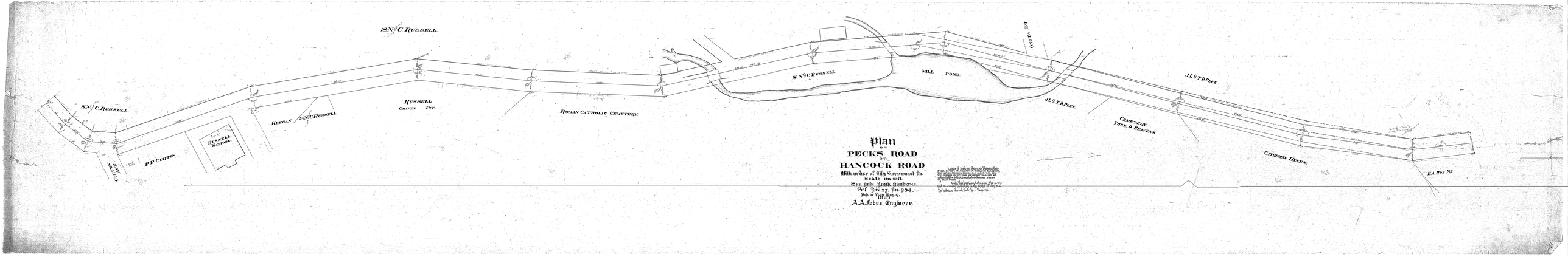
S N & C Russell
S N & C Russell
P P Curtin
Russell School
Keegan
S N & C Russell
Russell Gravel Pit
Roman Catholic Cemetery
S N & C Russell
Mill Pond
J L & T B Peck
J L & T B Peck
Cemetery
Thos D Beavens
Catherine Hynes
E A Roy Sr
Plan
of
PECKS ROAD
or
HANCOCK ROAD
With order of City Government No.
Scale 1in.=50ft.
Sec. Pub. Bank Number 48.
Ref. Bin 27. Bin. 394.
Feb. 27th 1875.
A.A. Gobes Engineer.

Charles D. Baker, Governor
Karyn E. Polito, Lieutenant Governor
Stephanie Pollack, Secretary & CEO
Jonathan L. Gulliver, Highway Administrator

massDOT
Massachusetts Department of Transportation
Highway Division

July 18, 2018

City of Pittsfield
Linda M. Tyer, Mayor
70 Allen St.
Pittsfield, MA 01201

Attn: David Turocy, Commissioner of Public Works

SUBJECT: SMALL BRIDGE INSPECTION REPORT

P-10-048 (51P) PECKS RD / ONOTA BROOK Dated: 01/30/18

Dear Mr. Turocy:

As part of the Massachusetts Bridge Inspection Program, MassDOT – Highway Division now also performs inspections of municipally owned bridges whose spans are between 10 feet and 20 feet.

A copy of the recent bridge inspection field report is enclosed for your records for the referenced municipally owned bridge. Repair, rehabilitation or reconstruction of any bridge to address the deficiencies reported is the owner/custodian's responsibility. Chapter 90 funds may be used for these purposes.

Questions regarding the content of the report may be directed to the District Bridge Inspection Engineer, Laurie A. Briggs, at (413) 637-5783.

Sincerely,

Francisca Heming

Francisca R. Heming
District 1 Highway Director

RECEIVED
JUL 19 2018
PUBLIC UTILITIES

LAB/lab
cc: AKB, LAB, BridgeLen
Enclosure

270 Main Street, Lenox, MA 01240
Tel: (413) 637-5700, Fax: (413) 637-0309
www.mass.gov/massdot

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION
STRUCTURES INSPECTION FIELD REPORT
ROUTINE & SPECIAL MEMBER INSPECTION

2-DIST	B.I.N.	BR. DEPT. NO.
01	51P	P-10-048

CITY/TOWN	8.-STRUCTURE NO.	11-Kilo. POINT	41-STATUS	90-ROUTINE INSP. DATE
PITTSFIELD	P10048-51P-MUN-BRI	000.000	D:OPEN	JAN 30, 2018

07-FACILITY CARRIED	MEMORIAL NAME/LOCAL NAME	27-YR BUILT	106-YR REBUILT	YR REHAB'D (NON 106)
HWY PECKS RD		1915	0000	0000

06-FEATURES INTERSECTED	26-FUNCTIONAL CLASS	DIST. BRIDGE INSPECTION ENGINEER L. A. Briggs
WATER ONOTA BROOK	Urban Collector	Laurie A. Briggs

43-STRUCTURE TYPE	22-OWNER	21-MAINTAINER	TEAM LEADER M. P.E. McCabe
302 : Steel Stringer/Girder	City/ Municipal Highway A	City/ Municipal Highway A	Michael P. McCabe

107-DECK TYPE	WEATHER	TEMP. (air)	TEAM MEMBERS
1 : Concrete Cast-in-Place	Cloudy	0°C	M. A. ADORNO, R. MANCARI MAA RM

ITEM 58 — DECK: 5

		DEF
1.Wearing surface	5	M-P
2.Deck Condition	5	M-P
3.Stay in place forms	4	S-P
4.Curbs	7	-
5.Median	N	-
6.Sidewalks	7	-
7.Parapets	N	-
8.Railing	5	S-A
9.Anti Missile Fence	7	-
10.Drainage System	6	-
11.Lighting Standards	N	-
12.Utilities	6	-
13.Deck Joints	N	-
14.	N	-
15.	N	-
16.	N	-

CURB REVEAL (In millimeters): E 180 W 200

APPROACHES

		DEF
a. Appr. pavement condition	5	M-P
b. Appr. Roadway Settlement	7	-
c. Appr. Sidewalk Settlement	7	-
d.	N	-

OVERHEAD SIGNS (Attached to bridge) (Y/N): N

		DEF
a. Condition of Welds	N	-
b. Condition of Bolts	N	-
c. Condition of Signs	N	-

ITEM 59 — SUPERSTRUCTURE: 4

		DEF
1.Stringers	N	-
2.Floorbeams	N	-
3.Floor System Bracing	N	-
4.Girders or Beams	4	S-A
5.Trusses - General	N	-
a. Upper Chords	N	-
b. Lower Chords	N	-
c. Web Members	N	-
d. Lateral Bracing	N	-
e. Sway Bracings	N	-
f. Portals	N	-
g. End Posts	N	-
6.Pin & Hangers	N	-
7.Conn Plt's, Gussets & Angles	N	-
8.Cover Plates	N	-
9.Bearing Devices	6	-
10. Diaphragms/Cross Frames	7	-
11. Rivets & Bolts	7	-
12. Welds	N	-
13. Member Alignment	5	M-P
14. Paint/Coating	2	M-P
15.	N	-

Year Painted: X

COLLISION DAMAGE: *Please explain*
None (X) Minor ( ) Moderate ( ) Severe ( )

LOAD DEFLECTION: *Please explain*
None (X) Minor ( ) Moderate ( ) Severe ( )

LOAD VIBRATION: *Please explain*
None ( ) Minor ( ) Moderate (X) Severe ( )

Any Fracture Critical Member: (Y/N) N

Any Cracks: (Y/N) N

ITEM 60 — SUBSTRUCTURE: 6

	Dive	Cur		DEF
1. Abutments			6	
a. Pedestals	N	N		-
b. Bridge Seats	N	6		M-P
c. Backwalls	N	6		-
d. Breastwalls	N	6		-
e. Wingwalls	N	6		-
f. Slope Paving/Rip-Rap	N	7		-
g. Pointing	N	5		M-P
h. Footings	N	H		-
i. Piles	N	N		-
j. Scour	N	5		M-P
k. Settlement	N	7		-
l.	N	N		-
m.	N	N		-
2. Piers or Bents			N	
a. Pedestals	N	N		-
b. Caps	N	N		-
c. Columns	N	N		-
d. Stems/Webs/Pierwalls	N	N		-
e. Pointing	N	N		-
f. Footing	N	N		-
g. Piles	N	N		-
h. Scour	N	N		-
i. Settlement	N	N		-
j.	N	N		-
k.	N	N		-
3. Pile Bents			N	
a. Pile Caps	N	N		-
b. Piles	N	N		-
c. Diagonal Bracing	N	N		-
d. Horizontal Bracing	N	N		-
e. Fasteners	N	N		-

UNDERMINING (Y/N) If YES please explain: Y

COLLISION DAMAGE:
None (X) Minor ( ) Moderate ( ) Severe ( )

SCOUR: *Please explain*
None ( ) Minor (X) Moderate ( ) Severe ( )

I-60 (Dive Report): N *I-60 (This Report):* 6

93B-U/W (DIVE) Insp 00/00/0000

X=UNKNOWN N=NOT APPLICABLE H=HIDDEN/INACCESSIBLE R=REMOVED

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
PITTSFIELD	51P	P-10-048	P10048-51P-MUN-BRI	JAN 30, 2018

ITEM 61 — CHANNEL & CHANNEL PROTECTION: 6

	Dive	Cur	DEF
1.Channel Scour	N	6	-
2.Embankment Erosion	N	7	-
3.Debris	N	7	-
4.Vegetation	N	6	-
5.Utilities	N	6	-
6.Rip-Rap/Slope Protection	N	7	-
7.Aggradation	N	7	-
8.Fender System	N	N	-

STREAM FLOW VELOCITY: Tidal ( ) High ( ) Moderate (X) Low ( ) None ( )

ITEM 61 (Dive Report): N *ITEM 61 (This Report):* 6

93b-U/W INSP. DATE: 00/00/0000

ITEM 36 — TRAFFIC SAFETY

	36	COND	DEF
A. Bridge Railing	0	5	S-A
B. Transitions	0	5	M-P
C. Approach Guardrail	0	7	-
D. Approach Guardrail Ends	0	7	-

WEIGHT POSTING

Not Applicable X

	H	3	3S2	Single
Actual Posting	N	N	N	N
Recommended Posting	N	N	N	N

Waived Date: 00/00/0000 EJDMT Date: 00/00/0000

Signs In Place (Y=Yes,N=No, NR=NotRequired)	At bridge N	At bridge S	Other Advance N	Other Advance S
Legibility/ Visibility				

CLEARANCE POSTING

Not X

	E ft	E in	W ft	W in	meter
Actual Field Measurement		0		0	
Posted Clearance		0		0	

Signs In Place (Y=Yes,N=No, NR=Not Required)	At bridge E	At bridge W	Advance E	Advance W
Legibility/ Visibility				

ACCESSIBILITY (Y/N/P)

	Needed	Used
Lift Bucket	N	N
Ladder	N	N
Boat	N	N
Waders	Y	Y
Inspector 50	N	N
Rigging	N	N
Staging	N	N
Traffic Control	N	N
RR Flagger	N	N
Police	N	N
Other:		
	N	N

TOTAL HOURS 12

PLANS (Y/N): N

(V.C.R.) (Y/N): N

TAPE#:

List of field tests performed:

RATING

Rating Report (Y/N): N

Date: 00/00/0000

Inspection data at time of existing rating

I 58: - I 59: - I 60: - Date :00/00/0000

(To be filled out by DBIE)

Request for Rating or Rerating (Y/N): Y

If YES please give priority: HIGH (X) MEDIUM ( ) LOW ( )

REASON: Section loss in beams.

CONDITION RATING GUIDE (For Items 58, 59, 60 and 61)

	CODE	CONDITION	DEFECTS
	N	NOT APPLICABLE	
G	9	EXCELLENT	Excellent condition.
G	8	VERY GOOD	No problem noted.
G	7	GOOD	Some minor problems.
F	6	SATISFACTORY	Structural elements show some minor deterioration.
F	5	FAIR	All primary structural elements are sound but may have minor section loss, cracking, spalling or scour.
P	4	POOR	Advanced section loss, deterioration, spalling or scour.
P	3	SERIOUS	Loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
C	2	CRITICAL	Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
C	1	"IMMINENT" FAILURE	Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stablility. Bridge is closed to traffic but corrective action may put it back in light service.
	0	FAILED	Out of service - beyond corrective action.

DEFICIENCY REPORTING GUIDE

DEFICIENCY: A defect in a structure that requires corrective action.

CATEGORIES OF DEFICIENCIES:

M= Minor Deficiency - Deficiencies which are minor in nature, generally do not impact the structural integrity of the bridge and could easily be repaired. Examples include but are not limited to: Spalled concrete, Minor pot holes, Minor corrosion of steel, Minor scouring, Clogged drainage, etc.

S= Severe/Major Deficiency - Deficiencies which are more extensive in nature and need more planning and effort to repair. Examples include but are not limited to: Moderate to major deterioration in concrete, Exposed and corroded rebars, Considerable settlement, Considerable scouring or undermining, Moderate to extensive corrosion to structural steel with measurable loss of section, etc.

C-S= Critical Structural Deficiency - A deficiency in a structural element of a bridge that poses an extreme unsafe condition due to the failure or imminent failure of the element which will affect the structural integrity of the bridge.

C-H= Critical Hazard Deficiency - A deficiency in a component or element of a bridge that poses an extreme hazard or unsafe condition to the public, but does not impair the structural integrity of the bridge. Examples include but are not limited to: Loose concrete hanging down over traffic or pedestrians, A hole in a sidewalk that may cause injuries to pedestrians, Missing section of bridge railing, etc.

URGENCY OF REPAIR:

I = Immediate- [Inspector(s) immediately contact District Bridge Inspection Engineer (DBIE) to report the Deficiency and to receive further instruction from him/her].

A = ASAP- [Action/Repair should be initiated by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) upon receipt of the Inspection Report].

P = Prioritize- [Shall be prioritized by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) and repairs made when funds and/or manpower is available].

STRUCTURES INSPECTION FIELD REPORT

ROUTINE & SPECIAL MEMBER INSPECTION

2-DIST	B.I.N.	BR. DEPT. NO.
01	51P	P-10-048

CITY/TOWN	8.-STRUCTURE NO.	11-Kilo. POINT	90-ROUTINE INSP. DATE	93*-SPEC. MEMB. INSP. DATE
PITTSFIELD	P10048-51P-MUN-BRI	000.000	Jan 30, 2018	Jan 30, 2018

07-FACILITY CARRIED	MEMORIAL NAME/LOCAL NAME	27-YR BUILT	106-YR REBUILT	*YR REHAB'D (NON 106)
HWY PECKS RD		1915	0000	0000

06-FEATURES INTERSECTED	26-FUNCTIONAL CLASS	DIST. BRIDGE INSPECTION ENGINEER L. A. Briggs
WATER ONOTA BROOK	Urban Collector	Laurie A. Briggs

43-STRUCTURE TYPE	22-OWNER	21-MAINTAINER	TEAM LEADER M. P.E. McCabe
302 : Steel Stringer/Girder	City/ Municipal Highway A	City/ Municipal Highway A	Mike P.E. McCabe

107-DECK TYPE	WEATHER	TEMP. (air)	TEAM MEMBERS
1 : Concrete Cast-in-Place	Cloudy	0°C	M. A. ADORNO, R. MANCARI

WEIGHT POSTING *Not Applicable* X

	H	3	3S2	Single
Actual Posting	N	N	N	N
Recommended Posting	N	N	N	N

Waived Date: 00/00/0000 EJDMT Date: 00/00/0000

Signs In Place (Y=Yes,N=No, NR=Not Required) / Legibility/ Visibility

	At bridge N	At bridge S	Advance N	Advance S
Signs In Place				
Legibility/ Visibility				

PLANS (Y/N): N

(V.C.R.) (Y/N): N

TAPE#:

RATING

Rating Report (Y/N): N Date: ----

Request for Rating or Rerating (Y/N): Y

If YES please give priority: HIGH (X) MEDIUM ( ) LOW ( )

REASON: Section loss in beams.

Inspection data at time of existing rating

I 58: - I 59: - I 60: - I 62: - Date :00/00/0000

SPECIAL MEMBER(S):

	MEMBER	CRACK (Y/N):	WELD'S CONDITION (0-9)	LOCATION OF CORROSION, SECTION LOSS (%), CRACKS, COLLISION DAMAGE, STRESS CONCENTRATION, ETC.	CONDITION PREVIOUS (0-9)	CONDITION PRESENT (0-9)	INV. RATING OF MEMBER FROM RATING ANALYSIS H-20	3	3S2	Deficiencies
A	Item 58.2 - Deck Condition	N		See remarks in comments section.	N	4	Not Rated			S-A
B	Item 59.4 - Girders or Beams	N		See remarks in comments section.	N	4	Not Rated			S-A
C										
D										
E										

List of field tests performed:

	I-58	I-59	I-60	I-62
(Overall Previous Condition)	-	-	-	-
(Overall Current Condition)	4	4	6	-

DEFICIENCY: A defect in a structure that requires corrective action.

CATEGORIES OF DEFICIENCIES:

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P = Prioritize- [Shall be prioritized by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) and repairs made when funds and/or manpower is available].

X=UNKNOWN N=NOT APPLICABLE H=HIDDEN/INACCESSIBLE R=REMOVED

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
PITTSFIELD	51P	P-10-048	P10048-51P-MUN-BRI	JAN 30, 2018

REMARKS

BRIDGE ORIENTATION

Pecks Road travels north and south at this location. The Onota Brook flows from west to east. The structure consists of 19 rolled steel beams with a concrete deck and an asphalt wearing surface. The beams and bays are numbered from west to east, upstream to downstream, in accordance with the 2015 Bridge Inspection Handbook. Refer to sketch 1 and photos 1 - 7.

GENERAL REMARKS

Beam 19 has been taken out of service with the placement of a guardrail in the east shoulder. The current horizontal clearance is 30'-0" (9.14m). See sketch 1 and photos 1 & 2.

ITEM 58 - DECK

Item 58.1 - Wearing surface

Throughout the wearing surface, there is moderate to severe cracking with areas of pavement breaking up. See photo 8.

Along the west curb, there is a buildup of sand and gravel. See photo 1.

At the south end along the west curb, there is a hole through the wearing surface and deck, 6" in diameter. See photo 9.

In the southbound lane, there are several potholes, up to 4' long x 12" wide x up to 4" deep (with deck concrete exposed). See photo 8.

Item 58.2 - Deck Condition

Bays 1 - 16 are hidden by steel stay in place forms (bays 1 & 2 are jack arches and bays 4 - 16 have steel plate forms in place). The deck rating is based on the condition of the steel forms. See photo 5 & 10.

Bay 3, at the south end, is spalled, with a hole up through the wearing surface at the edge of the sidewalk, up to 6" in diameter. See photos 9 & 11.

Bays 17 & 18 have minor transverse cracks with efflorescence throughout. See photo 12.

Bay 17, throughout the south half, has areas of honeycombing and cover spalls. See photo 12.

The east deck fascia has a scaled area near mid-span, approximately 18" long x 5" high x 1" deep. See photo 3.

Item 58.3 - Stay in place forms

Bays 1 & 2 have corrugated steel forms in place (Jack-arch deck forms). The bottom 3" of the forms have moderate rusting with delamination, full length.

Bays 4 - 15 have steel plate forms in place. All of the steel plates have severe rusting with delamination and section loss. Also, there is severe active leakage in these bays. Most of the steel plates have pack rust between or are not in contact with the top flanges of the beams. See photos 5 & 10.

Item 58.4 - Curbs

The east curb is partially hidden by dirt and debris caught behind the east interior guardrail.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
PITTSFIELD	51P	P-10-048	P10048-51P-MUN-BRI	JAN 30, 2018

REMARKS

Item 58.8 - Railing
The interior east guardrail has a tear, approximately 35' long. All of the posts adjacent to the tear are bent. At the north end of the tear, two posts have detached anchor bolts. See photo 13.

The east rail base, along the top face, is spalled, full length x full width (top face) x 4" high (east face) x up to 2" deep. Several railing post base plates are partially undermined. See photo 3.

Item 58.10 - Drainage System
The drain pipes (in bay 2) have moderate rusting and delamination.

Item 58.12 - Utilities
The natural gas pipe in bay 14 has minor rust staining bleeding from the pipe wrapping.

APPROACHES

Approaches a - Appr. pavement condition
Both approaches have moderate cracking with areas of pavement breaking up. See photos 1 & 2.

Along the approach curbs, there is a buildup of dirt and gravel, up to 1" deep. See photos 1 & 2.

ITEM 59 - SUPERSTRUCTURE

Item 59.4 - Girders or Beams
Beams 1 - 16 have moderate to severe areas of rusting, delamination, and section loss. The worst of these areas are in areas of active leakage: at the beam ends of beams 11 & 14 and mid-span of beams 4 - 8 & 16. There are holes in these areas. See sketches 3 -11 and photos 5 & 14 - 22.

Beam 5, along the bottom flange, there are random rolling defects.

Beam 18, at the south ends has an area of severe section loss and holes. Refer to sketch 11 and photo 23.

Beam 19 (out of service) has severe rusting with perforations throughout. See photo 3.

Item 59.9 - Bearing Devices
Beams 1 - 16 rest on the stone masonry abutments and are encased in concrete. See photos 20 & 21.

On bearings 17 - 19, the exposed portions of the plates have surface rusting. See photo 23.

Item 59.10 - Diaphragms/Cross Frames
Only bay 17 has diaphragms. See photo 12.

The diaphragms in bay 17 have minor surface rusting. See photo 12.

Item 59.11 - Rivets & Bolts
The rivets in bay 17 have minor surface rusting.

Item 59.13 - Member Alignment
Beams 4 - 16 have varying amounts of pack rust formed between the deck and top flange. See photo 10.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
PITTSFIELD	51P	P-10-048	P10048-51P-MUN-BRI	JAN 30, 2018

REMARKS

Item 59.14 - Paint/Coating
On beams 1 - 16 & 19, there is no remaining paint. See photo 5.

Beams 17 & 18 have large areas of missing paint. See photo 12.

SuperStructure Load Vibration Notes
Under heavy live loads, there is moderate vibration.

ITEM 60 - SUBSTRUCTURE

Item 60.1 - Abutments
Item 60.1.b - Bridge Seats
The stone masonry seats are uneven with areas of broken stones throughout. The worst area is at both ends of beam 3.

Item 60.1.c - Backwalls
Throughout both backwalls, there are areas of cracking and honeycombing.

Item 60.1.d - Breastwalls
Both breastwalls have areas of cracked and missing mortar.

In front of both breastwalls, there are curtain walls.

Both curtain walls have several vertical cracks, 1/16" wide x full height, and areas of rust staining. See photo 5.

Item 60.1.e - Wingwalls
The stone masonry portions of the wingwalls have random loose stones and missing mortar.

Item 60.1.g - Pointing
In the stone masonry portions of the abutments, there are random areas of missing mortar throughout.

Item 60.1.h - Footings
The stone masonry abutment footings are hidden by the streambed and curtain walls.

Item 60.1.j - Scour
The north curtain wall is undermined starting at the downstream (east) end, 31' long x up to 33" of penetration (to the original stone masonry abutment).

The south curtain wall is scoured and undermined at the upstream (west) end, approximately 4' long x 12" of penetration.

SubStructure Undermining Notes
Refer to item 60.1.j - Scour.

SubStructure Scour Notes
Refer to item 60.1.j - Scour.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
PITTSFIELD	51P	P-10-048	P10048-51P-MUN-BRI	JAN 30, 2018

REMARKS

ITEM 61 - CHANNEL AND CHANNEL PROTECTION

Item 61.1 - Channel Scour
The channel turns under the structure such that the southwest corner and the northeast corner have moderate scouring of the streambed.

Item 61.3 - Debris
Downstream of the structure, there are small pieces of trees lodged in the channel.

Item 61.4 - Vegetation
Upstream and downstream of the channel, there is moderate vegetation growth along the embankments.

Item 61.5 - Utilities
In the upstream channel, approximately 4' west of the abutments, a portion of a 10" diameter utility is exposed, 7' long.

TRAFFIC SAFETY

Item 36a - Bridge Railing
The bridge railings consist of single steel W-beam panels mounted on steel posts with steel blockouts, spaced at 6'. There is a chain link fence mounted on the back side of the guardrails.

Along the east edge of the roadway, there is an interior guardrail mounted to the deck (not through - bolted).

Refer to Item 58.8 - Railing.

Item 36b - Transitions
The west transitions consist of single steel W-beam panels mounted on steel posts with steel blockouts, spaced at 6'.

The east transitions (continuous with the interior bridge railing) consist of single steel W-beam panels mounted on steel posts with plastic blockouts, spaced at 6'.

The southeast transition panels have a tear down the center, approximately 20' long. See photo 13.

Item 36c - Approach Guardrail
The west approach guardrails consist of single steel W-beam panels mounted on steel posts with steel blockouts, spaced at 6'.

The east approach guardrails (continuous with the interior bridge railing) consist of single steel W-beam panels mounted on steel posts with plastic blockouts, spaced at 6'.

Item 36d - Approach Guardrail Ends
The west approach guardrails have buried ends, not swept from traffic.

The east approach guardrails (continuous with the interior bridge railing) have swept terminal ends.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
PITTSFIELD	51P	P-10-048	P10048-51P-MUN-BRI	JAN 30, 2018

REMARKS

Sketch / Photo Log

Sketch 1 : Framing plan.
Sketch 2 : Placement of guardrail in the effort to remove beam 19 from service.
Sketch 3 : Beam 4 section loss.
Sketch 4 : Beam 5 section loss.
Sketch 5 : Beam 6 section loss.
Sketch 6 : Beam 7 section loss.
Sketch 7 : Beam 8 section loss.
Sketch 8 : Beam 11 section loss.
Sketch 9 : Beam 14 section loss.
Sketch 10 : Beam 16 section loss.
Sketch 11 : Beam 18 section loss.
Photo 1 : North approach. Note the dirt built up along the west curb.
Photo 2 : South approach. Note the severe cracking in the approach pavement.
Photo 3 : East elevation. Also, note the severe rusting and holes in beam 19.
Photo 4 : West elevation.
Photo 5 : Typical underside. Note the rusting throughout the deck plates and beams.
Photo 6 : Looking downstream.
Photo 7 : Looking upstream.
Photo 8 : Wearing surface with potholes throughout.
Photo 9 : Hole through the wearing surface at the south end of the west sidewalk.
Photo 10 : Typical steel underside of the deck (bay 6 shown). Note the heavy rusting (pack rust) along the top flanges.
Photo 11 : Hole through the deck in bay 3, south end.
Photo 12 : Honeycombing and cover spalls in bay 17.
Photo 13 : Tear throughout the east bridge guardrail.
Photo 14 : Surface rust and areas of delamination on beam 1.
Photo 15 : Rusting, section loss and hole near mid-span of beam 4.
Photo 16 : Section loss at the south end of beam 5.
Photo 17 : Holes near mid-span in beam 6.
Photo 18 : Hole in web near mid-span of beam 7.
Photo 19 : Overall view of holes throughout beam 8.
Photo 20 : Section loss and holes at the south end of beam 11.
Photo 21 : Holes at the north end of beam 14.
Photo 22 : Section loss throughout beam 16. Note the hole near the top of the web.
Photo 23 : Section loss and holes at the south end of beam 18.

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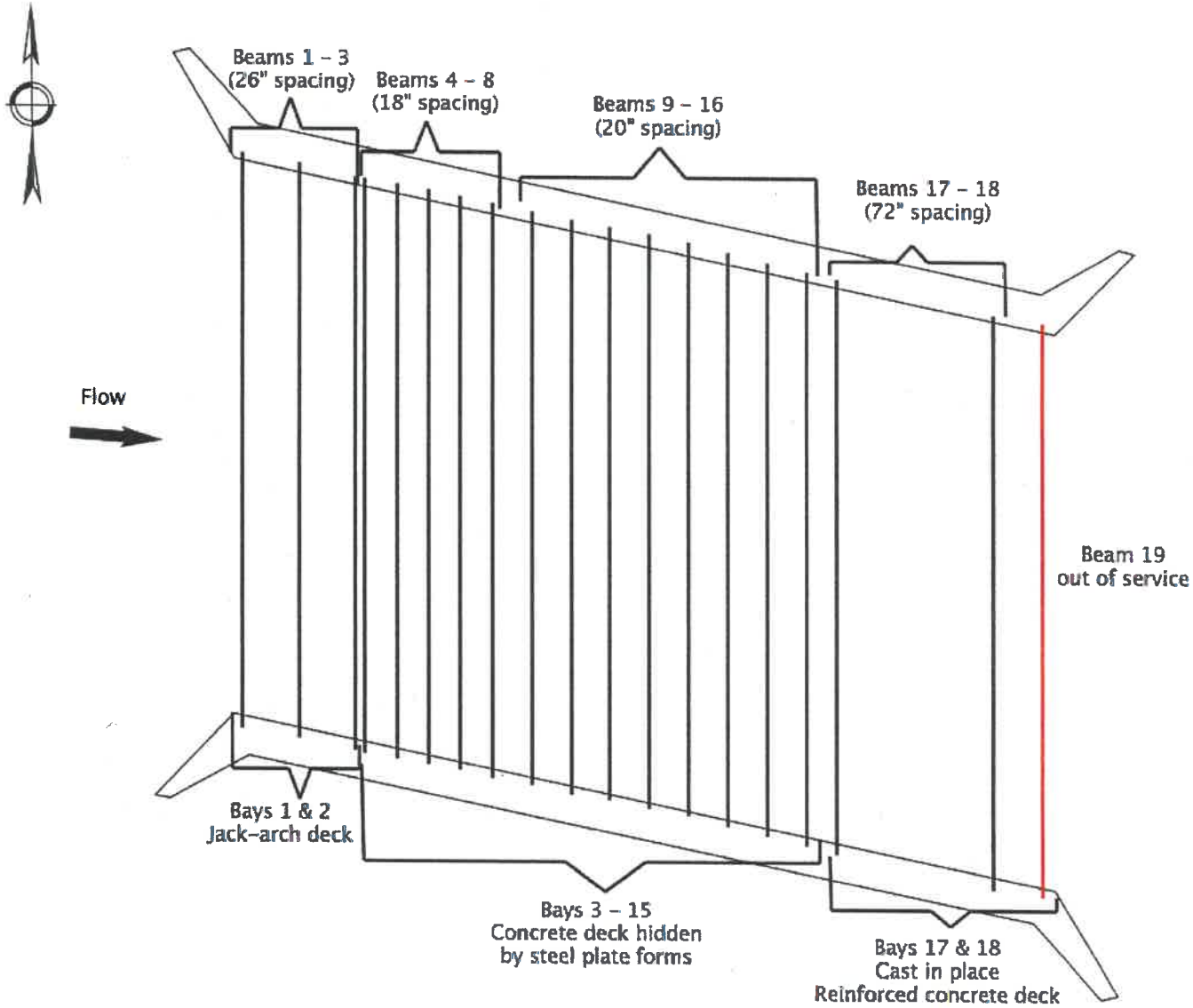
SKETCHES



Sketch 1: Framing plan.

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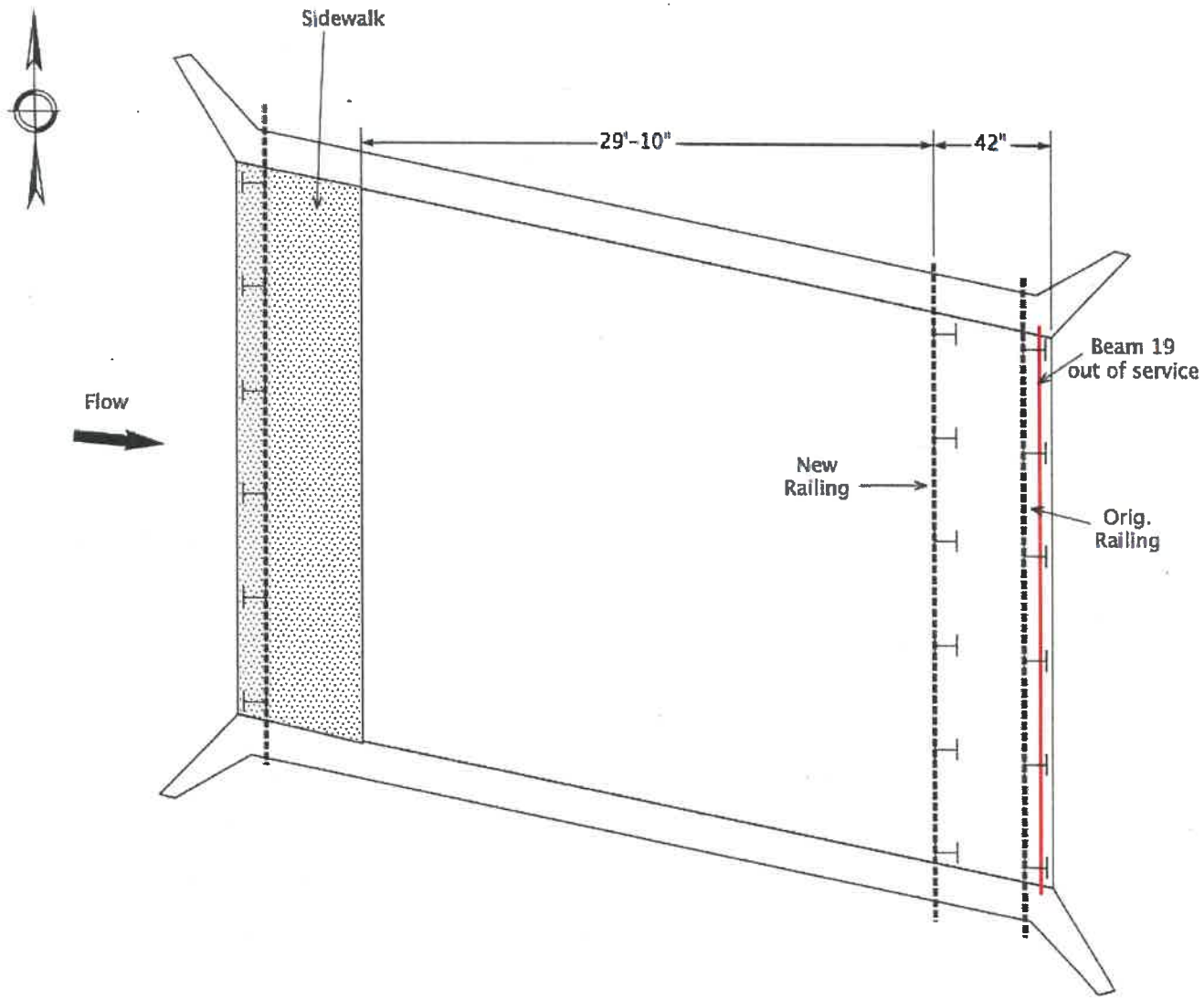
SKETCHES



Sketch 2: Placement of guardrail in the effort to remove beam 19 from service.

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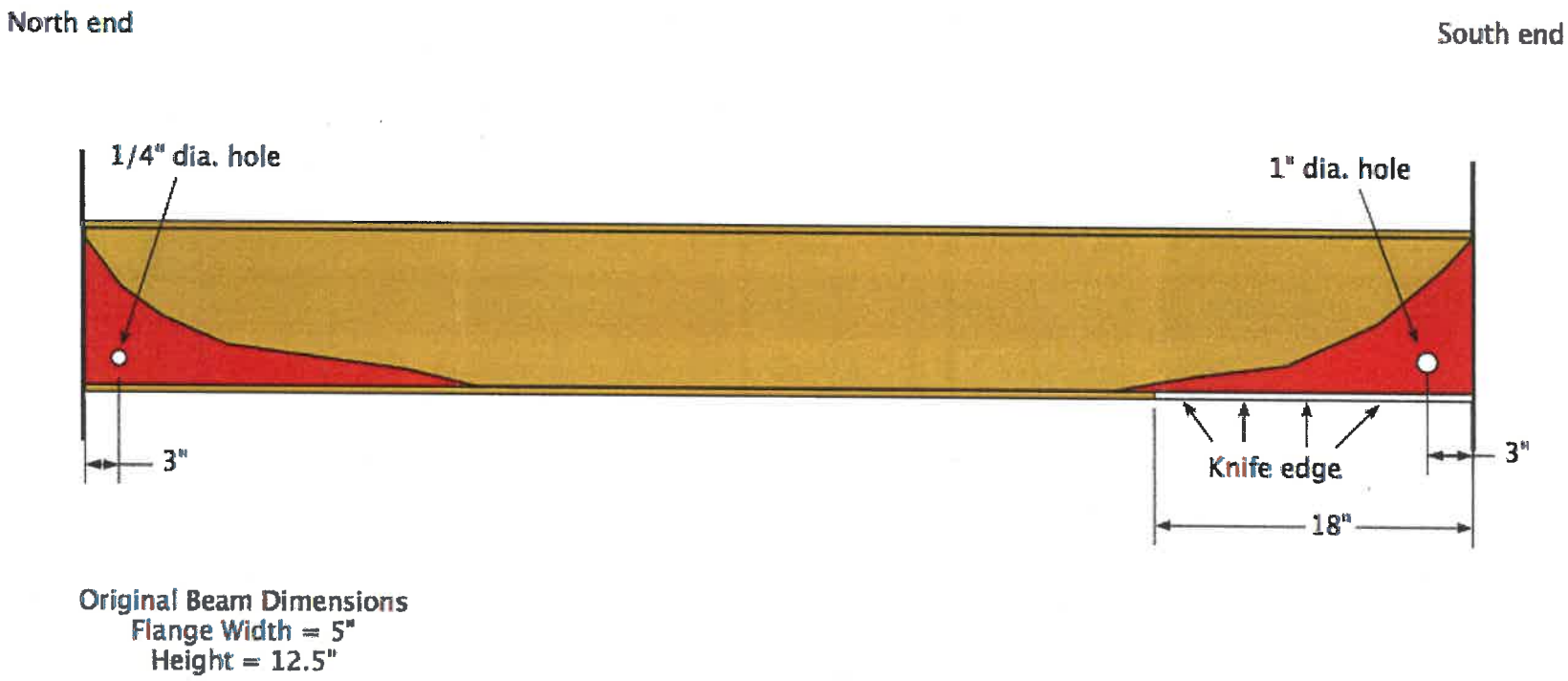
SKETCHES

Beam 11



Sketch 3: **Severe section loss locations throughout beam 11.**

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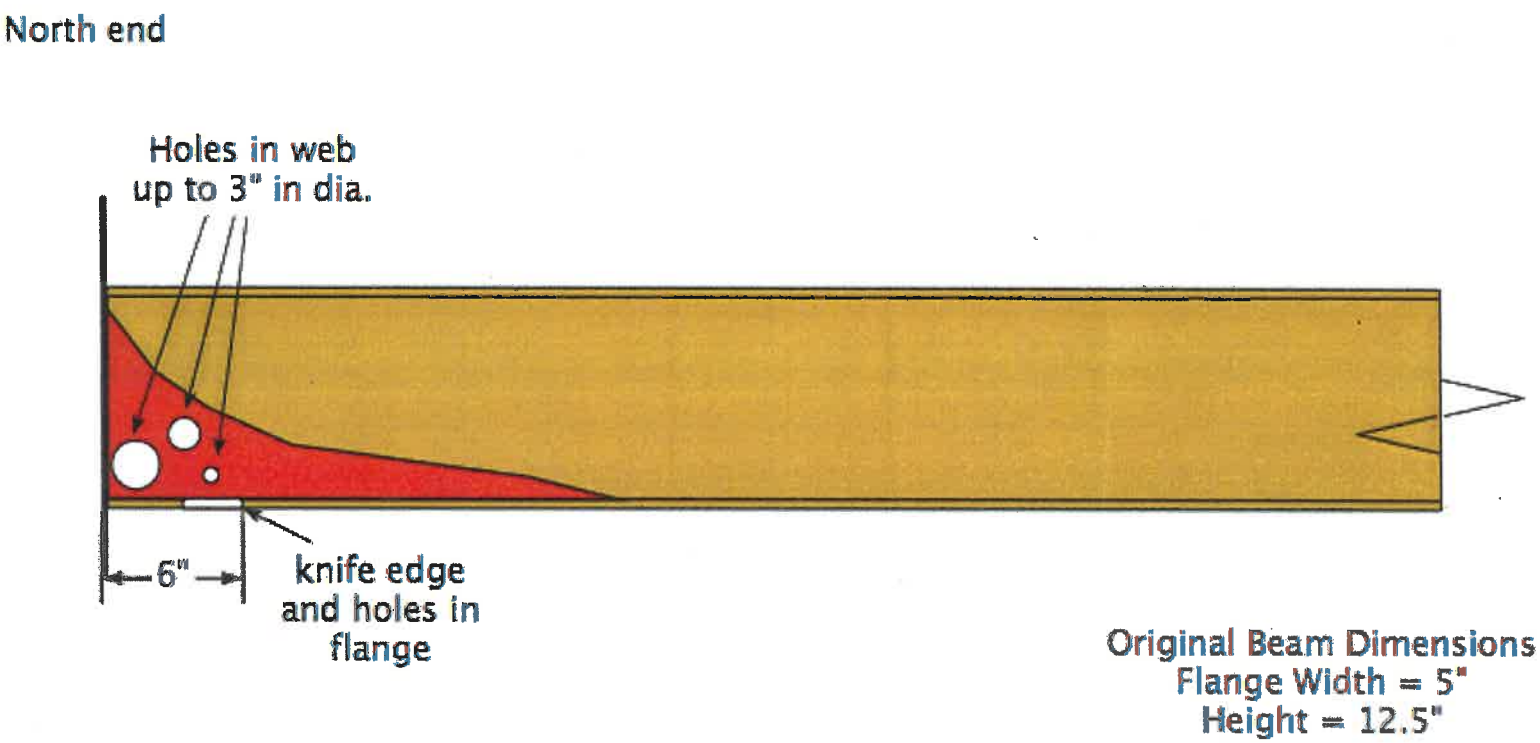
SKETCHES

Beam 14



Sketch 4: **Severe section loss locations throughout beam 14.**

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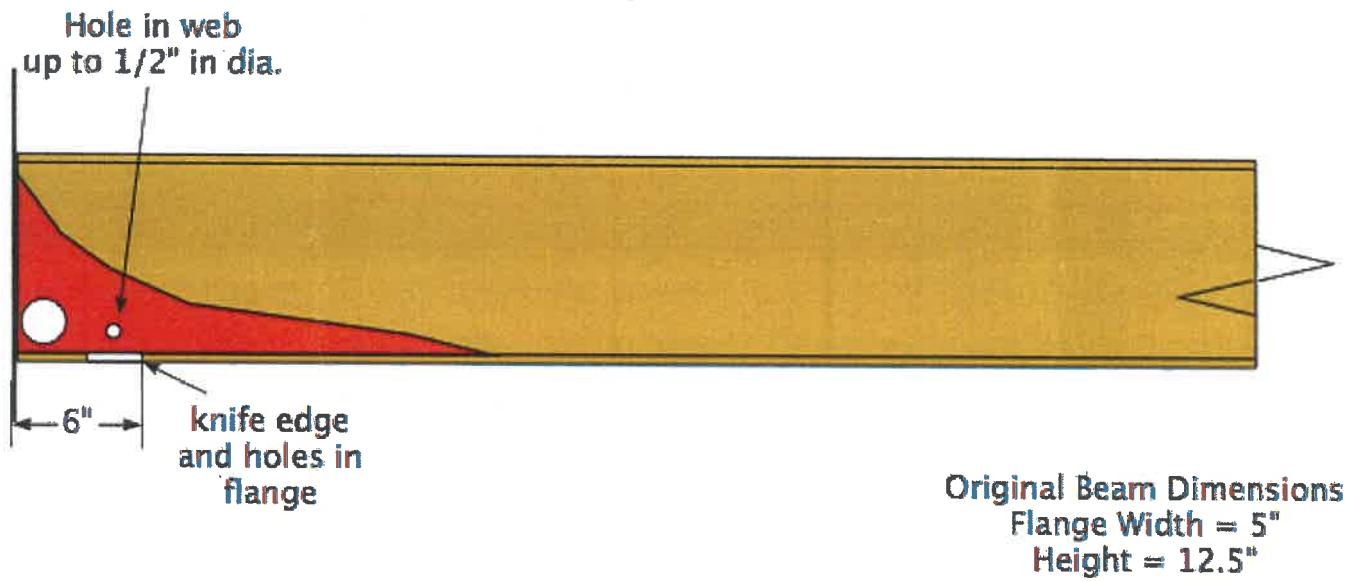
SKETCHES

Beam 16

North end



Sketch 5: **Severe section loss locations throughout beam 16.**

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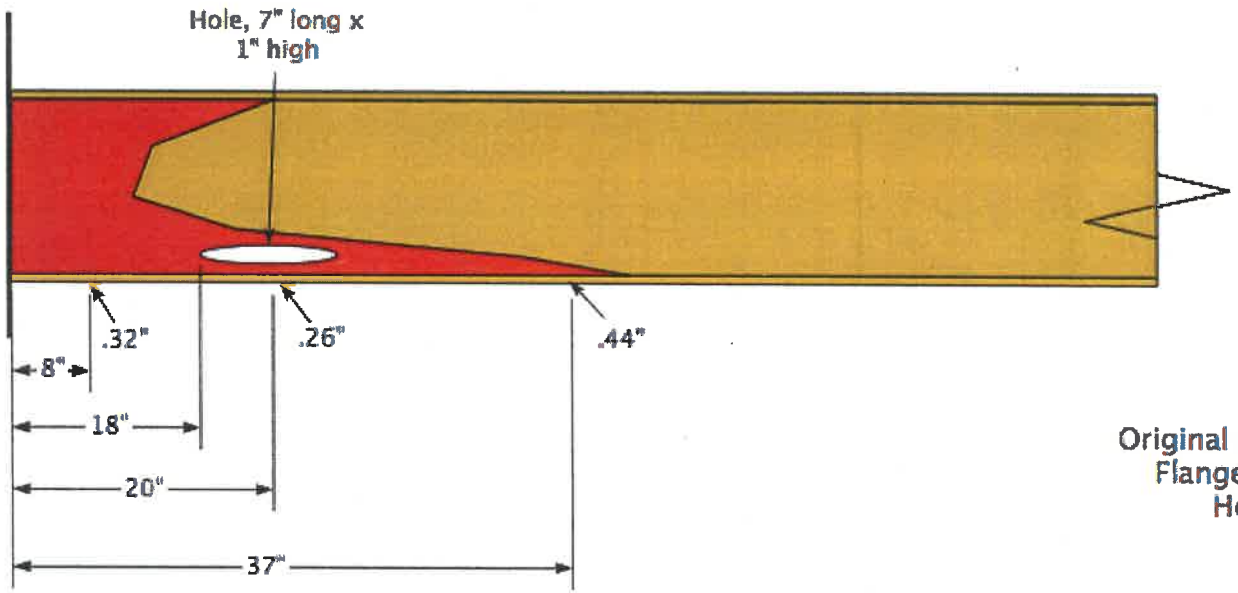
SKETCHES

Beam 18

South end



Original Beam Dimensions
Flange Width = 6.25"
Height = 20"

Sketch 6: **Severe section loss locations throughout beam 18.**

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PHOTOS

Photo 1: North approach. Note the dirt built up along the west curb.

Photo 2: South approach. Note the severe cracking in the approach pavement.

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PHOTOS

Photo 3: East elevation. Also, note the severe rusting and holes in beam 19.

Photo 4: West elevation.

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PHOTOS

Photo 5: **Typical underside. Note the rusting throughout the deck plates and beams.**

Photo 6: **Looking downstream.**

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PHOTOS

Photo 7: Looking upstream.

Photo 8: Wearing surface with potholes throughout.

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PHOTOS

Photo 9: **Typical steel underside of the deck (bay 6 shown). Note the heavy rusting (pack rust) along the top flanges.**

Photo 10: **Honeycombing and cover spalls in bay 17.**

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PHOTOS

Photo 11: Tear throughout the east bridge guardrail.

Photo 12: Surface rust and areas of delamination on beam 1.

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PHOTOS

Photo 13: Rusting and section loss throughout beam 4.

Photo 14: Section loss and holes at the south end of beam 11.

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PHOTOS

Photo 15: Holes at the north end of beam 14.

Photo 16: Section loss and holes at the south end of beam 18.

MASSACHUSETTS DEPARTMENT OF TRANSPORTATION

STRUCTURES INSPECTION FIELD REPORT

SPECIAL MEMBER INSPECTION

2-DIST	B.I.N.	BR. DEPT. NO.
01	51P	P-10-048

CITY/TOWN	8.-STRUCTURE NO.	11-Kilo. POINT	90-ROUTINE INSP. DATE	93*-SPEC. MEMB. INSP. DATE
PITTSFIELD	P10048-51P-MUN-BRI	000.000	Jan 30, 2018	Jan 23, 2019

07-FACILITY CARRIED	MEMORIAL NAME/LOCAL NAME	27-YR BUILT	106-YR REBUILT	*YR REHAB'D (NON 106)
HWY PECKS RD		1915	0000	0000

06-FEATURES INTERSECTED	26-FUNCTIONAL CLASS	DIST. BRIDGE INSPECTION ENGINEER	
WATER ONOTA BROOK	Urban Collector	L. A. Briggs	

43-STRUCTURE TYPE	22-OWNER	21-MAINTAINER	TEAM LEADER	PROJ. MGR.
302 : Steel Stringer/Girder	City/ Municipal Highway A	City/ Municipal Highway A	E. Agolli	PRIME AE Group Inc

107-DECK TYPE	WEATHER	TEMP. (air)	TEAM MEMBERS
1 : Concrete Cast-in-Place	Cloudy	0°C	M. PALO, I. SPAHIU

WEIGHT POSTING *Not Applicable* X

Actual Posting	N	N	N	N
Recommended Posting	N	N	N	N

Waived Date: 00/00/0000 EJDMT Date: 00/00/0000

Signs In Place (Y=Yes,N=No, NR=Not Required) / Legibility/ Visibility

	At bridge E	At bridge W	Advance E	Advance W
Signs In Place				
Legibility/ Visibility				

PLANS (Y/N): Y

(V.C.R.) (Y/N): N

TAPE#:

RATING

Rating Report (Y/N): N Date: ----

Request for Rating or Rerating (Y/N): N

If YES please give priority: HIGH ( ) MEDIUM ( ) LOW ( )

REASON: Rating analysis in progress

Inspection data at time of existing rating

I 58: - I 59: - I 60: - I 62: - Date :00/00/0000

SPECIAL MEMBER(S):

	MEMBER	CRACK (Y/N):	WELD'S CONDITION (0-9)	LOCATION OF CORROSION, SECTION LOSS (%), CRACKS, COLLISION DAMAGE, STRESS CONCENTRATION, ETC.	CONDITION PREVIOUS (0-9)	CONDITION PRESENT (0-9)	INV. RATING OF MEMBER FROM RATING ANALYSIS	Deficiencies
A	Item 58.2 - Deck Condition	N	N	See remarks in comments section.	4	4	Not Rated	S-A
B	Item 59.4 - Girders or Beams	N	N	See remarks in comments section.	4	4	Not Rated	S-A
C								
D								
E								

List of field tests performed:

	I-58	I-59	I-60	I-62
(Overall Previous Condition)	4	4	6	-
(Overall Current Condition)	4	4	6	-

DEFICIENCY: A defect in a structure that requires corrective action.

CATEGORIES OF DEFICIENCIES:

M= Minor Deficiency - Deficiencies which are minor in nature, generally do not impact the structural integrity of the bridge and could easily be repaired. Examples include but are not limited to: Spalled concrete, Minor pot holes, Minor corrosion of steel, Minor scouring, Clogged drainage, etc.

S= Severe/Major Deficiency - Deficiencies which are more extensive in nature and need more planning and effort to repair. Examples include but are not limited to: Moderate to major deterioration in concrete, Exposed and corroded rebars, Considerable settlement, Considerable scouring or undermining, Moderate to extensive corrosion to structural steel with measurable loss of section, etc.

C-S= Critical Structural Deficiency - A deficiency in a structural element of a bridge that poses an extreme unsafe condition due to the failure or imminent failure of the element which will affect the structural integrity of the bridge.

C-H= Critical Hazard Deficiency - A deficiency in a component or element of a bridge that poses an extreme hazard or unsafe condition to the public, but does not impair the structural integrity of the bridge. Examples include but are not limited to: Loose concrete hanging down over traffic or pedestrians, A hole in a sidewalk that may cause injuries to pedestrians, Missing section of bridge railing, etc.

URGENCY OF REPAIR:

I = Immediate- [Inspector(s) immediately contact District Bridge Inspection Engineer (DBIE) to report the Deficiency and to receive further instruction from him/her].

A = ASAP- [Action/Repair should be initiated by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) upon receipt of the Inspection Report].

P = Prioritize- [Shall be prioritized by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) and repairs made when funds and/or manpower is available].

X=UNKNOWN N=NOT APPLICABLE H=HIDDEN/INACCESSIBLE R=REMOVED

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REMARKS

BRIDGE ORIENTATION

Bridge No. P-10-048 (51P) carries Pecks Road over Onota Brook in the City of Pittsfield. Pecks Road is oriented south to north at the bridge site and Onota Brook flows from west to east. The strucutre consists of 19 rolled steel beams with a concrete deck and an asphalt wearing surface. The beams are numbered from west to east (upstream to downstream). The Abutments are labeled South and North. **See Sketch 1**.

ITEM 58 - DECK

Item 58.2 - Deck Condition

- Bays 1 - 16 are hidden by steel stay in place forms (Bays 1 and 2 are jack arches and Bays 4 - 15 have steel plate forms in place). The deck rating is based on the condition of the steel forms.

- Bay 1, there is heavy rust with section loss on the jack arch form along Beam B1 east top flange for full length, **See Photo 1**.

- Perviously noted hole in Bay 3 at the south end through the wearing surface could not be verified due to new overlay on bridge since last inspection (spall still persent on underside of deck).

- Bays 4 - 15 have heavy laminated rust with areas of section loss on steel plate forms throughout, See **Photo 2**.

- There is up to 1-1/4" gaps between steel plate and top flange due to pack rust (Beam B7 near South Abutment shown), **See Photo 3**.

- Bays 17 and 18 have minor transverse cracks with efflorescence throughout.

- Bay 17, there are areas of honeycombing up to 6' long x 4' wide x up to 2" deep with exposed rebar, **See Photo 4**.

- The east deck fascia has a scaling area near mid-span, approximately 18" long x 5" high x 1" deep.

ITEM 59 - SUPERSTRUCTURE

Item 59.4 - Girders or Beams

Beams B1-B16 have moderate to severe areas of rusting, delamination, and section loss, **See Photos 5-7**.

Beam B4 **(See Sketch 6)**:
- There is a 1-1/2" long x 1/2" high perforation at web starting 60" from the South Abutment.
- Web base has section loss down to 0.187" remaining and bottom flange has section loss down to 0.25" remaining.

Beam B5 **(See Sketch 7)**:
- The web has two (2) perforations near the South Abutment up to 1" diameter, **See Photo 8**.
- Web base has section loss down to 0.19" remaing and bottom flange has section loss down to 0.23" remaining.
- There are random rolling defects along the bottom flange.

Beam B6 **(See Sketch 8)**:
- The web has two (2) perforations near mid-span up to 19" long x up to 6" high, **See Photo 9**.
- Web base has section loss down to 0.20" remaining and bottom flange has section loss down to 0.18" remaining.

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REMARKS

Item 59.4 - Girders or Beams (Cont'd)

Beam B7 **(See Sketch 9)**:
- The web has two (2) perforations near mid-span 3/4" long x 1/4" high and 12" long x 4" high, **See Photo 10.**
- Web base has section loss down to 0.13" remaining and bottom flange has section loss down to 0.22" remaining.

Beam B8 **(See Sketch 10)**:
- There are numerous perforations (typically 1" diameter to 3" diameter) throughout the entire web up to 4" long x 2" high near mid-span, **See Photo 11.**
- Web base has section loss down to less than 0.10" remaining and bottom flange has section loss down to 0.23" remaining.

Beam B10:
- West top flange 90" from north end with 4" long x up to 1-1/4" wide perforation, **See Photo 12 and 13.**

Beam B11 **(See Sketch 11)**:
- The web has a 1" diameter perforation at south end and 1/4" diamter perforation at the north end.
- Web base has section loss down to 0.15" remaining and bottom flange has section loss down to knife edge remaining on east flange 100" from north end.

Beam B14 **(See Sketch 12)**:
- The web at north end has section loss down to knife edge remaining for 9" long x full height and two (2) perforations up to 5" long x 2-1/4" high, **See Photo 14.**
- The remaining of web base in 24" length from north end has section loss down to 0.16" remaining and bottom flange has section loss down to 0.35" remianing.

Beam B16 **(See Sketch 13)**:
- The web base near North Abutment has a perforation that measures 2-1/2" long x 1-1/2" high and the west bottom flange has an area of 100% section loss that measures 6" long x 1" wide, **See Photo 15.**
- There are three (3) areas of perforations at top of web up to 17" long x up to 1-1/4" high, **See Photo 16.**
- The remaining of bottom flange has section loss down to 0.14" remaining and base of web has section loss down to 0.21" remaining.

Beam B18 **(See Sketch 14)**:
- There is a 7" long x 1" high perforation on web base starting at 18" from the south end, **See Photo 17.**
- Web base has section loss down to 0.26" remaining and bottom flange has section loss down to 0.26" x 37" long remaining from the south end.

Beam B19:
- Heavy section loss with perforations throughout (out of service).

Sketch / Photo Log

Sketch 1 : Framing Plan.
Sketch 2 : Plan View.
Sketch 3 : Cross Section Sketch
Sketch 4 : Beams B1, B2, B3 & B9 Field Measured Properties.
Sketch 5 : Beams B10, B13, B15 & B17 Field Measured Properties.
Sketch 6 : Beam B4.

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REMARKS

Sketch / Photo Log (Cont'd)

Sketch 7 : Beam B5.
Sketch 8 : Beam B6.
Sketch 9 : Beam B7.
Sketch 10 : Beam B8.
Sketch 11 : Beam B11.
Sketch 12 : Beam B14.
Sketch 13 : Beam B16.
Sketch 14 : Beam B18.
Photo 1 : Bay 1, typical underside of jack arches, looking south. Note: Section loss on the jack arch form along Beam B1 east top flange.
Photo 2 : Bay 4, typical underside of steel deck, looking south. Note: Heavy laminated rust on steel plate form and top flange.
Photo 3 : Bay 6 at Beam B7 near South Abutment. Note: Up to 1-1/4" gap between deck and top flange due to pack rust.
Photo 4 : Bay 17 adjacent to Beam B17 near South Abutment with honeycombing with exposed rebar.
Photo 5 : Beam B1, east elevation, looking south (from North Abutment). Note: Moderate rust with laminated rust on beam at isolated locations.
Photo 6 : Beam B2, east elevation, looking south (from North Abutment). Note: Moderate surface rust on beam.
Photo 7 : Beam B3, west elevation, looking south (from North Abutment). Note: Laminated rust with section loss on beam.
Photo 8 : Beam B5, east elevation near South Abutment. Note: Two (2) perforations at web.
Photo 9 : Beam B6, west elevation near mid-span, looking northeast. Note: Two (2) big perforations at web.
Photo 10 : Beam B7, west elevation near mid-span, looking northeast. Note: Two (2) perforations in the web.
Photo 11 : Beam B8, west elevation, looking south (from mid-span). Note: Small perforations throughout the web.
Photo 12 : Beam B10, east top flange at 90" from North Abutment. Note: 100% section loss for 4" long x up to 1-1/4" wide on top flange.
Photo 13 : Close up view of flange loss noted in Photo #12.
Photo 14 : Beam B14, west elevation over North Abutment. Note: Two (2) perforations at web end.
Photo 15 : Beam B16, west elevation over North Abutment. Note: Perforation at web base.
Photo 16 : Beam B16, west elevation starting at 104" from North Abutment. Note: 17" long x up to 1-1/4" high perforation at top of web.
Photo 17 : Beam B18, east elevation near South Abutment. Note: Perforation on web.

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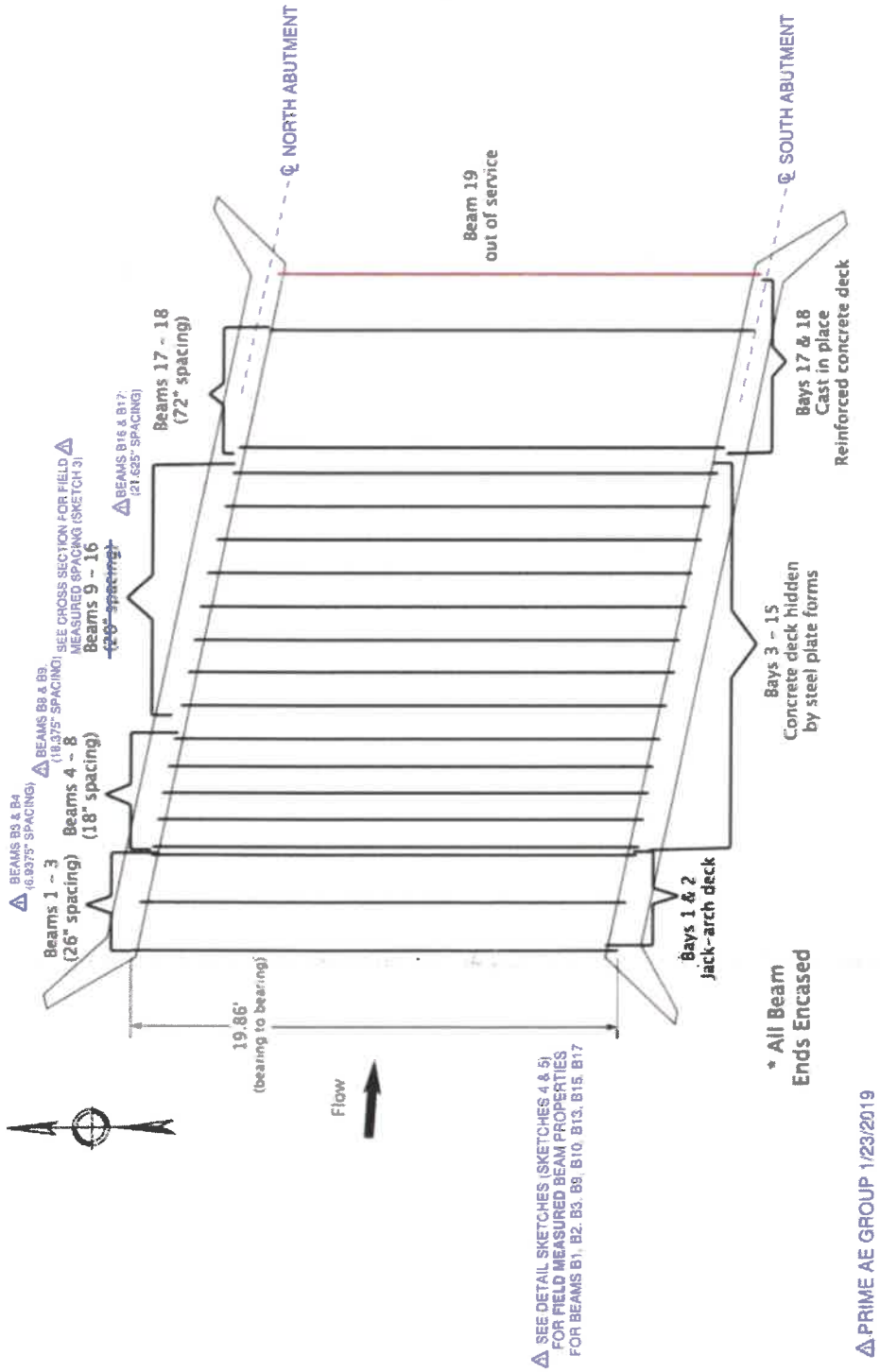
SKETCHES



Sketch 1: Framing Plan.

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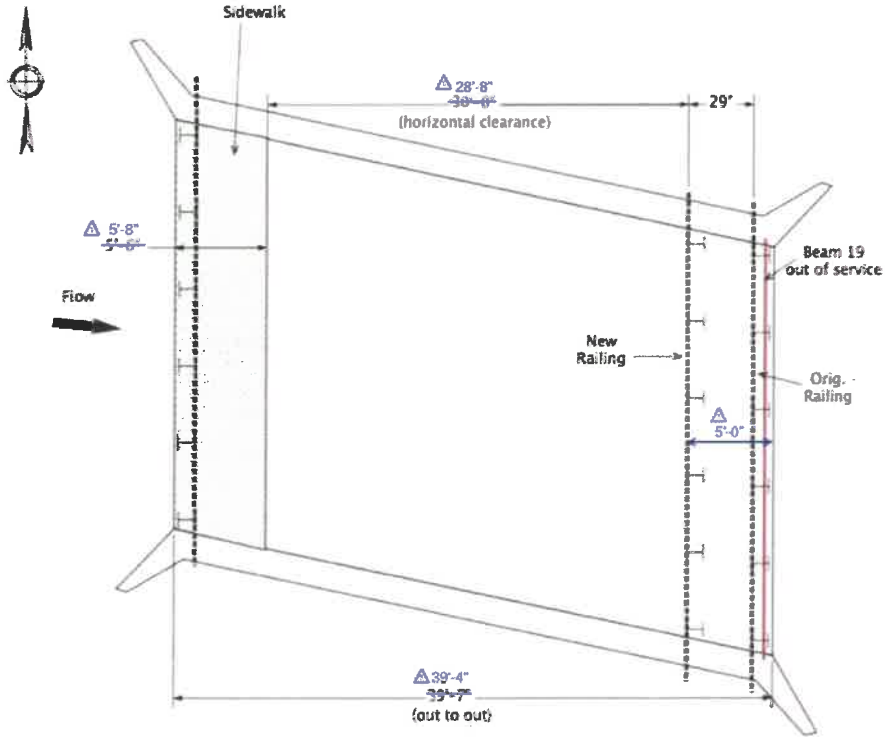
SKETCHES



PRIME AE GROUP 1/23/2019

Sketch 2: Plan View.

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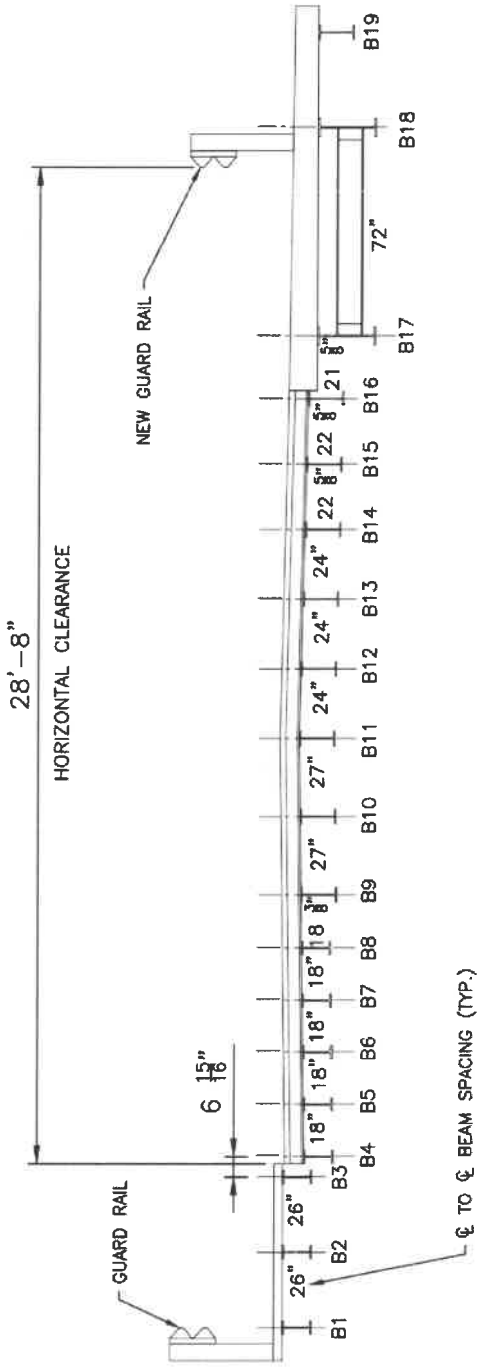
SKETCHES



BRIDGE P-10-048 (51P) CROSS SECTION
NTS

Sketch 3: Cross Section Sketch

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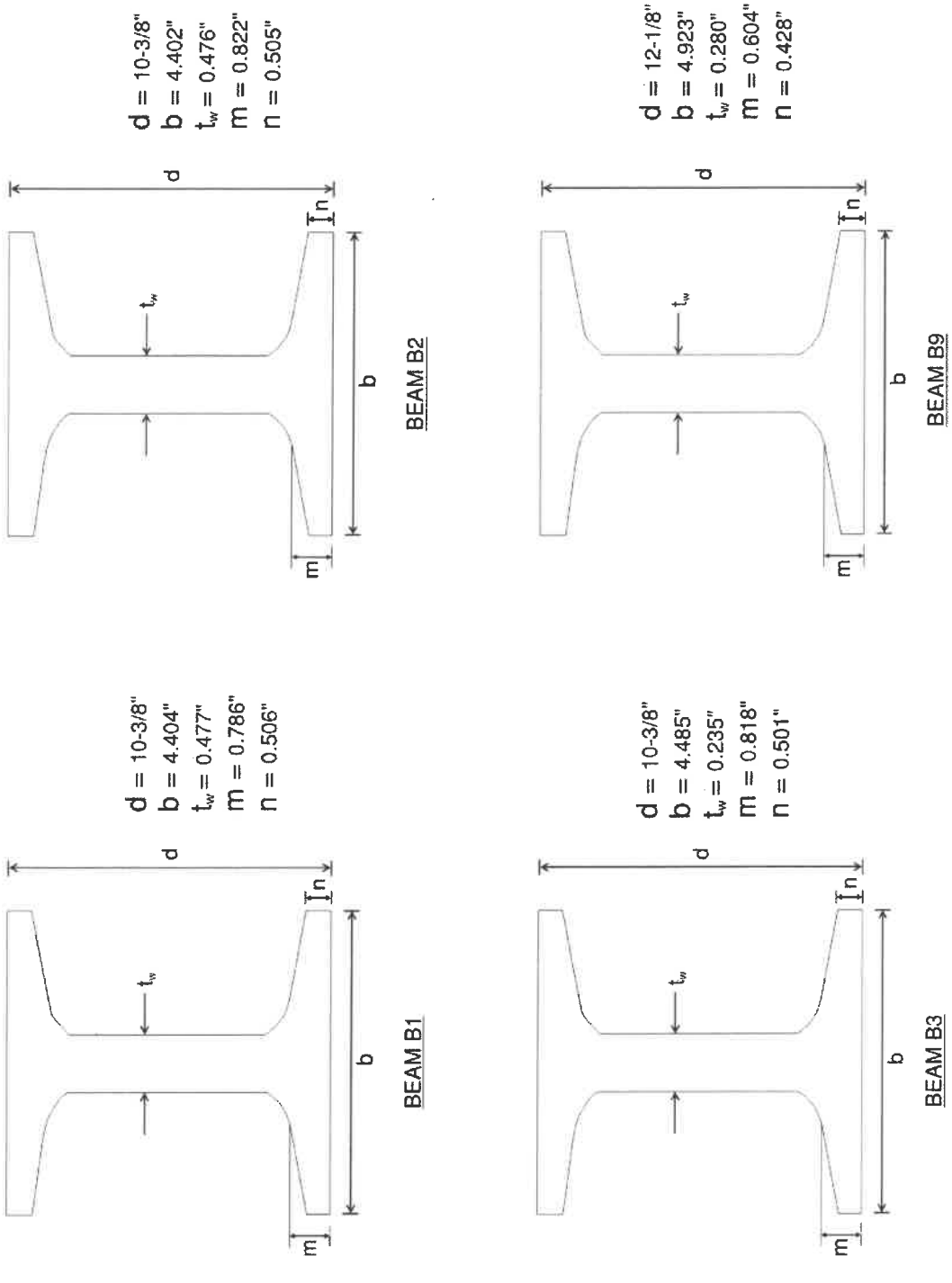
SKETCHES



NOTE: ONE SIDE OF THE WEB (EAST) COVERED WITH CONCRETE WHICH DID NOT ALLOW TO MEASURE THE WEB THICKNESS WITH CALIPERS

Sketch 4: Beams B1, B2, B3 & B9 Field Measured Properties.

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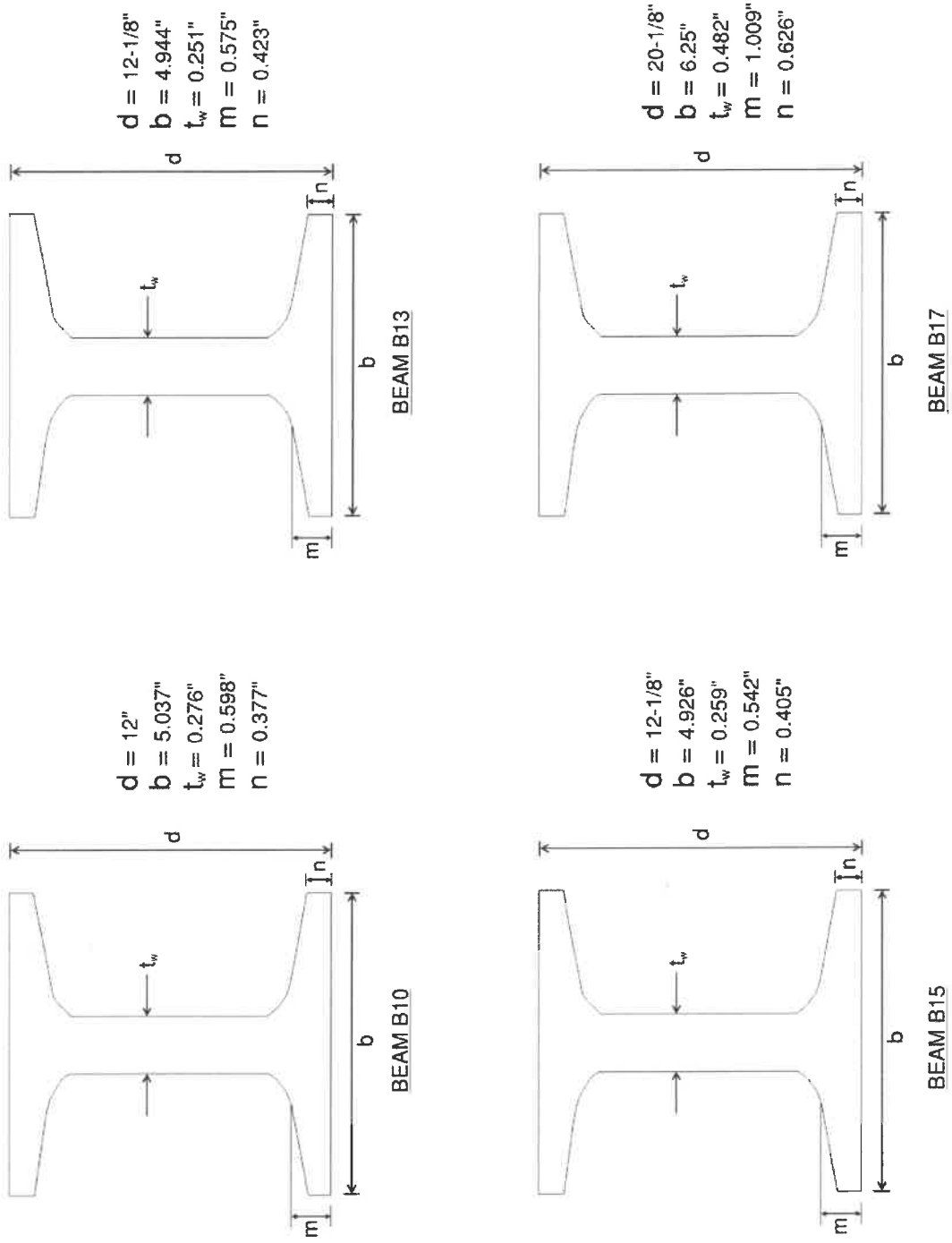
SKETCHES



Sketch 5: Beams B10, B13, B15 & B17 Field Measured Properties.

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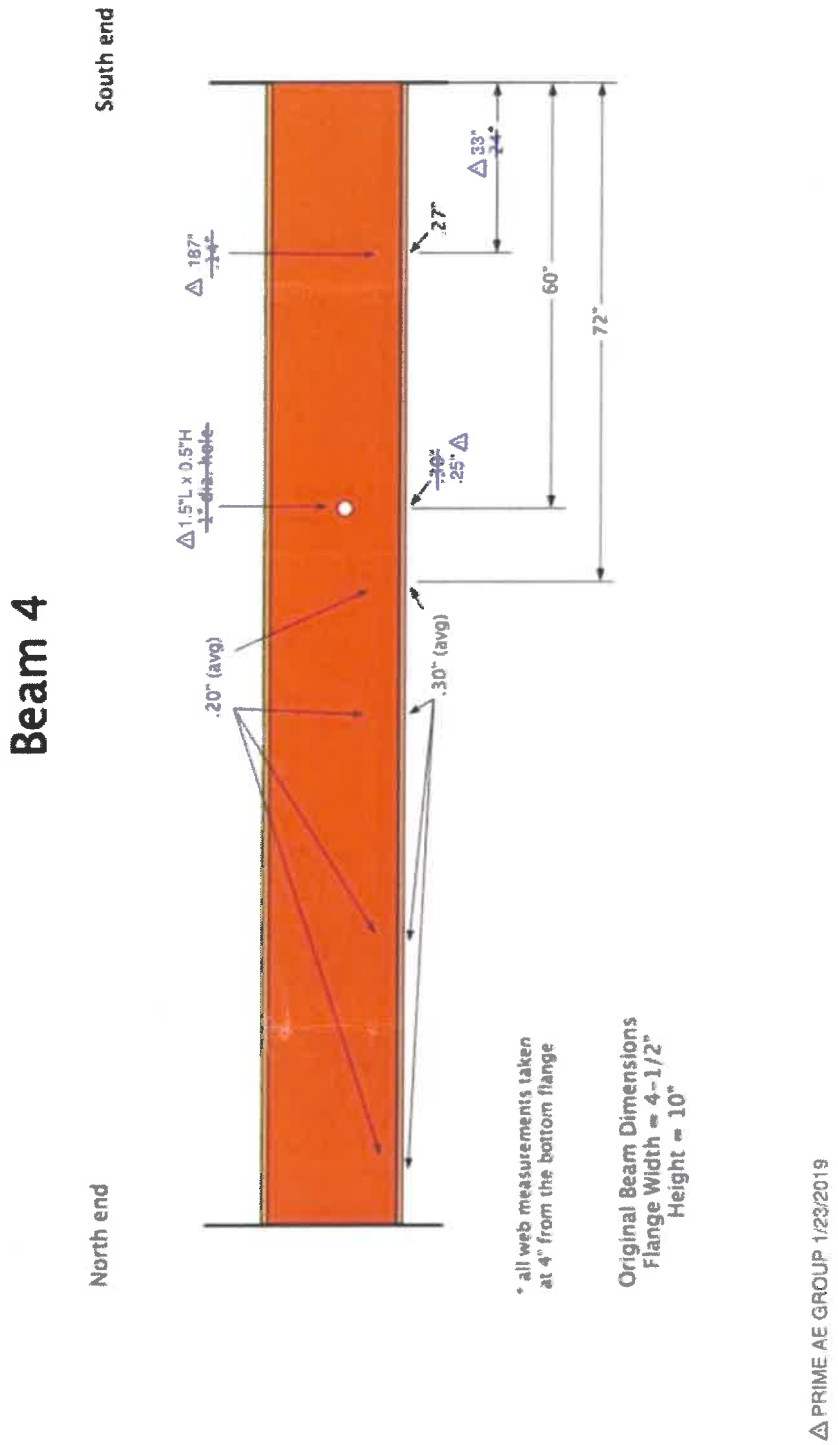
SKETCHES



Sketch 6: Beam B4.

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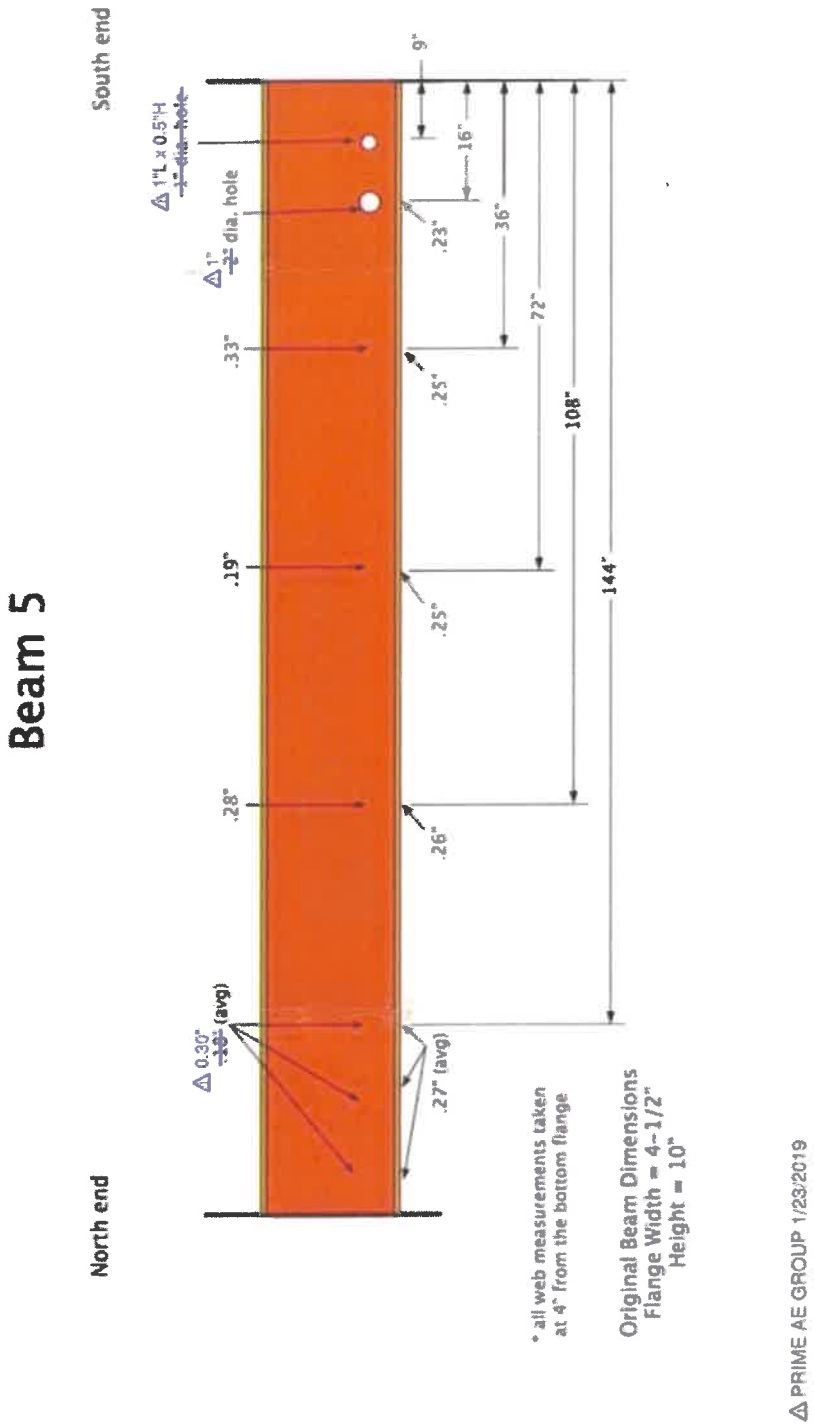
SKETCHES



Sketch 7: Beam B5.

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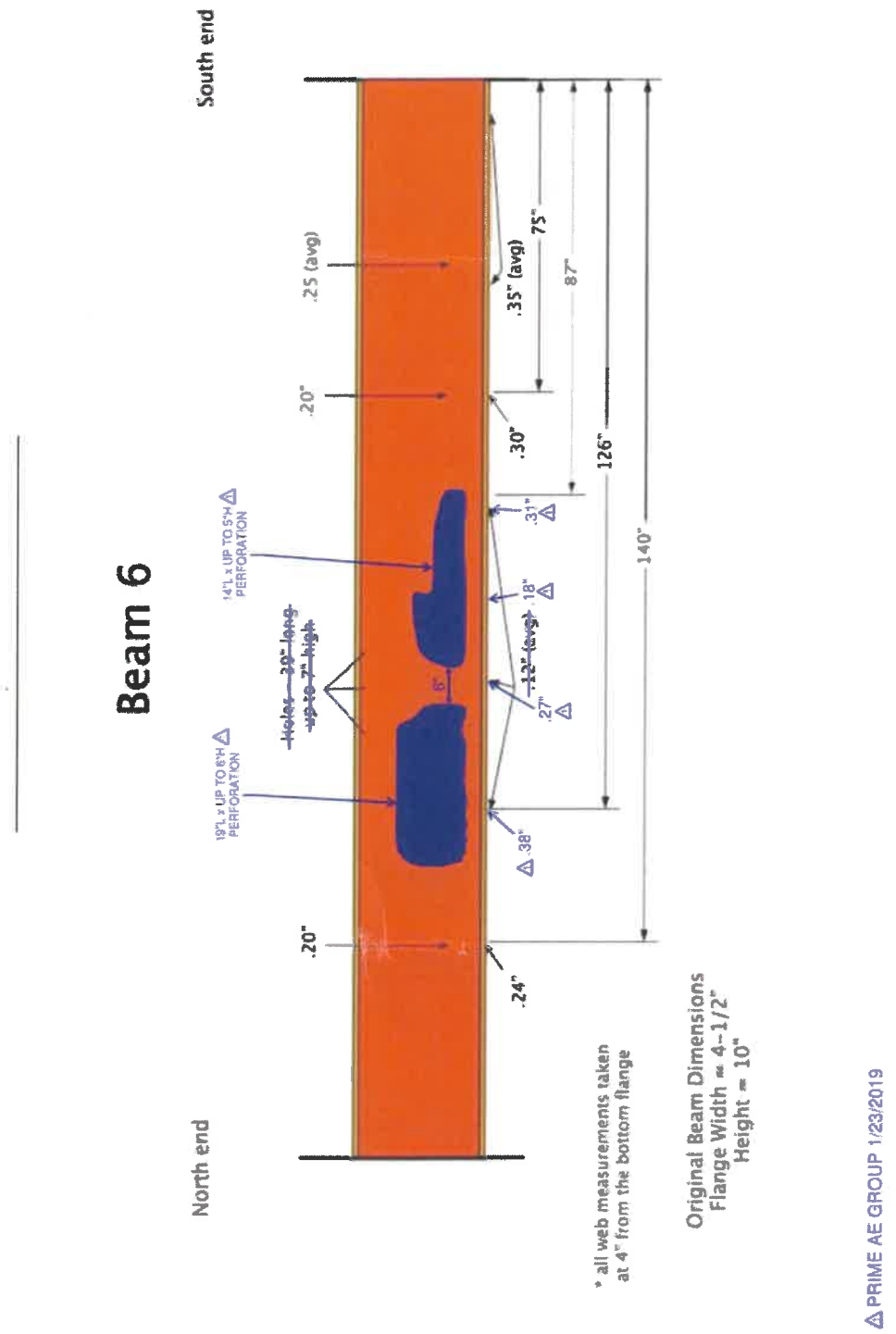
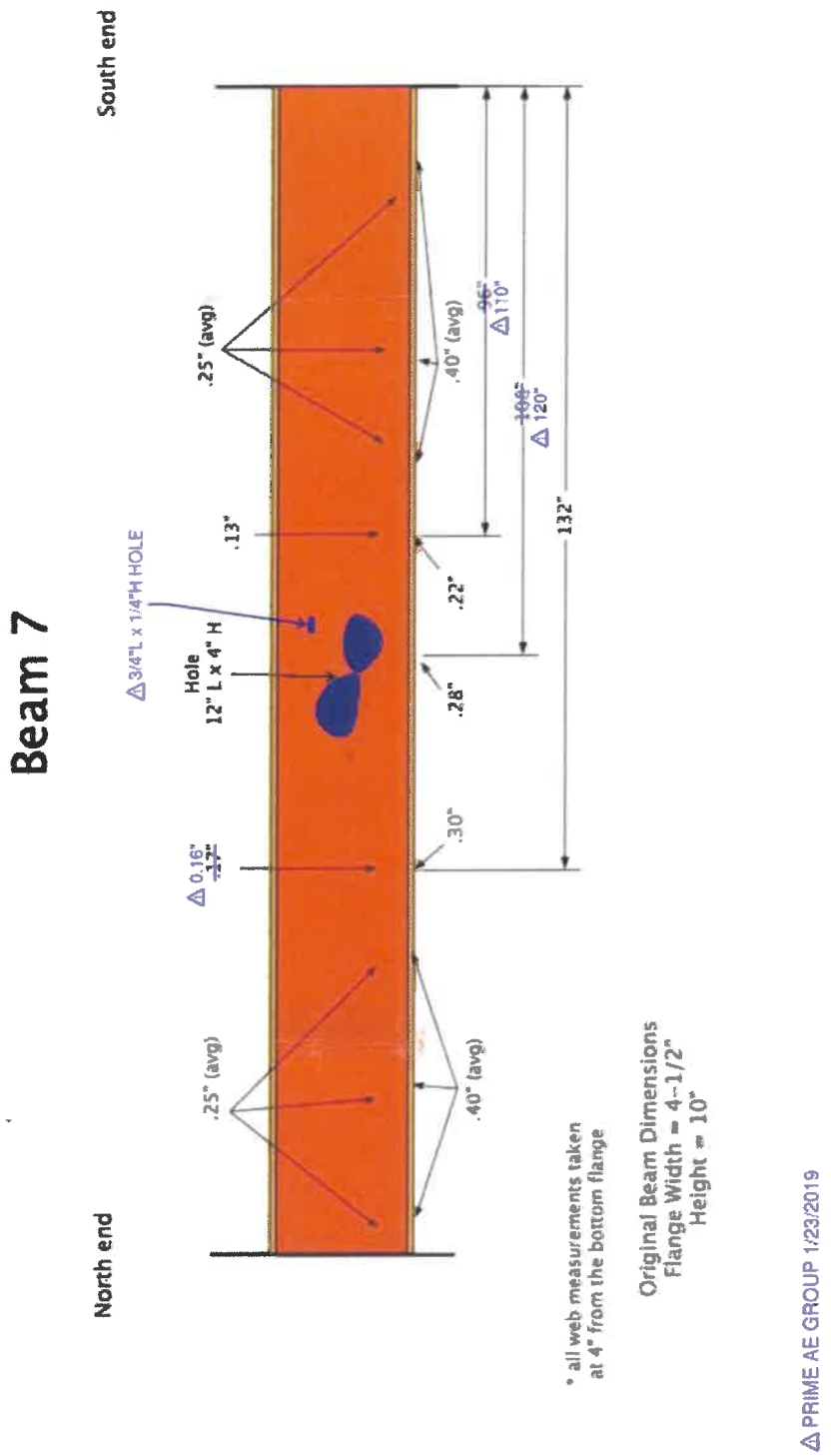
SKETCHES



Sketch 8: Beam B6.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
PITTSFIELD	51P	P-10-048	P10048-51P-MUN-BRI	JAN 23, 2019

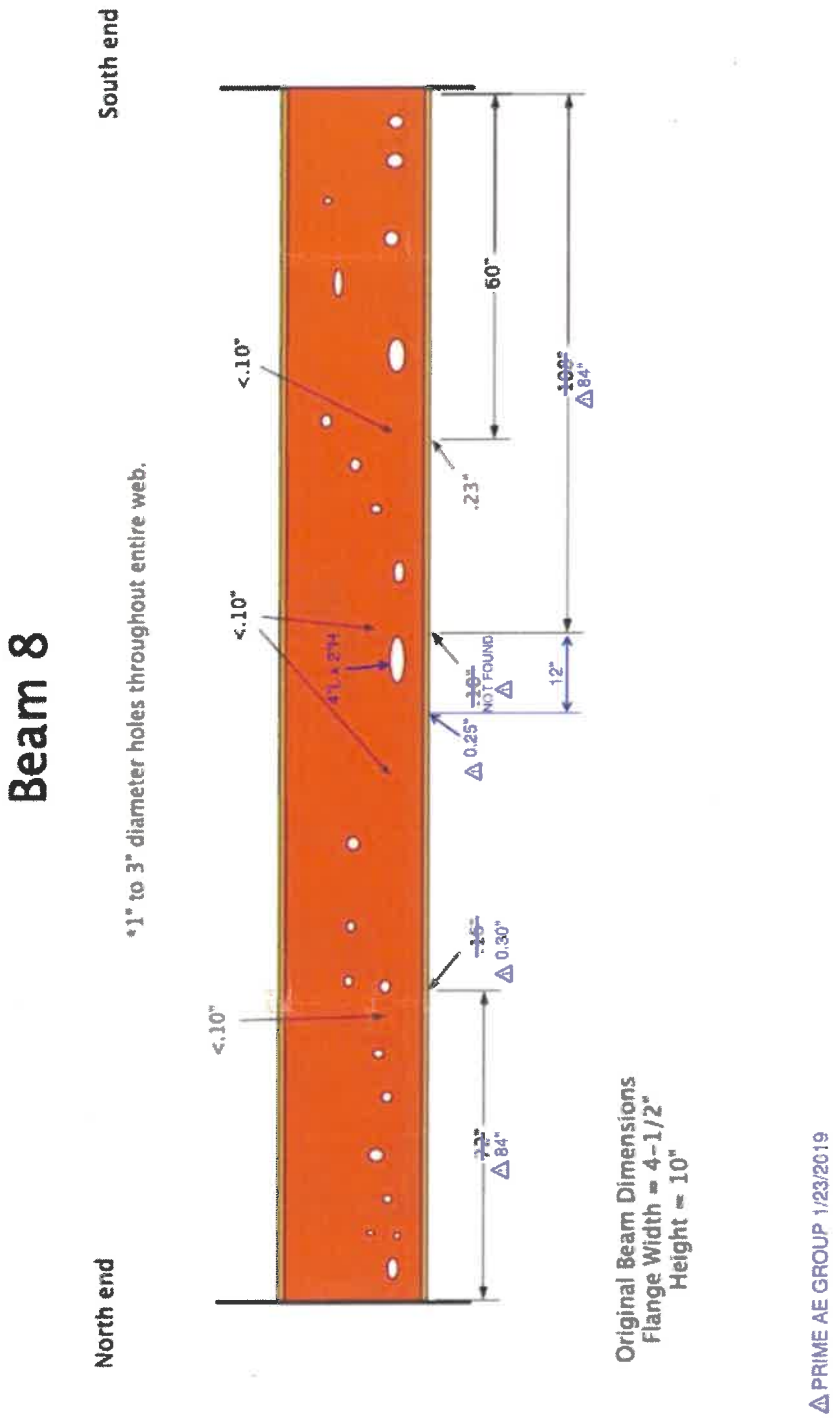
SKETCHES



Sketch 9: Beam B7.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
PITTSFIELD	51P	P-10-048	P10048-51P-MUN-BRI	JAN 23, 2019

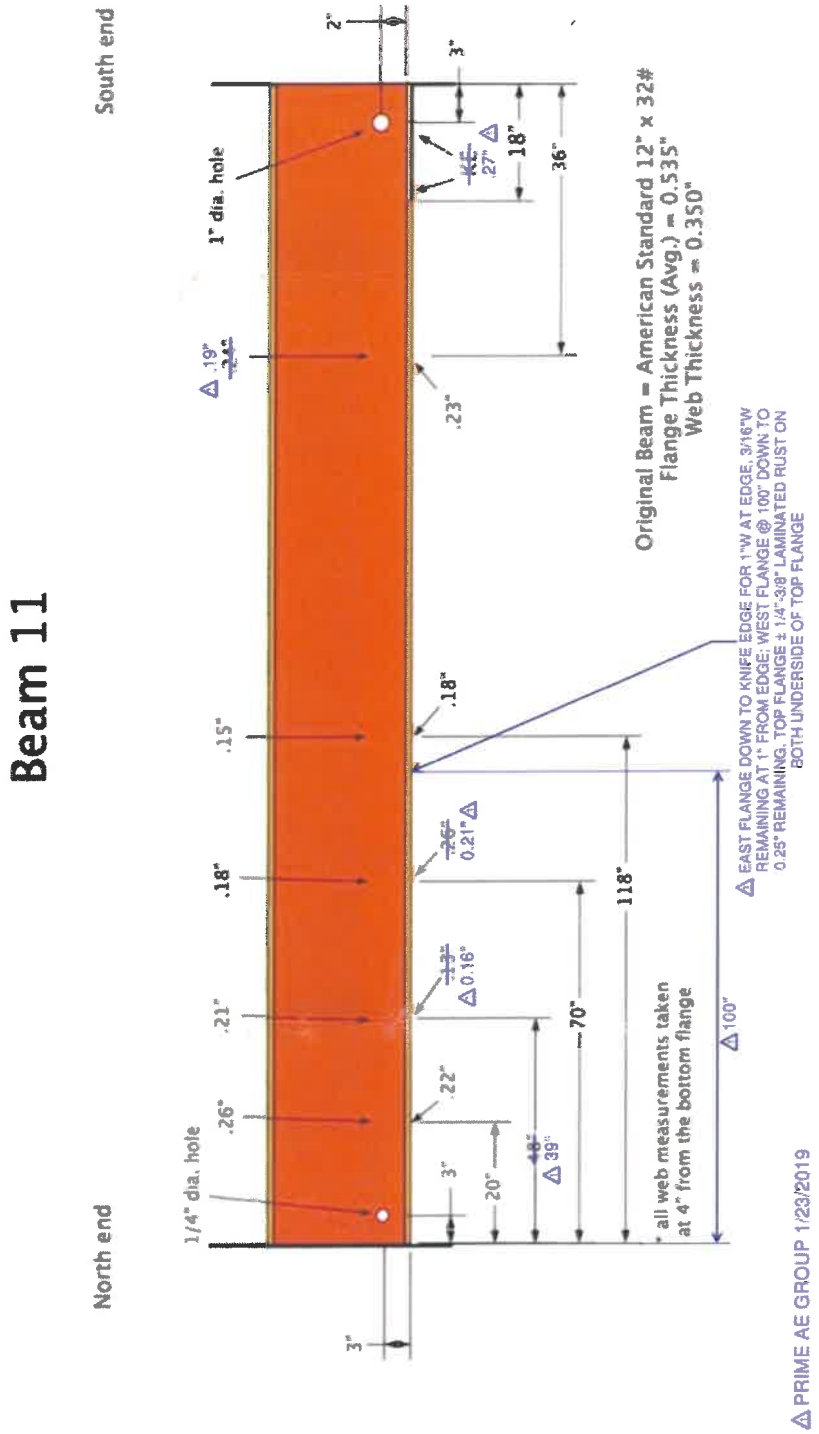
SKETCHES



Sketch 10: Beam B8.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
PITTSFIELD	51P	P-10-048	P10048-51P-MUN-BRI	JAN 23, 2019

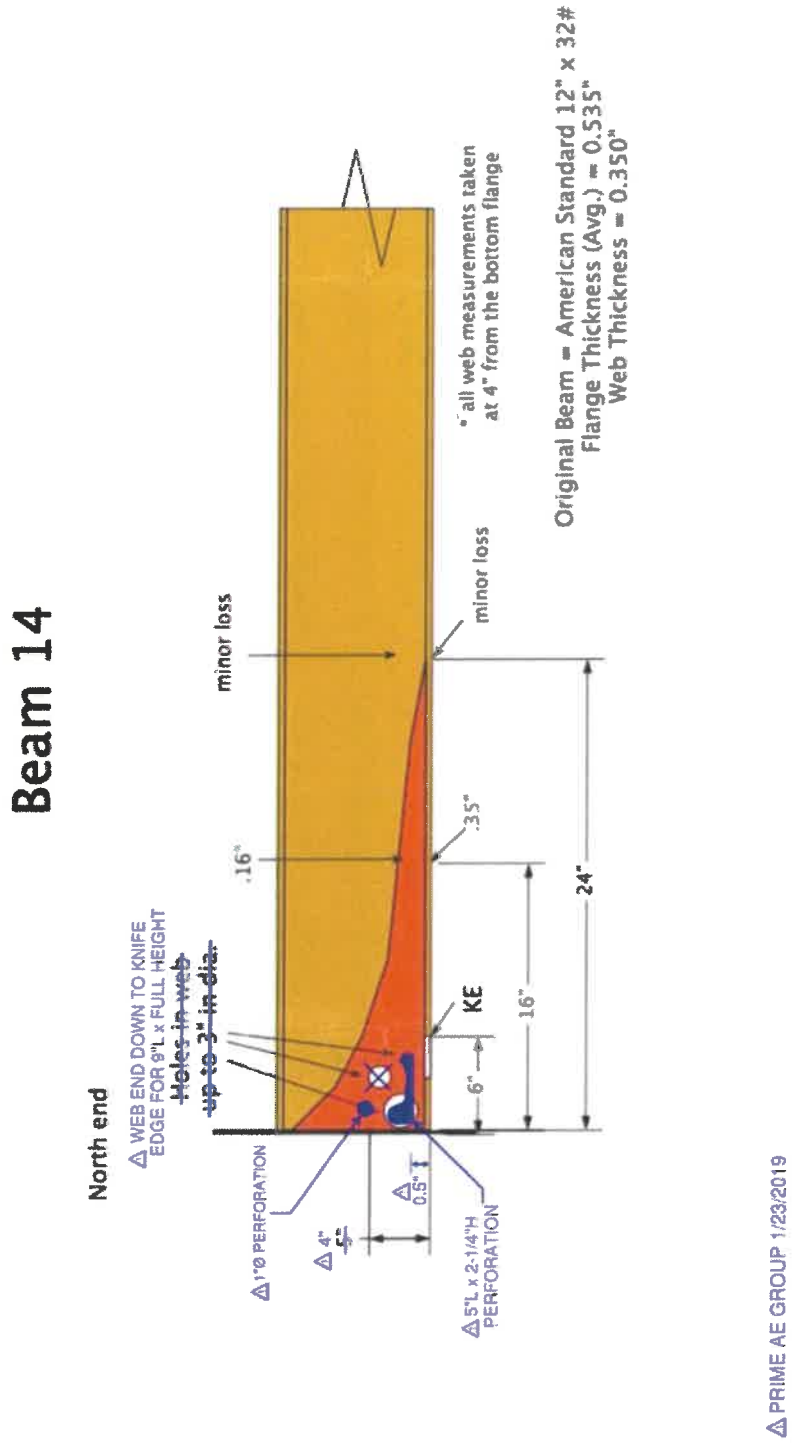
SKETCHES



Sketch 11: Beam B11.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
PITTSFIELD	51P	P-10-048	P10048-51P-MUN-BRI	JAN 23, 2019

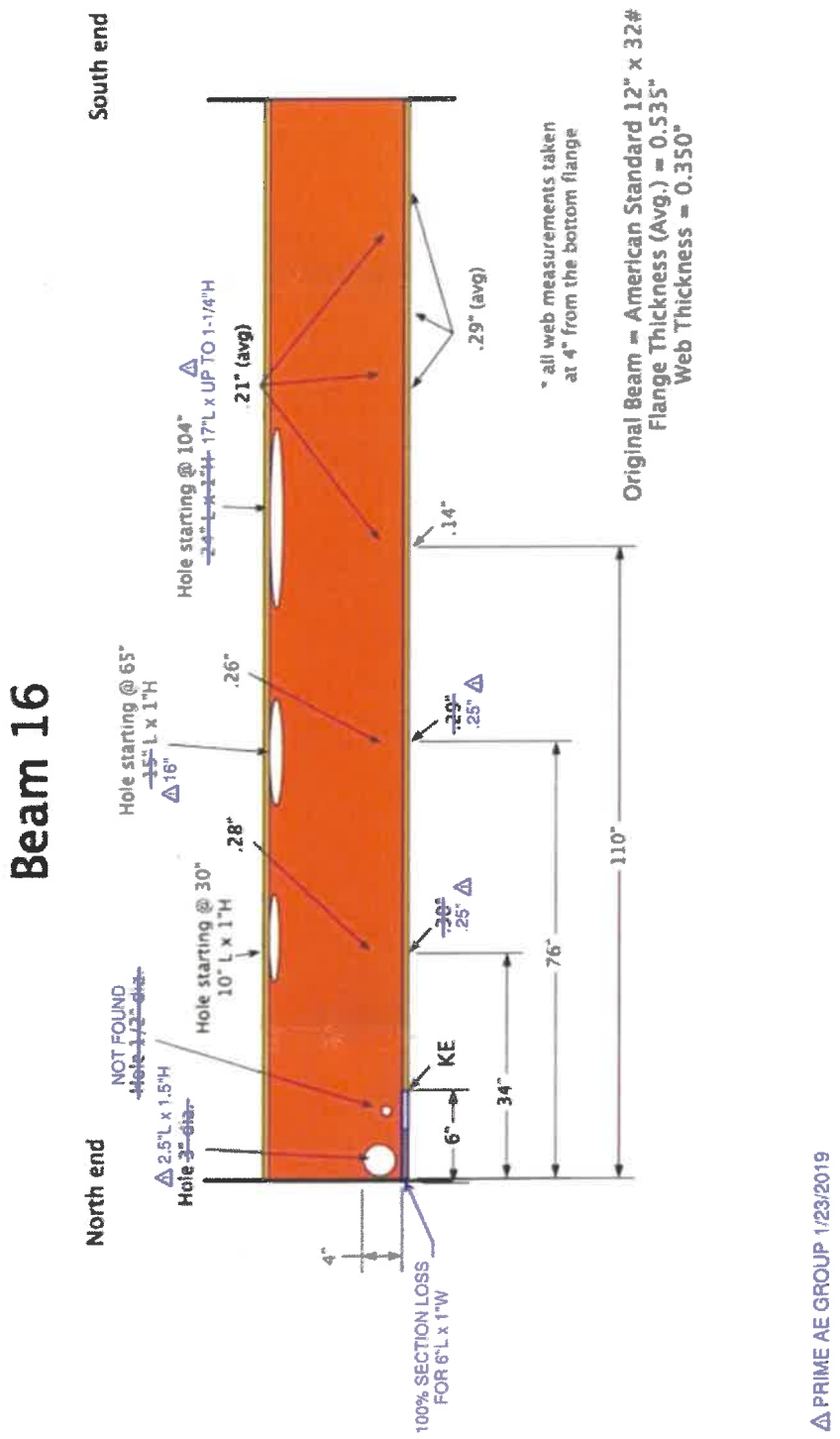
SKETCHES



Sketch 12: Beam B14.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
PITTSFIELD	51P	P-10-048	P10048-51P-MUN-BRI	JAN 23, 2019

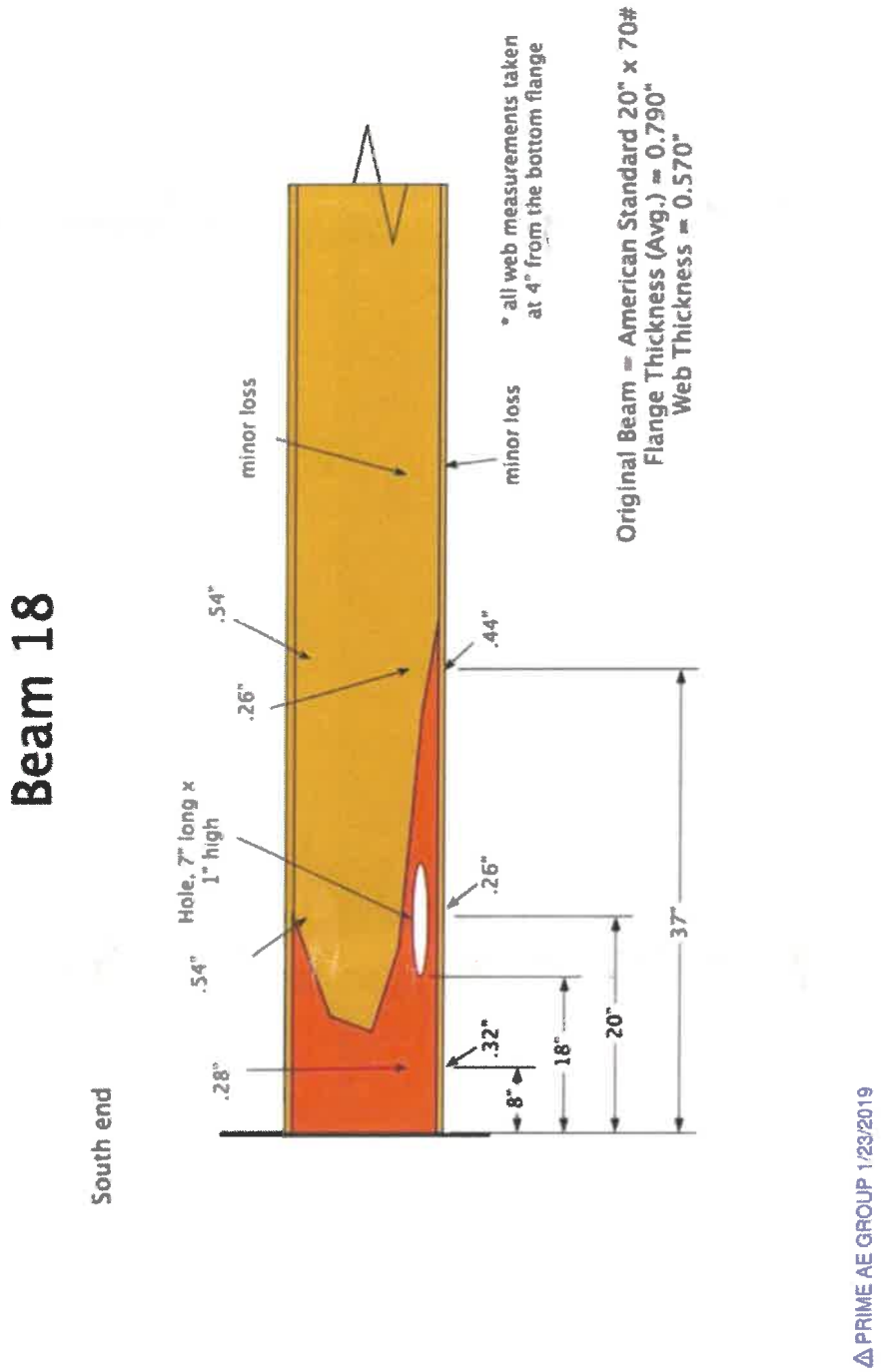
SKETCHES



Sketch 13: Beam B16.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
PITTSFIELD	51P	P-10-048	P10048-51P-MUN-BRI	JAN 23, 2019

SKETCHES



Sketch 14: Beam B18.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
PITTSFIELD	51P	P-10-048	P10048-51P-MUN-BRI	JAN 23, 2019

PHOTOS

Photo 1: **Bay 1, typical underside of jack arches, looking south. Note: Section loss on the jack arch form along Beam B1 east top flange.**

Photo 2: **Bay 4, typical underside of steel deck, looking south. Note: Heavy laminated rust on steel plate form and top flange.**

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
PITTSFIELD	51P	P-10-048	P10048-51P-MUN-BRI	JAN 23, 2019

PHOTOS

Photo 3: **Bay 6 at Beam B7 near South Abutment. Note: Up to 1-1/4" gap between deck and top flange due to pack rust.**

Photo 4: **Bay 17 adjacent to Beam B17 near South Abutment with honeycombing with exposed rebar.**

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
PITTSFIELD	51P	P-10-048	P10048-51P-MUN-BRI	JAN 23, 2019

PHOTOS

Photo 5: **Beam B1, east elevation, looking south (from North Abutment). Note: Moderate rust with laminated rust on beam at isolated locations.**

Photo 6: **Beam B2, east elevation, looking south (from North Abutment). Note: Moderate surface rust on beam.**

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
PITTSFIELD	51P	P-10-048	P10048-51P-MUN-BRI	JAN 23, 2019

PHOTOS

Photo 7: **Beam B3, west elevation, looking south (from North Abutment). Note: Laminated rust with section loss on beam.**

Photo 8: **Beam B5, east elevation near South Abutment. Note: Two (2) perforations at web.**

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
PITTSFIELD	51P	P-10-048	P10048-51P-MUN-BRI	JAN 23, 2019

PHOTOS

Photo 9: **Beam B6, west elevation near mid-span, looking northeast. Note: Two (2) big perforations at web.**

Photo 10: **Beam B7, west elevation near mid-span, looking northeast. Note: Two (2) perforations in the web.**

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
PITTSFIELD	51P	P-10-048	P10048-51P-MUN-BRI	JAN 23, 2019

PHOTOS

Photo 11: **Beam B8, west elevation, looking south (from mid-span). Note: Small perforations throughout the web.**

Photo 12: **Beam B10, east top flange at 90" from North Abutment. Note: 100% section loss for 4" long x up to 1-1/4" wide on top flange.**

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
PITTSFIELD	51P	P-10-048	P10048-51P-MUN-BRI	JAN 23, 2019

PHOTOS

Photo 13: Close up view of flange loss noted in Photo #12.

Photo 14: Beam B14, west elevation over North Abutment. Note: Two (2) perforations at web end.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
PITTSFIELD	51P	P-10-048	P10048-51P-MUN-BRI	JAN 23, 2019

PHOTOS

Photo 15: **Beam B16, west elevation over North Abutment. Note: Perforation at web base.**

Photo 16: **Beam B16, west elevation starting at 104" from North Abutment. Note: 17" long x up to 1-1/4" high perforation at top of web.**

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
PITTSFIELD	51P	P-10-048	P10048-51P-MUN-BRI	JAN 23, 2019

PHOTOS

Photo 17: Beam B18, east elevation near South Abutment. Note: Perforation on web.

Report Date: March 8, 2019

State Information

BDEPT#= P10048 Agency Br.No.
Town= Pittsfield L.O.
B.I.N= 51P AASHTO= 034.5
RANK= 0 H.I.= NA FHWA Select List= N (6/21/17)

Identification

(8) Structure Number	P1004851PMUNBRI
(5) Inventory Route	151000000
(2) State Highway Department District	01
(3) County Code 003 (4) Place code	53960
(6) Features Intersected	**WATER ONOTA BROOK**
(7) Facility Carried	**HWY PECKS RD**
(9) Location	100' N. OF ONOTA ST
(11) Kilometerpoint	0000.000
(12) Base Highway Network	Y
(13) LRS Inventory Route & Subroute	000000000000
(16) Latitude	42 DEG 28 MIN 16.83 SEC
(17) Longitude	73 DEG 15 MIN 31.03 SEC
(98) Border Bridge State Code	Share %
(99) Border Bridge Structure No. #	

Structure Type and Material

(43) Structure Type Main: Steel Code 302
Stringer/Girder Jointless bridge type: Not applicable
(44) Structure Type Appr:
Other Code 000
(45) Number of spans in main unit 001
(46) Number of approach spans 0000
(107) Deck Structure Type - Concrete Cast-in-Place Code 1
(108) Wearing Surface / Protective System:
A) Type of wearing surface - Bituminous Code 6
B) Type of membrane - None Code 0
C) Type of deck protection - None Code 0

Age and Service

(27) Year Built	1915
(106) Year Reconstructed	0000
(42) Type of Service: On - Highway-Ped	
Under - Waterway Code	55
(28) Lanes: On Structure 02 Under structure	00
(29) Average Daily Traffic	003959
(30) Year of ADT 2016 (109) Truck ADT	06 %
(19) Bypass, detour length	002 KM

Geometric Data

(48) Length of maximum span	0006.0 M
(49) Structure Length	00006.6 M
(50) Curb or sidewalk: Left 01.7 M Right	00.0 M
(51) Bridge Roadway Width Curb to Curb	008.7 M
(52) Deck Width Out to Out	012.0 M
(32) Approach Roadway Width (w/shoulders)	009.1 M
(33) Bridge Median - No median Code	0
(34) Skew 43 DEG (35) Structure Flared	N
(10) Inventory Route MIN Vert Clear	99.99 M
(47) Inventory Route Total Horiz Clear	09.1 M
(53) Min Vert Clear Over Bridge Rdwy	99.99 M
(54) Min Vert Underclear ref N	00.00 M
(55) Min Lat Underclear RT ref N	00.0 M
(56) Min Lat Underclear LT	00.0 M

Navigation Data

(38) Navigation Control - No navigation control on waterway Code 0
(111) Pier Protection Code
(39) Navigation Vertical Clearance 000.0 M
(116) Vert-lift Bridge Nav Min Vert Clear M
(40) Navigation Horizontal Clearance 0000.0 M

Classification

		Code
(112) NBIS Bridge Length		N
(104) Highway System		N
(26) Functional Class -	Urban Collector	17
(100) Defense Highway		0
(101) Parallel Structure		N
(102) Direction of Traffic -	2-way traffic	2
(103) Temporary Structure		Y
(105) Federal Lands Highways		0
(110) Designated National Network		N
(20) Toll -	On free road	3
(21) Maintain -	City/Municipal Highway A	04
(22) Owner -	City/Municipal Highway A	04
(37) Historical Significance	undetermined	

Condition

	Code
(58) Deck	4
(59) Superstructure	4
(60) Substructure	6
(61) Channel & Channel Protection	6
(62) Culverts	N

Load Rating and Posting

		Code
(31) Design Load -	Unknown	0
(63) Operating Rating Method -	Allowable Stress (AS)	2
(64) Operating Rating		00.0
(65) Inventory Rating Method -	Allowable Stress (AS)	2
(66) Inventory Rating		00.0
(70) Bridge Posting		0
(41) Structure -	Open with shoring	D

Appraisal

	Code
(67) Structural Evaluation	2
(68) Deck Geometry	4
(69) Underclearances, vert. and horiz.	N
(71) Waterway adequacy	7
(72) Approach Roadway Alignment	8
(36) Traffic Safety Features	0 0 0 0
(113) Scour Critical Bridges	6

Inspections

(90) Inspection Date 01/30/18 (91) Frequency 12 MO
(92) Critical Feature Inspection: (93) CFI DATE

(A) Fracture Critical Detail	N	00	MO A)	00/00/00
(B) Underwater Inspection	N	00	MO B)	00/00/00
(C) Other Special Inspection	Y	12	MO C)	01/23/19
(*) Other Inspection ()	N	00	MO *)	00/00/00
(*) Closed Bridge	N	00	MO *)	00/00/00
(*) UW Special Inspection	N	00	MO *)	00/00/00
(*) Damage Inspection			MO *)	00/00/00

Rating Loads

Report Date 00/00/00	H20	Type 3	Type 3S2	Type HS
Operating	0.0	0.0	0.0	0.0
Inventory	0.0	0.0	0.0	0.0

Field Posting

Status Posting Date 00/00/00

	2 Axle	3 Axle	5 Axle	Single
Actual				
Recommended				

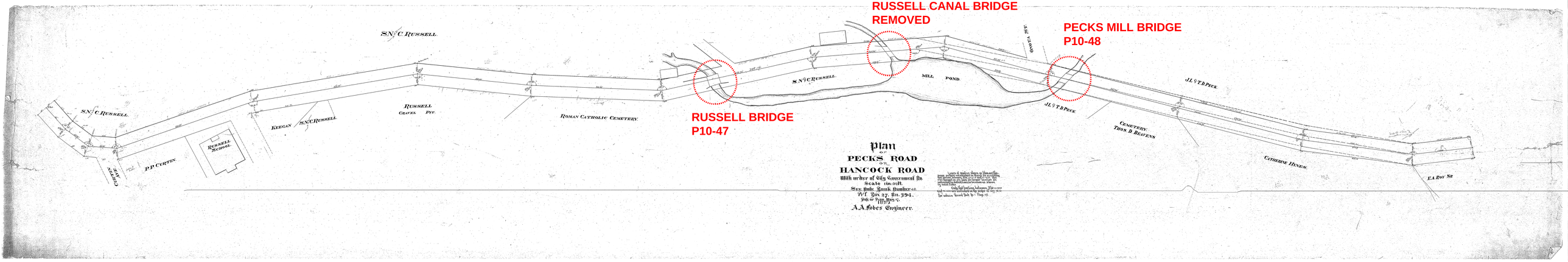
Missing Signs N

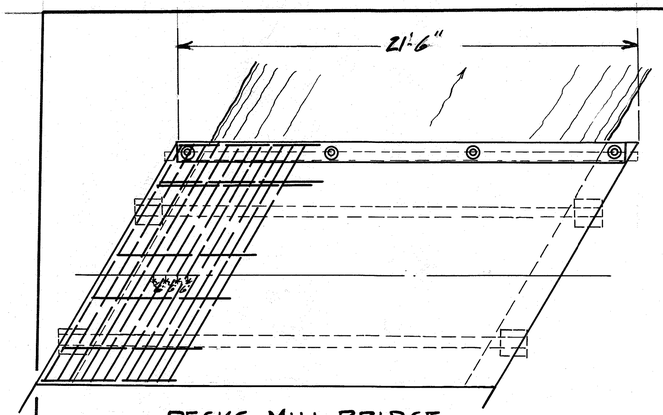
Misc.

Bridge Name
N Anti-missile fence N Acrow Panel N Jointless Bridge
Freeze/Thaw N : Not Applicable

Accessibility (Needed/Used)

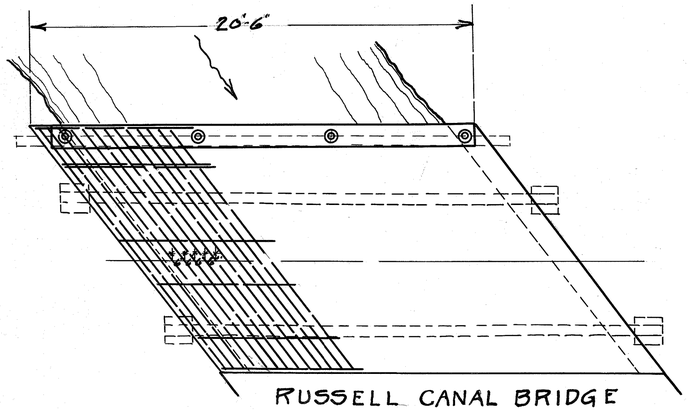
N / N Liftbucket	N / N Rigging	N / N Other
N / N Ladder	N / N Staging	
N / N Boat	N / N Traffic Control	
Y / Y Wader	N / N RR Flagperson	Inspection Hours: 096
N / N Inspector 50	N / N Police	


RUSSELL CANAL BRIDGE
REMOVED
PECKS MILL BRIDGE
P10-48
RUSSELL BRIDGE
P10-47
S N C RUSSELL
S N C RUSSELL
S N C RUSSELL
S N C RUSSELL
KEEGAN
RUSSELL
GRAVEL PIT
ROMAN CATHOLIC CEMETERY
MILL POND
J L & T B PECK
J L & T B PECK
CEMETERY
THOS D BEAVENS
CATHERINE HENNES
E A ROY SR
P P CURTIN
RUSSELL SCHOOL
Plan
of
PECKS ROAD
or
HANCOCK ROAD
With order of City Government No.
Scale 100 feet.
Sec. Pub. Bank Number 48.
Pet. Bin 27. Bin. 394.
Feb 27 1894.
A.A. Jones Engineer.



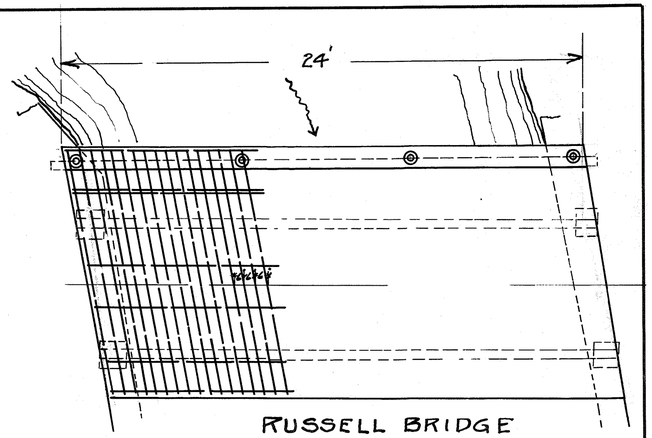
PECKS MILL BRIDGE

P10-48



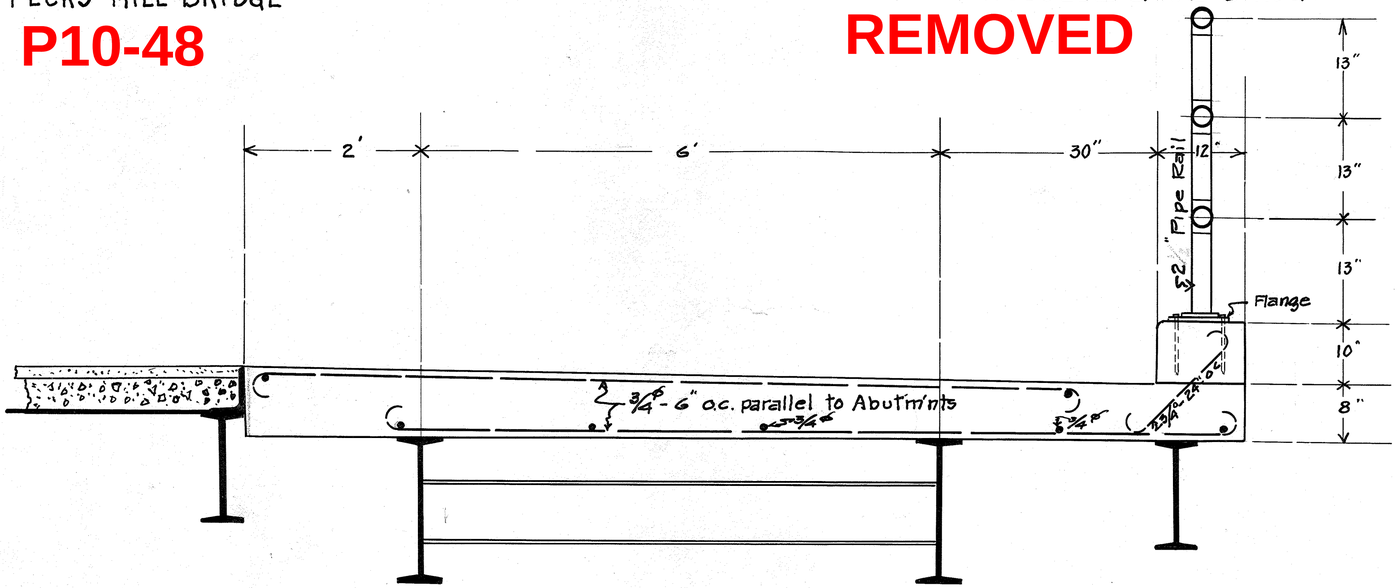
RUSSELL CANAL BRIDGE

REMOVED



RUSSELL BRIDGE

P10-47



SECTION- ALL BRIDGES

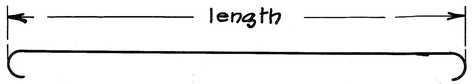
CITY OF PITTSFIELD

PROPOSED EXTENSIONS

OF

PECK'S ROAD BRIDGES

Scale 1/4" = 1' July 17, 1934



FOR RUSSELL BRIDGE

48 Bars as above 9'-7" long
48 " " " 9'-10" long
13 " " " 18" long
14 " straight 14' long

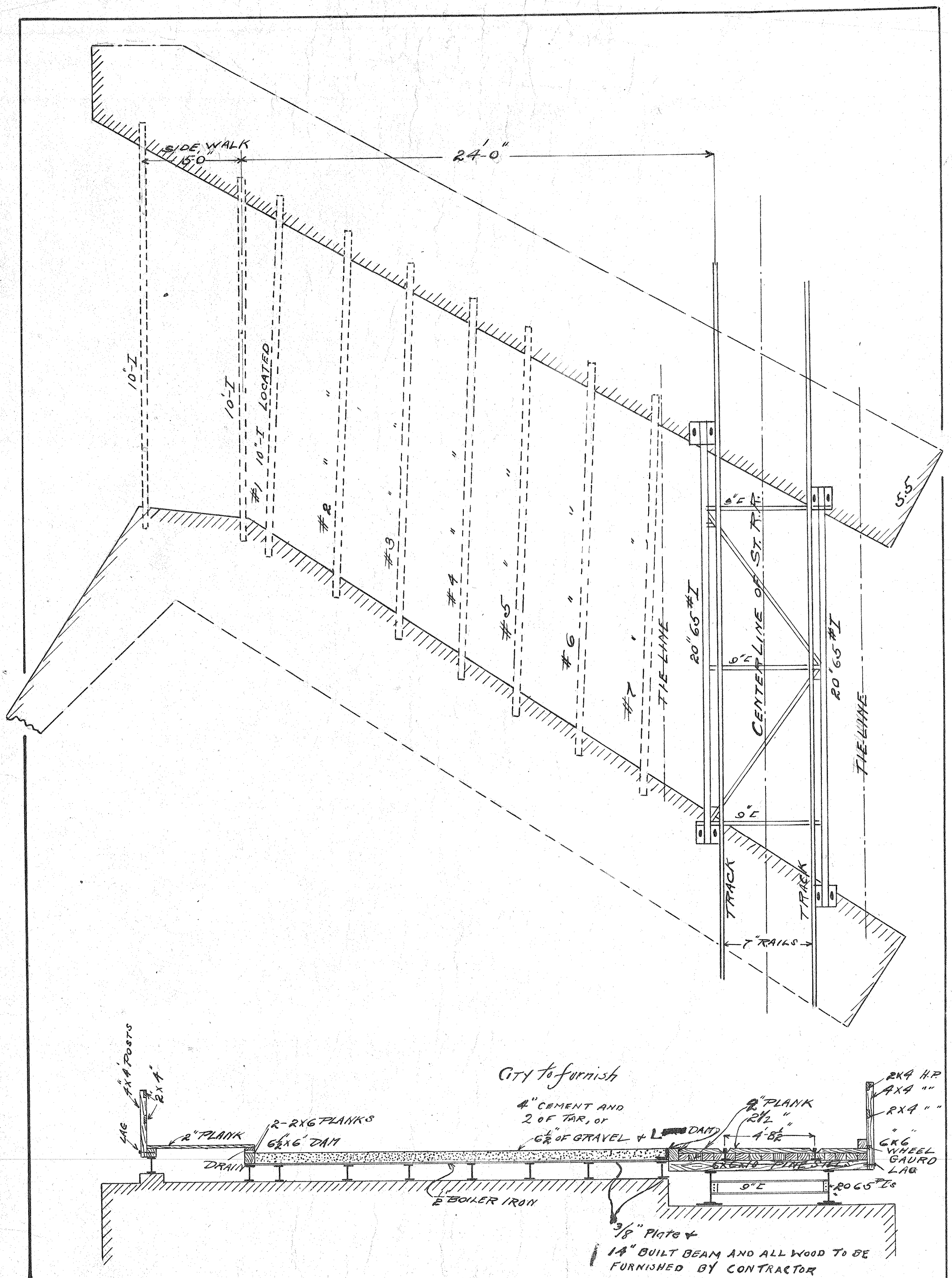
FOR CANAL BRIDGE

43 Bars as above 12'-2" long
43 " " " 12'-6" long
13 " " " 18" long
14 " straight 12' long

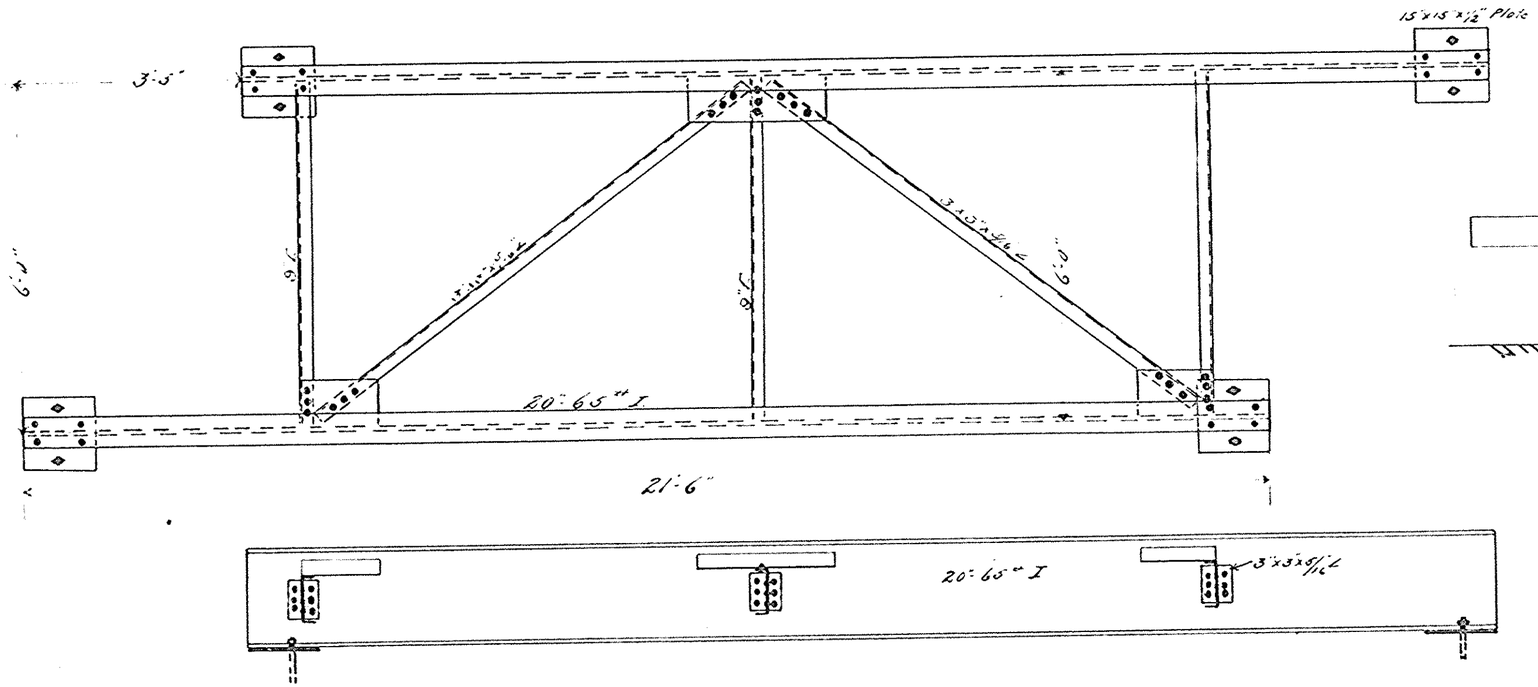
FOR PECKS MILL BRIDGE

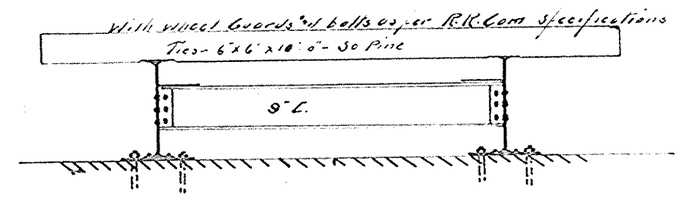
45 Bars as above 10'-11" long
45 " " " 11'-2" long
12 " " " 18" long
14 " Straight 12' long

All to be of 3/4" ø deformed steel



BRIDGE NEAR PECKS LOWER MILL
PITTSFIELD MASS
FOR THE PITTFIELD ST. RY CO
HENRY L. NORTON ENGR & CONT.
SPRINGFIELD MASS.
MAY 1905 SCALE 1/4"=1'-0"





Bridge for Pittsfield Elec. St. Ry. Co.
over
West Br. Housatonic River, near Pecks lower Mill.

Pecks Road - Pittsfield, Mass.

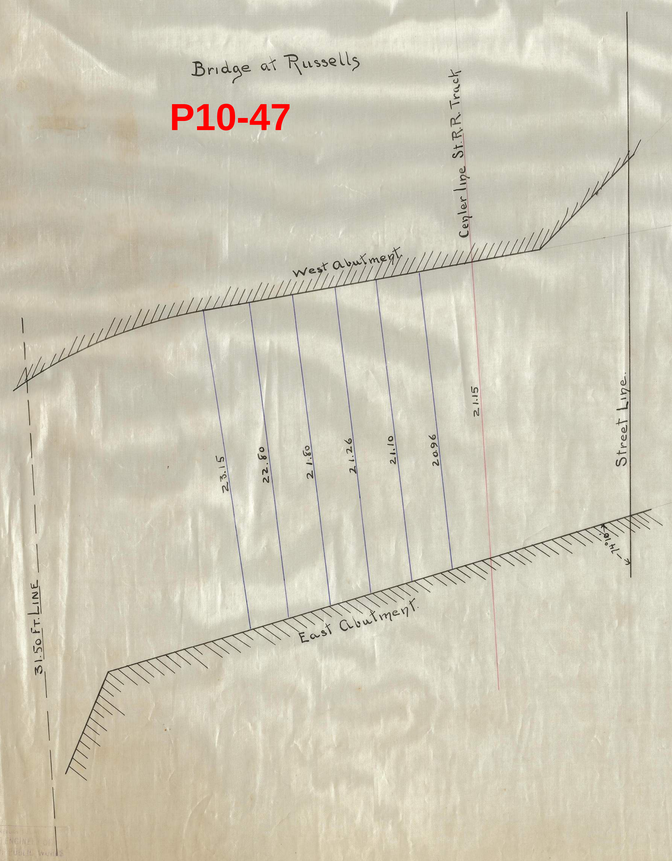
Jan. 1905 Scale 1/2" = 1'-0"

H.L. Norton Contractor

Scale 1 in = 4 ft.

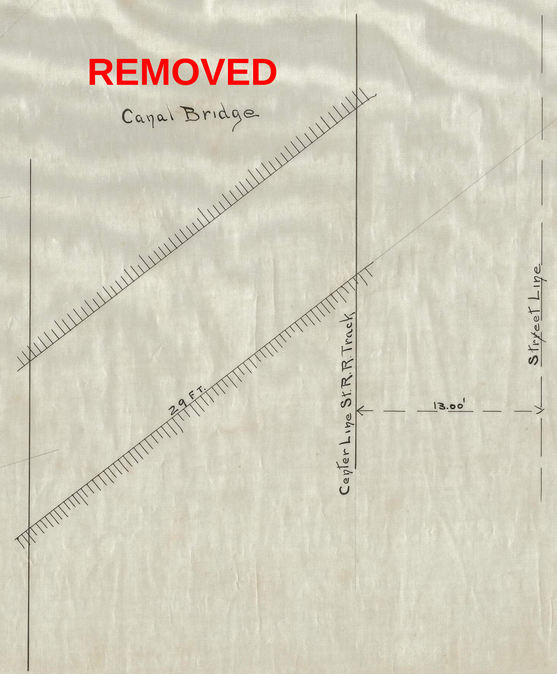
Bridge at Russells

P10-47



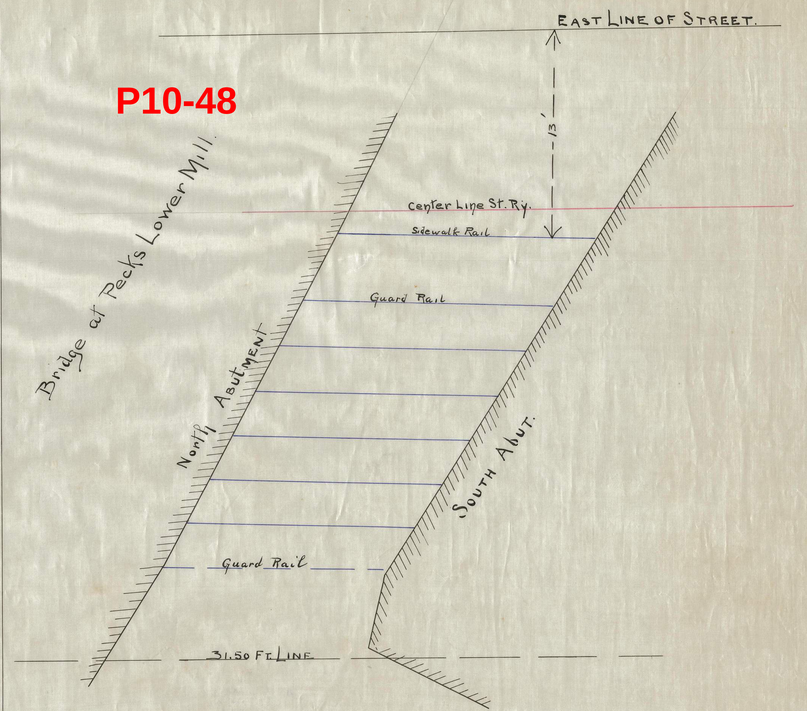
REMOVED

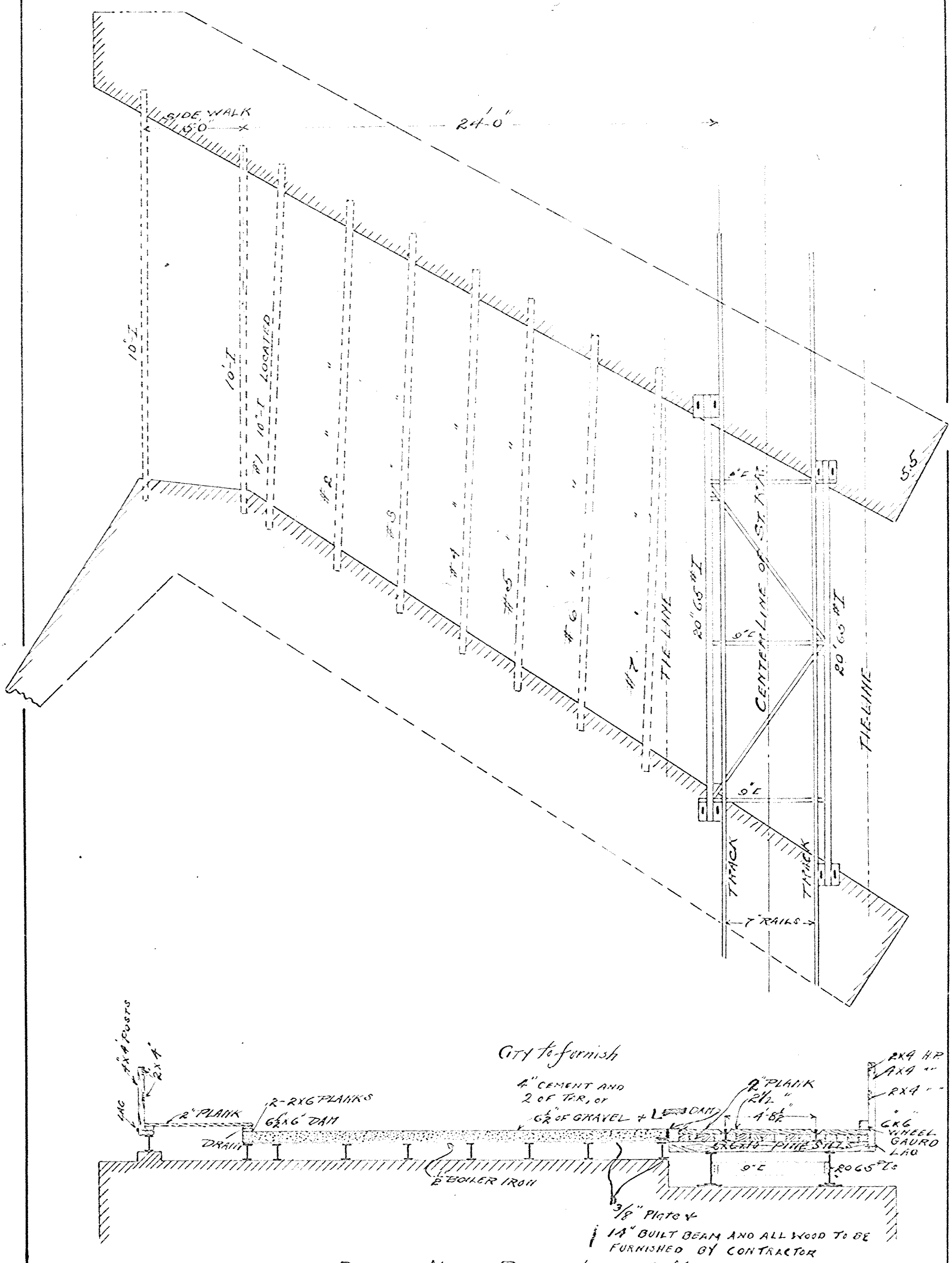
Canal Bridge



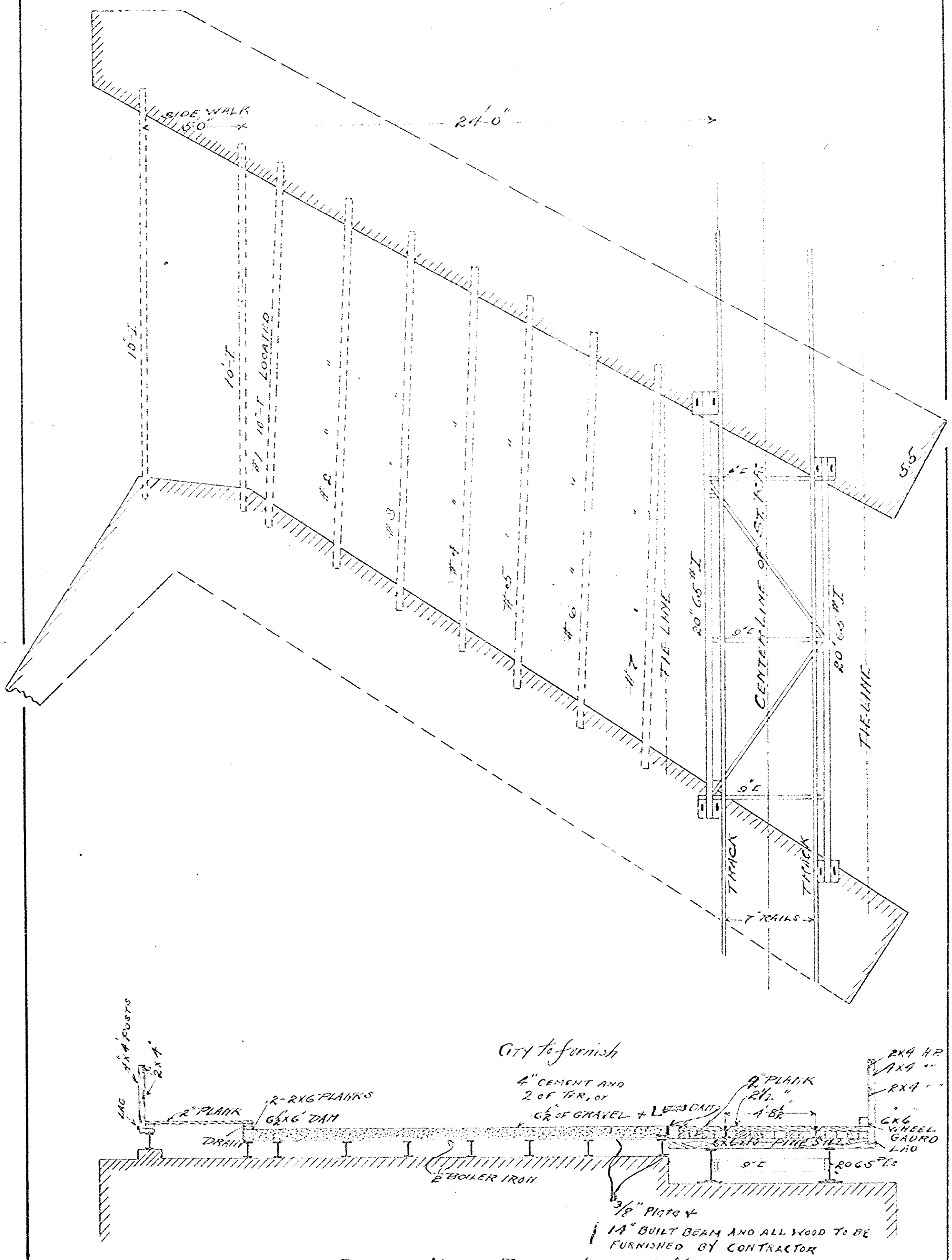
P10-48

Bridge at Pecks Lower Mill





BRIDGE NEAR PECKS LOWER MILL
PITTSFIELD MASS
FOR THE PITTFIELD ST. RY CO
HENRY L. MORTON ENGR & CONT.
SPRINGFIELD MASS.
MAY 1905 SCALE 1/4" = 1'-0"



BRIDGE NEAR PECKS LOWER MILL
PITTSFIELD MASS
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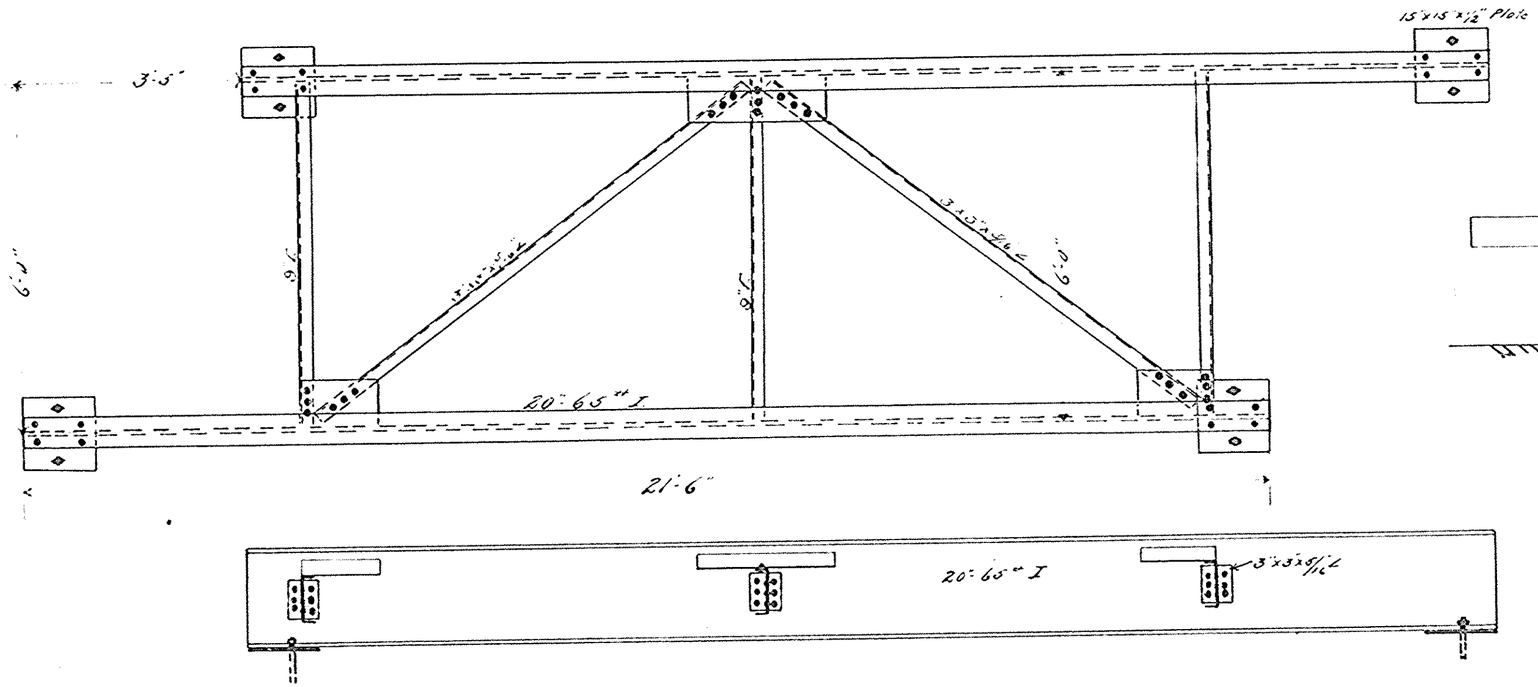

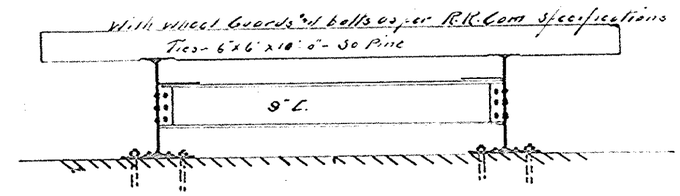

Bridge for Pittsfield Elec. St. Ry. Co.
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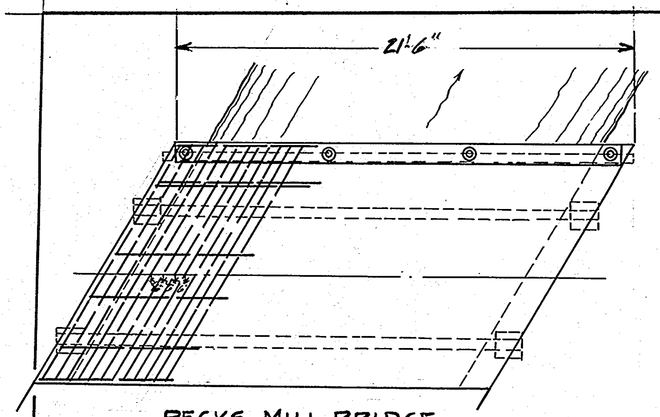
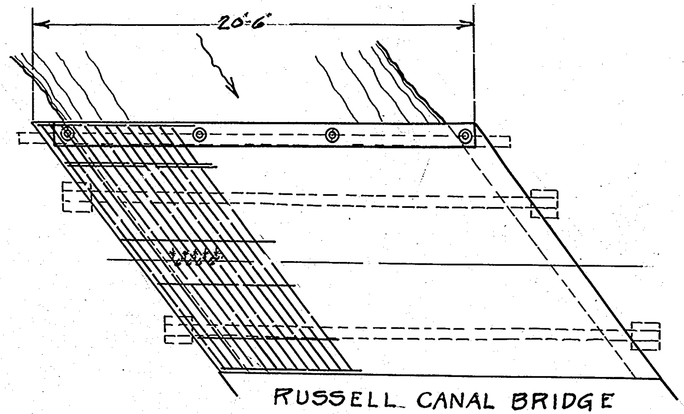
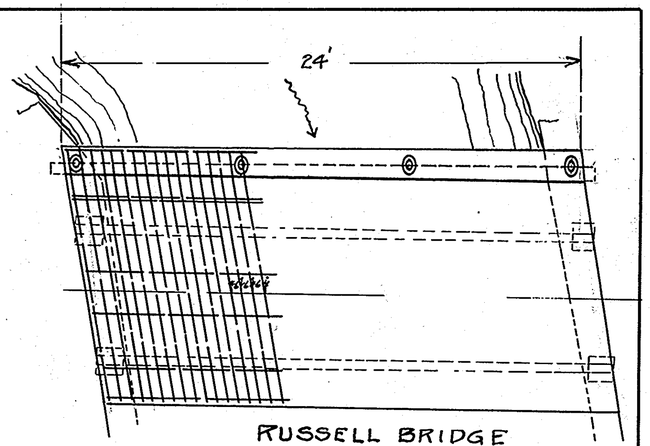


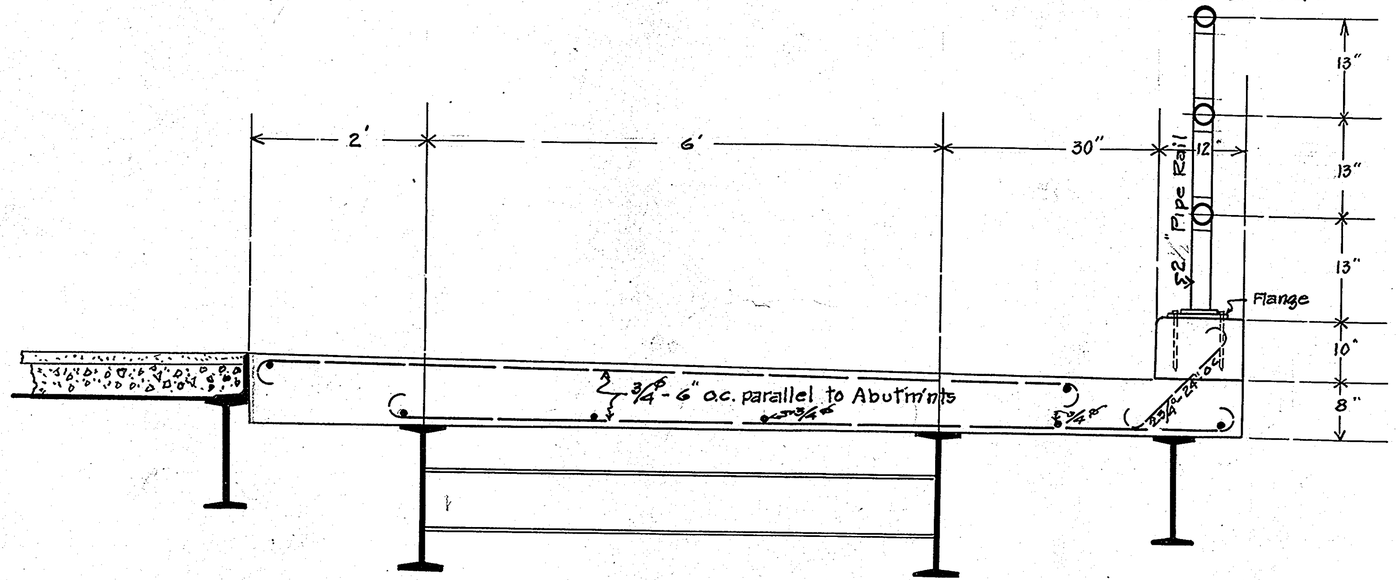
PECKS MILL BRIDGE



RUSSELL CANAL BRIDGE



RUSSELL BRIDGE

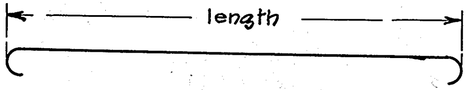


SECTION- ALL BRIDGES

CITY OF PITTSFIELD
PROPOSED EXTENSIONS
OF
PECK'S ROAD BRIDGES

Scale ¼"=1" = 1'

July 17, 1934



FOR RUSSELL BRIDGE

48 Bars as above 9'-7" long
48 " " " 9'-10" long
13 " " " 18" long
14 " straight 14' long

FOR CANAL BRIDGE

43 Bars as above 12'-2" long
43 " " " 12'-6" long
13 " " " 18" long
14 " straight 12' long

FOR PECKS MILL BRIDGE

48 Bars as above 10'-11" long
48 " " " 11'-2" long
12 " " " 18" long
14 " Straight 12' long

All to be of ¾"φ deformed steel