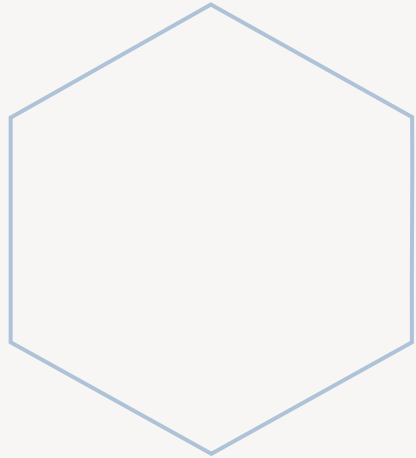


County Bridge T-19-S

Public Information
Meeting

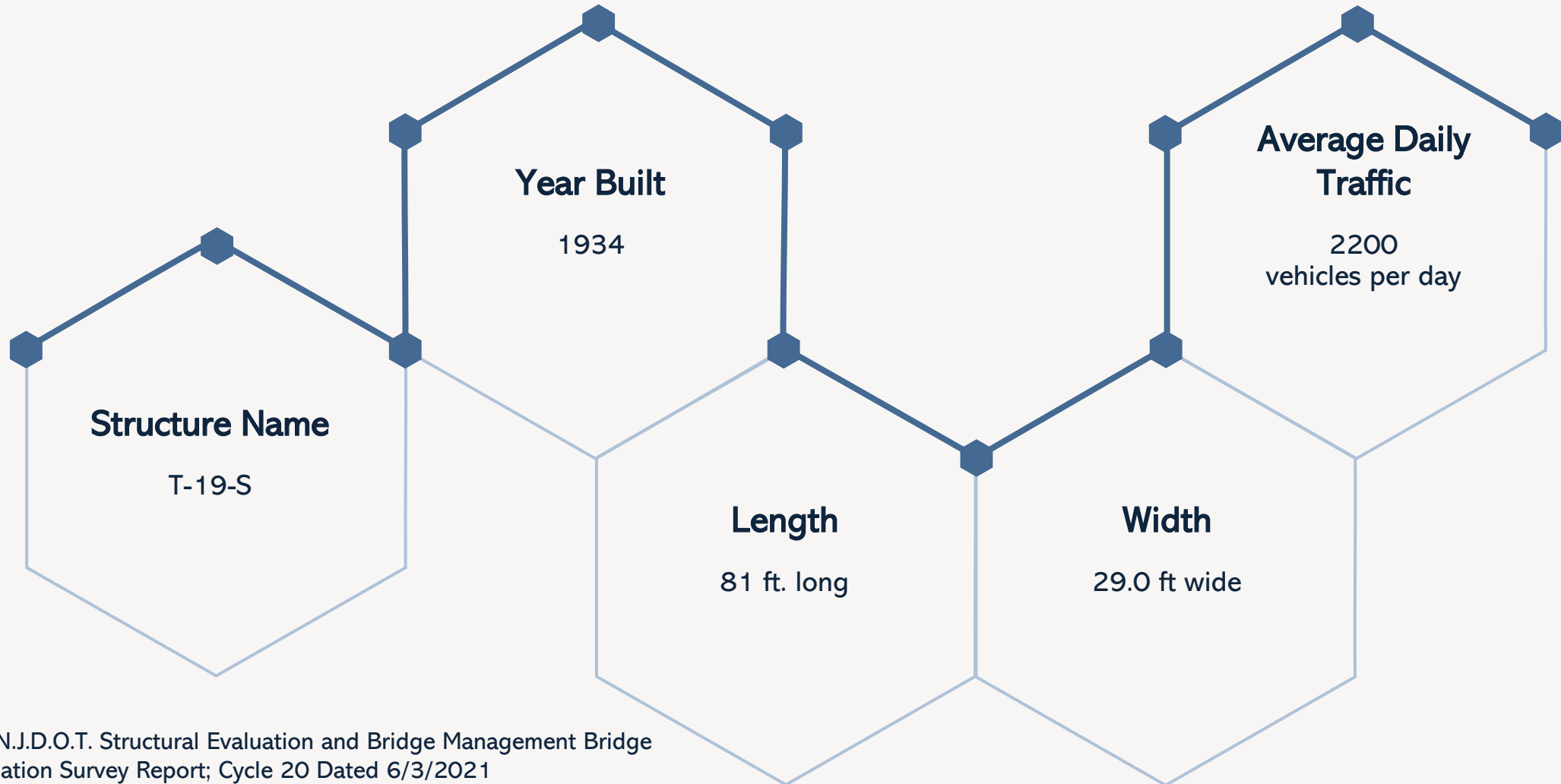




Topics



Bridge Information



Source: N.J.D.O.T. Structural Evaluation and Bridge Management Bridge Re-Evaluation Survey Report; Cycle 20 Dated 6/3/2021

Deck

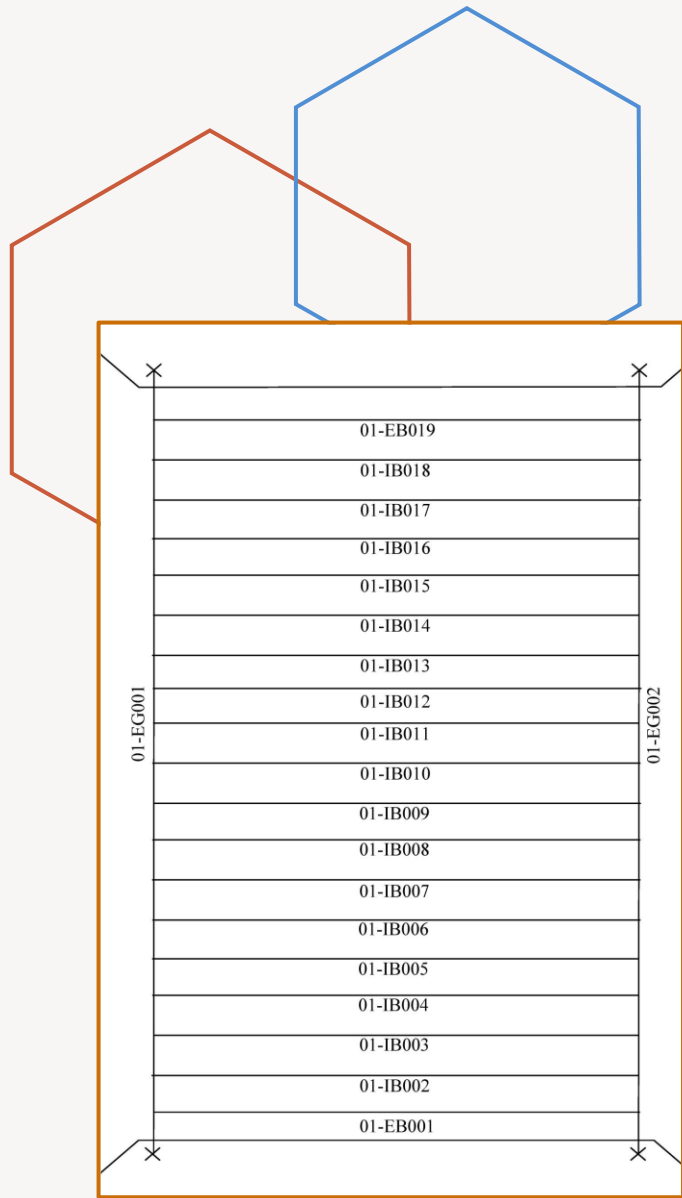


Photo 7



Photo 9

Deck vibrates/deflects under live loads, worse in center two panels, due to severe laminar rusting with numerous areas of 100% section loss and diagonal cracks in the webs of the deck support beams on top of Floorbeams 6 through 18 (from the west)

[See Photo(s): 7, 9, 11]



Photo 11

Heavy scaling with disintegrated concrete at top southwest corner, with adjacent cracks and unsound concrete (8 SF total) Wide fracture (3"W) at base* where backwall meets sidewalk

[See Photo(s): 13, 14].



Photo 13



Photo 14

Superstructure



Photo 23
Remaining encasement exhibits fine transverse cracks (spaced 2' to 3') and scattered fine longitudinal cracks, all with light efflorescence stains



Photo 24
Spalled bottom flange encasement at west end of girder (10 LF) with adjacent unsound concrete



Photo 26
Bays 13W & 14W (4): Concrete completely spalled away/missing with exposed and severely rusted tie rods (est. 70% loss)



Photo 27
Heavy scaling / disintegration of bridge seat up to bearing masonry plate with minor undermining of southwest corner (< 5%)

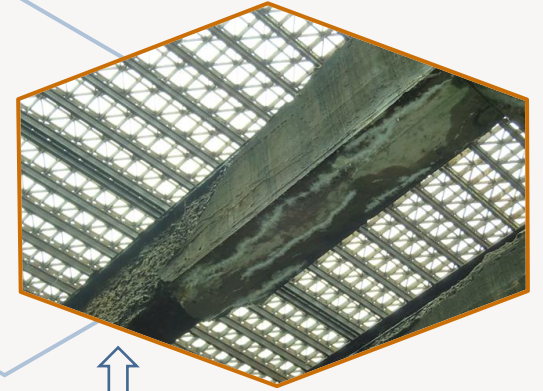


Photo 29
FB13W thru FB18W: Spalled / missing bottom flange encasement (~ 50% missing). Cracks with efflorescence on the underside of bottom flanges where encasement remains [See Photo(s): 29].

Photo 32

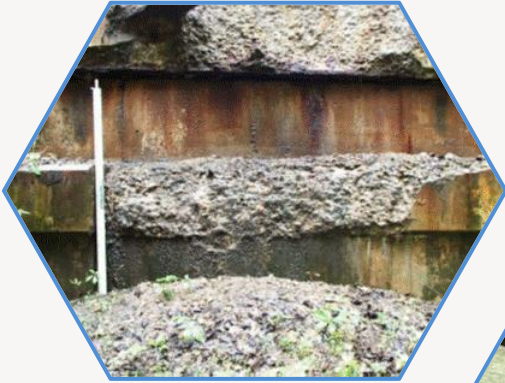


Photo 33



Photo 34



Photo 35

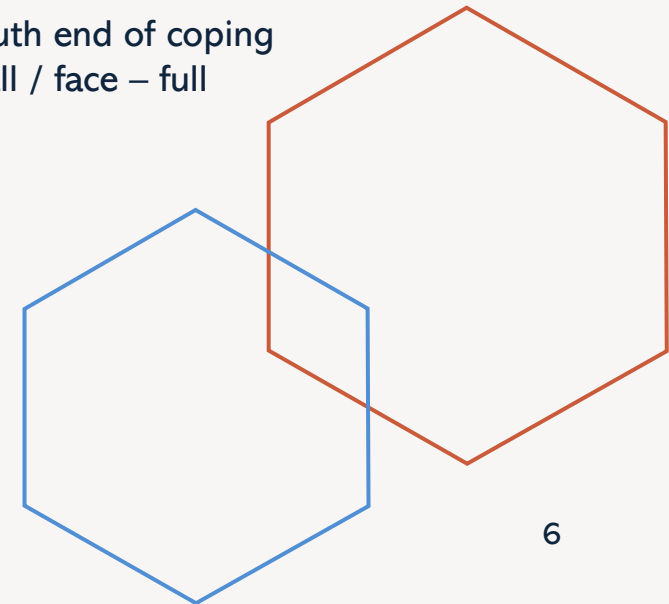
Substructure

Coping: Severe scaling/disintegration up to 18" high x 6" to 10" deep at north 1/3 point (6 LF) and at center (7 LF), with concrete easily removed in scaling [Photo: 32].

Wide diagonal fracture, full height (2 LF) at both ends (behind girders) extending into wingwall/cheekwall [Photo: 33].

Large spall at construction joint 10' +/- from north end (6' high x 2' wide) up to 12" deep with exposed and rusted rebar, concrete in spall generally intact [Photo: 34].

Severe scaling / disintegration of south end of coping For 20 LF and onto south end of wall / face – full Height (10 SF) [Photo: 35].



Historical Data of Work Completed (Last 5 Years (2017-2022))

Time period	Work Completed
2017	<ul style="list-style-type: none"> - New thrie beam and W-beam guide rail installed at NE approach corner. - Routed spacer blocks installed at SE approach guide rail. - Broken welds / post connections repaired at east end of south sidewalk. - Missing section of west deck joint armor replaced at centerline of roadway. - Per Hunterdon County, in response to the Priority 1 letter dated 09/06/2017, repairs were made to the west end of the steel grid deck and the deck support I-beams at the top of the floorbeams; completed on 09/25/2017
2019	<ul style="list-style-type: none"> - Broken and settled grid deck panels at the west deck joint have been repaired. - Damaged section of southwest approach guiderail replaced, and routed spacers installed at the southwest and northwest approach guide rail. - New thrie beam transitions at the southwest and northwest approach corners.
2021	<ul style="list-style-type: none"> - Previously noted wide cracks along east deck joint and throughout east approach roadway have been partially sealed with hot poured sealer.

Source: N.J.D.O.T. Structural Evaluation and Bridge Management Bridge Re-Evaluation Survey Report; Cycle 20 Dated 6/3/2021



Thank you

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