~		
Minimum Lateral Underclearance L 56:	1.50 ft		

INSPECTION

Frequency 91:	24 months	Inspection Date 90:	~~2/13/2019~~ 02/10/2021	Next Inspection:	~~2/13/2021~~ 02/10/2023
FC Frequency 92A:	NA	FC Inspection Date 93A:	NA	Next FC Inspection:	NA
UW Frequency 92B:	NA	UW Inspection Date 93B:	NA	Next UW Inspection	NA
SI Frequency 92C:	NA	SI Date 93C:	NA	Next SI:	NA
Element Frequency:	24 months	Element Insp. Date:	~~2/13/2019~~ 02/10/2021	Next Elem. Insp.:	~~2/13/2021~~ 02/10/2023

CLASSIFICATION

Defense Highway 100:	Unknown (NBI)	Parallel Structure 101:	No || bridge exists
Direction of Traffic 102:	0 Not hwy traffic	Temporary Structure 103:	Not Applicable (P)
Highway System 104:	0 Not on NHS	NBIS Length 112:	Long Enough
Toll Facility 20:	Not Applicable (P)	Functional Class 26:	Not Applicable
Defense Hwy 110:	Unknown (NBI)	Historical Significance 37	5 Not eligible for NRHP
Owner 22:	1 State Highway Agency		
Custodian 21:	1 State Highway Agency		

CONDITION

Deck 58:	4 ~~5 Fair~~	Super 59:	4 ~~5 Fair~~	Sub 60:	6 Satisfactory
Culvert 62:	N N/A (NBI)	Channel/Channel Protection 61:		N N/A (NBI)	

LOAD RATING AND POSTING

Inventory Rating Method 65:	Unknown (NBI)	Operating Rating Method 63:	Unknown (NBI)
Inventory Rating 66:		Operating Rating 64:	
Design Load 31:	0 Unknown	Posting 70:	Unknown (NBI)
Posting Status 41:	Not Applicable (P)		

APPRAISAL

Bridge Rail 36A:	N N/A or not required	Approach Rail 36C:	N N/A or not required
Transition 36B:	N N/A or not required	Approach Rail Ends 36D:	N N/A or not required
Str Evaluation 67:	4 ~~6 Equal Min Criteria~~	Deck Geometry 68:	Unknown (NBI)
Underclearance, Vertical and Horizontal 69:		3 Intolerable - Correct	
Waterway Adequacy 71:	N Not applicable	Approach Alignment 72:	Not Applicable
Scour Critical 113:	N Not Over Waterway		

PROPOSED IMPROVEMENTS

Bridge Cost 94:	$1,500,000	Type of Work 75:	Unknown (P)
Roadway Cost 95:	$250,000	Length of Improvement 76	0.0 ft
Total Cost 96:	$1,750,000	Future ADT 114:	
Year of Cost Estimate 9	1990	Year of Future ADT 115	

NAVIGATION DATA

Navigation Control 38	NA-no waterway		
Vertical Clearance 39	0.0 ft	Horizontal Clearance 40:	0.0 ft
Pier Protection 111:	Not Applicable (P)	Lift Bridge Vertical Clearance 116	0.0 ft

Bridge Key: 0066 | Agency ID: 0066 | Sufficiency Rating: N/A

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	**15**	**2**	**Prestressed Concrete Top Flange**	**SF**	**787**	**0%**	**0**	**97%**	**761**	**3%**	**26**	**0%**	**0**
0	*1080*	*2*	*Delamination/Spall/Patched Area*	*SF*	*37*	*0%*	*0*	*30%*	*11*	*70%*	*26*	*0%*	*0*
0	*1090*	*2*	*Exposed Reinforcing Steel*	*SF*	*10*	*0%*	*0*	*100%*	*10*	*0%*	*0*	*0%*	*0*
0	*1120*	*2*	*Efflorescence/Corrosion Staining*	*SF*	*740*	*0%*	*0*	*100%*	*740*	*0%*	*0*	*0%*	*0*
0	**109**	**2**	**Prestressed Concrete Open Girder**	**LF**	**161**	**0%**	**0**	**87%**	**140**	**13%**	**21**	**0%**	**0**
0	*1080*	*2*	*Delamination/Spall/Patched Area*	*LF*	*149*	*0%*	*0*	*90%*	*134*	*10%*	*15*	*0%*	*0*
0	*1090*	*2*	*Exposed Reinforcing Steel*	*LF*	*6*	*0%*	*0*	*100%*	*6*	*0%*	*0*	*0%*	*0*
0	*1110*	*2*	*Cracking*	*LF*	*6*	*0%*	*0*	*0%*	*0*	*100%*	*6*	*0%*	*0*
0	**215**	**2**	**Reinforced Concrete Abutment**	**LF**	**20**	**50%**	**10**	**35%**	**7**	**15%**	**3**	**0%**	**0**
0	*1080*	*2*	*Delamination/Spall/Patched Area*	*LF*	*3*	*0%*	*0*	*0%*	*0*	*100%*	*3*	*0%*	*0*
0	*1120*	*2*	*Efflorescence/Corrosion Staining*	*LF*	*7*	*0%*	*0*	*100%*	*7*	*0%*	*0*	*0%*	*0*
0	**302**	**2**	**Compression Joint Seal**	**LF**	**20**	**90%**	**18**	**0%**	**0**	**0%**	**0**	**10%**	**2**
0	*2320*	*2*	*Seal Adhesion*	*LF*	*2*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*100%*	*2*
0	**311**	**2**	**Movable Bearing**	**EA**	**2**	**0%**	**0**	**100%**	**2**	**0%**	**0**	**0%**	**0**
0	*1000*	*2*	*Corrosion*	*EA*	*2*	*0%*	*0*	*100%*	*2*	*0%*	*0*	*0%*	*0*
0	**313**	**2**	**Fixed Bearing**	**EA**	**2**	**0%**	**0**	**100%**	**2**	**0%**	**0**	**0%**	**0**
0	*1000*	*2*	*Corrosion*	*EA*	*2*	*0%*	*0*	*100%*	*2*	*0%*	*0*	*0%*	*0*
0	**330**	**2**	**Metal Bridge Railing**	**LF**	**161**	**92%**	**148**	**0%**	**0**	**8%**	**13**	**0%**	**0**
0	*1020*	*2*	*Connection*	*LF*	*13*	*0%*	*0*	*0%*	*0*	*100%*	*13*	*0%*	*0*
0	**510**	**2**	**Wearing Surface (15)**	**SF**	**723**	**99%**	**722**	**0%**	**0**	**1%**	**1**	**0%**	**0**
0	*3210*	*2*	*Delamination/Spall/Patched Area/Pothole*	*SF*	*1*	*0%*	*0*	*0%*	*0*	*100%*	*1*	*0%*	*0*
0	**515**	**2**	**Steel Protective Coating (311)**	**SF**	**14**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**100%**	**14**
0	*3440*	*2*	*Effectiveness*	*SF*	*14*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*100%*	*14*
0	**515**	**2**	**Steel Protective Coating (313)**	**SF**	**5**	**0%**	**0**	**0%**	**0**	**0%**	**0**	**100%**	**5**
0	*3440*	*2*	*Effectiveness*	*SF*	*5*	*0%*	*0*	*0%*	*0*	*0%*	*0*	*100%*	*5*
0	**515**	**2**	**Steel Protective Coating (330)**	**SF**	**524**	**100%**	**524**	**0%**	**0**	**0%**	**0**	**0%**	**0**