

APPENDIX 3. 2009 Inspection Photographs by the New York State Department of Transportation



Figure 110. Span 7 strut at Panel Point 16.



Figure 111. Span 7 strut, upper chord, and sway bracing at Panel Point 16.



Figure 112. Span 7 deck at connection L16.



Figure 113. Span 7 lower chord connection at L14.



Figure 114. Span 7, lower chord connection at L12.



Figure 115. Span 7 lower chord connection at L12, interior side.



Figure 116. Span 7 lower chord lateral connection at L14.



Figure 117. Span 7 Floor Beam 13.



Figure 118. Span 7 Panel 20 stringer.



Figure 119. Span 6 upper chord connection at U05.



Figure 120. Span 6 lower chord connection at L01 (Spans 4, 5, 6, 8 and 9 are similar).



Figure 121. Span 6 lower chord at L00-L02.



Figure 122. Span 6 lower chord connection at L02.



Figure 123. Span 6, Panel 2, laterals, stringers, and floor beam (Spans 4, 5, 6, 8, 9 are similar).



Figure 124. Span 11 Floor Beam at G2 (All girder spans are similar).



Figure 125. Pier 3 fixed bearings (Spans 3-4).



Figure 126. Span 5 at Pier 5, right truss roller bearing.



Figure 127. Span 6 at Pier 5, left truss roller bearing.



Figure 128. Spans 7/8 at Pier 7, right truss rocker bearing.



Figure 129. Span 8 at Pier 8, left truss roller bearing.



Figure 130. Pier 5, south side of stem. The potential failure of this pier resulted in the permanent closure of the Lake Champlain Bridge.



Figure 131. Pier 5 upper south side of stem, cap and tensioners.