

Appendix A

Sample Inspection Report

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**PORT AUTHORITY OF ALLEGHENY COUNTY
PITTSBURGH, PENNSYLVANIA**

**REPORT ON THE
INITIAL NBIS INSPECTION
OF
CHARTIERS CREEK BRIDGE**

BMS No. 02 7421 0000 9061

Submitted By:

Michael Baker Jr., Inc.
Airport Office Park, Building 3
Coraopolis, Pennsylvania
15108

September, 2000

STRUCTURE B.M.S. NUMBER: 02 7421 0000 9061

BRIDGE NAME: Chartiers Creek Bridge

LOCATION: Crafton, Pennsylvania

INSPECTION DATE: June 23, 2000

INSPECTED BY: Michael Baker Jr., Inc.
Patrick A. Leach, P.E.
Charles L. Molnar

PREPARED FOR: Port Authority of Allegheny County

PREPARED BY: Michael Baker Jr., Inc.
Written By: Joseph E. Salvadori, E.I.T.
Reviewed By: Raymond A. Hartle, P.E.

PORT AUTHORITY AGREEMENT NUMBER: 92-08

OWNER OF BRIDGE: Port Authority of Allegheny County

COST INFORMATION:

Inspection & Report	\$3,108.00
Rigging	\$1,560.00
Traffic Control	\$ 0
Railroad	\$ 0
Insurance	\$ 0

DATE SUBMITTED: September, 2000



Raymond A. Hartle

Raymond A. Hartle

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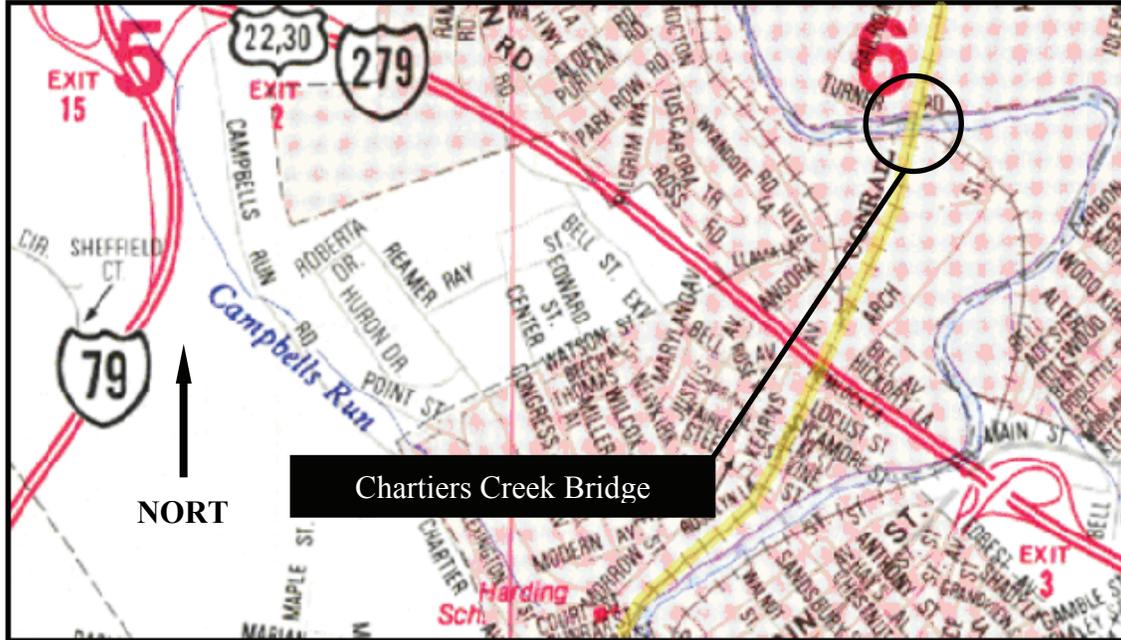
IV Structural Analysis

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- BMS Forms D-491's (*Note – Not included in this example.*)

Chartiers Creek Bridge



Location Map
(No Scale)

**REPORT ON THE INITIAL NBIS INSPECTION
OF
CHARTIERS CREEK BRIDGE**

PORT AUTHORITY OF ALLEGHENY COUNTY

II. INTRODUCTION:

- Location

Located in the Borough of Crafton, the Chartiers Creek Bridge carries two (2) lanes of the Port Authority of Allegheny County's West Busway over Chartiers Creek, and the Pittsburgh Industrial Railroad, Inc.

- Year Built

The approximate date of the original construction of the Chartiers Creek Bridge is 1948. The structure was built by the Pennsylvania Railroad Company. Rehabilitation was completed in July 1997.

- Load Posting

None required.

- Description

The Chartiers Creek Bridge is a three (3) span, non-composite, riveted and bolted built-up plate girder bridge with a total length of 253' - 11" (see photo no. 1). The 3 spans consist of one (1) main simple span 124'-0", one (1) simple south end span 55'-3", and one (1) simple north end span 68'-3" long. The span lengths are measured between centerline of bearings. The skew angle measured between the centerline of the abutment and West Busway is 90°. There are AT&T conduits mounted under the deck, and light poles mounted on top of the concrete parapets (see photo no.'s 8 & 2, respectively).

Chartiers Creek Bridge

The superstructure consists of four girders spaced at 7'-0" – 6'-0" – 7'-0" on centers, are laterally restrained with angle cross framing, and support an 8 1/2" reinforced concrete deck. The deck thickness includes a 1/2" integral-wearing surface. The deck measures 28'-0" between the reinforced concrete parapets present on both sides of the structure. Galvanized stay-in-place deck forms are present on the underside of the deck (see photo no. 8).

Span 1 girders are made up of a 5'-11" deep by 1/2" thick web plates, and 18" wide by 3/4" thick top and bottom flange plates (see photo no. 8). The main span consists of a 10'-4 1/2" deep by 1/2" thick web plate, and top and bottom flange plates varying from 20" wide by 7/8" thick, to 20" wide by 1" thick (see photo no. 9). Span 3 girders are made up of a 6'-10 1/2" deep by 1/2" thick web plate, and 18" wide by 3/4" and 7/8" thick top and bottom flange plates (see photo no. 10). New knee brackets, bolted to the fascia girders, measure 4'-9" wide, from the centerline of existing fascia girders to the centerline of the new W24x55 fascia stringers, with 1/2" thick web plates, and 6" wide by 1/2" thick top and bottom flange plates (see photo no. 4). Lateral bracing and diaphragms consist of angles, and angle x-bracing, respectively. Laminated elastomeric bearing pads are present at the girder ends.

The main span vertical underclearance, from the existing concrete channel bottom, at the centerline of the railroad measures 60'-9" and 36'-7" in span 1.

Gravity type substructures consist of a combination of original stone construction with newly constructed reinforced concrete abutment backwalls and pier caps (see photo no.'s 4 to 7).

Chartiers Creek Bridge

III. INSPECTION FINDINGS:

Michael Baker Jr., Inc. performed this initial inspection, which follows NBIS procedures, on June 23, 2000, via a UB-40 underbridge inspection crane. In general, the structure was in good condition with a few minor problems. Several conduits at the south abutment and in span 1 have severely buckled segments, and broken couplers and/or adapters (see photo no.'s 12 & 13). In addition, a conduit in span 3 is split and leaking water (see photo no. 14). These problems are due to the junction boxes being allowed to fill with rainwater during construction.

Approach

The north and south approach roadway and slabs are newly constructed with no deficiencies noted.

Deck

No deficiencies noted – new construction (see photo no. 11). All PennDOT Type 1 scuppers are in excellent condition. A few scuppers exhibit minor debris accumulation but are fully functional (see photo no. 15). Random hairline (< 0.01”) shrinkage cracks along the length of the concrete parapets are present (see photo no. 16). Deck expansion joints consist of strip seals in good condition with minor debris accumulation (see photo no. 17).

Superstructure

The superstructure has no visible structural deficiencies. Girders, fascia stringers, knee brackets, and lateral bracing are newly painted. The paint shows no visual defects, but the girders and bracing exhibit evidence of prior minor section loss and member pitting. Fascia stringers and knee brackets are in new condition with no deficiencies noted (see photo no. 4). Diaphragms are in good condition, but show areas of freckled surface rust under the broken

Chartiers Creek Bridge

conduit in span 1. Approximately 50% of lateral bracing connections between girders 3 & 4, in span 2, were not painted with final paint coat (see photo no. 18). Laminated elastomeric bearing pads are functioning properly with no problems noted.

Substructure

The north and south abutments are in good condition, with a few minor problems noted. Both abutments have newly constructed reinforced concrete backwalls, bridge seats, and wingwalls with no visual deficiencies noted (see photo no.'s 4 & 5). The stem tops consist of new reinforced concrete construction, also with no visual deficiencies noted, and are attached to the existing stone masonry bases. Some locations of the stone masonry show minor cracking and loosening of mortar.

Piers 1 & 2 are in good condition with minor cracking and loosening of mortar on the existing stone masonry portion of the stems. The bridge seats, caps, and stem tops are newly constructed reinforced concrete with no visual deficiencies noted (see photo no.'s 6 & 7).

Chartiers Creek Bridge



Photo No. 1 General Elevation (Upstream)



Photo No.2 South Approach (near)

Chartiers Creek Bridge



Photo No.3 North Approach (far)



Photo No.4 South Abutment (near) - Elevation

Chartiers Creek Bridge



Photo No.5 North Abutment (far) - Elevation



Photo No.6 Pier 1 - North Face (Looking South)

Chartiers Creek Bridge



Photo No.7 Pier 2 - North Face (Looking South), note electrical lines



Photo No.8 General Underside View – Span 1

Chartiers Creek Bridge



Photo No.9 General Underside View – Span 2



Photo No. 10 General Underside View – Span 3

Chartiers Creek Bridge



Photo No. 11 General Deck View



Photo No. 12 Conduit, Span 1 – note longitudinal crack/split

Chartiers Creek Bridge

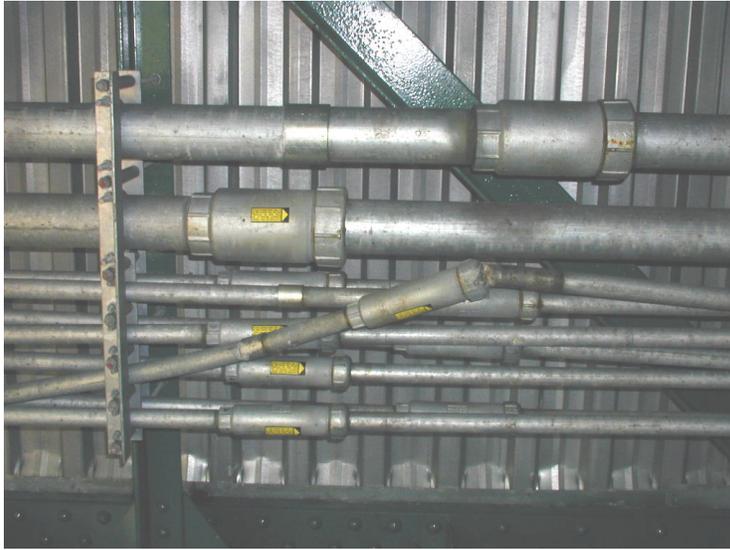


Photo No. 13 Conduit and Couplers, Span 1 – note bend in conduit, and coupler separation



Photo No.14 Conduit , Span 3 – note conduit is split and leaking water

Chartiers Creek Bridge



Photo No. 15 Typical PennDOT Type 1 Scupper



Photo No.16 Typical parapet crack

Chartiers Creek Bridge

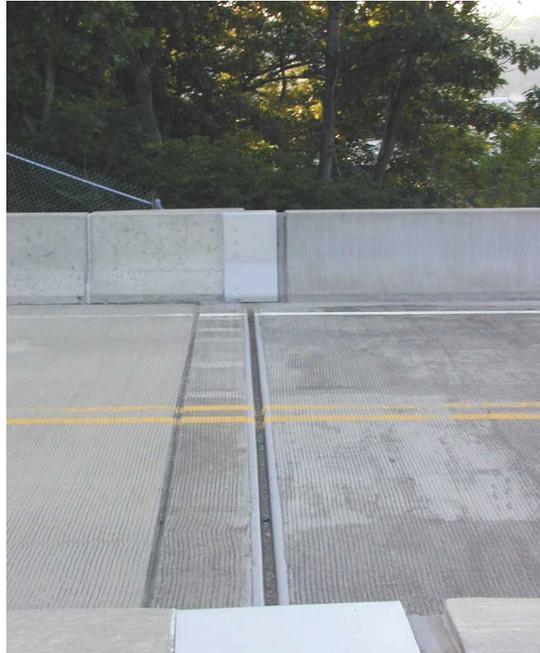


Photo No. 17 Strip Seal at North Abutment (typ.) – note minor debris accumulation



Photo No. 18 Lateral bracing connection between beam #3 and #4, in span 2 – note no final paint coat, and rust freckles

Chartiers Creek Bridge

IV. STRUCTURAL ANALYSIS:

Bridge Load Ratings (Tons)

LOAD FACTOR	H	HS	ML	P
Inventory w/o F.W.S	115	159	152	---
Inventory w/ F.W.S	112	155	148	---
Operating w/o F.W.S	191	265	253	346
Operating w/ F.W.S	187	259	247	338

Note: 1) Critical rating is for a beam controlled by shear in span 3
 2) Due to no analysis being performed as part of the inspection, the above table is reproduced from contract drawings.

V. RECOMMENDATIONS AND COST ESTIMATE:

Repairs

Item	Estimated Quantity	Unit Cost	Total Cost
Drain junction boxes, and conduits filled with water. Repair bent conduits, and broken couplers/adapters.	N/A	Lump Sum	\$5,000.00
Paint locations requiring final paint coat between girders 3 & 4 in span 2.	20 SF	Lump Sum	\$1,000.00

TOTAL COST \$6,000.00

Note: The above costs are only for the items listed and do not include additional costs which would be incurred when the work is performed, such as mobilization, maintenance and traffic protection, engineering, etc.

Site Data

BRIDGE MANAGEMENT SYSTEM
BRIDGE INSPECTION REPORT

BMS Updated by _____ Date _____

A01 | **0** | **2** | **7** | **4** | **2** | **1** | **0** | **0** | **0** | **0** | **9** | **0** | **6** | **1** | **C05** Structure Type (Dept.)
Main **STL. RIVETED I-BEAM** | **1** | **9** | **1** | **1** | **0**

CHARTIERS CREEK BRIDGE Over **CHARTIERS CREEK** Approach _____

Inspection Date **E06** | **0** | **6** | **2** | **3** | **0** | **0** Name of Consultant and/or Inspectors **E12** | **M** | **I** | **C** | **H** | **A** | **E** | **L** | **B** | **A** | **K** | **E** | **R** | **J** | **R.** | **I** | **N** | **C.**

Inspection Type **E07** | **1** Inspected by **E08** | **8** Hired by **E13** | **8** Time started **7:30 A.M.** Weather Conditions: Temp: **84**

CRAFTON Time completed **4:30 P.M.** **MOSTLY SUNNY**

City Borough Township

Optional Reminder:
Check boxes if Maintenance Activities are needed -->

Bridge Signing Verification

BMS Item	Type of Sign	Required Sign	SIGNING IN FIELD				Comments
			Near Advance	Bridge Site		Far Advance	
				Near	Far		
D15	Bridge Weight Limit	N/A T					NONE POSTED
D15	Except Combination	N/A T					
D14	One Truck at a Time	Yes / (No)					
B22/B23	Vert. Clearance - On	N/A					See Sketch
B22/B23	Vert. Clearance - Und	N/A					See Sketch
	One Lane Bridge	Yes / (No)	(Opt)			(Opt)	
	Narrow Bridge	Yes / (No)	(Opt)			(Opt)	
	Hazard Clearance	Yes / (No)					
	Other						
(Opt)	Other						

Key --> OK: Signs properly installed M: Signs missing D: Signs damaged / incorrect New Wearing Surface Under Bridge: YES NO

Notes

Vert. Clear. Sign **On Feature:** **B01** = **B31** = **Under Feature:** **B01** = **B31** =

E26 Underclearance Appraisal **5** Controlling: Lateral **12'-2"** Vertical **36'-7"**

E28-A Traffic Safety Features (Subfields shown vertically) Posted Speed Limit _____ mph

6 Bridge Railing **PARAPET - JERSEY BARRIER. (GOOD CONDITION - MINOR CRACKING THROUGHOUT)**

8 Transition **PARAPET EXTENSIONS.**

8 Approach Guiderail **ON RIGHT - CONTINUOUS NJ BARRIER - GOOD. W-BEAM AND STL. POSTS ON NEAR LT. AND FAR LT.**

6 Approach Rail Ends **FLARED AND TURNED DOWN W-BEAM ON NEAR LT. AND FAR LT.**

E28 Approach Alignment **8** **NO SPEED REDUCTION. GOOD SIGHT DISTANCE.**

E15 Approach Roadway **8** **NEW PAVEMENT GOOD CONDITION.**

Pavement **GOOD**

Drainage **GOOD (ALL NEW CONSTRUCTION)**

Shoulders **GOOD**

E14 Approach Slab **8** **NEW CONSTRUCTION.**

Bump at Bridge Yes No

C19 Relief Joint **1**

Bridge 1 Data

Inspection Date

(DEC 1996)

A01	0	2	7	4	2	1	0	0	0	0	9	0	6	1	E06	0	6	2	3	0	0
-----	---	---	---	---	---	---	---	---	---	---	---	---	---	---	-----	---	---	---	---	---	---

For Non-State Roadways

B01	B27	B28	B30A
Ref	ADT	ADT YR	ADTT %

For State highways, data from RMS will be used.

E25 Deck Geometry 6 Table _____ Controlling Values: B27 / B34 / B22 _____ A31 / A31 / B18 _____

Design Exception granted ? _____

E16 Deck Wearing Surface 9 NEW CONSTRUCTION (CONCRETE INTEGRAL)

C10 Wearing Surface Type 1 0 1 C10A Wearing Surface Thickness 0 5

E17 Deck 9 Estimated Spall or Delamination _____ % Est. Chloride Content _____

Top EXCELLENT CONDITION - NEW CONSTRUCTION.

Underside STAY IN PLACE FORMS (NO RUSTING NOTED) GALVANIZED AND IN GOOD CONDITION.

Exp Joint No. 4 C22 Exp Jt Types M B G

GOOD CONDITION - SOME MINOR DIRT BUILD UP. (STRIP SEALS)

Deck Drainage GOOD - SOME SCUPPERS HAVE DEBRIS BUT NOT IN THE DOWNSPOUT.

E18 Superstructure 7 See Sheet _____ for Additional Details. Form 491-J attached for FCM details Yes/No

Girders / Beams GOOD CONDITION - SUPERSTRUCTURE HAS BEEN RECONSTRUCTED FOR NEW BUSWAY BRIDGE. NEW PAINT/COATING OVER PREVIOUS PITTING/MORE SECTION LOSS. ALSO, SOME AREAS OVER LIGHT SURFACE RUST ON BOTTOM FLANGE. (THROUGHOUT)

Floorbeams N/A

Stringers NEW (FASCIA STRINGERS) W24 X 55 EXCELLENT CONDITION.

Diaphragms GOOD CONDITION. FEW AREAS OF FRECKLED SURFACE RUST UNDER BROKEN CONDUIT IN SPAN 1.

Truss Members N/A

Portals / Bracing FEW AREAS OF FRECKLED SURFACE RUST UNDER BROKEN CONDUIT IN SPAN 1. SEVERAL AREAS BETWEEN G3 AND G4 IN SPAN 2 WERE NOT PAINTED WITH FINAL COAT.

Bearings GOOD CONDITION. (LAMINATED ELASTOMERIC)

Drainage System (Below Deck) EXCELLENT CONDITION. (TYPE 1 SCUPPERS)

Abutment Data

Inspection Date

A01	0	2	7	4	2	1	0	0	0	0	9	0	6	1	E06	0	6	2	3	0	0
-----	---	---	---	---	---	---	---	---	---	---	---	---	---	---	-----	---	---	---	---	---	---

E20 Substructure **7** Details on Sheet _____

NAB - Near Abutment (Use same notation as W09)

Backwall GOOD CONDITION - NEW CONSTRUCTION. 

Bridge Seats GOOD CONDITION - NEW CONSTRUCTION. VERY MINOR DEBRIS. 

Cheekwalls _____ 

Stem GOOD CONDITION - NEW CONCRETE CONSTRUCTION AT TOP ON EXISTING STONE MASONRY BASE. SOME LOCATIONS HAVE MINOR CRACKING AND LOOSENING OF MORTAR. 

Wings GOOD CONDITION - NEW CONSTRUCTION. 

Footing NOT VISIBLE. 

Piles NOT VISIBLE.

Scour / Undermine Yes No See Details on Form _____ Sheet _____

ABUTMENT IS NOT IN CHANNEL. ALSO, CHANNEL IS CONCRETE LINED.

Settlement NONE NOTED. 

Embank-Slope-Wall GOOD CONDITION - HEAVY VEGETATION. 

Wall Drainage _____ 

FAB - Far Abutment (Use same notation as W09)

Backwall GOOD CONDITION - NEW CONSTRUCTION. 

Bridge Seats GOOD CONDITION - NEW CONSTRUCTION. MINOR DEBRIS. 

Cheekwalls _____ 

Stem GOOD CONDITION - SAME AS NEAR ABUTMENT. 

Wings GOOD CONDITION - NEW CONSTRUCTION. 

Footing NOT VISIBLE. 

Piles NOT VISIBLE.

Scour / Undermine Yes No See Details on Form _____ Sheet _____

ABUTMENT IS NOT IN THE CHANNEL.

Settlement NONE NOTED. 

Embank-Slope-Wall HEAVY VEGETATION. 

Wall Drainage _____ 

Pier Data

Inspection Date

A01	0	2	7	4	2	1	0	0	0	0	9	0	6	1	E06	0	6	2	3	0	0
-----	---	---	---	---	---	---	---	---	---	---	---	---	---	---	-----	---	---	---	---	---	---

Substructure (Cont.)

Pier / Bent Number 1 (Use same notation as W09)

Bridge Seats GOOD CONDITION - NEW CONSTRUCTION.

Caps GOOD CONDITION - NEW CONSTRUCTION.

Cheekwalls

Columns/Stems GOOD CONDITION - NEW CONSTRUCTION ON TOP OF EXISTING STONE MASONRY BASE. MINOR CRACKING AND LOOSE MORTAR.

Footings NOT VISIBLE.

Piles NOT VISIBLE.

Scour / Undermine Yes No See Details on Form _____ Sheet _____

NOT IN CHANNEL - CHANNEL IS CONCRETE LINED.

Settlement NONE NOTED.

Pier / Bent Number 2 (Use same notation as W09)

Bridge Seats GOOD CONDITION - NEW CONSTRUCTION.

Caps GOOD CONDITION - NEW CONSTRUCTION.

Cheekwalls

Columns/Stems GOOD CONDITION - SAME AS PIER 1.

Footings NOT VISIBLE.

Piles NOT VISIBLE.

Scour / Undermine Yes No See Details on Form _____ Sheet _____

CHANNEL IS CONCRETE LINED.

Settlement NONE NOTED.

Waterway 2 Data

U.W. Inspection Date

A01	0	2	7	4	2	1	0	0	0	0	9	0	6	1	W01-A					
-----	---	---	---	---	---	---	---	---	---	---	---	---	---	---	-------	--	--	--	--	--

W09 Substructure Unit	W10 Foundation Type	W11 Water Depth	W11-A Observed Scour Rating	W11-B U.W. Insp Performed	W11-C Observed Depth	W11-F Counter- Measures
P 0 2	P	0 0	9	E	0 0 0	

Findings: _____

W09 Substructure Unit	W10 Foundation Type	W11 Water Depth	W11-A Observed Scour Rating	W11-B U.W. Insp Performed	W11-C Observed Depth	W11-F Counter- Measures
F A B	P	0 0	9	E	0 0 0	

Findings: ABUTMENT OUT OF FLOOD PLANE.

W09 Substructure Unit	W10 Foundation Type	W11 Water Depth	W11-A Observed Scour Rating	W11-B U.W. Insp Performed	W11-C Observed Depth	W11-F Counter- Measures

Findings: _____

W09 Substructure Unit	W10 Foundation Type	W11 Water Depth	W11-A Observed Scour Rating	W11-B U.W. Insp Performed	W11-C Observed Depth	W11-F Counter- Measures

Findings: _____

W09 Substructure Unit	W10 Foundation Type	W11 Water Depth	W11-A Observed Scour Rating	W11-B U.W. Insp Performed	W11-C Observed Depth	W11-F Counter- Measures

Findings: _____

W09 Substructure Unit	W10 Foundation Type	W11 Water Depth	W11-A Observed Scour Rating	W11-B U.W. Insp Performed	W11-C Observed Depth	W11-F Counter- Measures

Findings: _____

Waterway 3 Data

(DEC 1996)

U.W. Inspection Date

A01	0	2	7	4	2	1	0	0	0	0	9	0	6	1	W01-A						
-----	---	---	---	---	---	---	---	---	---	---	---	---	---	---	-------	--	--	--	--	--	--

OBSERVED SCOUR RATING GUIDE

Rating	ITEM NUMBER								Rating
	1	2	3	4	5	6	7	8	
	Change Since Last Inspection	Scour Hole	Debris Potential	Substructure Scourability	Opening Adequacy/ Channel	Sediment	Alignment	Velocity/ Stream Slope	
9	None	None	None	NF/P9/R9	Good	None	Good	Low	9
8	None	Minor	None	P8/C8/R8	Good	Minor	Good	Low	8
7	Minor	Minor	Minor	P7/C7/R7	Fair	Minor	Good	Medium	7
6	Minor	Advanced	Medium*	A6	Fair	Medium	Medium	Medium	6
5	Medium*	Advanced	High*	A5	Fair	High	Medium	High	5
4	Medium	Serious*	High	R4*/A4*	Poor*	High	Poor*+	High	4
3	High*	Serious*	Present*	A3	Overtop*	High	Poor	High	3
2	Bridge is scour critical, IMMEDIATE action is required *								2
1	Bridge is scour critical, bridge is CLOSED *								1
0	Bridge has failed due to scour *								0

NOTES:

Rating considerations given in highest to lowest level of importance from left to right.
 * If an item is so marked, it cannot be given a higher ranking.
 s founded on competent rock and no problems exist.

C = Effective Countermeasures
 P = Pile Supported Substructures

DETERMINATION OF RATING FOR BMS ITEM

W11-A

Substructure Unit	1	2	3	4	5	6	7	8	W11-A
	Change Since Last Inspection	Scour Hole	Debris Potential	Scourability	Opening Adequacy/ Channel	Sediment	Alignment	Velocity/ Stream Slope	Overall Observed Scour Rating
P02	9	9	8	8	9	7	9	7	9

If Underwater Inspection only

Signatures and Date:

Bridge 2 Data

(DEC 1996)

A01 0 2 7 4 2 1 0 0 0 0 9 0 6 1 E06 0 6 2 3 0 0

E19 Paint Condition 8 8 New Paint Y/N If Yes: Spot Zone X Full Revise item G08-G17

Interior Beam / Girder VERY GOOD - RECENTLY REPAINTED.

Fascias VERY GOOD - NEW.

Splash Zone: Truss / Girder

Truss

Bearings VERY GOOD.

Other

E23 Est. Remaining Life BMS to Calculate Yes/No 3 4 Comments

Recalculate IR/OR: Yes Due to: Deterioration New Wearing Surf. Other No X Previous Rating Dated is still valid

E30 Inventory Rating 1 9 8 2 9 8 8 9 8 2 9 8

E31 Operating Rating 1 9 8 2 9 8 8 9 8 2 9 8 H HS ML-80 Other Other HS Load Factor

E32 Rate Meth 2 S E33 Typ Mem 1 AASHTO E37 Spec 9 4 E38 Manual 9 4

E29 Bridge Post 9 CONTROLLING: H HS ML80 X Engineering Judgement

E24 Structural Condition Appraisal 7 Based upon Table 1 B27-ADT B30-IR or E18-Super 7 E20-Sub 7 E22-Culvert

E01 Next Insp. Freq. 2 4 E03 Equip. Next Insp. B SNOOPER TRUCK (UB-40)

E04 Spec. Insp. Type E05 By Date

Is bridge over water? X Yes. E22 = N Complete Forms D-450E through G No. E22 = N E21 = N E27 = N E29A = N

Notes: ONE SPAN IS OVER WATER AND ONE SPAN IS OVER RAILROAD. HAD RAILROAD REPRESENTATIVE ON SITE. CREW WAS OUT OF SPAN 1 (RR LOCATION) BY TIME REQUIRED. (9 A.M.) INSPECTION WAS FIRST ON NEWLY CONSTRUCTED BUSWAY BRIDGE WHICH USED AN EXISTING RR BRIDGE. CONDUITS ON BRIDGE WERE BUSTED AT ADAPTERS AT ABUTMENT 1. ALSO, ONE EXPANSION COUPLER WAS BROKEN AND NEEDED REPLACED. SEVERAL CONDUIT SEGMENTS IN SPAN 1 WERE SEVERELY BUCKLED AND NEEDED REPLACED.

Signatures and Date: PATRICK LEACH, P.E. - 6/23/00 CHARLES MOLNAR - 6/23/00

Chartiers Creek Bridge

Note: The Appendix section for this report is not included here. The BMS 491 Forms for PENNDOT are that state's version of the FHWA SI&A sheet with additional state items. The documents included in the report are typically red marked revisions to the file copy and reflect changes identified during the inspection.