New York State Department of Transportation
General Bridge Inspection Report

Inspection Date: October 30, 2025

Structure Information

BIN: **2227620**
Feature Carried: LOFT ROAD
Feature Crossed: SCHENEVUS CREEK
Orientation: 8 - NORTHWEST

Region: 09 - BINGHAMTON
County: OTSEGO
Political Unit: Town of MARYLAND
Approximate Year Built: 1930

Primary Owner: 40 - Town
Primary Maintenance Responsibility: 40 - Town
General Type Main Span: 3 - Steel, 02 - Stringer/Multi-Beam or Girder
This Bridge is not a Ramp
Number of Spans: 1
Number of NSTM Spans: 0

Postings

Posted Load Matches Inventory: Yes
Posted Load in field: 20
Posted Vertical Clearances Match Inventory: Yes
Inventory On: Not Posted
Inventory Under: Not Posted

Number of Flags Issued

Red PIA:	0	*Yellow:*	1
Red:	0	*Safety PIA:*	0

New York State Inspection Overview

General Recommendation: 4

Federal SNBI Condition Ratings

Deck:	5	*Railing:*	5	*Channel:*	5
Superstructure:	4	*Railing Transition:*	N	*Channel Protection:*	6
Substructure:	5	*Bearings:*	6	*Scour:*	6
Culvert:	N	*Joints:*	N	*Underwater insp.:*	N
NSTM:	N				

Action Items

Non-Structural Condition Observations noted: YES
Vulnerability Reviews Recommended: NO
Diving Inspection Requested: NO
Further Investigation Requested: NO

Inspector & Reviewer Signature Information

Inspection Signature:	Wai Kit Chan, P.E. 109337-1	*Date:*	December 23, 2025
Review Signature:	Michael J. Peters, P.E. 068102-1	*Date:*	December 23, 2025
Processed by :	Charles Ohrin, P.E. 101469	*Date:*	January 05, 2026

Report Printed: January 05, 2026 2:40:55 PM

Special Emphasis Inspection

Special Emphasis Detail	"Other" Special Emphasis Detail Description	Hands-On Insp Performed	Hands-On Inspection Note
AASHTO Category D, E, and E' welded details	1.Diaphragm to girder web connections. 2.Rail post welded connections to the bottom flanges of the fascia girders.	Yes	All locations received 100% hands-on inspection in accordance with Appendix C of the 2024 Bridge Inspection Manual. Wai Kit Chan / P.E. # 109337

Additional Information

Overloads Observed

No overload vehicles observed during this inspection.

Notes to Next Inspector

BIN plate located at begin stem
Wingwalls are monolithic with abutments and rated under abutment elements. HVA performed on 8/19/20.

2025 Access - Walking, Rigging. Tracker can no longer be used due to NYDEC requirements.
2024 Access - Walking, Harcon Tracker.
2023 Access - Walking, Harcon Tracker.
2022 Access - Walking, Harcon Tracker.
2021 Access - Walking, Harcon Tracker.
2020 Access: Walking, Trailer mounted UBIU, Temporary Bridge Closure, Flaggers.
2019 Access: Walking, Lightweight UBIU, Temporary Bridge Closure, Flaggers.
2018 Access: Walking, Step Ladder, Lightweight UBIU, Temporary Bridge Closure. The wingwalls are monolithic with the abutments. The SCR of 3 was revised to 2 by the NYSDOT R9 Hydraulic Unit during the qc of the inspection report, without issuing a new HVA.

Improvements Observed

2025: None.
2024: Left and right rail posts 4 thru 9 retrofit with u-bolts and HSS blocking.
2023: None
2022: none
2021 - None.
2020: Scour protection repairs completed on end side. The damaged/worn signs mentioned previously on the begin approach have been replaced with new signs.
2019: Steel sheeting and soldier pile/lagging scour protection installed at the end abutment, 75 sf timber deck replaced near the end of the bridge.
2018: None

Pedestrian Fence Height

None

Snow Fence

None

Bin Plate Condition

OK

Scour Critical Rating

5 - Bridge foundations determined to be stable for assessed or calculated scour condition. Scour is determined to be within the limits of footing or piles by assessment (i.e., bridge foundations are on rock formations that have been determined to resist scour within the service life of the bridge), by calculations or by installation of properly designed countermeasures.

Bats, or signs of bats, present?

No

Field Notes

Staff Present During Inspection		
Name	**Title**	**Organization**
Brody Gurreri	Rigger	Harcon
James Luft, EIT	ATL	PDG
Travis Mitchell	Rigger	Harcon

General Equipment Required for Inspection*
Access Type
13 - Walking
Rigging

*** For span specific equipment requirements refer to the Active Inventory's "Access Needs" tab in BDIS.**

Detailed Time & Weather Conditions				
Field Date	**Arrival**	**Departure**	**Temp (F)**	**Weather Conditions**
10/30/2025	09:00 AM	12:00 PM	43	Cloudy/Rain

Inspection Times (hours)	
Time required for travel, inspection and report preparation	18
Lane closure usage	None
Railroad flagging time	No

Element Quantities

Element Assessment Summary Table							
Element	**Total Quantity**	**Unit**	**CS-1**	**CS-2**	**CS-3**	**CS-4**	**CS-5**
31 - Timber Deck	1043	ft^2			1043		0
107 - Steel Open Girder/Beam	522	ft			149	373	0
215 - Reinforced Concrete Abutment	106	ft		60	46		0
220 - Reinforced Concrete Pile Cap/Footing	106	ft	106				0
313 - Fixed Bearing	7	each		7			0
316 - Other Bearing	7	each		7			0
330 - Metal Bridge Railing	149	ft		124	25		0
510 - Wearing Surfaces	1021	ft^2			868	153	0
515 - Steel Protective Coating	4440	ft^2		221		4219	0
800 - Erosion or Scour	106	ft	54	52			0
801 - Stream Hydraulics	1	each			1		0
830 - Secondary Members	1	each		1			0
850 - Backwall	28	ft			28		0
851 - Abutment Pedestal	14	each		8	6		0

Element Assessment by Span							
Element**	**Total Quantity**	**Unit**	**CS-1**	**CS-2**	**CS-3**	**CS-4**	**CS-5**
Span Number : 1							
BA215 - Reinforced Concrete Abutment	43	ft		22	21		0
BA220 - Reinforced Concrete Pile Cap/Footing	43	ft	43				0
BA316 - Other Bearing	7	each		7			0
BA800 - Erosion or Scour	43	ft	43				0
BA850 - Backwall	14	ft			14		0
BA851 - Abutment Pedestal	7	each		7			0
EA215 - Reinforced Concrete Abutment	63	ft		38	25		0
EA220 - Reinforced Concrete Pile Cap/Footing	63	ft	63				0
EA313 - Fixed Bearing	7	each		7			0
515 - Steel Protective Coating	7	ft^2				7	0
EA800 - Erosion or Scour	63	ft	11	52			0
EA850 - Backwall	14	ft			14		0
EA851 - Abutment Pedestal	7	each		1	6		0
31 - Timber Deck	1043	ft^2			1043		0
510 - Wearing Surfaces	1021	ft^2			868	153	0

Element**	Total Quantity	Unit	CS-1	CS-2	CS-3	CS-4	CS-5
107 - Steel Open Girder/Beam	522	ft			149	373	0
515 - Steel Protective Coating	3881	ft^2				3881	0
330 - Metal Bridge Railing	149	ft		124	25		0
515 - Steel Protective Coating	552	ft^2		221		331	0
801 - Stream Hydraulics	1	each			1		0
830 - Secondary Members	1	each		1			0

** Elements with a prefix designate the locations of BA-Begin Abutment, BW-Begin Wingwall, EA-End Abutment, EW-End Wingwall, CO-Culvert Outlet, and PR-Pier. No prefix generally indicates the element is part of the superstructure.

Inspection Notes

General Notes

There are 20 Ton Load posting signs present at both approaches in good condition (Photos 1 & 2).

Delay due to equipment scheduling. The bridge is typically inspected in August.

Red Flag 9B24YSW018 was removed based on 2025 Level Two Load Rating result. The Girder G4 was the controlling member with operating rating of 20 Ton. The current load posting of 20 Ton is sufficient for the current condition. Based on NYSDOT guidance, no red flag is issued during this inspection due to no significant changes in section loss.

Yellow Flag 9B25V2W046 issued for Long-standing and newly reported cracked connection welds between bridge rail post clip angle brackets and fascia girder bottom flanges, in tension zones of the girders.

New standard photos taken this inspection.

All bridge object markers have been replaced since the last inspection. The Dead End bridge sign is no longer obstructed (Photo 1 & 2). The end left approach railing the termination post has been replaced and now in good condition (Photo 32).

Element Condition Notes

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 31 - Timber Deck	1043	0	0	1043	0	0

Condition State 3 Note

Referenced Photo(s): 3, 4, 5, 6, 7

Referenced Sketch(es): None

The entire deck underside is damp and water stained (Photo 3) due to open cracks in the wearing surface (Photos 4-6). More than half of the deck restraint clips are either missing or severally corroded as well.

Approx 5% of the deck underside has light mold growth/ rot, with awl penetrations of 1” (Photo 7).

The entire area of the deck is assessed at CS-3.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 31 - Timber Deck-510 - Wearing Surfaces	1021	0	0	868	153	0

Common

Referenced Photo(s): 4, 5, 6

Referenced Sketch(es): None

CS-4:
The asphalt wearing surface is heavily cracked on the right side near 1/3 span and at the end of the bridge resulting in moderating leakage of the deck (Photos 4-6).

CS-3:
The remainder of the wearing surface has unsealed transverse cracking that is up to 1/16” W (Photos 4-6)
No significant changes noted.

A total of 868 SF is assessed at CS-3 and 153 SF at CS-4.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 107 - Steel Open Girder/Beam	522	0	0	149	373	0

Common

Referenced Photo(s): 8, 9, 10

Referenced Sketch(es): 2, 3

The bridge is currently posted for 20 tons. There are significant long-standing section losses to the top and bottom flanges of all girders near midspan (Photo 8). No significant changes in readings since 2024. No flag is issued due to no change in load rating based on current section loss. See bottom flange section losses below and Sketches 2 & 3.

Girder G1: 43% SL (2024: 43%) (Photo 9).
Girder G2: 28% SL (2024: 25%)
Girder G3: 35% SL (2024: 34%)
Girder G4: 42% SL (2024: 40%)
Girder G5: 31% SL (2024: 30%)
Girder G6: 32% SL (2024: 35%)
Girder G7: 41% SL (2024: 41%)

In addition, all girders have 15% to 25% section loss to the lower 2 to 4 inches of web height throughout the girder lengths.

In addition, there are cracked welds at the railing clip angle to fascia girder bottom flange connection at six separate locations (Photo 10). No obvious signs of crack propagation into the base metal noted this inspection. See Yellow Flag 9B25V2W046 for details.
Per the 2025 Level 2 load rating, interior girders 2 thru 6 all rate below the legal limit and require load posting. CS-4 assessment is due to the required posting (373 LF).

The remaining length is assessed at CS-3.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 107 - Steel Open Girder/Beam-515 - Steel Protective Coating	3881	0	0	0	3881	0

Condition State 4 Note

Referenced Photo(s): 3

Referenced Sketch(es): None

All paint has failed on the girders, allowing aggressive corrosion and probable section loss to continue (Photo 3).

A total of 3881 SF is assessed at CS-4.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: BA215 - Reinforced Concrete Abutment	43	0	22	21	0	0

Condition State 3 Note

Referenced Photo(s): 11, 12, 13, 14

Referenced Sketch(es): None

The wingwalls are monolithic with the abutment.

Approximately half the length of the begin stem and wingwalls have map cracking with moderate efflorescence and scattered hollow sounding areas (Photo 11).

To the left of Girder G1 there is a spall 1’ long x up to 2’ high up to 2” deep (Photo 12). Also, the top of the left wingwall is spalled 2’ long x 1’ wide x 1.5” deep (Photo 13)

To the right of Girder G7 there is a spall 1’ long x up to 1.5’ high up to 2” deep (Photo 14).

A total of 21 LF is assessed at CS-3.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: EA215 - Reinforced Concrete Abutment	63	0	38	25	0	0

Condition State 3 Note

Referenced Photo(s): 15, 16, 17, 18

Referenced Sketch(es): None

The wingwalls are monolithic with the abutment.

The end stem and left wingwall portion have map cracking with moderate efflorescence and scattered hollow sounding areas (Photo 15).

Below Girder G1 there is a spall 1’ long x 8” high x 2.5” deep (Photo 16). This spall effects the pedestal.

Below Girders G3 to G7 there is a spalled 10.5’ long x13” high x up to 9 inches deep with exposed and corroded welded wire mesh (Photos 17 & 18). Concrete within this area is hollow-sounding. Girder G3 to G7 pedestals are effected.

A total of 25 LF is assessed at CS-3.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: BA220 - Reinforced Concrete Pile Cap/Footing	43	43	0	0	0	0
Span 1: EA220 - Reinforced Concrete Pile Cap/Footing	63	63	0	0	0	0

Condition State 1 Note

Referenced Photo(s): 15, 19

Referenced Sketch(es): None

All footings are buried with no history of defects and no current indirect indicators of distress. Rating for all footings is changed to CS1 (Photo 15 & 19).

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: EA313 - Fixed Bearing-515 - Steel Protective Coating	7	0	0	0	7	0

Condition State 4 Note

Referenced Photo(s): 21

Referenced Sketch(es): None

All paint has failed on the end abutment bearings, allowing corrosion to form (Photo 21).

A total of 7 SF is assessed at CS-4.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 330 - Metal Bridge Railing	149	0	124	25	0	0

Condition State 3 Note

Referenced Photo(s): 10, 22, 23, 24

Referenced Sketch(es): None

See Yellow Flag 9B25V2W046 for Long-standing and newly reported cracked connection welds between bridge rail post clip angle brackets and fascia girder bottom flanges, in tension zones of the girders (Photo 10).

All posts have section loss at the base and along the bridge side flange up to 50% (Photo 22).

The left bridge railing above the deck at the begin left the top post railing weld is cracked (Photo 23).

The left and right bridge railing above deck bottom railing at the end exhibits perforation measuring 6” diameter (Photo 24).

A total of 25 LF is assessed at CS-4

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 330 - Metal Bridge Railing-515 - Steel Protective Coating	552	0	221	0	331	0

Condition State 4 Note

Referenced Photo(s): 22

Referenced Sketch(es): None

Approximately 60% of the paint on the bridge rails and posts has failed, allowing corrosion to form and subsequent section loss (Photo 22).

A total of 331 SF is assessed at CS-4.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: 801 - Stream Hydraulics	1	0	0	1	0	0

Common

Referenced Photo(s): 25, 26, 27, 28, 29

Referenced Sketch(es): 4, 5, 6, 7

See attached Stream Hydraulics Defect History sketch (Photos 25-29) (Sketches 4-7).

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: BA850 - Backwall	14	0	0	14	0	0
Span 1: EA850 - Backwall	14	0	0	14	0	0

Condition State 3 Note

Referenced Photo(s): 30

Referenced Sketch(es): None

The begin and end steel backwall plates have heavy corrosion and delaminations (Photo 30).

The entire length of both backwalls are assessed at CS-3.

	TQ	CS-1	CS-2	CS-3	CS-4	CS-5
Span 1: EA851 - Abutment Pedestal	7	0	1	6	0	0

Condition State 3 Note

Referenced Photo(s): 16, 17, 18

Referenced Sketch(es): None

See EA215 - Reinforced Concrete Abutment for condition note (Photos 16-18).
A total of 6 pedestals are assessed at CS-3.

Non-Structural Condition Observations

Category: APPROACH - Other -Pavement Quantity: 1 Unit: ea

Referenced Element(s): NONE

Referenced Photo(s): 31
Referenced Sketch(es): NONE

The end approach pavement is heavily cracked, and there was significant ponding at the end right shoulder area (Photo 31).

Inspection Photographs

Attachment Description: Approach Begin, Looking End	Photo Number: **1** Photo Filename: **IMGP3308.jpg** 

Attachment Description: End Approach Load Posting Sign, Looking Begin	Photo Number: **2** Photo Filename: **IMGP3310.jpg** 

Photo Number: **3** Photo Filename: **IMGP3269.jpg**

Attachment Description:
Framing, At Begin, Looking End

Photo Number: **4** Photo Filename: **IMGP3293.jpg**

Attachment Description:
Top of Deck, At Begin, Looking End

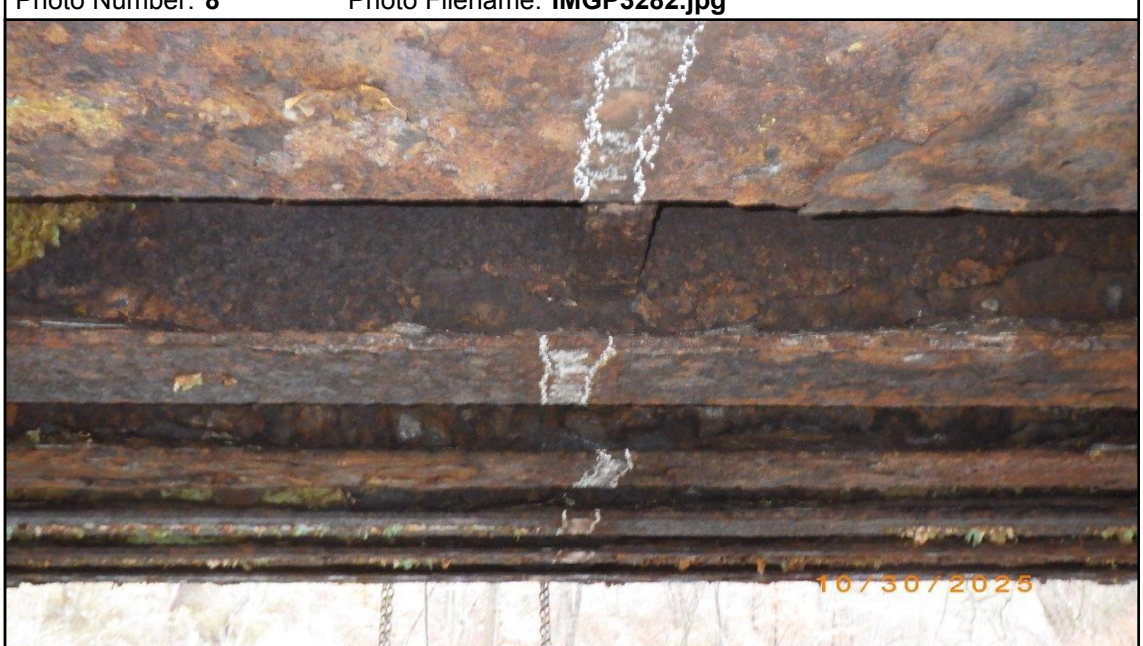
Attachment Description:
Top of Deck, At End, Looking Begin

Photo Number: **5** Photo Filename: **IMGP3306.jpg**

Attachment Description:
Top of Deck, Right Lane, At 1/3 Length, Looking End

Photo Number: **6** Photo Filename: **IMGP3294.jpg**

Attachment Description: Underside of Deck, Bay 3, Near Begin Abutment, Looking Begin	Photo Number: **7** Photo Filename: **IMGP3273.jpg** 

Attachment Description: Girders G2 to G7, Bottom Flanges, At Midspan, Looking Right	Photo Number: **8** Photo Filename: **IMGP3282.jpg** 

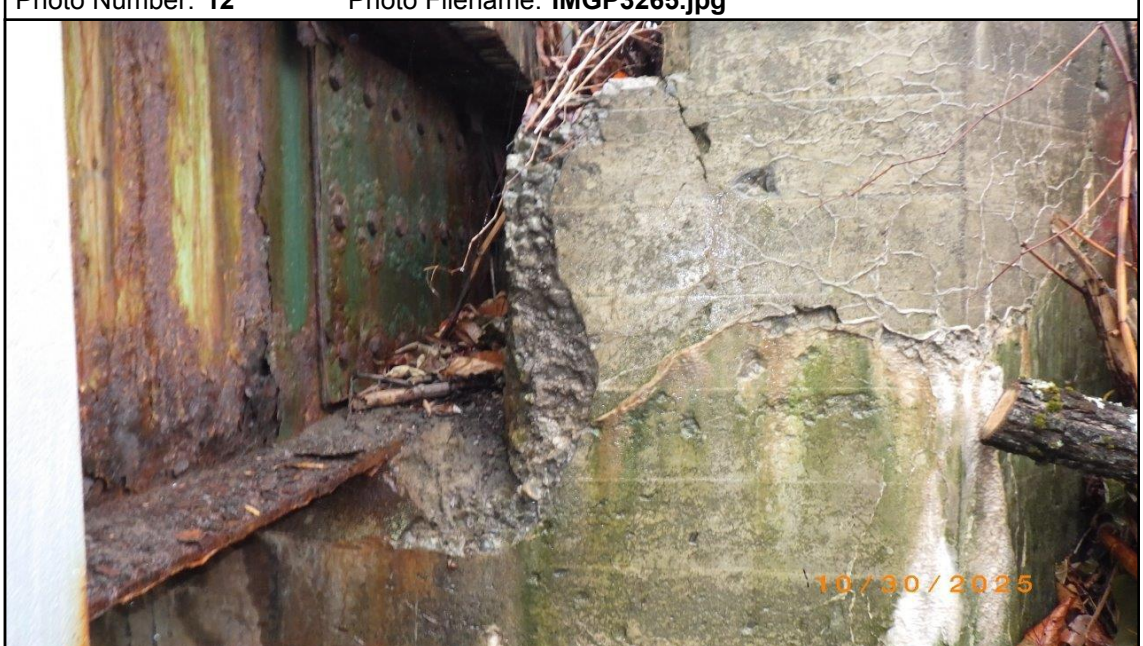
Attachment Description: Girder G1, Bottom Flange, At Midspan, Looking Left	Photo Number: **9** Photo Filename: **IMGP3284.jpg** 

Attachment Description: Left Bridge Rail Post 3, End Side, Looking Begin	Photo Number: **10** Photo Filename: **IMGP3270.jpg** 

Photo Number: **11** Photo Filename: **IMGP3266.jpg**

Attachment Description:
Begin Abutment, Between Girder G1 to G7, Looking Begin

Photo Number: **12** Photo Filename: **IMGP3265.jpg**

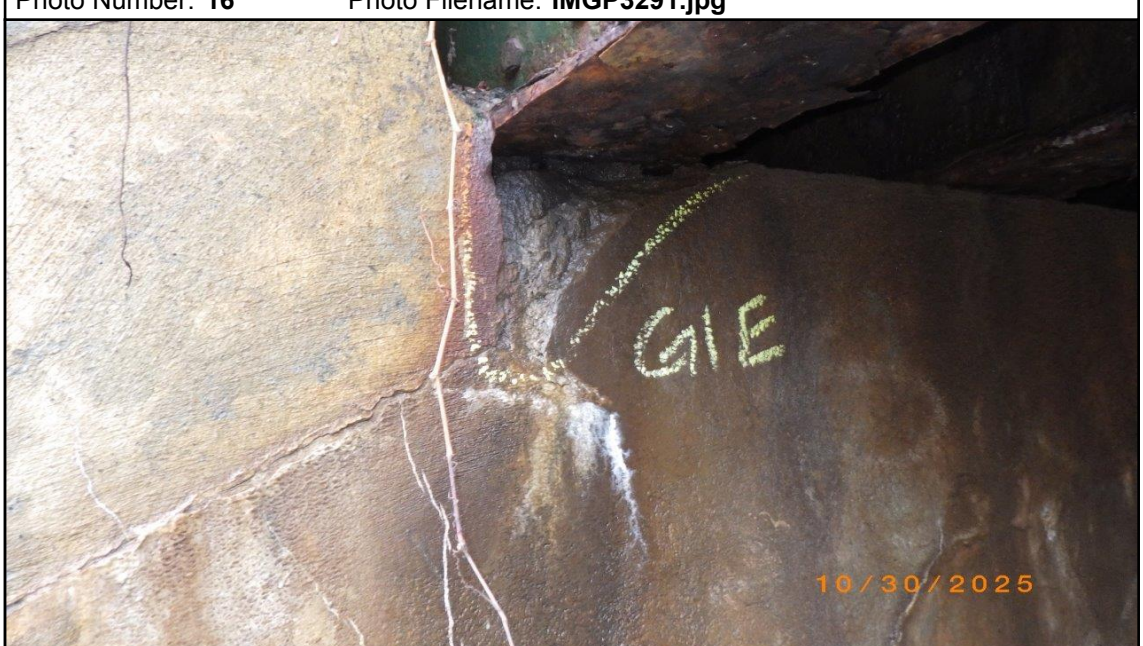


Attachment Description:
Begin Abutment, Left of Girder G1, Looking Begin

Attachment Description: Begin Abutment Left Wingwall, Looking Begin	Photo Number: **13** Photo Filename: **IMGP3300.jpg** 

Attachment Description: Begin Abutment, Right of Girder G7, Looking Begin	Photo Number: **14** Photo Filename: **IMGP3267.jpg** 

Attachment Description: End Abutment, Looking End	Photo Number: **15** Photo Filename: **IMGP3268.jpg** 

Attachment Description: End Abutment, At Girder G1, Looking End	Photo Number: **16** Photo Filename: **IMGP3291.jpg** 

Attachment Description:
End Abutment, At Girder G3, Looking End Right

Photo Number: **17** Photo Filename: **IMGP3289.jpg**

Attachment Description:
End Abutment, At Girder G7, Looking End Left

Photo Number: **18** Photo Filename: **IMGP3290.jpg**

Attachment Description:
Abutment Begin, Looking Begin

Photo Number: **19** Photo Filename: **IMGP3281.jpg**

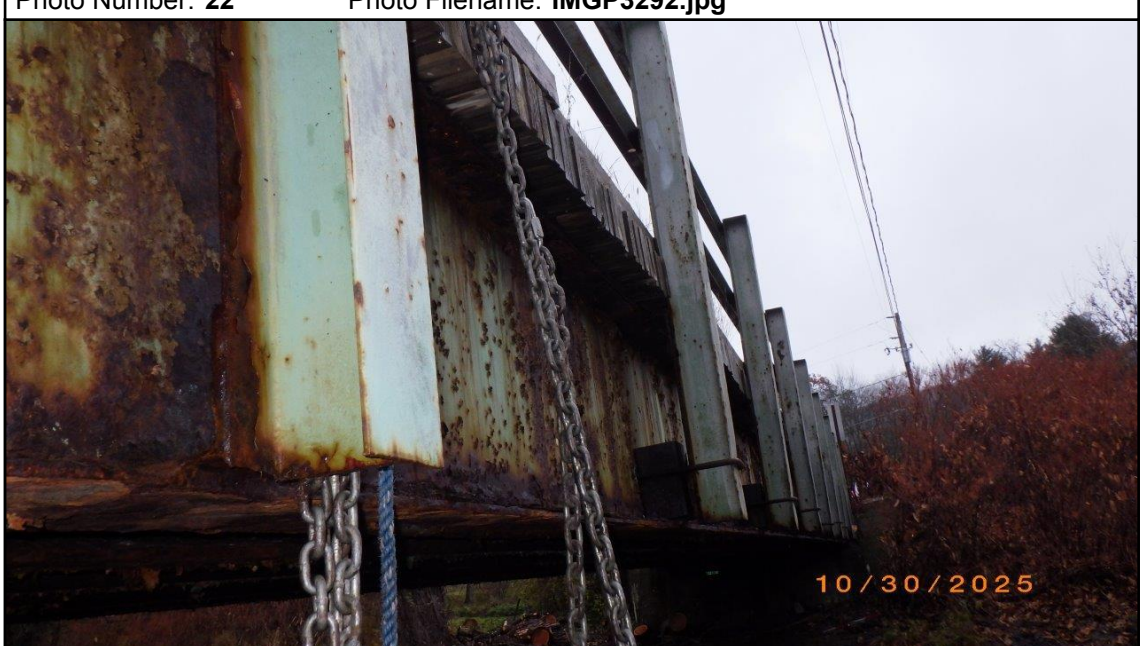
Attachment Description:
Begin Abutment Girder G1 Bearing, Looking Begin Left

Photo Number: **20** Photo Filename: **IMGP3277.jpg**

Photo Number: **21** Photo Filename: **IMGP3287.jpg**

Attachment Description:
End Abutment Girder G7 Bearing, Looking End Right

Photo Number: **22** Photo Filename: **IMGP3292.jpg**



Attachment Description:
Left Bridge Railing Posts, At End Looking Begin Right

Attachment Description:
Metal Bridge Railing, At Begin Left, Looking Left

Photo Number: **23** Photo Filename: **IMGP3301.jpg**

Attachment Description:
Metal Bridge Railing, At End Right. Looking Right

Photo Number: **24** Photo Filename: **IMGP3298.jpg**

Attachment Description:
Elevation Left, Looking Right

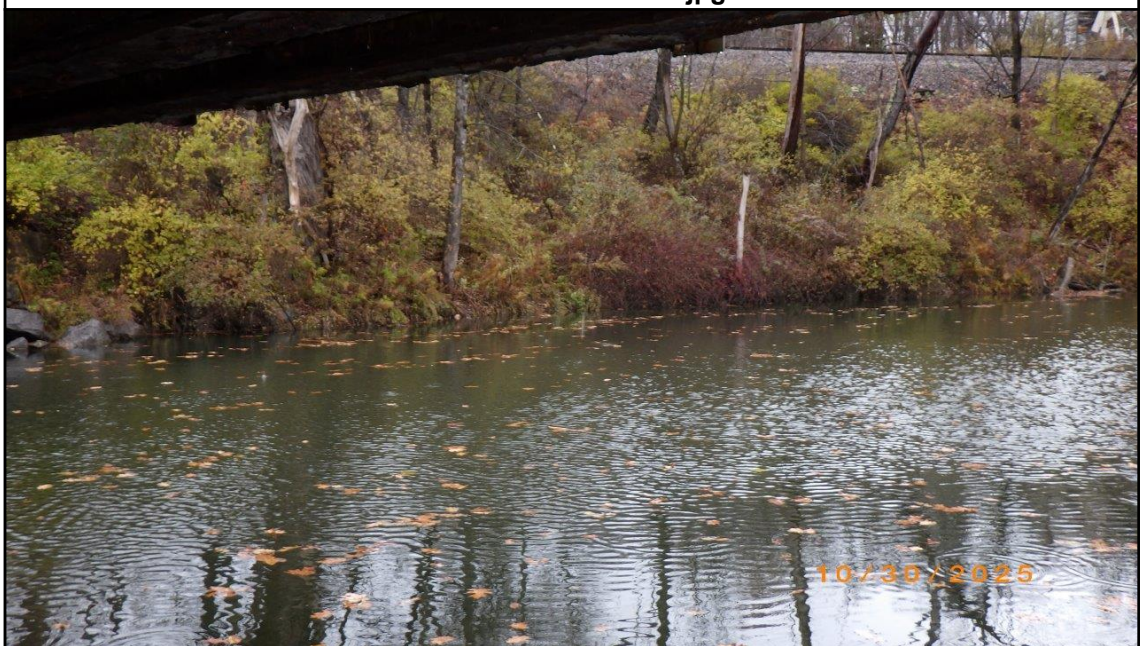
Photo Number: **25** Photo Filename: **IMGP3311.jpg**

Attachment Description:
End Left Bank, Looking End Left

Photo Number: **26** Photo Filename: **IMGP3276.jpg**

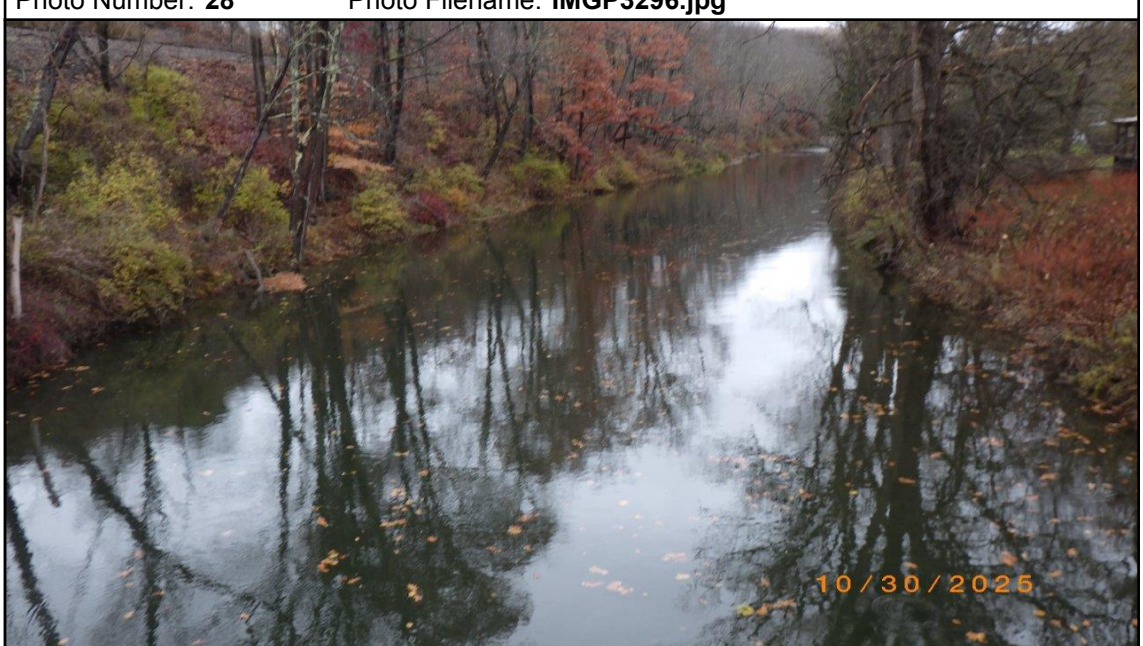
Attachment Description:
End Right Bank, Looking End Right

Photo Number: **27** Photo Filename: **IMGP3275.jpg**



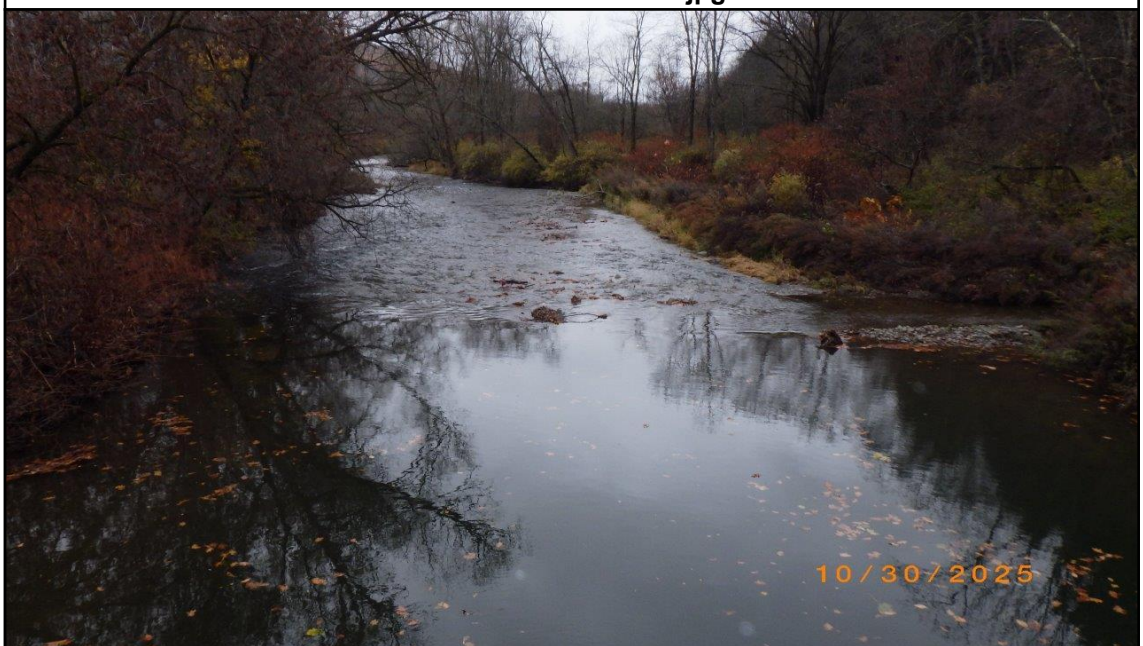
Attachment Description:
Feature Crossed Right, Upstream, Looking Right

Photo Number: **28** Photo Filename: **IMGP3296.jpg**



Attachment Description:
Feature Crossed Left, Downstream, Looking Left

Photo Number: **29** Photo Filename: **IMGP3295.jpg**



Attachment Description:
Begin Abutment Backwall, Bay 4, Typical, Looking Begin

Photo Number: **30** Photo Filename: **IMGP3264.jpg**

Attachment Description:
Approach End Pavement, Looking End

Photo Number: **31** Photo Filename: **IMGP3299.jpg**

Attachment Description:
End Left Approach Railing, At End, Looking Begin Left

Photo Number: **32** Photo Filename: **IMGP3312.jpg**

Inspection Sketches

Sketch Number: **1** Sketch Filename: **25_2227620_Photo Location Plan.jpg**

BD186(02/17)

NYS DEPT. OF TRANSPORTATION

R/C BIN: 9/4 2227620 DATE: 10/30/2025

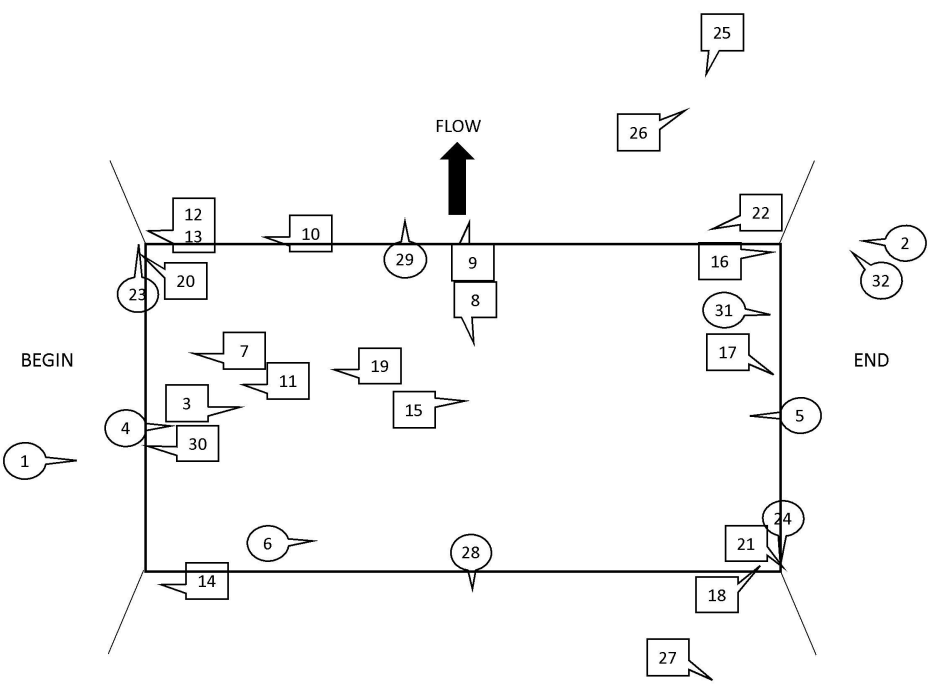
FEATURE CARRIED: LOFT ROAD

FEATURE CROSSED: SCHENEVUS CREEK

PHOTO LOCATION PLAN

X PHOTO ABOVE DECK X PHOTO BELOW DECK

NORTH



Sketch Description: Photo Location Plan

Sketch Number: **2** Sketch Filename: **25_Section Losses Sketch 1 of 2_2227620.jpg**

BIN: **9/4 2227620**
FEATURE CARRIED: **LOFT ROAD**
FEATURE CROSSED: **SCHENEVUS CREEK**

NYS DEPT. OF TRANSPORTATION
SECTION LOSS DOCUMENTATION
GIRDERS AT MIDSPAN
Sheet: **1** of **2**

Section Size=	W30x115	Flange Width=	10.500	Flange Thick=	0.875	Web Thick=	0.550		Girder Height=	30.000

Location	G1 @ Midspan																SECTION LOSS		
Date	By	Top Flange			Web									Bottom Flange			Top Flange	Bottom Flange	Web
		TL	hole	TR	W1	d1	W2	d2	W3	d3	W4	d4	W5	D5	BL	hole	BR			
9/13/22	EH	0.613	0.00	0.525											0.353	0.00	0.515	35%	50%	
7/11/23	JJ	0.576	0.00	0.544											0.370	0.00	0.513	36%	50%	
8/12/24	AC	0.551	0.00	0.463											0.527	0.00	0.465	42%	43%	
10/30/25	JL	0.545	0.00	0.483											0.498	0.00	0.505	41%	43%	

Section Size=	W30x115	Flange Width=	10.500	Flange Thick=	0.875	Web Thick=	0.550		Girder Height=	30.000

Location	G2 @ Midspan																SECTION LOSS		
Date	By	Top Flange			Web									Bottom Flange			Top Flange	Bottom Flange	Web
		TL	hole	TR	W1	d1	W2	d2	W3	d3	W4	d4	W5	D5	BL	hole	BR			
9/13/22	EH	0.589	0.00	0.628											0.620	0.00	0.670	30%	26%	
7/11/23	JJ	0.591	0.00	0.637											0.601	0.00	0.665	30%	28%	
8/12/24	AC	0.681	0.00	0.575											0.614	0.00	0.707	28%	25%	
10/30/25	JL	0.605	0.00	0.582											0.584	0.00	0.677	32%	28%	

Section Size=	W30x115	Flange Width=	10.500	Flange Thick=	0.875	Web Thick=	0.550		Girder Height=	30.000

Location	G3 @ Midspan																SECTION LOSS		
Date	By	Top Flange			Web									Bottom Flange			Top Flange	Bottom Flange	Web
		TL	hole	TR	W1	d1	W2	d2	W3	d3	W4	d4	W5	D5	BL	hole	BR			
9/13/22	EH	0.521	0.00	0.534											0.528	0.00	0.568	40%	37%	
7/11/23	JJ	0.490	0.00	0.492											0.502	0.00	0.564	44%	39%	
8/12/24	AC	0.570	0.00	0.536											0.569	0.00	0.589	37%	34%	
10/30/25	JL	0.520	0.00	0.525											0.557	0.00	0.586	40%	35%	

Section Size=	W30x115	Flange Width=	10.500	Flange Thick=	0.875	Web Thick=	0.550		Girder Height=	30.000

Location	G4 @ Midspan																SECTION LOSS		
Date	By	Top Flange			Web									Bottom Flange			Top Flange	Bottom Flange	Web
		TL	hole	TR	W1	d1	W2	d2	W3	d3	W4	d4	W5	D5	BL	hole	BR			
9/13/22	EH	0.640	0.00	0.528											0.470	0.00	0.540	33%	42%	
7/11/23	JJ	0.651	0.00	0.489											0.485	0.00	0.545	35%	41%	
8/12/24	AC	0.660	0.00	0.538											0.506	0.00	0.536	32%	40%	
10/30/25	JL	0.648	0.00	0.515											0.506	0.00	0.514	34%	42%	

Sketch Description: Section Losses Sketch 1 of 2

Sketch Number: **3** Sketch Filename: **25_Section Losses Sketch 2 of 2_2227620.jpg**

BIN: **9/4 2227620**
FEATURE CARRIED: **LOFT ROAD**
FEATURE CROSSED: **SCHENEVUS CREEK**

NYS DEPT. OF TRANSPORTATION
SECTION LOSS DOCUMENTATION
GIRDERS AT MIDSPAN
Sheet: **2** of **2**

Section Size=	W30x115	Flange Width=	10.500	Flange Thick=	0.875	Web Thick=	0.550		Girder Height=	30.000

Location: G5 @ Midspan

Date	By	Top Flange			Web										Bottom Flange			SECTION LOSS		
		TL	hole	TR	W1	d1	W2	d2	W3	d3	W4	d4	W5	D5	BL	hole	BR	Top Flange	Bottom Flange	Web
9/13/22	EH	0.660	0.00	0.570											0.543	0.00	0.748	30%	26%	
7/11/23	JJ	0.501	0.00	0.565											0.530	0.00	0.758	39%	26%	
8/12/24	AC	0.523	0.00	0.573											0.550	0.00	0.683	37%	30%	
10/30/25	JL	0.515		0.570											0.573	0.00	0.630	38%	31%	

Section Size=	W30x115	Flange Width=	10.500	Flange Thick=	0.875	Web Thick=	0.550		Girder Height=	30.000

Location: G6 @ Midspan

Date	By	Top Flange			Web										Bottom Flange			SECTION LOSS		
		TL	hole	TR	W1	d1	W2	d2	W3	d3	W4	d4	W5	D5	BL	hole	BR	Top Flange	Bottom Flange	Web
9/13/22	EH	0.662	0.00	0.655											0.570	0.00	0.603	25%	33%	
7/11/23	JJ	0.671	0.00	0.606											0.573	0.00	0.612	27%	32%	
8/12/24	AC	0.644	0.00	0.659											0.556	0.00	0.58	26%	35%	
10/30/25	JL	0.652	0.00	0.650											0.567	0.00	0.630	26%	32%	

Section Size=	W30x115	Flange Width=	10.500	Flange Thick=	0.875	Web Thick=	0.550		Girder Height=	30.000

Location: G7 @ Midspan

Date	By	Top Flange			Web										Bottom Flange			SECTION LOSS		
		TL	hole	TR	W1	d1	W2	d2	W3	d3	W4	d4	W5	D5	BL	hole	BR	Top Flange	Bottom Flange	Web
9/13/22	EH	0.643	0.00	0.526											0.498	0.00	0.580	33%	38%	
7/11/23	JJ	0.571	0.00	0.522											0.470	0.00	0.512	38%	44%	
8/12/24	AC	0.553	0.00	0.536											0.511	0.00	0.531	38%	41%	
10/30/25	JL	0.542	0.00	0.524											0.522	0.00	0.508	39%	41%	

Section Size=		Flange Width=		Flange Thick=		Web Thick=			Girder Height=	

Location:

Date	By	Top Flange			Web										Bottom Flange			SECTION LOSS		
		TL	hole	TR	W1	d1	W2	d2	W3	d3	W4	d4	W5	D5	BL	hole	BR	Top Flange	Bottom Flange	Web

Sketch Description: Section Losses Sketch 2 of 2

Sketch Number: **4** Sketch Filename: **25_Channel Profile Along End Abutment_2227620.jpg**

BD230E(02/17)

NYS DEPT. OF TRANSPORTATION

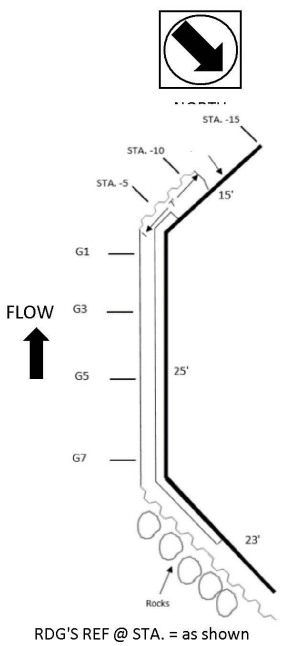
R/C BIN: 9/4 2227620 DATE: 10/30/2025

FEATURE CARRIED: LOFT ROAD

FEATURE CROSSED: SCHENEVUS CREEK

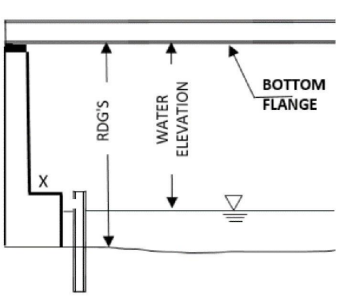
CHANNEL PROFILE ALONG END ABUTMENT

STA.	READINGS (ft)						Changes Since Last Inspec.
YEAR →	2019	2021	2022	2023	2024	2025	
-15 →	8.7	9.3	8.6	8.6	9.8	9.8	0.0
-10	11.7	11.4	9.7	10.2	11.4	10.1	1.3
-5	16.3	13.4	12.4	12.5	13.1	13.1	0.0
G1	21.1	14.8	14.3	14.1	14.3	14.2	0.1
G3	20.8	14.4	14.9	14.3	14.0	14.2	-0.2
G5	25.4	14.0	14.2	13.9	13.7	13.8	-0.1
G7	25.1	12.1	12.4	11.8	11.7	11.9	-0.2
WSE	7.7	7.2	7.9	7.9	7.4	6.7	
A= Above Datum							
WSE = Water Surface Elevation							



RDG'S REF @ STA. = as shown

REFERENCE	YEAR	NOTES
DATUM = Bottom of Girders X = 3.0ft Combination sheet piles and H piles with wooden forms.	2019	Scour protection project completed on the end abutment side as seen by the significant change in readings.
	2021	Degradation along End Left Wingwall, max 3.9ft
	2022	Aggradation at Sta. -15 to -5, max 1.7' at Sta. -10.
	2023	No significant changes.
	2024	Degradation along End Left Wingwall, max 1.2ft
	2025	Aggradation at 0-10 1.3 ft, otherwise no signifcant changes.



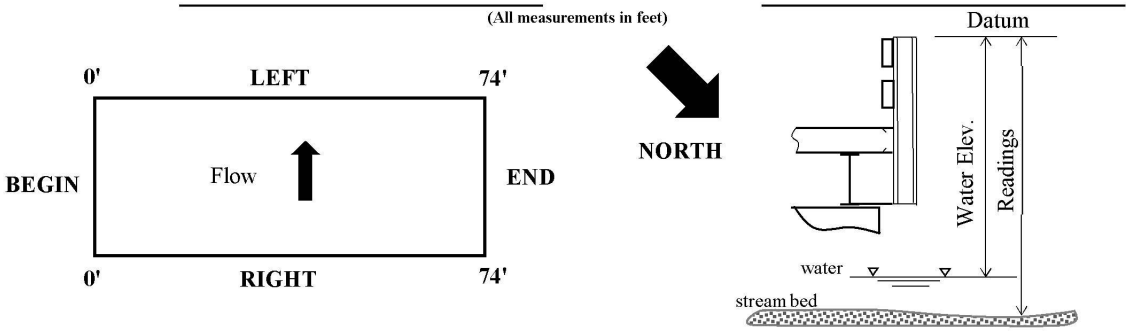
Sketch Description: Channel Profile Along End Abutment

Sketch Number: **5** Sketch Filename: **25_Channel Profile Readings_2227620.jpg**

RC 9/4 BIN 2227620 **CHANNEL CROSS SECTION READINGS (Dropline):**

Feature Carried: LOFT ROAD **Feature Crossed:** SCHENEVUS CREEK

(All measurements in feet)



Datum to seat at BEGIN LT: 5.0 **at END LT:** 5.0

Datum to seat at BEGIN RT: 5.0 **at END RT:** 5.0

Datum elevation change BEGIN to END: 0.0

Superelevation LEFT to RIGHT: 0.0

LEFT FASCIA READINGS

Station/By	Date	2016	2022	2023	2024	2025	
		baseline					
0.0	BA	9.5	10.0	10.0	10.0	10.1	
8.0	2	10.6	10.5	10.7	10.5	10.9	
16.0	3	12.4	12.0	12.1	11.9	12.3	
24.0	4	15.2	15.2	15.5	15.4	15.6	
32.0	5	16.3	16.4	16.4	16.6	16.8	
40.0	6	17.6	17.8	17.8	17.6	17.7	
48.0	7	19.0	18.8	18.9	18.9	19.1	
56.0	8	20.4	21.4	22.2	21.9	21.9	
64.0	9	23.4	22.3	22.7	22.5	23.0	
71.0	FSP	15.3	20.4	20.5	20.5	20.7	
74.0	EA	12.8	12.5	12.5	12.3	12.5	
W.Elev		13.3	14.2		13.8	13.0	
@ Sta.		64.0	64.0		64.0	64.0	
To footing							

RIGHT FASCIA READINGS

Station/By	Date	2016	2022	2023	2024	2025	
		baseline					
0.0	BA	11.1	11.0	11.0	11.0	11.0	
8.0	2	11.5	11.3	11.4	11.5	11.4	
16.0	3	12.6	12.3	12.4	12.3	12.4	
24.0	4	15.3	15.9	15.6	15.6	15.5	
32.0	5	16.8	16.9	16.8	16.9	17.0	
40.0	6	17.6	17.6	17.8	17.7	18.0	
48.0	7	18.6	18.5	18.5	18.7	18.9	
56.0	8	20.8	20.7	20.6	20.9	20.1	
64.0	9	23.1	21.3	22.3	21.1	21.7	
71.0	FSP	15.3	18.0	17.6	17.1	17.6	
74.0	EA	12.8	12.7	12.8	12.6	13.0	
W.Elev			14.1		13.8	13.0	
@ Sta.			64.0		64.0	64.0	
To footing							

Date:	Comments
2016	*Baseline readings please do not delete the data unless the channel was graded or the datum has been changed*
2022	Right Fascia, aggradation 0.9 ft @ Sta. 7. Remaining stations have no significant changes.
2023	Degradation of 1.0' at Right Fascia, Sta. 64. Degradation of 0.8' at Left Fascia, Sta. 56. Otherwise no significant changes
2024	Aggradation of 1.2' at Right Fascia, Sta. 64. Otherwise no significant changes
2025	No significant Changes.

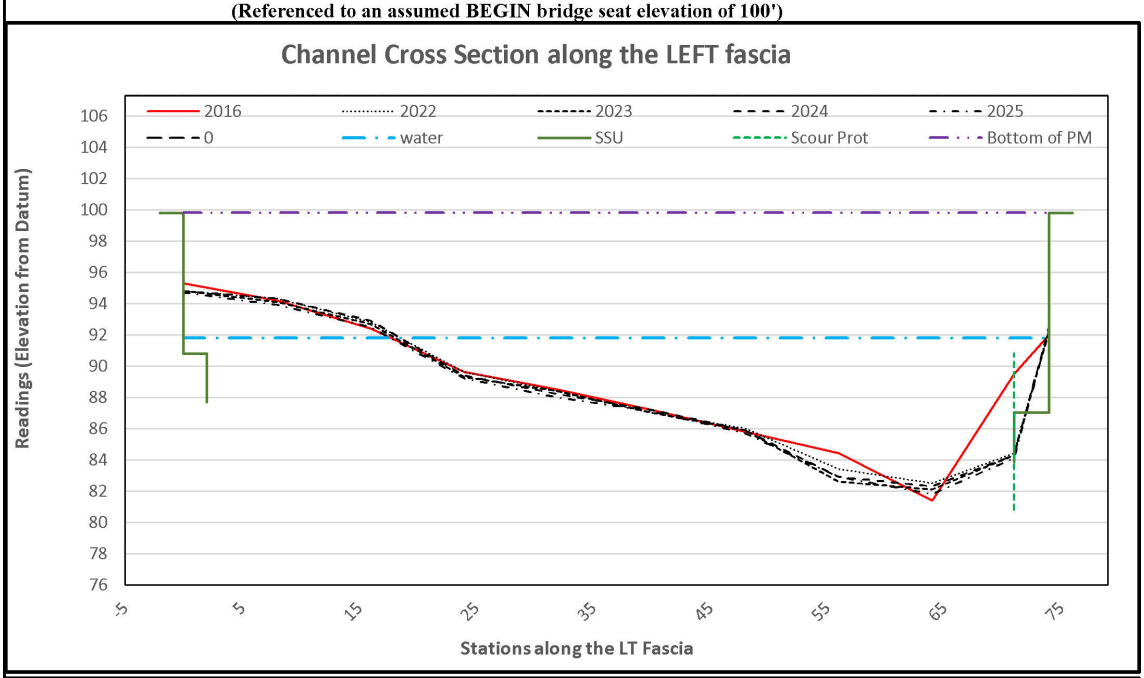
Sketch Description: Channel Profile Readings

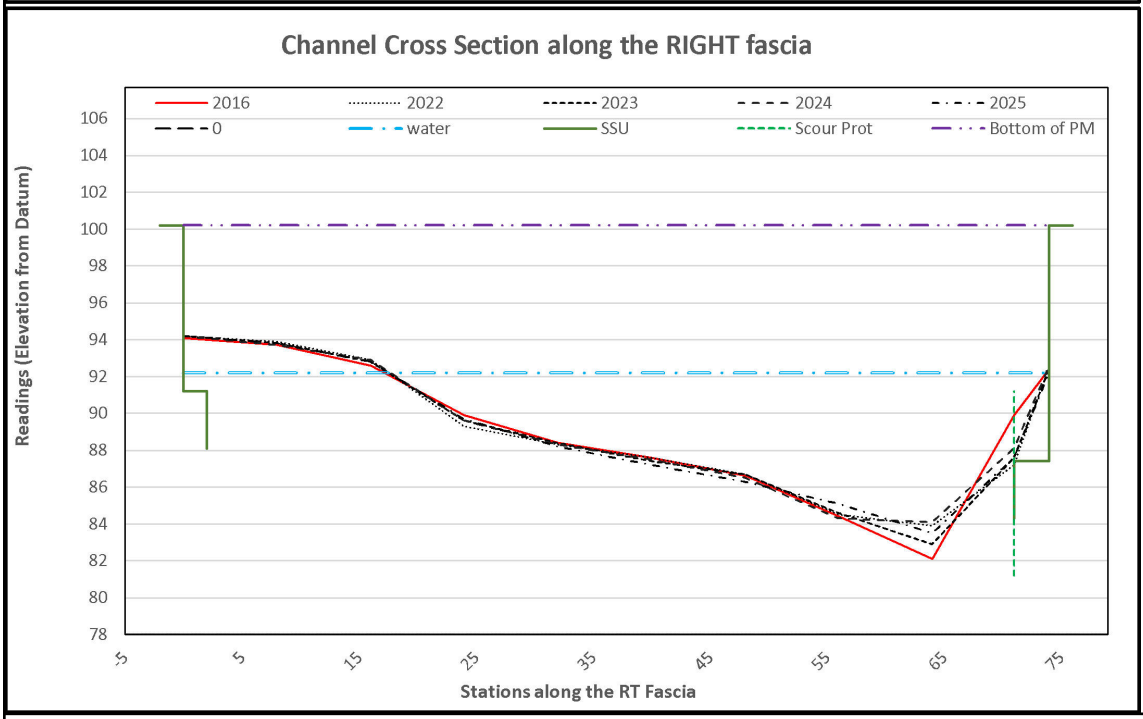
Sketch Number: **6** Sketch Filename: **25_Channel Profile Graphs_2227620.jpg**

Drop

RC 9/4 BIN 2227620

CHANNEL CROSS SECTION READINGS (Dropline - Graph of channel's bed):
(Referenced to an assumed BEGIN bridge seat elevation of 100')





Sketch Description: Channel Profile Graphs

Sketch Number: **7** Sketch Filename: **25_Stream Hydraulic Defect History_2227620.jpg**

Agency Defined Element 801 - Stream Hydraulics Defect History

R/C BIN: 9/4 2227620

Feature Carried: LOFT ROAD
Feature Crossed: SCHENEVUS CREEK

ADE 801 DEFECTS		CONDITION STATES (CS)				
		Baseline	Previous Inspection Assessments			Current Inspection
		NA	*09/13/22*	*07/11/23*	*08/12/24*	*10/30/25*
6120	Channel Alignment	3	3	3	3	3
6130	Channel Scour	2	2	3	3	3
6140	Waterway Opening	2	2	2	2	2
6150	Scour Protection	2	2	2	2	2
6160	Bank Protection	2	2	2	2	2
6165	Bank Erosion	3	3	3	3	3
6180	Debris Near Bridge	2	2	2	2	2
6190	Countermeasures	2	2	2	2	2
					ADE 801 - Controlling Condition State =	3

Inspector's Comment (comment required for each defect assessed CS-3 or CS-4):

Alignment, Bank Erosion, Channel Scour - CS3
The stream alignment is directed towards the end right stream bank and along the end abutment stem (Photo 25). The poor alignment has caused end left and right bank erosion (Photo 26 & 27) and a large scour hole beneath the bridge within the end 2/3 of the channel (see Channel Cross Section sketches).

STREAM REFERENCE PHOTOS
Upstream and downstream reach photos provided for reference (Photos 28 & 29).

Sketch Description: Stream Hydraulic Defect History

Sketch Number: **8** Sketch Filename: **25_Electrical Hazard Survey_2227620.jpg**

BD241(02/17) NYSDOT Bridge Inspection Report
Sheet 1 of 1

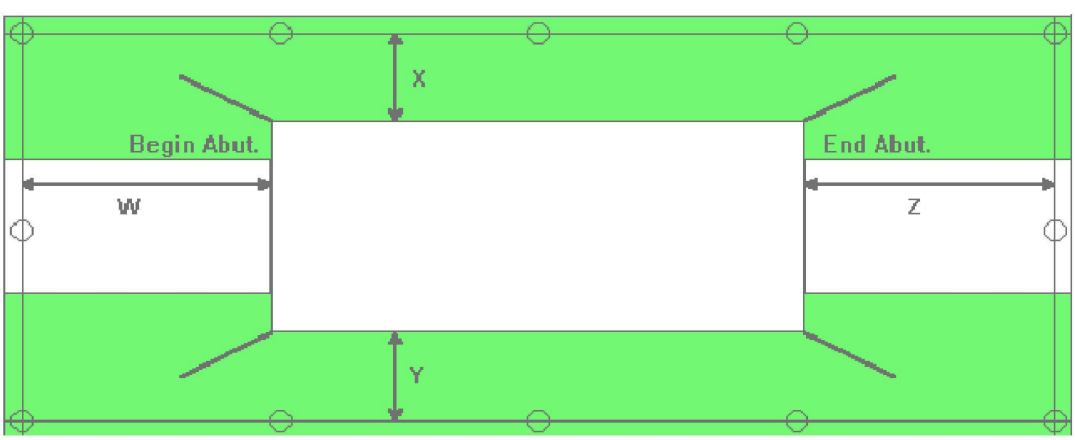
Electrical Hazard Survey

Carried:	**LOFT ROAD**		**R/C BIN:**	**9/4 2227620**
Crossed:	**SCHENEVUS CREEK**		**Insp. Date:**	**10/30/2025**
ATL:	**James Luft, EIT**		**Team Leader:**	**Wai Kit Chan**

Electrical Hazard Classification		
		Danger!
	X	Warning
		No Lines Present

Electrical Hazard Alignments		
	X	Parallel Alignment
	X	Perpendicular Alignment
		Diagonal Alignment

Utility Name	UNKNOWN
System Voltage	UNKNOWN



English Units for Offsets

Location (Put X where appropriate)		**No Lines Present**	**Above the Deck**	**Below the Deck**	**Above and Below**	**Horizontal Offset (ft)**	**Vertical Offset (ft)**
Before Begin Abutment	(W)		X			70	15
To Left of Bridge	(X)		X			4	15
To Right of Bridge	(Y)	X					
After End Abutment	(Z)		X			50	15

Sketch Description: Electrical Hazard Survey

Sketch Number: **9** Sketch Filename: **25_Inspection Load Rating Form_2227620.jpg**

LRR 2018

NEW YORK STATE DEPARTMENT OF TRANSPORTATION
Region 9 Bridge Inspection Load Rating Form

R/C B.I.N. **9/4 2227620** (Bridge Identification Number) **LOFT ROAD** (Feature Carried) over **SCHENEVUS CREEK** (Feature Crossed)

1. Current Load Rating: **10/7/2024** (in BIN Folder) (Date)

2. Bridge Load Posting: **20 TONS** Check box if no posting: ☐

3. Updates Made to Plans by Inspector: Check box if no updates: ☑

4. Load Rating Condition Documentation: Check box if no condition documentation: ☐

See section loss sheets in report

5. Structural Flags Issued: Check box if no structural flags issued: ☐

Yellow Flag 9B25V2W046 issued for long-standing and newly reported cracked connection welds between bridge rail post clip angle brackets and fascia girder bottom flanges, in tension zones of the girders.

6. Notes to Load Rating Engineer: Check box if no notes to LRE: ☐

See section loss documentation and report for information.

7. Inspector: **Wai Kit Chan, PE# 109337** **Date:** **10/30/2025**

UPDATED 01/2018

Sketch Description: Inspection Load Rating Form

New York State Department of Transportation
Yellow Flag 9B25V2W046

By: Wai Kit Chan
Flag Date: October 30, 2025

Superseding Information:
This flag supersedes: YF 9B24YSW019

Structure Information

BIN: **2227620**
Feature Carried: LOFT ROAD
Feature Crossed: SCHENEVUS CREEK
Orientation: 8 - NORTHWEST

Region: 09 - BINGHAMTON
County: OTSEGO
Political Unit: Town of MARYLAND
Approximate Year Built: 1930

Posted Load Matches Inventory: Yes
Posted Load in field : 20

Primary Owner: 40 - Town
Primary Maintenance Responsibility: 40 - Town
Typical or Main Span Type: 3 - Steel, 02 - Stringer/Multi-Beam or Girder
This Bridge is not a Ramp
Number of Spans: 1
Bridge Carries National Highway System: No

Verbal Notification Information

Person Notified: Not Contacted
Date:

Of:

Signature Information

Signature: Wai Kit Chan, P.E. 109337-1
Date: November 04, 2025

Reviewed By: Michael J. Peters
Date: November 05, 2025

Attachments: 5

Yellow Flag 9B25V2W046 BIN 2227620 Flag Date: October 30, 2025

Flagged Elements

Parent Element	Element
Span Number : 1	
	107 - Steel Open Girder/Beam

Flagged Condition Description

Flag conditions: Long-standing and newly reported cracked connection welds between bridge rail post clip angle brackets and fascia girder bottom flanges, in tension zones of the girders.

There are cracked connection welds between the bridge rail post clip angle bracket and the fascia girder bottom flange at locations below:

•Left side, post 3: The weld is fully cracked on the left, right, end sides (Photo 1, Deteriorated from 2024).
•Left side, post 4: The weld is cracked 100% on the end side, 30% on left and right sides (Photo 2, New).
•Left side, post 5: The weld is cracked 100% on the end side, 50% on left and right sides (Photo 3, Deteriorated from 2024).
•Left side, post 7: The weld is cracked 100% on the end side, 25% on left and right sides (New).
•Left side, post 9: The weld is cracked 75% on the begin side (New).
•Right side, post 2: all welds are cracked on all sides but the connection remains firm and the welds may not be fully cracked thru (Photo 4, no changes).

Currently, there is no apparent propagation of the cracks into the girder base metal. Yellow 9B25V2W046 is reissued and supersedes Yellow Flag 9B23NQW019.

Background: The single span superstructure is comprised of seven rolled girders and a timber deck (Photo 5).

Significance: The partially cracked connection welds are in the tension zone of the girders and have the potential to propagate into the base metal of the bottom flange of the fascia girders.

Yellow Flag 9B25V2W046 BIN 2227620 Flag Date: October 30, 2025

Flag Photographs

Photo Number: **1** Photo Filename: **IMGP3270.jpg**

Attachment Description: **Left Bridge Rail Post 3, End Side, Looking Begin**

Yellow Flag 9B25V2W046 BIN 2227620 Flag Date: October 30, 2025

Photo Number: **2** Photo Filename: **IMGP3279.jpg**

Attachment Description: **Left Bridge Rail Post 4, End Side, Looking Begin Right**

Yellow Flag 9B25V2W046 BIN 2227620 Flag Date: October 30, 2025

Photo Number: **3** Photo Filename: **IMGP3280.jpg**

Attachment Description: **Left Bridge Rail Post 5, End Side, Looking Begin Right**

Yellow Flag 9B25V2W046 BIN 2227620 Flag Date: October 30, 2025

Photo Number: **4** Photo Filename: **IMGP3272.jpg**

Attachment Description: **Right Bridge Rail Post 2, Begin Side, Looking End Left**

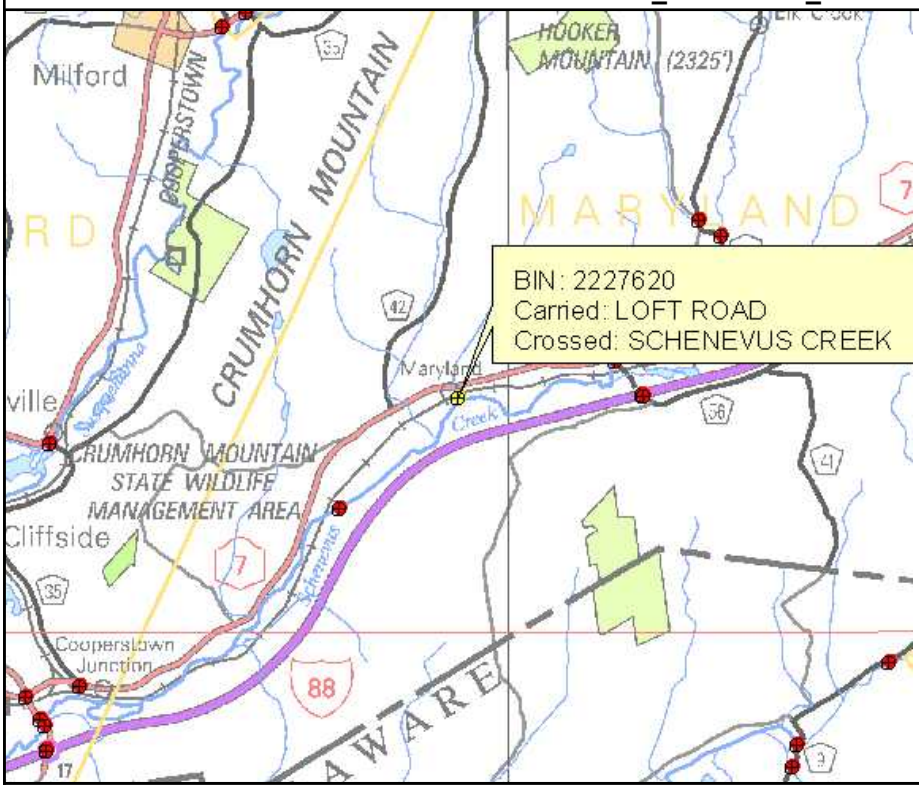
Yellow Flag 9B25V2W046 BIN 2227620 Flag Date: October 30, 2025

Photo Number: **5** Photo Filename: **IMGP3269.jpg**

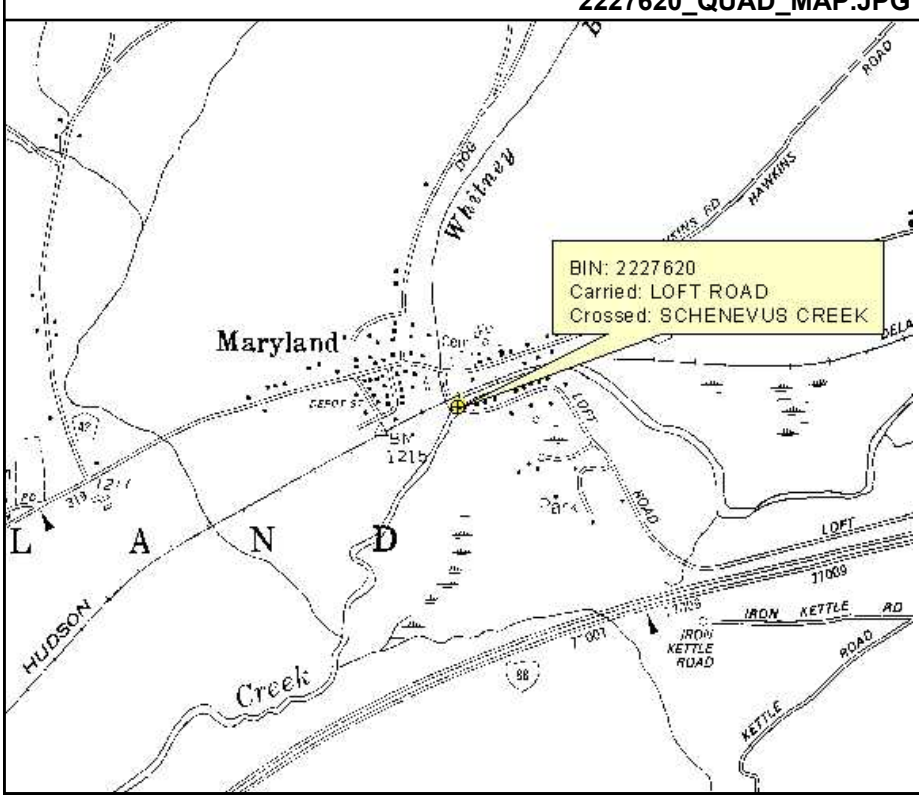
Attachment Description: **Framing, Looking End**

Standard Photographs

2227620_LOCATION_MAP.JPG



2227620_QUAD_MAP.JPG



AbutmentBegin.jpg

AbutmentEnd.jpg

ApproachBegin.jpg

ApproachEnd.jpg

ApproachEndPostingSign.jpg

ElevationLeft.jpg

ElevationRight.jpg

Framing.jpg

Special Emphasis Detail- Diaphragm Welds.JPG

Special Emphasis Detail- Railing Bottom Flange Welds.JPG

TopOfDeck.jpg