STRUCTURE NO. 03313

I-84 TR 815

over

I-84EB,RTE 72,372,B&M RR

NEW BRITAIN

Routine & Special Inspection

on

4/22/2014

Inspected by GM2 Oncall - 28

for Area 2

TEAM:	Forwarded to TE3 Steve Keedy	Date	8/4/2014

TE3:	Reviewed by TE3 Steve Keedy	Date	8/6/2014
	BMM Required	Yes	
	Town Bridge	No	
	Rating <= 5 (Items 58,59,60 or 62)	Yes	
	Rating Change 2 or More Values	No	
	Forwarded to Supervisor Steve Keedy	Date	8/6/2014
	Forwarded to "To Be Copied Drawer" ☐	Date	
	Date BRI-19 Entered	8/6/2014	

SUPERVISOR:	Reviewed by Supervisor	Steve Keedy	Date	8/6/2014

SUPPORT:	Date Copies Made	8/6/14	BMM No	14-558	
	Scanned By: MKL	Date Scanned		PDF Box No	

NBI: Yes

NHS: Yes

BRIDGE SAFETY INSPECTION

STATE PROJECT NO. 170-3224

BRIDGE NO. 03313
INTERSTATE 84 TR 815
OVER
INTERSTATE 84 EASTBOUND, ROUTE 72 WESTBOUND, ROUTE 372, PAN AM RAILROAD AND QUINNIPIAC RIVER
NEW BRITAIN, CONNECTICUT

ROUTINE AND SPECIAL INSPECTION
APRIL 22, 2014
(Last Day of Inspection June 7, 2014)

Prepared By:
GM2 Associates, Inc.
115 GLASTONBURY BLVD.
GLASTONBURY, CT 06033

STATE OF CONNECTICUT
MADAN M. GUPTA
No. 14052
LICENSED
PROFESSIONAL ENGINEER

8/1/14

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

INSPECTION REPORT TRANSMITTAL FORM
FORM BRI-27, REV. 9/ 97

STRUCTURE NO. 03313 TOWN New Britain

Inspectors SRD, AKC, BJS, PAH, CAW Date 4/22/2014

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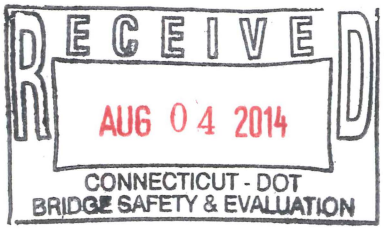
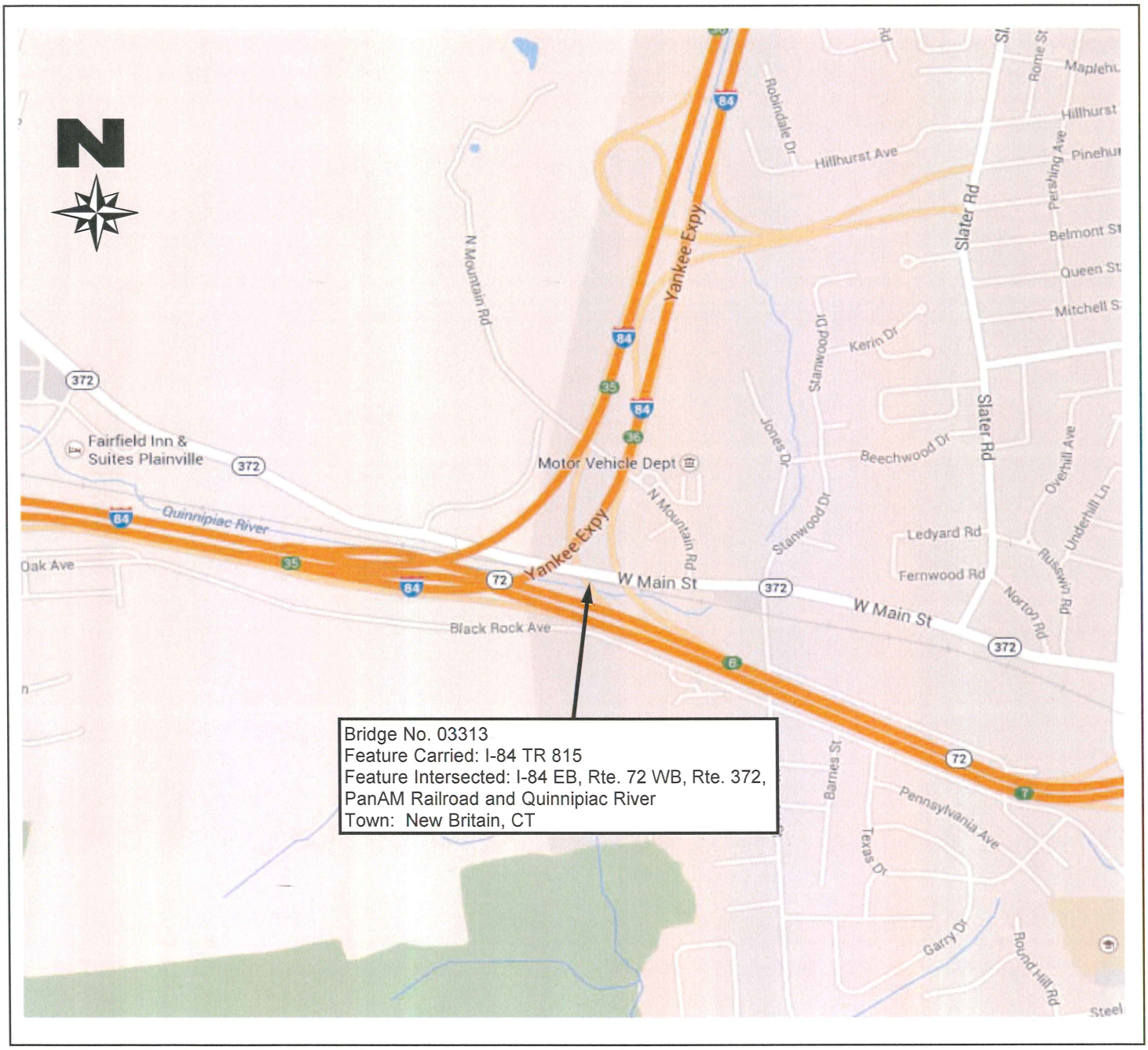


LOCATION MAP



Some steel repairs & Bearing Replacement (SK)

Project # 170-3224 Bridge No. 03313

EXECUTIVE SUMMARY

Bridge No. 03313 carries I-84 TR 815 over I-84 Eastbound, Route 72 Westbound, Route 372 and Pan AM Railroad in New Britain, CT. This nine span bridge consists of steel multi-girders and a reinforced concrete deck. The superstructure is supported by reinforced concrete abutments and piers. The bridge was built in 1969 and rehabilitated in 2011. The overall length is 928 feet and the curb-to-curb width is 27.8 feet. According to information on file with Connecticut Department of Transportation, the bridge has an inventory load rating capacity of 45 tons for an AASHTO HS vehicle. Due to the section losses present in the steel a re-analysis of this structure may be warranted. During this routine inspection completed in June of 2014 the bridge was found to be in poor condition.

The deficiencies found on the bridge are as follows:

Deck: (Rated - 6)

1. The sloped concrete curbs exhibit large areas of severe scaling up 1' high x 4-1/2" deep with and without exposed rebar with maximum noted along the east curb in Spans 5 and 6.
2. There are four bent pipe sections located in Spans 1, 6 and 7. The posts are slightly tilted at these locations. The 5th post from Pier 6 in Span 7 at the east railing has two missing nuts and two nuts backed off 1/4". These conditions have been previously submitted for repair under Item No. 2 of BMM No. 06-085 and have not been addressed.
3. There are short deck weep pipes with potential to drain onto steel below at following locations:
   - Bay 3 near Pier 2 in Span 3.
   - Bay 3 near the first cross frame from Pier 5 in Span 5.
   - Bay 3 near Pier 6 in Span 7.

   This condition has been previously submitted for repair under Item No. 2 of BMM No. 10-621 and has not been addressed.
4. The light standard on the west parapet in Span 1 has a missing handhole cover plate with exposed wires. This condition has been previously submitted for repair under Item No. 2 of BMM No. 12-384 and has not been addressed.
5. The asphaltic plug joints exhibit adhesion separation cracks and cohesion cracks up to 18' long x1/8" wide. There is a new BMM to address these conditions.

Superstructure: (Rated - 4)

1. The fixed bearings for girders exhibit areas of moderate to heavy rust with up to 1/2" thick pack rust between the bearing plates. Some anchor bolt nuts exhibit up to 80% section loss. These conditions have been previously submitted for repair under Item No. 6 of BMM No. 06-085 and have not been addressed.
2. The fixed hinges at Pier 1 exhibit up to 9/16" impacted rust between hinge plate and girder web and random pin nuts for hinge assemblies have up to 9/16" gaps under the nut (as-built condition). The sliding expansion bearing for the cap girder at Pier 1 appears to be frozen based on the comparison with previous measurements.
3. The girder ends exhibit section loss in the web and bearing stiffeners resulting in up to 5% loss in web for shear and up to 31% loss in web bearing area (buckling). Girder G4 bottom flanges have section losses up to 3/8" deep x 7" wide at several locations in critical areas resulting in up to 13%. These conditions have been previously submitted for repair under Item No. 5 of BMM No. 10-621 and have not been addressed.
4. There is a missing and broken horizontal welds at the end cross frame connection to Girder G2

Pier 7 in Span 7 and a 4" long cracked lower horizontal weld at the end cross frame connection to Girder G3 at Pier 7 in Span 7. There is a new BMM to address these conditions.

Substructure: (Rated - 5)

1. There are cracks up to 1/8" wide, hollow areas up to 2' x 2' and spalls/scaling up to 1' x 16" x 4" deep at the end of pier caps. The concrete pedestals spalls up to 10" x 1.5" x 1.5" deep, hollow areas up to 2' x full width and cracks up to 1/4" wide with some cracks extending through anchor bolt line. The pedestal for Girder G4 on Pier 2 is undermined 1' long x 2" high x 2" deep due to a 1' long x 3" high x 2" deep void. An 8" x 8" x 3" deep spall on the south face of the Pier 7 cap under Girder G4 undermines the pedestal for up to 7" x 7" x 3" deep. These conditions have been previously submitted for repair under Item No. 6 of BMM No. 10-621 and have not been addressed.

Bridge Number 03313

Inspected By: Suresh Dontula & Amit KC

Sufficiency Rating 63.17
Previous Inspection Date 4/10/2012

BS&E Received ☐ Data Entry By: Stem Keedy
Copies Made ☐ Data Entry Date: 8/6/14

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BRIDGE SAFETY & EVALUATION

STRUCTURE EVALUATION

SHEET 1 OF 2 FORM BRI-19 REV 10/00

SHEET_____ OF_____

90) Inspection Date	Inspection Team	91) Frequency	Class:
04/22/14	2128	24	J3
Indepth Insp	**Deck Survey**	**Access**	**Flagman**
5/18/2010	12/10/1993	38	99 *

RED FLAG ☐

CRITICAL FEATURE INSPECTIONS

	Type	Frequency	Team	Date	
Fracture:	J	24	2028	4/10/2012	4/22/14
Uwater:					
Special:	A	24	2028	4/10/2012	4/22/14

IDENTIFICATION

Bridge Name
Town Name NEW BRITAIN Town Code 50440
5) Inventory Route:
A) Record Type 1
B) Signing Prefix 1 Interstate High
C) Level of Service 7 Ramp, Wye, Co
D) Route Number 00084
E) Directional Suffix 4 West
6) Feature Intersected I-84EB,RTE 72,372,B&M RR
7) Facility Carried: I-84 TR 815
9) Location I84 WB EXT 35 TO RT 72 EB
11) Milepoint 0.23 Miles
16) Latitude 41deg 40 min 6.00 sec
17) Longitude 72deg 49 min 24.00 sec
98) Border Bridge:
A) State Code
B) Percent Responsibility %
C) Border Town Name
99) Border Bridge Structure No

STRUCTURE TYPE AND MATERIAL

43) Structure Type, Main:
A) Material 3 Steel
B) Design Type 2 Stringer/Multi-beam o
44) Structure Type, Approach:
A) Material 0 Other
B) Design Type 0 Other
45) Number of Spans, Main Unit 9
46) Number of Approach Spans 0
107) Deck Structure Type 1 Concrete Cast-in-Place
108) Wearing Surface/Protective System:
A) Type of Wearing Surface 6 Bituminous
B) Type of Membrane 2 Preformed Fabric
C) Type of Deck Protection 0 None

AGE AND SERVICE

27) Year Built 1969
106) Year Reconstructed
42) Type of Service:
A) On 6 Overpass structure
B) Under 8 HIGHWAY-WATER
28) Number of Lanes:
A) On 1
B) Under 7
29) Average Daily Traffic 17815
Half ADT?: No N
109) Percent Truck 9%
30) Year of ADT 2010 2014
19) Bypass, Detour Length 4miles

GEOMETRIC DATA

48) Length of Max Span 109ft
49) Structure Length 928ft
50) Curb or Sidewalk Widths:
A) Left 0.0ft
B) Right 0.0ft
51) Brg Rdwy width,curb-curb 27.8ft
52) Deck Width, Out-Out 31.5ft
32) Approach Roadway Width 28ft
33) Bridge Median 0 No Median
Deck Area 29219 sqft
34) Skew Angle 0deg
35) Structure Flared 0
10)Inv. Rte. Min. Vert Clearance 99ft 99in
47) Log Inv. Rte. Total Horiz Clr.: 27.8ft
47) RLog Inv. Rte. Total Horiz. Clr.: 0ft
53) Min Vert Clearance Over Bridge 99ft 99in
54) Min Vert Under Clearance H Ref 16ft 10in Ref
55) Min Lat Under Clearance on Right H Ref 12.6ft Ref 13.0ft
56) Min Lat Under Clearance on Left 11.7ft

BRIDGE COMMENTS

Project No. 0171-0198 (1992): Rehabilitation (List 05).

3/6/2009 Project #171-339 Bridge Bearing Repair/Replace. Construction to start September 2010.

* PAN AM RR FLAGMAN IS NEEDED TO INSPECT RR SPAN

CLASSIFICATION

112) NBIS Bridge Length	Yes	
104) Highway System	1	On System
26) Functional Class	11	Urban Principal Arterial - Interstate
100) Defense Highway	1	Route is on a Interstate STRAHNET Route
101) Parallel Structure	N	No parallel structure exists
102) Direction of Traffic	1	1-way traffic
103) Temporary Structure		
110) Designated National Network	1	On national network
20) Toll	3	On Free Road
21) Maintain	1	State Highway Agency
22) Owner	1	State Highway Agency
Report Class	S	STATE
37) Historical Significance	5	Bridge is not eligible for National Register

WATERWAY

DrainageBasinCode	6999	
38) Navigation Control	N	Not applicable
39) Navigation Vert Clr.		40) Navigation Horiz Clr.
116) Vert-Lift Brg Nav Min		
111) Pier Abutment Protection		

PROPOSED IMPROVEMENTS

75A) Type of Work Proposed		
75B) Work Done By		
76) Length of Struct. Improvement		ft
94) Bridge Improvement Cost	$	
95) Roadway Improvement Cost	$	
96) Total Project Cost	$	
97) Year of Improvement Cost Est.		
114) Future ADT		115) Year Future ADT

List No. 27 Project No. Advertised

POSTED SIGNS & UTILITIES

Other Posted Signs 1					
Other Posted Signs 2					
Actual P.L. Single Unit Truck	tons		Actual P.L. 4Axle Truck	tons	
Rec. P.L. Single Unit Truck	tons		Rec. P.L. 4Axle Truck	tons	
Actual P.L. Semi-TrailerTruck	tons		Actual P.L. 3S2 Truck	tons	
Rec. P.L. Semi-TrailerTruck	tons		Rec. P.L. 3S2 Truck	tons	
Rec. P.L. All Vehicles	tons		Actual P.L. All Vehicles	tons	
Posted Vert Clearance On Bridge	ft	in		ft	In
Posted Vert UnderClearance	ft	in		ft	In
Posted Speed Limit	30 mph				mph
Utility					
Utility	1	Gas			
Utility	2	Water			

STRUCTURE EVALUATION

SHEET 2 OF 2 FORM BRI-19 REV 10/00

SHEET_____ OF_____

Bridge Number	03313	NBIS Length	
Town Name	NEW BRITAIN	Yes	928
Facility Carried	I-84 TR 815		
Feature Crossed	I-84EB,RTE 72,372,B&M RR		

Inspected By: S. DONTULA & AMIT KC

LOAD RATING AND POSTING

31) Design Load	5	Evaluation Code	L
63) Operating Rating Type	1	Year of Evaluation	2000
64) Operating Rating	75.0	70) Bridge Posting	5
65) Inventory Rating Type	1	41) Structure Status	A
66) Inventory Rating	45.0		

CONDITION

		Rating	By
58) Deck	6	6	SKG
59) Superstructure	4	4	SKG
60) Substructure	5	5	SKG
61) Channel & Chan. Protection	6	6	SKG
62) Culverts	N	N	SKG

APPRAISALS

		Rating	By
67) Structure Evaluation	4	4	MG
68) Deck Geometry	9	9	SKG
69) Under Clear Vert & Horiz	6	6	SKG
71) Waterway Adequacy	9	9	SKG
72) Approach Rdwy Alignment	8	8	SKG
113) Scour Critical	8	8	

Items 58 Thru 72 Checked By:

36) Traffic Safety Features:

A) Bridge Railings	0	0
B) Transitions	1	1
C) Approach Guardrail	1	1
D) Approach Guardrail End	1	1

OTHER FEATURES

Fence Required	Yes		Barrel Ladder	No	
Fence Present	No	N	Stand Pipes	No	
Fence Height	ft	ft	Cat Walks	No	
Fence Type			Movable Inspection System	No	
Fence Material			Loose Concrete Checked?	Yes	Y
Fence Top Type					

INSPECTION COMMENTS

Proposed Next Indepth Insp Year	2020
Senior	Sarwat Basha
Supervisor	Leo Cain

Nadav M-Gupta 8/1/14

REVIEWED BY: SC Date 8/6/14

BRIDGE NUMBER	TOWN NAME	NBIS BRG LGTH
03313	NEW BRITAIN	True 928
FACILITY CARRIED	FEATURE CROSSED	
I-84 TR 815	I-84EB,RTE 72,372,B&M RR	

STATE OF C NECTICUT
DEPARTMENT OF TRANSPORTATION
DIVISION OF BRIDGE SAFETY EVALUATION

INVENTORY ROUTE UNDER STRUCTURE EVALUATION

FORM BRI-25 REV 10/00

INSPECTED BY: Suresh Dontula
Amit KC

REVIEWED BY: SK DATE: 8/6/14

SHEET_____ OF_____ (INSP. REPORT)

IDENTIFICATION

DESCRIPTION:

5) INVENTORY ROUTE:

A) RECORD TYPE	A		
B) ROUTE SIGNING PREFIX	3	State Highway	
C) DESIGNATED LEVEL OF SERVICE	1	Mainline	
D) ROUTE NO.	00072		
11) MILE POINT (INV.RTE)	2.73		

CLASSIFICATION

26) INV. RTE. FUNCT CLASSIFICATION	12	Urban Principal Arterial -	
100) DEFENSE HIGHWAY DESIGNATION	0	Route is not a STRAHNE	
** 102) DIRECTION OF TRAFFIC	1	1-way traffic	
104) HIGHWAY SYSTEM OF INV. ROUTE	1	On System	
110) DESIGNATED NATIONAL NETWORK	1	On national network	

AGE & SERVICE

+ 28B) NUMBER OF INV.ROUTE LANES	2		
* 29) ADT (INV. RTE)	26600		25750
* 109) TRUCK ADT % (INV.RTE)	5		06
* 30) YEAR OF ADT (INV. RTE)	2010		2013
* 41) INV ROUTE OPERATIONAL STATUS	A	Open, no restriction	A
19) BYPASS DETOUR LENGTH	4	Miles	

POSTED SIGNS

+ POSTED VERT. CLR UNDER BRIDGE 0ft 0in ft in

LEAVE BLANK

COMMENTS:

ITEM 10 SEE CLEARANCE DIAG. FOR RT 72 WB.
ITEMS 47,53 & 55 SEE CLEARANCE DIAG.
NO ENTER FOR ITEM 53 LOG SINCE NO LOG RT 72 UNDER BRIDGE [RT 72 WB IS

GEOMETRIC DATA

+ 10) INV. RTE. MIN. VERT. CLEARANCE	18 ft 1 in		ft in
+ 47) LOG INV. RTE. TOTAL HORIZ CLR.	60.8 ft		48.4 ft
+ 47) RLOG INV. RTE. TOTAL HORIZ CLR.	60.8 ft		ft
+ LOG MIN VERT CLR OVER INV ROUTE	0 ft 0 in		ft in
+ RLOG MIN VERT CLR OVER INV ROUTE	17 ft 4 in		ft in
+ 55) MIN LAT UNDERCLR ON RIGHT	H 21 ft		ft
+ 56) MIN LAT UNDERCLR ON LEFT	11.7 ft		ft

LEAVE BLANK

* FILL OUT ON EVERY INSPECTION 29, 109, 30, 41

\+ VERIFY EVERY INSPECTION 28B, 10, 47, 53, 55, 56 & POSTED VERT CLEARANCE UNDER THE BRIDGE

** MUST BE FILLED OUT OR VERIFIED ON THE FIRST INSPECTION MADE BASED ON THE NEW FHWA GUIDE 102

BRIDGE NUMBER	TOWN NAME	NBIS BRG LGTH
03313	NEW BRITAIN	True 928
FACILITY CARRIED	FEATURE CROSSED	
I-84 TR 815	I-84EB,RTE 72,372,B&M RR	

STATE OF C NECTICUT
DEPARTMENT OF TRANSPORTATION
DIVISION OF BRIDGE SAFETY EVALUATION

INVENTORY ROUTE UNDER STRUCTURE EVALUATION

FORM BRI-25 REV 10/00

INSPECTED BY: Suresh Dontula
Amit KC

REVIEWED BY: SK DATE: 8/6/14

SHEET_____ OF_____ (INSP. REPORT)

IDENTIFICATION

DESCRIPTION:

5) INVENTORY ROUTE:

A) RECORD TYPE	B		
B) ROUTE SIGNING PREFIX	1	Interstate Highway	
C) DESIGNATED LEVEL OF SERVICE	1	Mainline	
D) ROUTE NO.	00084		
11) MILE POINT (INV.RTE)	50.41		

CLASSIFICATION

26) INV. RTE. FUNCT CLASSIFICATION	11	Urban Principal Arterial - I	
100) DEFENSE HIGHWAY DESIGNATION	1	Route is on a Interstate S	
** 102) DIRECTION OF TRAFFIC	1	1-way traffic	
104) HIGHWAY SYSTEM OF INV. ROUTE	1	On System	
110) DESIGNATED NATIONAL NETWORK	1	On national network	

AGE & SERVICE

+ 28B) NUMBER OF INV.ROUTE LANES	3		
* 29) ADT (INV. RTE)	37400		
* 109) TRUCK ADT % (INV.RTE)	14		14
* 30) YEAR OF ADT (INV. RTE)	2010		2013
* 41) INV ROUTE OPERATIONAL STATUS	A	Open, no restriction	A
19) BYPASS DETOUR LENGTH	4	Miles	

POSTED SIGNS

+ POSTED VERT. CLR UNDER BRIDGE 0ft 0in ft in

COMMENTS:

ITEMS 47,55 & 56 SEE CLEARANCE DIAG. FOR I84.

LEAVE BLANK

GEOMETRIC DATA

+ 10) INV. RTE. MIN. VERT. CLEARANCE	18 ft 9 in		
+ 47) LOG INV. RTE. TOTAL HORIZ CLR.	99.9 ft	61.9 ft	✓
+ 47) RLOG INV. RTE. TOTAL HORIZ CLR.	0 ft		
+ LOG MIN VERT CLR OVER INV ROUTE	16 ft 10 in		
+ RLOG MIN VERT CLR OVER INV ROUTE	0 ft 0 in		
+ 55) MIN LAT UNDERCLR ON RIGHT	H 25.7 ft	23.4 ft	✓
+ 56) MIN LAT UNDERCLR ON LEFT	25.6 ft	26.6 ft	✓

LEAVE BLANK

* FILL OUT ON EVERY INSPECTION 29, 109, 30, 41

\+ VERIFY EVERY INSPECTION 28B, 10, 47, 53, 55, 56 & POSTED VERT CLEARANCE UNDER THE BRIDGE

** MUST BE FILLED OUT OR VERIFIED ON THE FIRST INSPECTION MADE BASED ON THE NEW FHWA GUIDE 102

BRIDGE NUMBER	TOWN NAME	NBIS BRG LGTH
03313	NEW BRITAIN	True 928
FACILITY CARRIED	FEATURE CROSSED	
I-84 TR 815	I-84EB,RTE 72,372,B&M RR	

STATE OF C ECTICUT
DEPARTMENT OF TRANSPORTATION
DIVISION OF BRIDGE SAFETY EVALUATION

INVENTORY ROUTE UNDER STRUCTURE EVALUATION

FORM BRI-25 REV 10/00

INSPECTED BY: Suresh Dantula
Amit KC

REVIEWED BY: SK DATE: 8/16/14

SHEET_____ OF_____ (INSP. REPORT)

IDENTIFICATION

DESCRIPTION:

5) INVENTORY ROUTE:

A) RECORD TYPE	C		
B) ROUTE SIGNING PREFIX	3	State Highway	
C) DESIGNATED LEVEL OF SERVICE	1	Mainline	
D) ROUTE NO.	00372		
11) MILE POINT (INV.RTE)	3.60		

CLASSIFICATION

26) INV. RTE. FUNCT CLASSIFICATION	14	Urban Other Principal Art	
100) DEFENSE HIGHWAY DESIGNATION	0	Route is not a STRAHNE	
** 102) DIRECTION OF TRAFFIC	2	2-way traffic	
104) HIGHWAY SYSTEM OF INV. ROUTE	1	On System	
110) DESIGNATED NATIONAL NETWORK	0	Not on national network	

AGE & SERVICE

+ 28B) NUMBER OF INV.ROUTE LANES	2		
* 29) ADT (INV. RTE)	10500		9600
* 109) TRUCK ADT % (INV.RTE)	6		06
* 30) YEAR OF ADT (INV. RTE)	2010		2013
* 41) INV ROUTE OPERATIONAL STATUS	A	Open, no restriction	A
19) BYPASS DETOUR LENGTH	2	Miles	

POSTED SIGNS

+ POSTED VERT. CLR UNDER BRIDGE: 0ft 0in ____ft ____in

COMMENTS:

LEAVE BLANK

GEOMETRIC DATA

+ 10) INV. RTE. MIN. VERT. CLEARANCE	25 ft 0 in		____ft ____in
+ 47) LOG INV. RTE. TOTAL HORIZ CLR.	50.6 ft		46.9 ft
+ 47) RLOG INV. RTE. TOTAL HORIZ CLR.	0 ft		~~46.9 ft~~ OSK
+ LOG MIN VERT CLR OVER INV ROUTE	25 ft 0 in		____ft ____in
+ RLOG MIN VERT CLR OVER INV ROUTE	25 ft 0 in		____ft ____in
+ 55) MIN LAT UNDERCLR ON RIGHT	H 12.6 ft		13.0 ft
+ 56) MIN LAT UNDERCLR ON LEFT	0 ft		____.____ ft

* FILL OUT ON EVERY INSPECTION 29, 109, 30, 41

\+ VERIFY EVERY INSPECTION 28B, 10, 47, 53, 55, 56 & POSTED VERT CLEARANCE UNDER THE BRIDGE

** MUST BE FILLED OUT OR VERIFIED ON THE FIRST INSPECTION MADE BASED ON THE NEW FHWA GUIDE 102

Connecticut Department of Transportation

Bridge Inspection Report BRI-18

Bridge #: 03313 **Inspection Date: 04/22/2014**

Inspection Type:	Routine	**Previous Inspection Date:**	4/10/2012	**Snooper Required:**	Yes
Inspection Performed By:	GM2 On-call	**Feature Carried:**	I-84 TR 815	**Snooper Used:**	Yes
Town:	NEW BRITAIN	**Feature Intersected:**	I-84EB,RTE 72,372,B&M RR	**Year Built:**	1969
Location:	I84 WB EXT 35 TO RT 72 EB	**Main Design:**	Stringer/Multi-beam or Girder	**Year Rebuilt:**	-
Main Material:	Steel				

Visits

Visit Date:	Temp:	Start Time:	End Time:
4/22/2014	60	8:00:00 AM	3:00:00 PM
4/29/2014	50	8:30:00 AM	3:00:00 PM
5/15/2014	60	8:30:00 AM	3:30:00 PM
6/2/2014	70	8:30:00 AM	3:00:00 PM
6/3/2014	70	8:30:00 AM	3:00:00 PM
6/6/2014	70	7:00:00 AM	3:00:00 PM
6/7/2014	70	6:45:00 AM	12:30:00 PM

Inspectors:

Inspector:	Task:
A. KC	Inspector
B. Swanson	Inspector
P. Haefner	Inspector
S. Dontula	Lead Inspector

DECK: - **Overall Rating:** 6

	Rating	
OVERLAY:	6	The bituminous concrete overlay exhibits areas of light to moderate raveling, areas of map cracking throughout with some cracks open up to 1/4" wide and the paving seams are open up to 1/2" wide. See Field Notes Sheets 8 through 12 and Photo No. 8.
DECK-STR. CONDITION:	6	The underside of deck exhibits transverse hairline cracks with and without efflorescence and areas of hairline map cracking with and without efflorescence covering up to 75% of the bay area. There are isolated areas of honeycombing up to 2' x 1' x 1/2" deep, end haunch spalls up to 1' x 4" x 8" deep, deck end hollow areas up to 8" in diameter and deck end spalls up to 14" x 6" x 4" deep with and without exposed rebar. The underside of the deck deterioration covers a maximum of 8.9% of the Span 5 deck area and 3.7% of the total deck area. See Field Notes Sheets 23, 24, 26, 29, 32, 35, 38, 41, 44 and 46 and Photo Nos. 9 and 10.
CURBS:	4	There are sloped concrete curbs along both fasciae, which exhibit rust stains, vertical hairline cracks with and without efflorescence, areas of hairline map cracking and scrapes/gouges up to 1.5' long x 3" high x 1" deep. There are

		large areas of severe scaling up 1' high x 4-1/2" deep with and without exposed rebar, the maximum of which is noted along the east curb in Spans 5 and 6. The transition curb sections at the southwest approach are misaligned by up to 3.5" and curbs in the southwest and southeast approach have random spalls up to 3" deep. Transition curbs at the northwest have been removed from their original position and are laying on the approach embankment. Average West Curb Reveal: 2-3/4" Average East Curb Reveal: 2-1/2" See Field Notes Sheets 8 through 13 and Photo Nos. 11 and 12.
MEDIAN:	N	-
SIDEWALKS:	N	-
PARAPET:	7	There are concrete parapets along both fasciae, which exhibit areas of light scaling, scrapes, vertical hairline cracks with efflorescence, areas of hairline map cracking and random areas of shallow rebar up to 8" long. See Field Notes Sheets 8 through 12 and Photo Nos. 11 and 12.
RAILING:	6	There are galvanized two-pipe railings along both fasciae, which exhibit areas of moderate to heavy surface rust, faded galvanizing, and minor gaps below the base plates with deteriorated caulk/sealant. There are four bent pipe sections located in Spans 1, 6 and 7. There are slightly tilted posts at areas of previous collision damage. There are random anchor bolts that are slightly bent and some nuts are not fully engaged. The 5th post from Pier 6 in Span 7 at the east railing has two missing nuts and two nuts backed off 1/4". See Field Notes Sheets 8 through 12 and Photo Nos. 11, 12 and 13.
PAINT:	N	-
FENCE:	N	-
DRAINS:	5	There are scuppers in the east shoulder of Spans 3, 4 and 7, which exhibit heavy to laminated rust. There is evidence of leakage around the scupper pans. There is 3" x 2" rust hole in the scupper pipe in Span 4 (does not drain on steel). There are short deck weep pipes with potential to drain onto steel below at following locations: - Bay 3 near Pier 2 in Span 3. - Bay 3 near the first cross frame from Pier 5 in Span 5. - Bay 3 near Pier 6 in Span 7. See Field Notes Sheets 9, 26, 32 and 38 and Photo Nos. 14 and 15.
LIGHTING STANDARD:	5	There are light standards on top of west parapet in Spans 1, 3, 6 and 8. The light standard on the west parapet in Span 1 exhibits a missing handhole cover plate with exposed wires. In Span 1 along the west parapet, there is a junction box cover with 10 out of 12 screws missing (but secure) and a junction box with temporary cover. See Field Notes Sheet 8 and Photo No. 16.
UTILITIES TYPE/SIZE:	N	-
CONSTR JOINTS:	N	-
EXPANSION JOINTS:	4	There are new asphaltic plug joints at both abutments and all piers since the last inspection. The asphaltic plug joints exhibit areas of light raveling, adhesion separation cracks and cohesion cracks up to 18' long x1/8" wide. See Field Notes Sheets 8 through 12 and Photo Nos. 17 and 18.

59. SUPERSTRUCTURE:	-	Overall Rating:	4

	Rating	
BEARING DEVICES:	6	Girder Bearings: There are elastomeric bearings at both abutments and Pier 2 in Span 2, Pier 3 in Span 3, Pier 4 in Span 4, Pier 5 in Span 5, Pier 6 in Span 6, and Pier 7 in Span 7. There are gaps up to 1/8" deep between elastomeric bearing pads and pedestals at isolated locations. The fixed bearings exhibit areas of moderate to heavy rust with up to 1/2" thick pack rust between the bearing plates. Isolated anchor bolts are slightly tipped and backed off up to 1/2". Some anchor bolt nuts exhibit up to 80% section loss. Cap Girder Bearings at Pier 1: There is a sliding expansion bearing at the west column, which exhibits a full width x 1/8" gap under masonry plate that extends up to 5" under plate and the anchor bolt nuts have up to 30% section loss. The bearing appears to be frozen based on the comparison with previous measurements. There is a fixed bearing at the east column which exhibits rosebudding of anchor bolt nuts and up to 1/8" thick impacted rust under masonry plate. The anchor bolt nuts exhibit up to 25% section loss and the northwest anchor bolt nut is missing. Fixed Hinges at Pier 1 in Spans 1 and 2: The hinges at Pier 1 exhibit up to 9/16" impacted rust between hinge plate and girder web with bleeding rust, mainly at the fascia girders. There are random pin nuts for hinge assemblies that are not seated square on plate leaving a gap under the nut at one edge up to 9/16" (as-built condition). There several missing and not properly installed cotter pins, but the tack welds are in place. All hinge connections have backup hanger rod assemblies and support beams. See Field Notes Sheets 14 through 45 and Photo Nos. 19 through 25.
STRINGERS:	N	-
GIRDERS:	4	The superstructure consists of four welded steel plate girders in all spans. The girders have areas of peeling paint with moderate to heavy rust. Numerous web ends were painted over and repair plates were installed as part of previous repairs under Project 171-339 (mainly at Girder G4 ends). There are areas of section losses noted in the web and bearing stiffeners at some of these repaired locations but it is assumed that the repair plates are adequate to account for the section losses. Girder G4 web at the South Abutment has an 8" long x 3" high x 3/16" deep section loss between stiffeners (painted over). At this location, two of four bearing stiffeners have as little as 3/16" remaining x full width (painted over). Girder G4 web at Pier 1 in Span 2 has full height x 1" wide x 1/16" deep section loss at the connection to the cap girder. Girders G2 and G3 at Pier 3 in Span 3 have full width x 2" high x up to 3/16" deep section loss at the bottom of two of four bearing stiffeners. Also, Girder G3 has 3.5' long x 4" high x up to 1/8" deep section loss along the bottom of web (partially painted over). Girder G1 web at Pier 5 in Span 5 has a 5" long x 2.5" high x 3/16"-1/4" deep section loss between the stiffeners (painted over). Two of four stiffeners at this location have as little as 1/8" remaining with a 3/4" diameter hole, 2.5" above

		the base (painted over). At these locations, the maximum resulting web loss for shear is ±5% and loss in web bearing area (buckling) is 31%. Girder G4 bottom flanges have section losses up to 3/8" deep x 7" wide at several locations in critical areas resulting in up to 13% loss (worst case noted in Span 4). Also, there are isolated web stiffeners with rust holes up to up to 3" x 4" along the bottom. See Field Notes Sheets 23 through 45 and Photo Nos. 9 and 26 through 30.
FLOOR BEAMS:	N	-
TRUSSES-GENERAL:	N	-
TRUSSES-PORTALS:	N	-
TRUSSES-BRACING:	N	-
PAINT:	5	Less than 50% of the painted surfaces have deterioration. See above items entitled "BEARING DEVICES" and "GIRDERS".
RUST:	5	See above items entitled "BEARING DEVICES" and "GIRDERS".
MACHINERY MOV SPAN:	N	-
RIVETS & BOLTS:	N	Erection bolts.
WELDS - CRACKS:	6	The bottom flange transition welds (Fatigue Category 'B') were checked hands-on and no significant deficiencies were noted. There are sloppy diaphragm connection welds at random locations. There is a missing and broken horizontal weld at the end cross frame connection to Girder G2 at Pier 7 in Span 7 and a 4" long cracked lower horizontal weld at the end cross frame connection to Girder G3 at Pier 7 in Span 7. See Field Notes Sheets 23, 24, 26, 29, 32, 35, 38, 41 and 44 and Photo Nos. 31 and 32.
TIMBER DECAY:	N	-
CONCRETE CRACKING:	N	-
COLLISION DAMAGE:	8	-
MEMBER ALIGNMENT:	8	-
DEFLECT. UNDER LOAD:	N	(N) Normal, (E) Excessive
VIBRATION UNDER LOAD:	N	(N) Normal, (E) Excessive
STAND PIPES:	N	-
BARREL LADDERS:	N	-

ARE BARREL LADDERS OSHA COMPLIANT? N/A

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60. SUBSTRUCTURE: - **Overall Rating:** 5

Rating

ABUTMENTS-STEM:		The South Abutment stem exhibits a full height x 1/16" wide vertical crack, a

	6	4' long diagonal hairline crack, spalls up to 1.5' x 6" x 1" deep with and without exposed rebar and a 2' x 1' hollow area. See Field Notes Sheets 47 and 49 and Photo Nos. 33 and 34.
ABUTMENTS-BACKWALL:	7	The South Abutment backwall has a 1' x 8" x 2" deep spall along the top in Bay 2. The North Abutment backwall exhibits hairline cracks up to full height with and without efflorescence. There is evidence of past leakage at east end of both backwalls. See Field Notes Sheets 47 and 49.
ABUTMENTS-FOOTINGS:	8	The North Abutment footing is exposed at the east end for 60" long x 5" wide x 4" deep. See Field Notes Sheet 49.
ABUTMENTS-SETTLEMENT:	8	-
ABUTMENTS-WINGWALLS:	7	The wingwalls exhibit light to heavy growth of vines on the wingwalls and heavy growth of vegetation along the bottom. There is missing joints filler material with vines growing through. The Southwest Wingwall has an area of light scaling along the top, the Southeast Wingwall exhibits vertical cracks open up to 1/16" wide and the Northeast and Northwest Wingwall has a 1.5' long horizontal hairline crack with and without efflorescence. There is minor erosion along the embankment in front of the Northwest Wingwall. The northeast and northwest cheekwalls exhibit horizontal hairline cracks up to 12" long and the west face of the northeast cheekwall has a 1' x 3" x 1" deep spall with exposed rebar. See Field Notes Sheets 48, 49 and 50 and Photo No. 35.
PIERS/BENTS-CAPS:	5	The concrete pier caps exhibit vertical and horizontal cracks open up to 1/16" wide and isolated areas of map cracking, both with and without efflorescence. There are hollow areas up to full height x 1.5' (south side of Pier 6) and spalls up to 1.5' x 1' x 6" deep (south side of Pier 7). The grout pockets for the post tensioning anchorage typically have cracks up to 1/8" wide with efflorescence along the perimeter, hollow areas up to 2' x 2' and spalls/scaling areas up to 1' x 16" x 4" deep (east end of Pier 2). The concrete pedestals have vertical and horizontal cracks up to 1/4" wide with some cracks extending through anchor bolt line. Also, there are spalls up to 10" x 1.5" x 1.5" deep and hollow areas up to 2' x full width. The pedestal for Girder G4 on Pier 2 is undermined 1' long x 2" high x 2" deep due to a 1' long x 3" high x 2" deep void. An 8" x 8" x 3" deep spall on the south face of the Pier 7 cap under Girder G4 undermines the pedestal for up to 7" x 7" x 3" deep. The steel cap girder at Pier 1 exhibits areas of light to moderate rust on the interior portions, mainly at ends. Bottom flange along the south elevation in Span 1 near Girder G4 has a 3' long x 6" wide x 3/16" deep area of section loss (painted over, 2% loss). Also, the bottom flange at the north elevation near Girder G4 (Span 2) has areas of painted over section loss up to 2' long x 4" wide x 1/8" deep with recurring rust. The web stiffener at this location has section loss with a 2-1/2" diameter hole along the bottom. See Field Notes Sheets 51 through 66 and Photo Nos. 29, 36 through 41.
PIERS/BENTS-PILE BENT:	N	-
PIERS/BENTS-COLUMNS:	7	The concrete pier columns exhibit isolated hairline cracks with and without efflorescence, areas of hairline map cracking and isolated pop outs. The Pier 6 column exhibits random areas of shallow rebar on the north face and a 2' diameter hollow area on the east face. See Field Notes Sheets 51 through 66 and Photo No. 36.
PIERS/BENTS-FOOTING:	7	Pier 5 footing is exposed up to 12' long x 6 high x 2' deep along the south side due to erosion. See Field Notes Sheet 59.
PIERS/BENTS-SETTLMT:	8	-
EROSION-SCOUR:	6	There are exposed footings at the North Abutment and Pier 5 due to erosion. See above items entitled "ABUTMENTS-FOOTINGS" and "PIERS/BENTS-

		FOOTINGS".
CONCRETE CRACK-SPALL:	5	See above items entitled "ABUTMENTS-STEM", "ABUTMENTS-BACKWALL" "ABUTMENTS-WINGWALL", "PIERS/BENT-CAPS" and "PIERS/BENT-COLUMNS".
STEEL CORROSION:	6	See above item entitled "PIERS/BENTS CAPS".
PAINT:	7	Less than 10% of painted surfaces are deteriorating on steel cap.
TIMBER DECAY:	N	-
COLLISION DAMAGE:	8	-
DEBRIS:	7	There is light accumulation of debris on the pier caps. See Field Notes Sheets 51 through 66.

61. CHANNEL & CHANNEL PROTECTION: -

Overall Rating: 7

	Rating	
CHANNEL SCOUR:	7	Drop line measurements taken this inspection indicate that there is no significant change in channel profile since the last inspection except at one location where is there is 4' change in reading (at location away from the channel limits). See Field Notes Sheet 67.
EMBANKMENT EROSION:	7	The embankments exhibit areas of minor erosion.
DEBRIS:	6	There are trees laying across the channel. See Field Notes Sheet 68 and Photo Nos. 42 and 43.
VEGETATION:	8	The channel embankments exhibit heavy growth of vegetation with large and small trees and shrubs. See Field Notes Sheet 68 and Photo Nos. 42 and 43.
CHANNEL CHANGE:	8	The channel is generally straight through the bridge. The bridge has no effect on the channel flow.
FENDER SYSTEM:	N	-
SPUR, DIKES & JETTIES:	N	-
RIP RAP:	N	-

62. CULVERTS & RETAINING WALL: -

Overall Rating: N

65. APPROACH CONDITION -

Overall Rating: 6

	Rating	
APPROACH SLAB:	6	The approach slab is paved over. The rating is based on the condition of the approach pavement. See below item entitled "APPROACH PAVEMENT".
RELIEF JOINTS:	N	Not visible.
APPROACH GUIDE RAIL:	6	There are metal beam rails located at the southwest, northwest and northeast corners. The metal beam guide rails at the north approach exhibit minor scrapes. The end of guide rail at the southwest approach has random bent/tilted anchor bolts at the concrete anchorage to the ground and anchor bolt nuts are not snug, and random washers are missing (trailing end). There is a three-cable guiderail at the southeast corner that exhibits cables with slight slack and random tipped/twisted posts. See Field Notes Sheets 8 and 12 and Photo Nos. 44 and 45.
APPROACH PAVEMENT:	6	The approach pavements exhibit areas of light raveling, minor wheel rutting and transverse and longitudinal cracks up to 1/2" wide with edge raveling up to 3" wide. There are also areas of map cracking with cracks open up to 1/2" wide. The previously noted settlement in the south approach pavement near the South Abutment has been repaired. The north approach pavement exhibits a paving seam open up to 3/4" wide. See Field Notes Sheets 8 and 12 and Photo No. 46.
APPROACH EMBANKMENT:	7	Minor erosion along the Northeast Wingwall. See Field Notes Sheet 50.

TRAFFIC SAFETY FEATURES

	Rating	
BRIDGE RAILINGS:	Last Inspection: 0 Current: 0	Does not meet current standards for NHS-structure (solid concrete parapet is less than 42" high).
TRANSITIONS:	Last Inspection: 1 Current: 1	Meets current standards (see photo 40).
APPROACH GUARDRAILS:	Last Inspection: 1 Current: 1	Meets current standards.
APPR. GUARDRAIL ENDS:	Last Inspection: 1 Current: 1	Meets current standards.

66. LOAD POSTING

	- Posted Loading -	
SINGLE UNIT (TONS):	Last	-

	Inspection: - Current: -	
SEMI TRAILER (TONS):	Last Inspection: - Current: -	-
4 AXLE (TONS):	Last Inspection: - Current: -	-
3S2 (TONS):	Last Inspection: - Current: -	-
ADVANCE WARNING (Y/N):	N	-
LEGIBILITY:	N	-
VISIBILITY/LOCATION:	N	-

67. MISCELLANEOUS

	Rating	
MIN. VERT. UNDERCLEARANCE:	Last Inspection: 16' 10" Current: 16' 10"	See Field Notes Sheets 4 through 7. 16'-10" along the solid white line in Span 8 (15'-6" along the edge pavement in Span 1).
POSTED CLR. UNDER BRIDGE:	Last Inspection: -' -" Current: -' -"	-
POSTED CLR. ON BRIDGE:	Last Inspection: -' -" Current: -' -"	-
ADVANCED WARNING (YES/NO):	No	-
SPEED LIMIT (IF ANY):	Last Inspection: 30 Current: -	No signs posted on the bridge.
CHARACTER OF TRAFIC:		Moderate, mixed.

ADDITIONAL NOTES:

1. Bridge identification is clear and legible.
2. The bridge is logged from south to north and the girders are numbered from west to east, which is consistent with the previous inspection report.
3. Bridge was inspected using 40' lift truck, 60' snooper and 60' man lift with lane closures on Route 72 westbound, Route 372, I-84 eastbound and I-84 TR 815 utilizing state trooper and local police.
4. A Pan Am railroad flagman is needed to inspect Span 5.
5. Bridge was inspected in conjunction with Bridge Nos. 03311, 03312 and 03320.

ADDITIONAL COMMENTS: There is a BMM submitted along with this report.

Inspectors' Signatures:

1) D. Smith Reddy Date: 8/1/14

2) Date: 8/1/2014

3) Date: ----/----/-----

4) Date: ----/----/-----

P.E. Signature: Madan M. Gupta Date: ----/----/-----

P.E. #: 14052 Date: 8/1/14

Reviewed by: Stephen Reddy conndot Date: 8/6/14

RECEIVED
AUG 04 2014
CONNECTICUT - DOT
BRIDGE SAFETY & EVALUATION

GM2 ASSOCIATES

	JOB NO. 170-3224	BRIDGE NO. 03313
SUPPLEMENTAL SHEET	DATE: (SEE BELOW)	SHEET 1 OF 72
DESCRIPTION: TIME LOG		

			DESCRIPTION	TIME AT SITE		
DATE:	4/22/2014					
WEATHER:	Sunny, 60°F	CREW:	SRD, BJS	8:00 AM	TO	3:00 PM
EQUIP. LIST:	GM2 Inspection Van	LIFT:			TO	
		TROOPER:			TO	
					TO	
VISITORS:	Rick Prescott 11:10 AM - 11:20 AM.				TO	
TC & NOTES:	Inspected N. Abutment and part of Span 9.					
	Inspected in conjunction with Bridge Nos. 03311, 03312 & 03320.					

			DESCRIPTION	TIME AT SITE		
DATE:	4/29/2014					
WEATHER:	Sunny, 50°F	CREW:	SRD, AKC, BJS, CAW	8:30 AM	TO	3:00 PM
EQUIP. LIST:	GM2 Inspection Van	LIFT:	2 - 40' (E-L)	8:30 AM	TO	3:00 PM
	Ladders	MPT:	McClain	8:30 AM	TO	3:00 PM
		TROOPER:	Santa (#990)	8:45 AM	TO	2:30 PM
VISITORS:					TO	
TC & NOTES:	Right & left lane closures on Rte. 72 WB. Inspected Spans 1 and 2, S. Abutment and Piers 1 & 2 and hinge measurements.					
	Inspected in conjunction with Bridge No. 03311 and 03312.					

			DESCRIPTION	TIME AT SITE		
DATE:	5/15/2014					
WEATHER:	Sunny, 60°F	CREW:	SRD, AKC, PAH, BJS	8:30 AM	TO	3:30 PM
EQUIP. LIST:	GM2 Inspection Van	SNOOPER:	60' (McClain)	8:30 AM	TO	3:30 PM
		MPT:	McClain (2 Crews)	8:30 AM	TO	3:30 PM
		TROOPER:	Foley (#745)	8:45 AM	TO	1:45 PM
VISITORS:		TROOPER:	Zup (#745)	8:45 AM	TO	3:15 PM
TC & NOTES:	Right & left lane closures on Rte. 72 WB & right lane closure on I-84 EB. Inspected part of Span 8 and Pier 7.					
	Inspected in conjunction with Bridge Nos. 03311 & 03312.					

			DESCRIPTION	TIME AT SITE		
DATE:	6/2/2014					
WEATHER:	Sunny, 70°F	CREW:	SRD, AKC	8:30 AM	TO	3:00 PM
EQUIP. LIST:	GM2 Inspection Van	LIFT:	40' (E-L)	8:30 AM	TO	3:00 PM
		MPT:	McClain	8:30 AM	TO	3:00 PM
VISITORS:		TROOPER:	Such (#1302)	8:45 AM	TO	3:00 PM
		TROOPER:	Cipriano(#1383)	8:45 AM	TO	3:00 PM
TC & NOTES:	Right & left lane closures on I-84 EB & WB. Completed Span 8 and inspected part of Pier 8.					
	Inspected in conjunction with Bridge Nos. 03311 & 03312.					

GM2 ASSOCIATES

	JOB NO. 170-3224	BRIDGE NO. 03313
SUPPLEMENTAL SHEET	DATE: (SEE BELOW)	SHEET 2 OF 72
DESCRIPTION: TIME LOG		

			DESCRIPTION	TIME AT SITE		
DATE:	6/3/2014					
WEATHER:	Sunny, 70°F	CREW:	SRD, AKC, BJS	8:00 AM	TO	3:00 PM
EQUIP. LIST:	GM2 Box Truck	LIFT:	60' Manlift (Above & Beyond)	8:00 AM	TO	3:00 PM
		LIFT:	40' Lift (E-L)	8:00 AM	TO	3:00 PM
		TROOPER:	Sliter (New Britain PD)	8:45 AM	TO	1:00 PM
VISITORS:					TO	
TC & NOTES:	Partial right lane closure on Rte. 372 WB & EB. Inspected Span 6 & Piers 5 & 6.					
	Inspected in conjunction with Bridge Nos. 03312 & 03320.					

			DESCRIPTION	TIME AT SITE		
DATE:	6/6/2014					
WEATHER:	Sunny, 70°F	CREW:	SRD, AKC, PAH, BJS	7:00 AM	TO	3:00 PM
EQUIP. LIST:	GM2 Inspection Van	SNOOPER:	60' (McClain)	8:30 AM	TO	3:00 PM
	GM2 Box Truck	MPT:	McClain	8:30 AM	TO	3:00 PM
		TROOPER:	Gutierrez (#1404) & Dowe (#940)	8:45 AM	TO	3:00 PM
VISITORS:		FLAGMAN:	Phil Lane (PanAM RR)	7:00 AM	TO	3:00 PM
TC & NOTES:	Right shoulder closure on I-84 TR 815. Inspected Spans 3-7 & 9, Piers 2-8 and partial top of deck.					
	Inspected in conjunction with Bridge Nos. 03311 & 03312.					

			DESCRIPTION	TIME AT SITE		
DATE:	6/7/2014					
WEATHER:	Sunny, 70°F	CREW:	SRD, AKC, PAH, BJS	6:45 AM	TO	12:30 PM
EQUIP. LIST:	GM2 Inspection Van	SNOOPER:			TO	
	GM2 Box Truck	MPT:	McClain	6:45 AM	TO	11:00 AM
		TROOPER:	Hennessey (#243)	6:45 AM	TO	11:00 AM
		TROOPER:	Connelly (#960)	6:45 AM	TO	11:00 AM
VISITORS:		FLAGMAN:	Phil Lane (PanAM RR)	7:00 AM	TO	12:00 PM
TC & NOTES:	Left shoulder closure on I-84 TR 815. Completed top of deck and miscellaneous work.					
	Inspected in conjunction with Bridge Nos. 03311, 03312 & 03320.					

			DESCRIPTION	TIME AT SITE		
DATE:						
WEATHER:		CREW:			TO	
EQUIP. LIST:		SNOOPER:			TO	
		MPT:			TO	
VISITORS:		TROOPER:			TO	
		FLAGMAN:			TO	
TC & NOTES:						

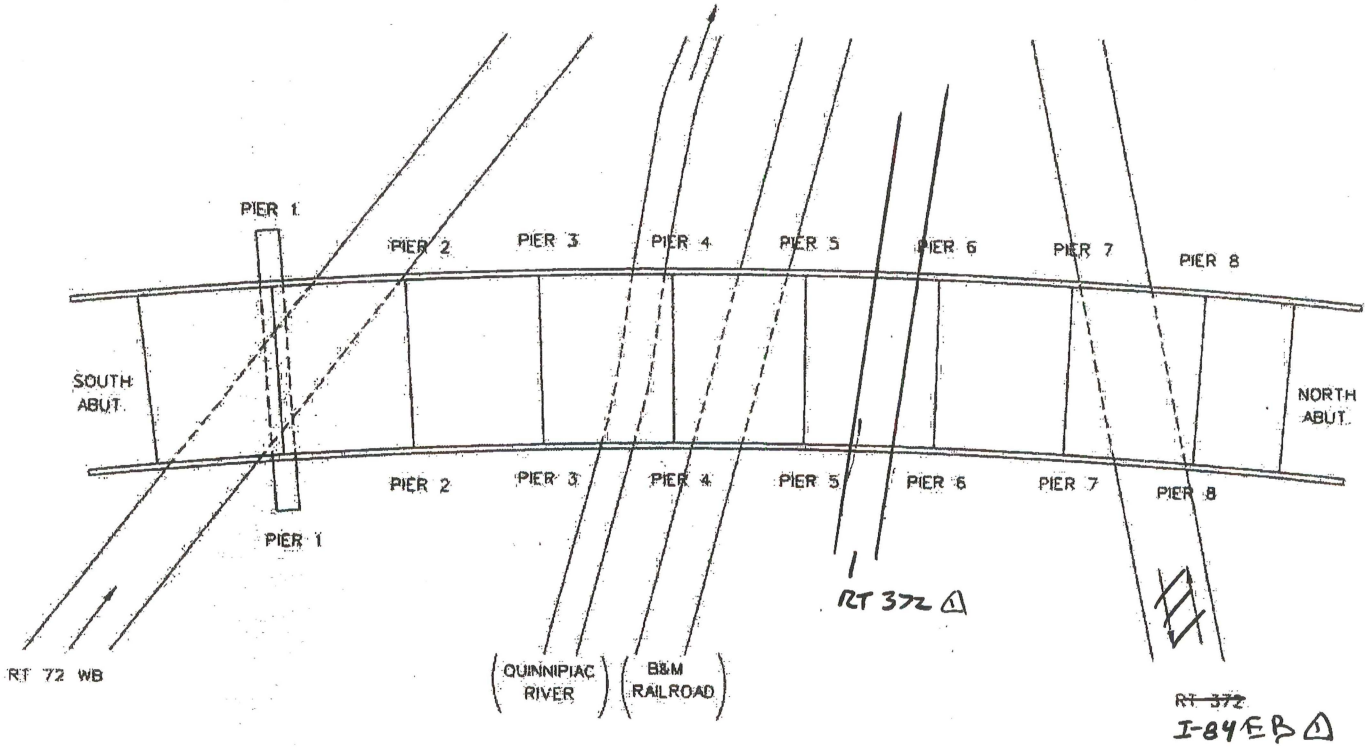
Baker

SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☐ TRANSCRIBED BY: _____

DESCRIPTION: KEY PLAN

BRIDGE NO. 03313	DATE: 5/18/10
CREW: JH, MJO, RL	SHEET 1 ~~of 1~~ 3/12



KEY PLAN

△ - NO CHANGE

UPDATE NO.	DATE	COMPANY	CREW
△1	4/10/12	BKR	MJO, JAC
△1	4/22/12	GM2	SRD, BTS
△			
△			

Baker

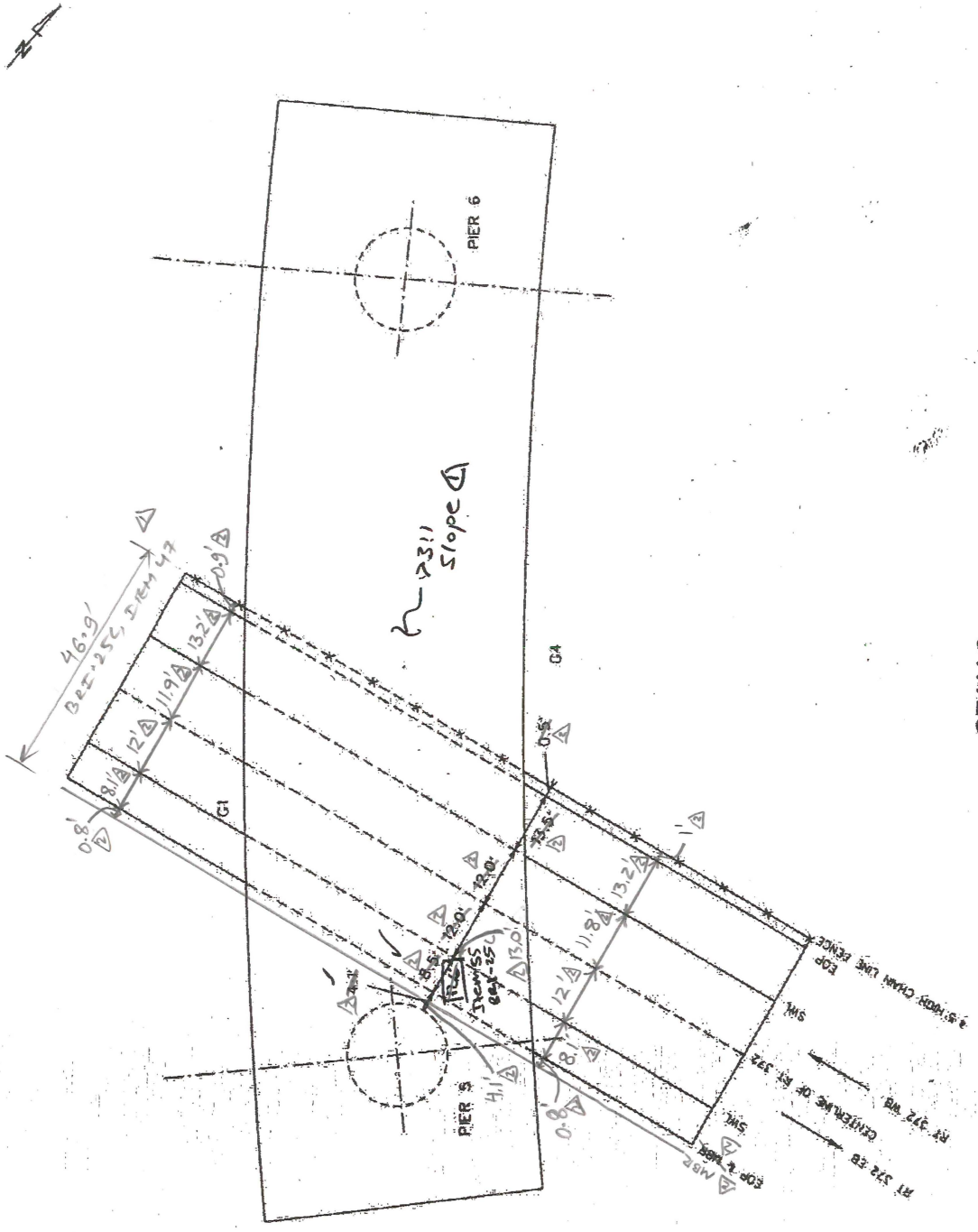
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☑ TRANSCRIBED BY: JW

BRIDGE NO. 03313	DATE: 5/21/2010
CREW: MJO, YS	SHEET ~~10/116~~ 106 6/72

DESCRIPTION: CLEARANCE DIAGRAM - SPAN 6

UPDATE NO	DATE	COMPANY	CREW
1	1/11/12	BKC	MJO, JWL
2	6/3/14	GMZ	SED, BJS
3			
4			



SPAN 6

GENERAL NOTES:

VERTICAL CLEARANCE IS OVER 25'.

Baker

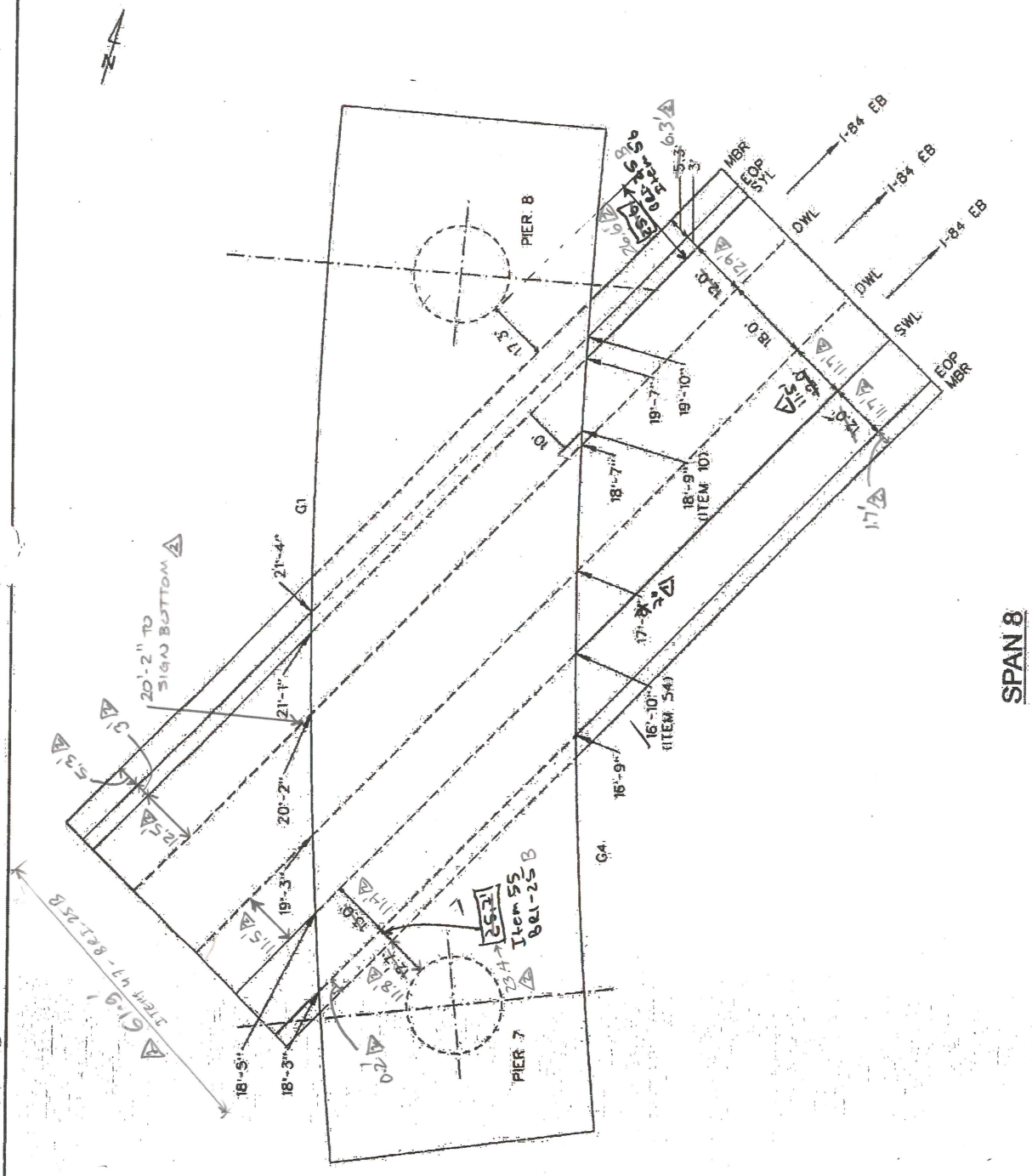
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: JW

BRIDGE NO. 03313	DATE: 5/20/10
CREW: JM, MRS, RL	SHEET 21/118 106 7/72

DESCRIPTION: CLEARANCE DIAGRAM - SPAN 8

UPDATE NO.	DATE	COMPANY	CREW
1	9/12/12	Baker	JS, MJO
2	6/2/14	GMZ	SPD, AKC, BJS
3			
4			



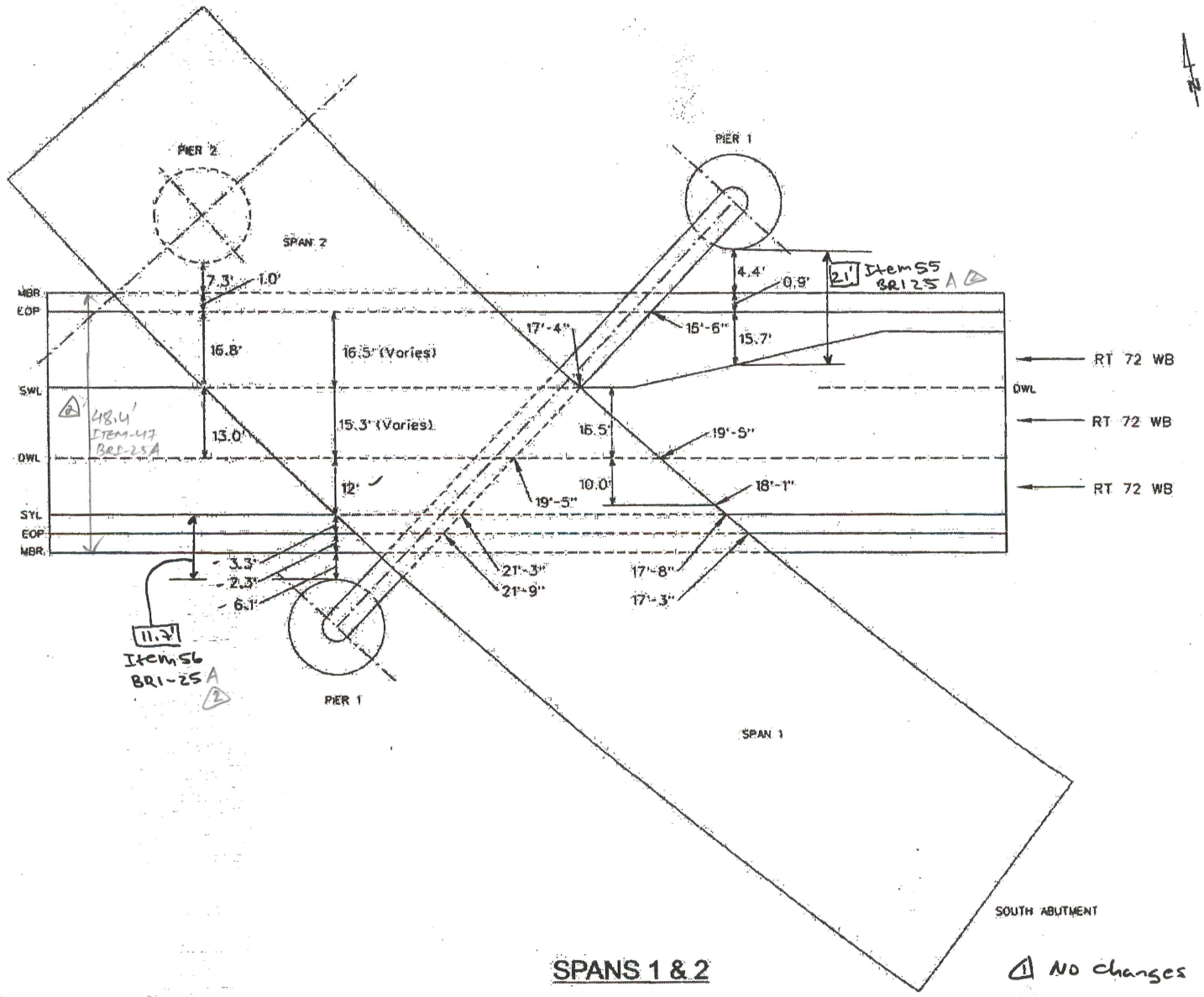
Baker

SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☑ TRANSCRIBED BY: JW

DESCRIPTION: CLEARANCE DIAGRAM - SPANS 1 & 2

BRIDGE NO. 03313	DATE: 5/18/2010
CREW: JM, RL	SHEET 7 of 7 4/12



SPANS 1 & 2

1 No changes

GENERAL NOTES:

- ALL VERTICAL CLEARANCES ALONG THE WEST FASCIA GIRDER ARE GREATER THAN 25'.

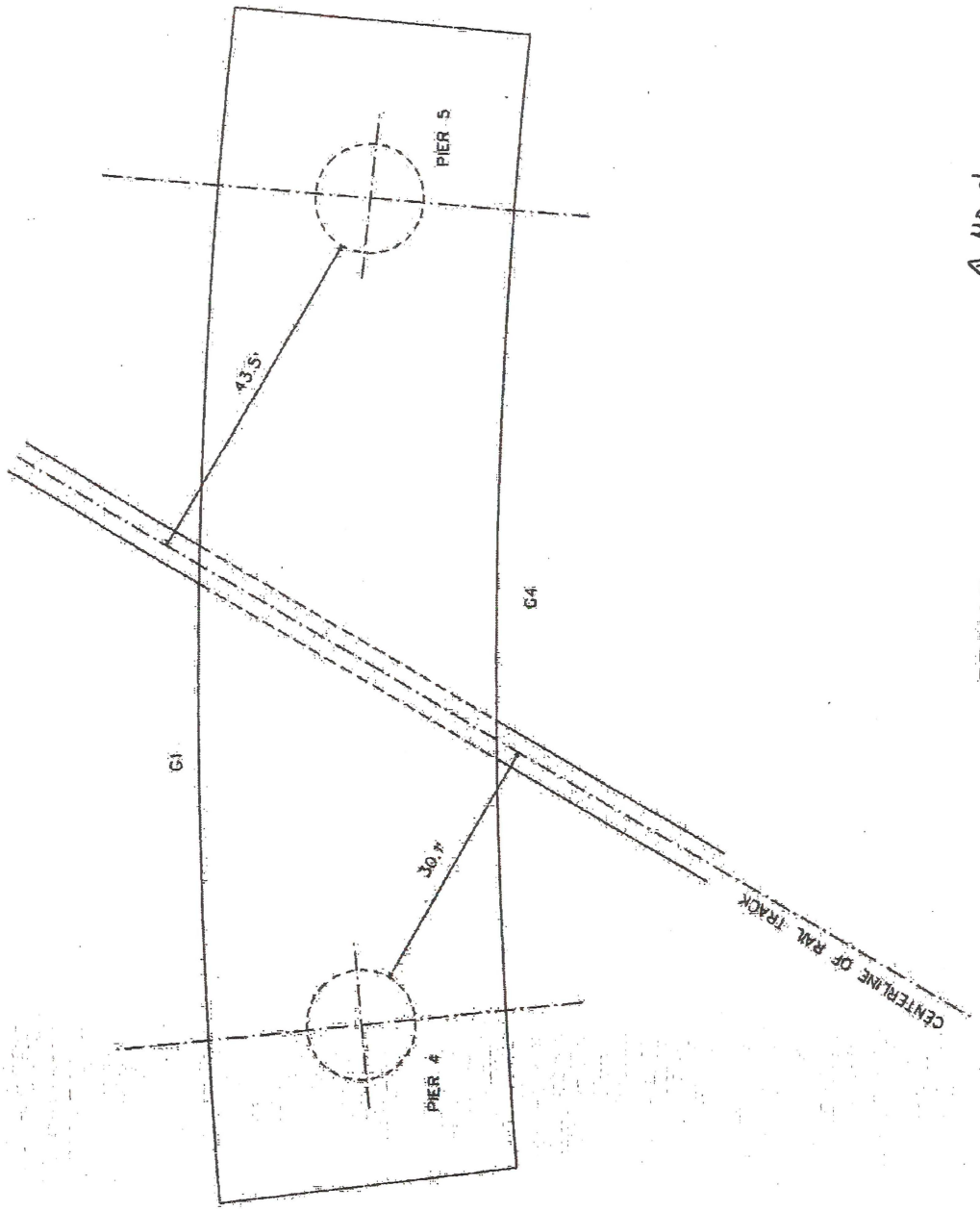
UPDATE NO.	DATE	COMPANY	CREW
1	4/13/12	BKF	MSO, BH
2	4/29/14	GMZ	SRD, AKC, BJS, LAW

Baker

SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☑ TRANSCRIBED BY: RL	BRIDGE NO. 03313	DATE: 5/2/2010
	CREW: JM, YS	SHEET ~~19/118~~ 106 5/12

DESCRIPTION: RAILROAD CLEARANCE DIAGRAM - SPAN 5



SPAN 5

GENERAL NOTES:
VERTICAL CLEARANCE IS OVER 25'.

4 no changes
⚠ NO CHANGES

UPDATE NO.	DATE	COMPANY	CREW
⚠	4/18/12	BWR	YS, BH
⚠	6/6/14	GMZ	SED, BJS
⚠			
⚠			

Baker

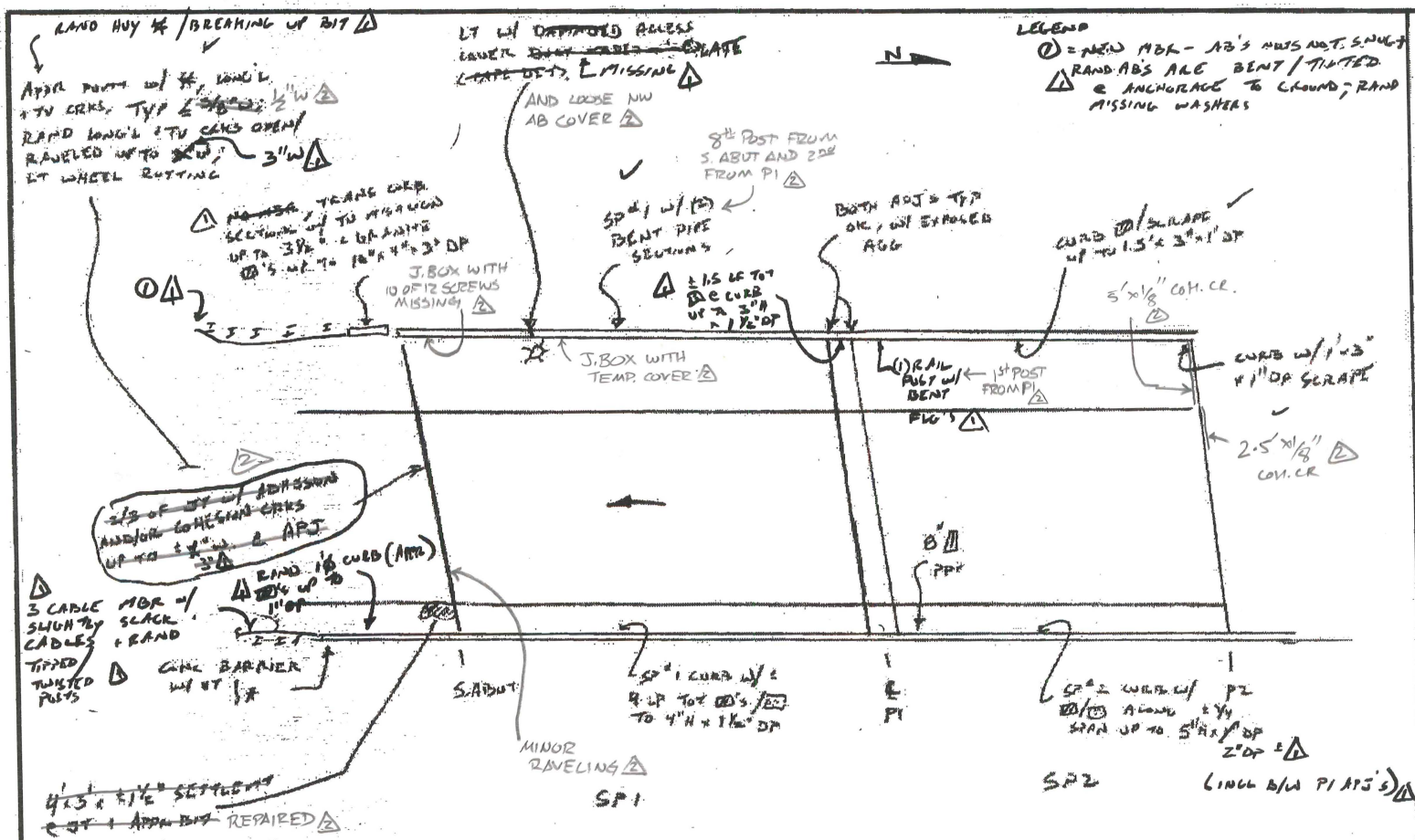
SUPPLEMENTAL SHEET

☒ FIELD ORIGINAL ☐ TRANSCRIBED BY: ____

DESCRIPTION: TOP OF DECK

BRIDGE NO. 03313 | DATE: 5/21/14

CREW: MSO, YS | SHEET 4 OF ~~14~~ 16



TOP OF DECK

(Spans 1-2)

GEN
- BIT OVERLAY W/ AREAS OF ¾" THRU-OUT (TYP ± 11/4"W) + LT RAVEL/WEAR;
- RAND CRKS AND PAVING SEAM NEAR WHT LINE OPEN UP TO ¼"-½"W
- CONC PPF + CURB AND CURBS W/ LT D + VT ¾"; RAND SHORT ⊖ (±6" U.O.A); SCRAPES
- GALV STEEL TWO PIPE RAIL W/ GALV FADED + RAND MOD-HVY SURF RUST W/ RAND MINOR GAPS + RAIL BASE THAT ARE CONSTR RELATED + HAVE DET
- CAULK (NO SR); RAND ABS SLIGHTLY TIPPED + RAND AB NUTS NOT FULLY ENGAGED
- NEW APJs SINCE LAST INSP.

LEGEND
- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MPC) OR HAIRLINE MAP CRACKS (HLMPC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)

UPDATE BY	DATE	COMPANY	CREW
1	4/12/12	BKR	MM, JAC
2	6/6/14	GM2	SRD, AKC, DAH, BJS
3			
4			

8/12

Baker

SUPPLEMENTAL SHEET

☒ FIELD ORIGINAL ☐ TRANSCRIBED BY: ____

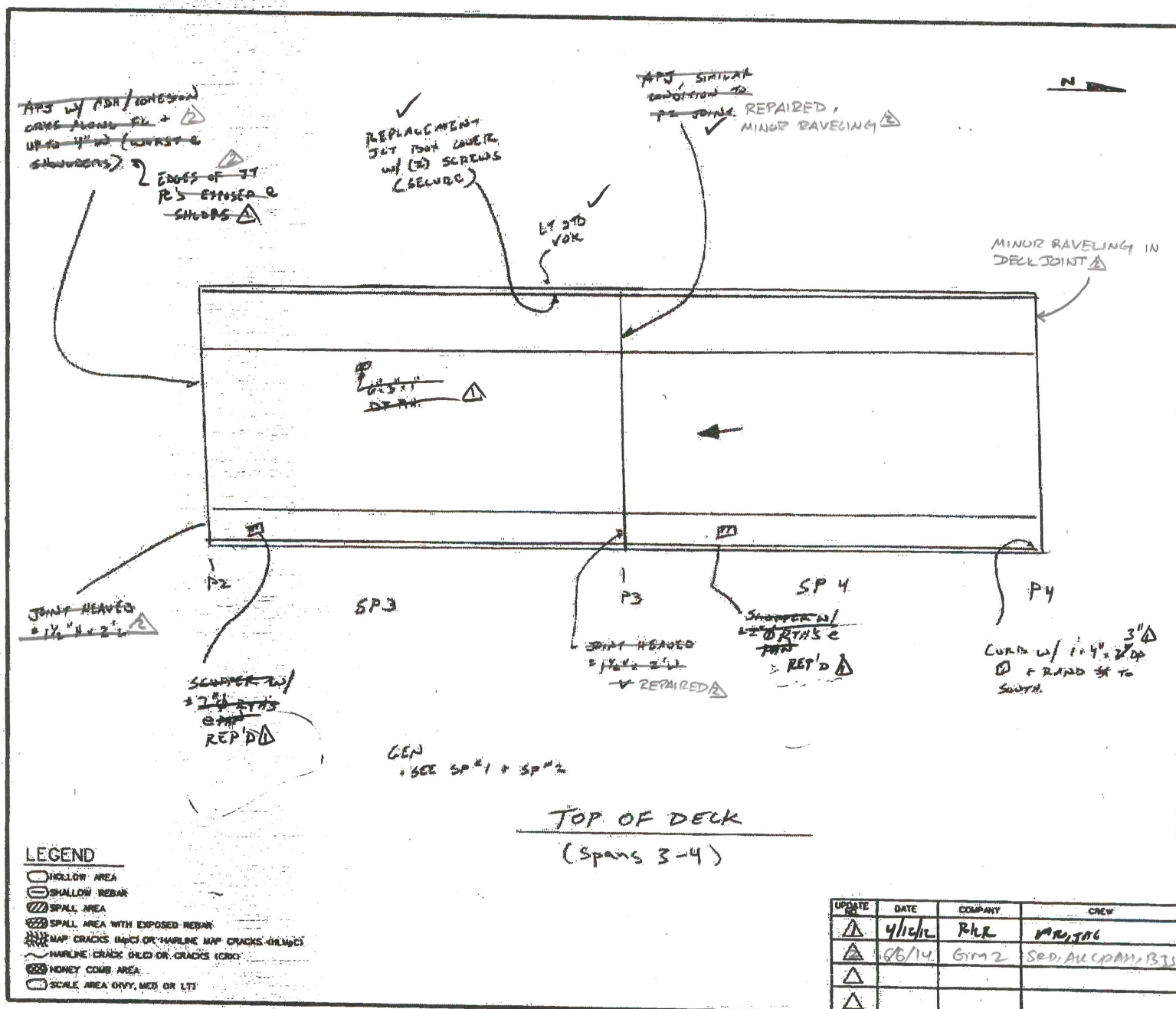
DESCRIPTION: Top of Deck

BRIDGE NO. 03213

CREW: M30 IYS

DATE: 5/21/10

SHEET 23 OF ~~48~~ 106



TOP OF DECK
(Spans 3-4)

LEGEND
- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MPC) OR HAIRLINE MAP CRACKS (HLMPC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)

UPDATE NO.	DATE	COMPANY	CREW
1	4/16/14	BAKER	MORNING
2	6/6/14	GTM2	SRD, ALCHAM, BJS
3			
4			

9/12

Baker

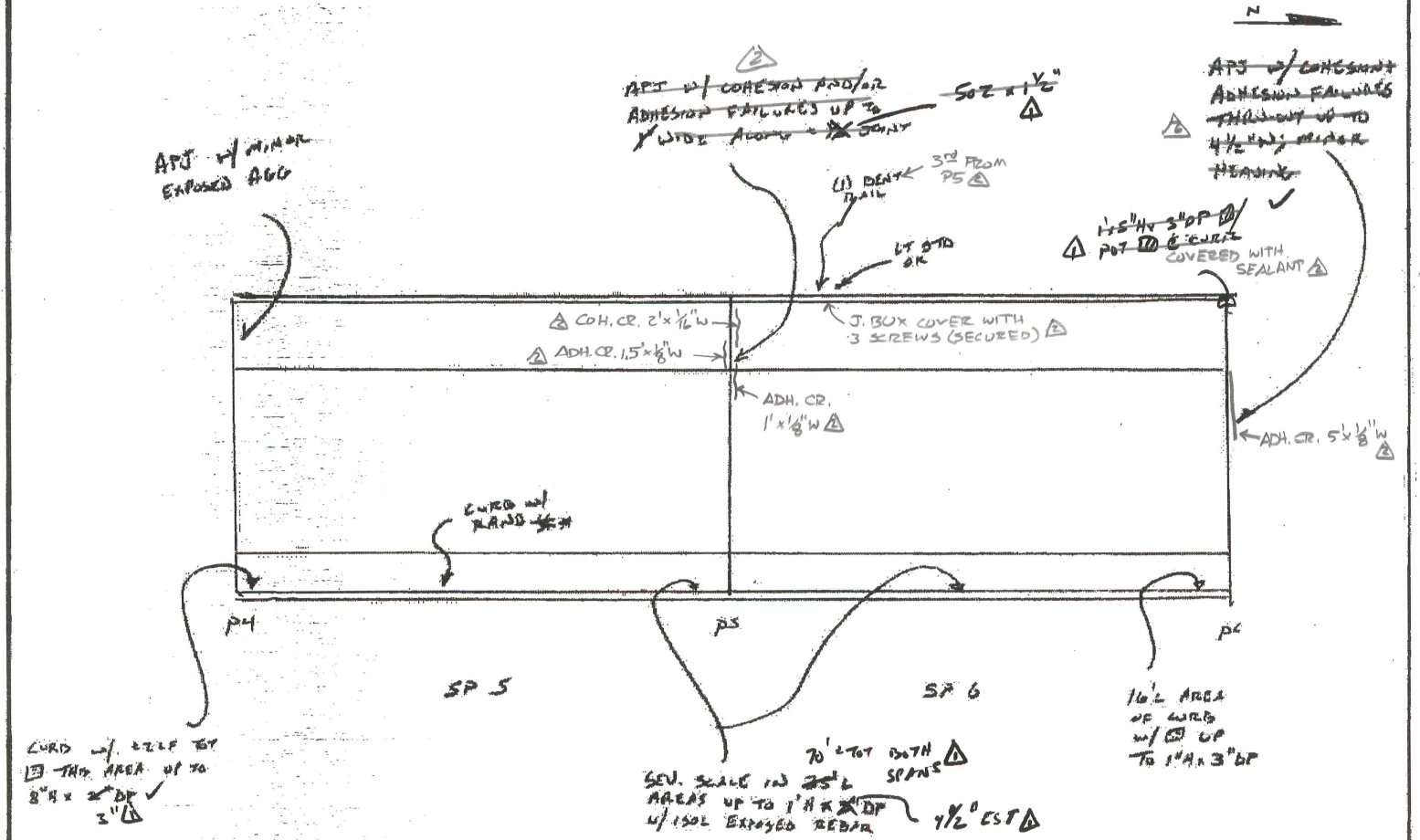
SUPPLEMENTAL SHEET

☒ FIELD ORIGINAL ☐ TRANSCRIBED BY: ____

DESCRIPTION: Top of Deck

BRIDGE NO. 03313 | DATE: 5/21/12

CREW: MJO, JAC | SHEET 24 OF 116



GEN

- SEE SP# 1
- ¼" DIP UP TO ½" W @ SHOULDERS

TOP OF DECK

(spans 5-6)

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED, OR LT)

UPDATE NO.	DATE	COMPANY	CREW
1	9/12/12	BKR	MJO, JAC
2	6/6/14	GM2	SRD, AHC, DAH, BJS
3			
4			

10/12

Baker

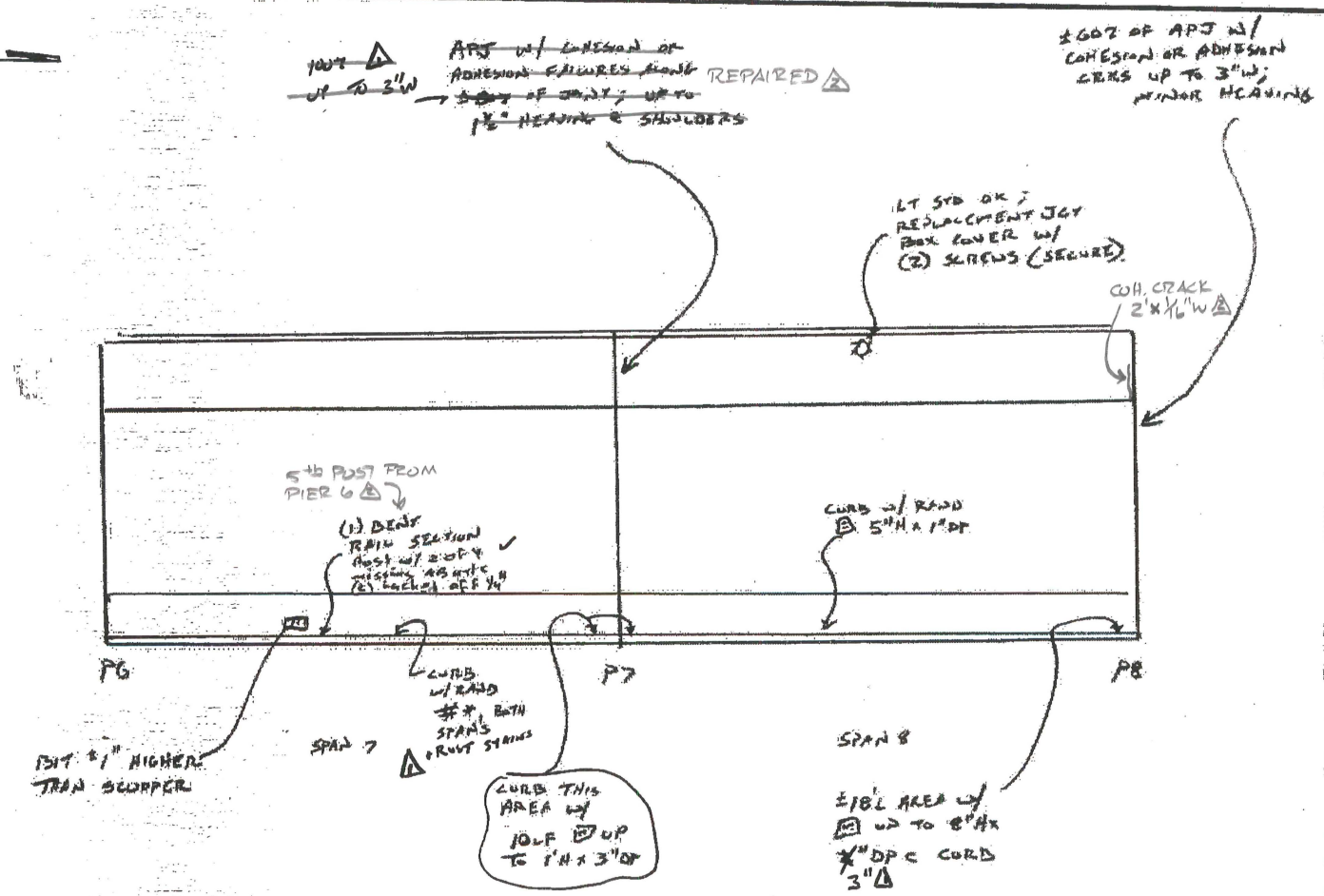
SUPPLEMENTAL SHEET

☒ FIELD ORIGINAL ☐ TRANSCRIBED BY: ____

DESCRIPTION: Top of Deck

BRIDGE NO. 07313 | DATE: 5/21/14

CREW: MJD, YS | SHEET 25 OF ~~48~~ 106



GEN

- SEE SP#1 & 2 GEN NOTES
- RAND INT CRKS OPEN ± ¼"

TOP OF DECK

(Spans 7-8)

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MSC) OR HAIRLINE MAP CRACKS (HLMSC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)

UPDATE NO.	DATE	COMPANY	CREW
Δ	4/12/14	BKR	MJD, JAC
Δ	5/6/14	GM2	SRD, AKC, PAM, BJS
Δ			
Δ			

11/72

Baker

SUPPLEMENTAL SHEET

☑ FIELD ORIGINAL ☐ TRANSCRIBED BY: ____

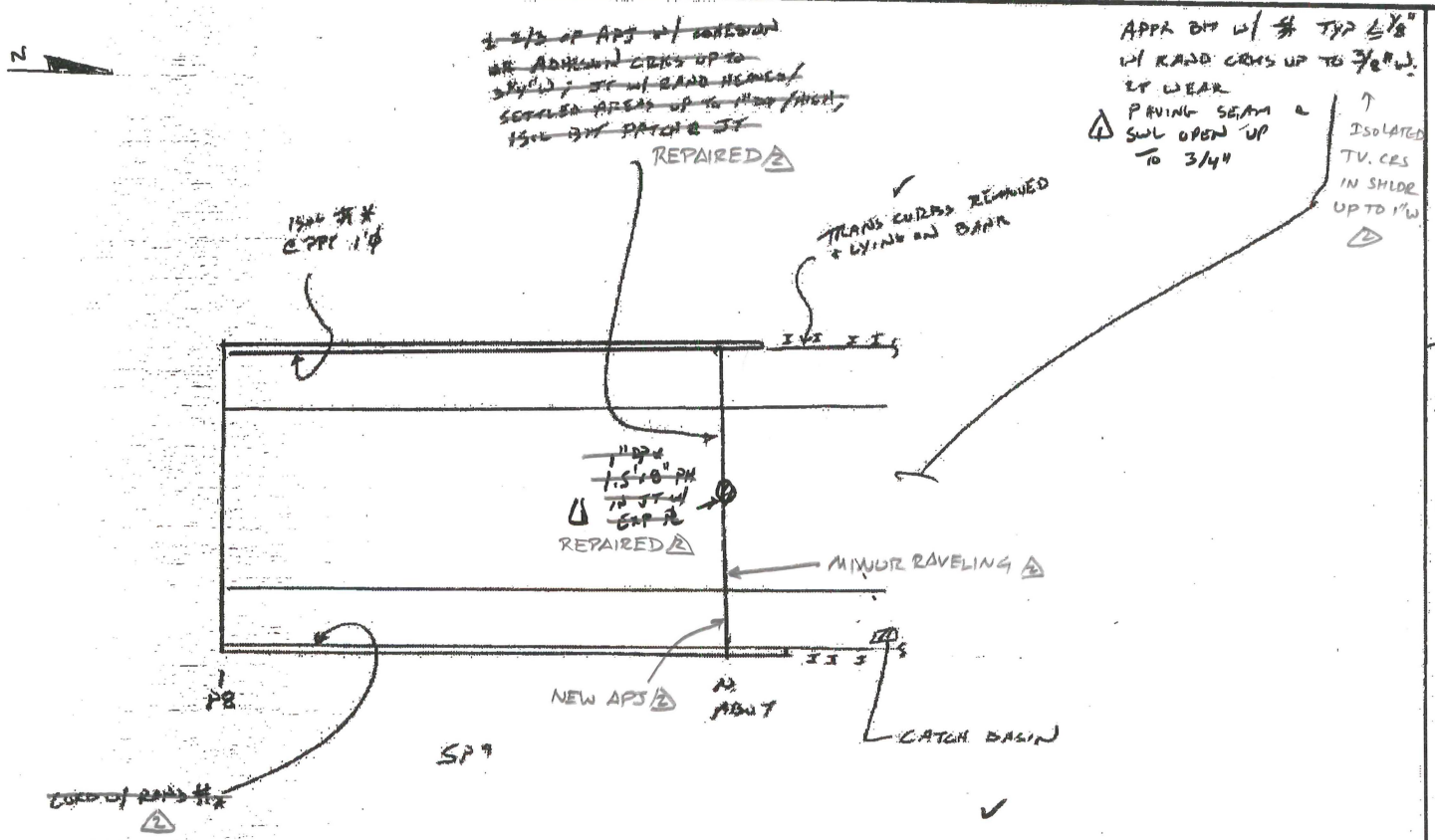
BRIDGE NO. 03313

DATE: 5/21/19

DESCRIPTION: Top of Deck

CREW: MS, YS

SHEET 26 OF ~~118~~ 106



GEN

- SEE SP#1 & 2 GEN NOTES ✓ 1/2" 4
- RAND CRKS & SP#4 BIT UP TO 1/8" W ✓
- MBT & N. APPR IN GOOD CONDITION w/ ONLY ISOL MINOR SCRAPES ✓
- GR, TRANS & ENDS MEET R-D 350 STDS ✓

TOP OF DECK

(Span 9)

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MPC) OR HAIRLINE MAP CRACKS (HLMPC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)

UPDATE NO.	DATE	COMPANY	CREW
1	4/12/19	BKR	MJB, JAC
2	6/6/19	GMA	SRD, AKL, PAH, BJS
3			
4			

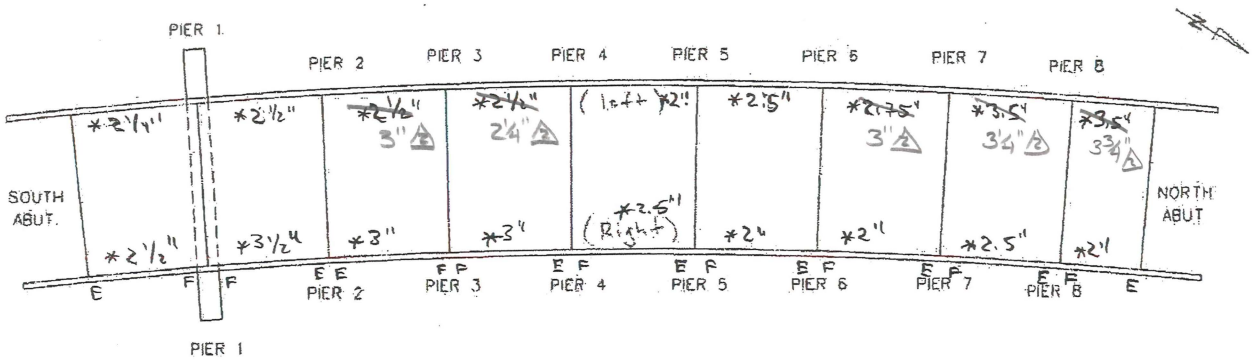
12/12

GM2 ASSOCIATES

FIELD NOTES

JOB NO. 170-3224	SEE BELOW
BRIDGE NO. 03313	SHEET 13 OF 72

PARAPET JOINT MEASUREMENTS



* = curb reveals Δ1

Δ1 (Baker) YS, BH 4/18/12
Δ2 (GM2) AKL, BJS 6/7/2014

LOCATION	WINTER MEASUREMENT < 50° F				SUMMER MEASUREMENT > 50° F				JOINT TYPE
	LEFT	RIGHT	TEMP	DATE	LEFT	RIGHT	TEMP	DATE	
S. Abutment					4 3/16"*	3 5/8"	SEE BELOW	SEE BELOW	Asph. Plug
S. Hanger					3 13/16"	4"			
N. Hanger					3 5/16"	3 3/8"			
Pier 2					3 9/16"	3 3/8"			
Pier 3					4"	3 5/8"			
Pier 4					3 9/16"	3 7/8"			
Pier 5					3 9/16"	3 7/16"			
Pier 6					3 7/8"	3 3/4"			
Pier 7					3 3/4"	3 1/16"			
Pier 8					3 5/8"	3 1/2"			
N. Abutment					3 3/8"	3 1/2"			

GENERAL NOTES:

- Measurements taken chamfer-to-chamfer (JTS WERE SEALED)
* = Measurement taken at girder bottom flange to the backwall
- ALL LEFT MEASUREMENTS TAKEN ON 6/6/14 @ 70°, EXCEPT @ S. ABUT, WHICH WAS TAKEN ON 4/29/14 @ 50°F.
- ALL RIGHT MEASUREMENTS TAKEN ON 6/7/14 @ 70°F.
- NO COMPARISON SHEET PROVIDED, SINCE MOST MEAS. WERE TAKEN @ DIFFERENT LOCATIONS (APPT. JTS. WERE SEALED)

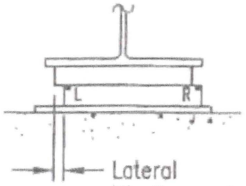
FIELD NOTES

BRIDGE NO. 03313 | DATE: 5/26/10

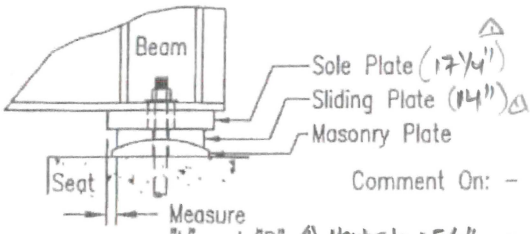
CREW: JC, PB | SHEET ~~28A~~ ~~AS 106~~ 41/72

SLIDING BEARING MEASUREMENTS

Form BRS-14, Rev. 9/01



FRONT VIEW



SIDE VIEW

Span No. = 1

Substructure Unit = Pier 1 Cap Girder

Temperature = 85 °F

Comment On:
- Presence of keepers or work done on bearings.
- Undermining of bearing. Attach sketch with dimensions.
- Cracking of plates or welds.
- Condition of anchor bolts.

Beam	Movement				Condition			Comments
	"L"	"R"	Mode Exp. or Contr.	Lateral Misalign.	Bearing Frozen?	Normal Mov't?	Rust ? H/M/L	
-	1 11/16"	2"	E	0	Y	N	L	-Up to 1/8" gap under mas. PL @ east edge FW x up to 5"W
	4/13/12		YS	T= 50°				
	1 1/16"	2"	C	-	Y	N	L	up to 1/8" gap under mas PL along east side PL x 5"W
2	- SRD, ALL, BJS, CAW (GM2) - 4/29/14 @ 50°F							S. AB nut w/ 30% SL
2	1 1/16"	2"	C	-	Y	N	L	- SEE ABOVE NOTES

No change since 2002 or beyond. Definitely frozen.
L.C.C.
7/3/12

HINGE DATA SHEET

Form BRI-30, Rev. 9/97

Measurements Taken By: AKC Date: 4/29/2014

Bridge No.: 03313 I-84 TR 815 over I-84 EB, Rt 72 WB, Rt 372, and Pan Am RR **Town:** New Britain Measurements Reviewed By: SRD Date: 4/29/2014

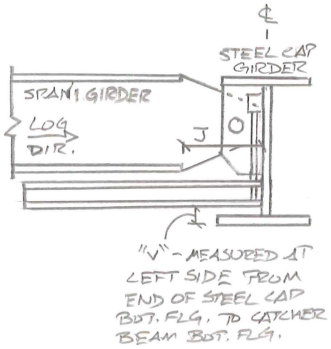
Hinge Located: Span 1 at Pier 1 Effective span for Movement: 0 Page: 15 of 72

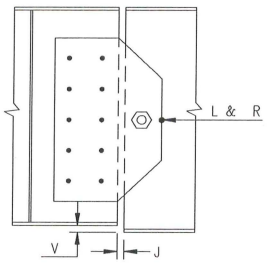
Beam No.	V (IN)	J* (IN)	R (IN)	L (IN)	Secondary System Type	Gap[1] (Y/N)	Nut Restraint System	4/29/2014 - AKC, CAW (GM2) → T = 50°F **Comments**
1	7 5/16"	17 1/4"	13/16"	15/16"	Hanger Rods	N	CP & TW	Evidence of leakage onto P & H assembly (rust through joint). 3/8" gap at west nut. Light bleeding rust on hinge plate and pin. 3/8" pack rust between pin plate and girder web. East cotter pin not properly installed.
2	8 1/16"	17 1/16"	7/8"	15/16"	Hanger Rods	N	CP & TW	3/16" gap at the west nut. Light abrasion rust on hinge plate to web. Left cotter pin improperly installed. 3/8" pack rust between pin plate and girder web.
3	7 15/16"	17 1/16"	13/16"	15/16"	Hanger Rods	N	CP & TW	1/8" gap at west nut. Light abrasion rust on hinge plate to web. 3/8" pack rust between pin plate and girder web. 1/8" gap at east nut.
4	8 13/16"	17 3/8"	1 1/4"	1 1/8"	Hanger Rods	N	CP & TW	Light abrasion rust on hinge plate to web. 3/8" pack rust between pin plate and girder web at both sides. East cotter pin improperly installed. Heavy to lam. and bleeding rust on girder web. Random areas of peeling paint at rods and nuts. 9/16" GAP UNDER W. NUT.

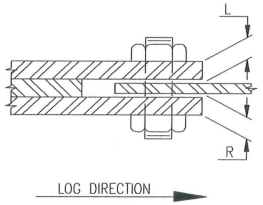
Notes:

1) For Hinge assemblies with a redundant support system, indicate if there is a gap between the redundant system (bearing) and the bottom flange of the suspended girder.
2) All measurements are taken in reference to log direction.
   - **V** : Vertical misalignment of girders @ left edge of girder's bottom flange.
   - **J** : Joint opening between webs, measured just above the bottom flange fillet, on the left face of the girder's web.
3) Use a permanent marker to indicate locations of field measurements.

CP: COTTER PIN
TW: TACK WELD







HINGE DATA SHEET

Form BRI-30, Rev. 9/97

Measurements Taken By: AKC Date: 4/29/2014

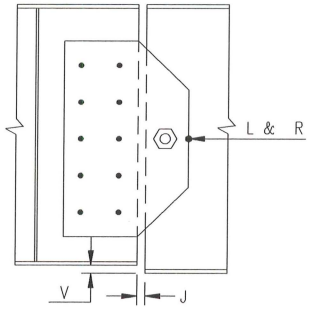
Bridge No.: 03313 I-84 TR 815 over I-84 EB, RT. 72 WB, RT 372 & Pan Am RR Town: New Britain Measurements Reviewed By: SRD Date: 4/29/2014

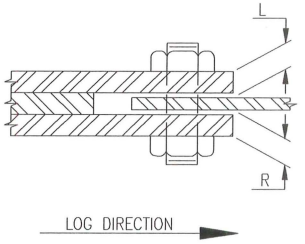
Hinge Located: Span 1 at Pier 1 Effective span for Movement: 0 Page: 16 of 72

Beam No.	V (IN)	J (IN)	R (IN)	L (IN)	Secondary System Type	Gap[1] (Y/N)	Nut Restraint System	Comments
1	7 5/16	17 4/16	13/16	15/16	Hanger Rods	N	CP & TW	See previous sheet
2	8 11/16	17 1/16	14/16	15/16	Hanger Rods	N	CP & TW	See previous sheet
3	7 15/16	17 11/16	13/16	15/16	Hanger Rods	N	CP & TW	See previous sheet
4	8 13/16	17 6/16	1 4/16	1 2/16	Hanger Rods	N	CP & TW	See previous sheet

Notes:

1) For Hinge assemblies with a redundant support system, indicate if there is a gap between the redundant system (bearing) and the bottom flange of the suspended girder.
2) All measurements are taken in reference to log direction.
   - **V** : Vertical misalignment of girders @ left edge of girder's bottom flange.
   - **J** : Joint opening between webs, measured just above the bottom flange fillet, on the left face of the girder's web.
3) Use a permanent marker to indicate locations of field measurements.





HINGE ANALYSIS SHEET

Form BRI-30, Rev. 9/97

Measurements Taken By: YS Date: 4/13/2012

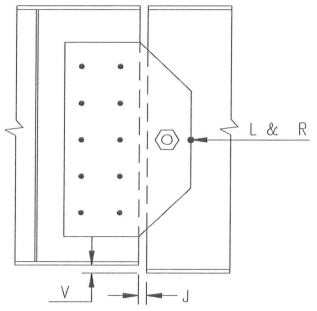
Bridge No.: 03313 I-84 TR 815 over I-84 EB, RT. 72 WB, RT 372 & Pan Am RR Town: New Britain Measurements Reviewed By: WMK Date: 5/23/2012

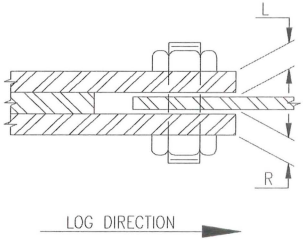
Hanger Location: Span 1 @ PIER 1 Effective span for Movement: 0 Page: 17 of 72

Beam No.	V (IN)	J (IN)	R (IN)	L (IN)	Secondary System Type	Gap[1] (Y/N)	Nut Restraint System	Comments
1	7 5/16	17 4/16	13/16	15/16	Hanger Rods	N	CP & TW	2012 Measurements
2	8 11/16	17 1/16	14/16	15/16	Hanger Rods	N	CP & TW	2012 Measurements
3	7 15/16	17 11/16	13/16	15/16	Hanger Rods	N	CP & TW	2012 Measurements
4	8 13/16	17 6/16	1 4/16	1 2/16	Hanger Rods	N	CP & TW	2012 Measurements

Notes:

1) For Hinge assemblies with a redundant support system, indicate if there is a gap between the redundant system (bearing) and the bottom flange of the suspended girder.
2) All measurements are taken in reference to log direction.
   - **V** : Vertical misalignment of girders @ left edge of girder's bottom flange.
   - **J** : Joint opening between webs, measured just above the bottom flange fillet, on the left face of the girder's web.
3) Use a permanent marker to indicate locations of field measurements.





HINGE ANALYSIS SHEET

Form BRI-30, Rev. 9/97

Measurements Taken By: AKC Date: 4/29/2014

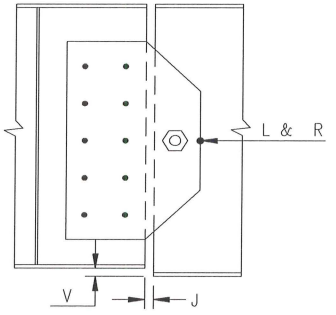
Bridge No.: 03313 I-84 TR 815 over I-84 EB, RT. 72 WB, RT 372 & Pan Am RR Town: New Britain Measurements Reviewed By: SRD Date: 4/29/2014

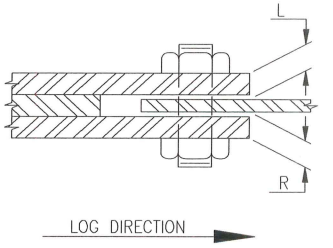
Hanger Location: Span 1 at Pier 1 Effective span for Movement: 0 Page: 18 of 72

Beam No.	V (IN)	J (IN)	R (IN)	L (IN)	Reviewer's Comments
1	0	0	0	0	
2	0	0	0	0	
3	0	0	0	0	
4	0	0	0	0	

Additional Review Comments:

All measurements are within 1/16". All measurements were double checked with no distress noted. "L" and "R" per plans should be 7/8".





HINGE DATA SHEET

Form BRI-30, Rev. 9/97

Measurements Taken By: AKC Date: 4/29/2014

Bridge No.: 03313 I-84 TR 815 over I-84 EB, Rt 72 WB, Rt 372, and Pan Am RR **Town:** New Britain Measurements Reviewed By: SRD Date: 4/29/2014

Hinge Located: Span 2 at Pier 1 Effective span for Movement: 0 Page: 19 of 72

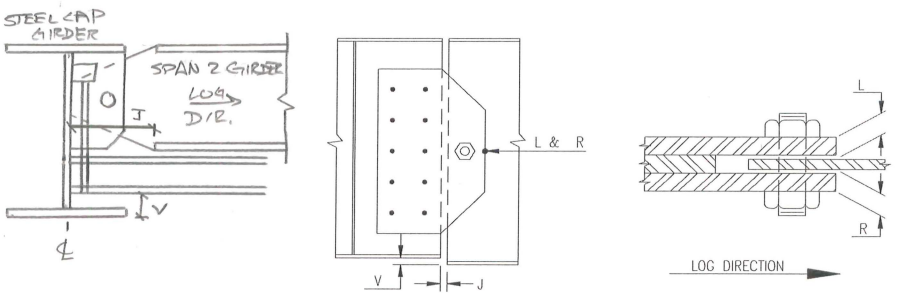
4/29/2014 - AKC, CAW (GMZ) → T = 50°F

Beam No.	V (IN)	J* (IN)	R (IN)	L (IN)	Secondary System Type	Gap[1] (Y/N)	Nut Restraint System	Comments
1	9 1/2"	17 15/16"	15/16"	1 3/16"	Hanger Rods	N	CP & TW	Bleeding rust due to water leakage and a 9/16" gap under west plate. West cotter pin is missing
2	10 3/16"	17 3/16"	1 1/8"	13/16"	Hanger Rods	N	CP & TW	1/8" gap under west nut. 1/4" gap under east plate.
3	10 1/8"	16 7/8"	13/16"	1 3/16"	Hanger Rods	N	CP & TW	7/16" gap under west plate with abrasion rust between hinge plate and web. 1/4" gap under east nut. 3/8" gap under west nut. West cotter pin improperly installed. East cotter pin missing.
4	10 5/8"	17 7/16"	1"	1 1/4"	Hanger Rods	N	CP & TW	9/16" pack rust between hinge plate and web at the west side and 1/4" pack rust at east side. Bleeding rust on girder web. Moderate to heavy rust at the bottom nuts.
								General Notes: Peeling paint at bars and nuts

Notes:

1) For Hinge assemblies with a redundant support system, indicate if there is a gap between the redundant system (bearing) and the bottom flange of the suspended girder.
2) All measurements are taken in reference to log direction.
   - **V** : Vertical misalignment of girders @ left edge of girder's bottom flange.
   - **J** : Joint opening between webs, measured just above the bottom flange fillet, on the left face of the girder's web.
3) Use a permanent marker to indicate locations of field measurements.

CP: COTTER PIN
TW: TACK WELD



HINGE DATA SHEET

Form BRI-30, Rev. 9/97

Measurements Taken By: AKC Date: 4/29/2014

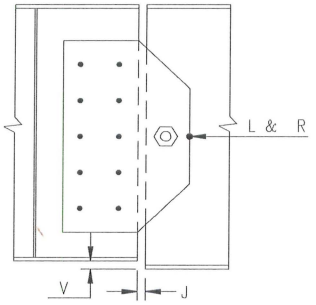
Bridge No.: 03313 I-84 TR 815 over I-84 EB, RT. 72 WB, RT 372 and Pan Am RR Town: New Britain Measurements Reviewed By: SRD Date: 4/29/2014

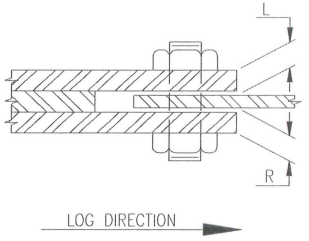
Hinge Located: Span 2 @ PIER 1 Effective span for Movement: 0 Page: 20 of 72

Beam No.	V (IN)	J (IN)	R (IN)	L (IN)	Secondary System Type	Gap[1] (Y/N)	Nut Restraint System	Comments
1	9 8/16	17 5/16	15/16	1 3/16	Hanger Rods	N	CP & TW	See previous sheet
2	10 3/16	17 3/16	1 2/16	13/16	Hanger Rods	N	CP & TW	See previous sheet
3	10 2/16	16 14/16	13/16	1 3/16	Hanger Rods	N	CP & TW	See previous sheet
4	10 10/16	17 7/16	1	1 4/16	Hanger Rods	N	CP & TW	See previous sheet

Notes:

1) For Hinge assemblies with a redundant support system, indicate if there is a gap between the redundant system (bearing) and the bottom flange of the suspended girder.
2) All measurements are taken in reference to log direction.
   - **V** : Vertical misalignment of girders @ left edge of girder's bottom flange.
   - **J** : Joint opening between webs, measured just above the bottom flange fillet, on the left face of the girder's web.
3) Use a permanent marker to indicate locations of field measurements.





HINGE ANALYSIS SHEET

Form BRI-30, Rev. 9/97

Measurements Taken By: YS Date: 4/13/2012

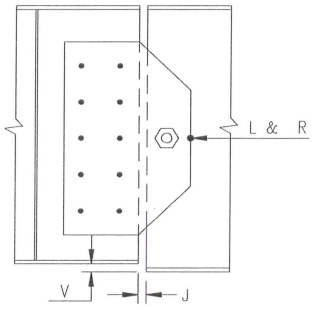
Bridge No.: 03313 I-84 TR 815 over I-84 EB, RT. 72 WB, RT 372 and B & M RR Town: New Britain Measurements Reviewed By: WMK Date: 5/23/2012

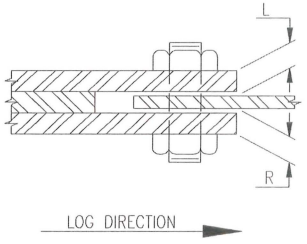
Hanger Location: Span 2 @ PIER 1 Effective span for Movement: 0 Page: 21 of 72

Beam No.	V (IN)	J (IN)	R (IN)	L (IN)	Secondary System Type	Gap[1] (Y/N)	Nut Restraint System	Comments
1	9 8/16	17 5/16	15/16	1 3/16	Hanger Rods	N	CP & TW	2012 Measurements
2	10 3/16	17 3/16	1 2/16	13/16	Hanger Rods	N	CP & TW	2012 Measurements
3	10 2/16	16 14/16	13/16	1 3/16	Hanger Rods	N	CP & TW	2012 Measurements
4	10 10/16	17 7/16	1	1 4/16	Hanger Rods	N	CP & TW	2012 Measurements

Notes:

1) For Hinge assemblies with a redundant support system, indicate if there is a gap between the redundant system (bearing) and the bottom flange of the suspended girder.
2) All measurements are taken in reference to log direction.
   - **V** : Vertical misalignment of girders @ left edge of girder's bottom flange.
   - **J** : Joint opening between webs, measured just above the bottom flange fillet, on the left face of the girder's web.
3) Use a permanent marker to indicate locations of field measurements.





HINGE ANALYSIS SHEET

Form BRI-30, Rev. 9/97

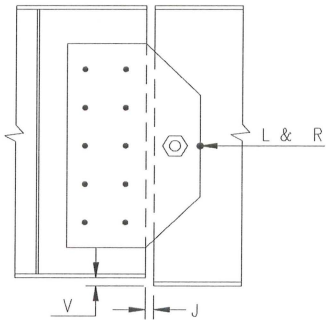
Measurements Taken By: AKC Date: 4/29/2014

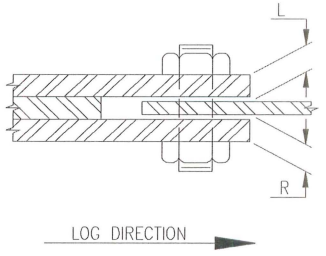
Bridge No.: 03313 I-84 TR 815 over I-84 EB, RT. 72 WB, RT 372 and Pan Am Town: New Britain Measurements Reviewed By: WMK Date: 5/23/2012

Hanger Location: Span 2 @ PIER 1 Effective span for Movement: 0 Page: 22 of 72

Beam No.	V (IN)	J (IN)	R (IN)	L (IN)	Reviewer's Comments
1	0	0	0	0	
2	0	0	0	0	
3	0	0	0	0	
4	0	0	0	0	

Additional Review Comments:





Baker

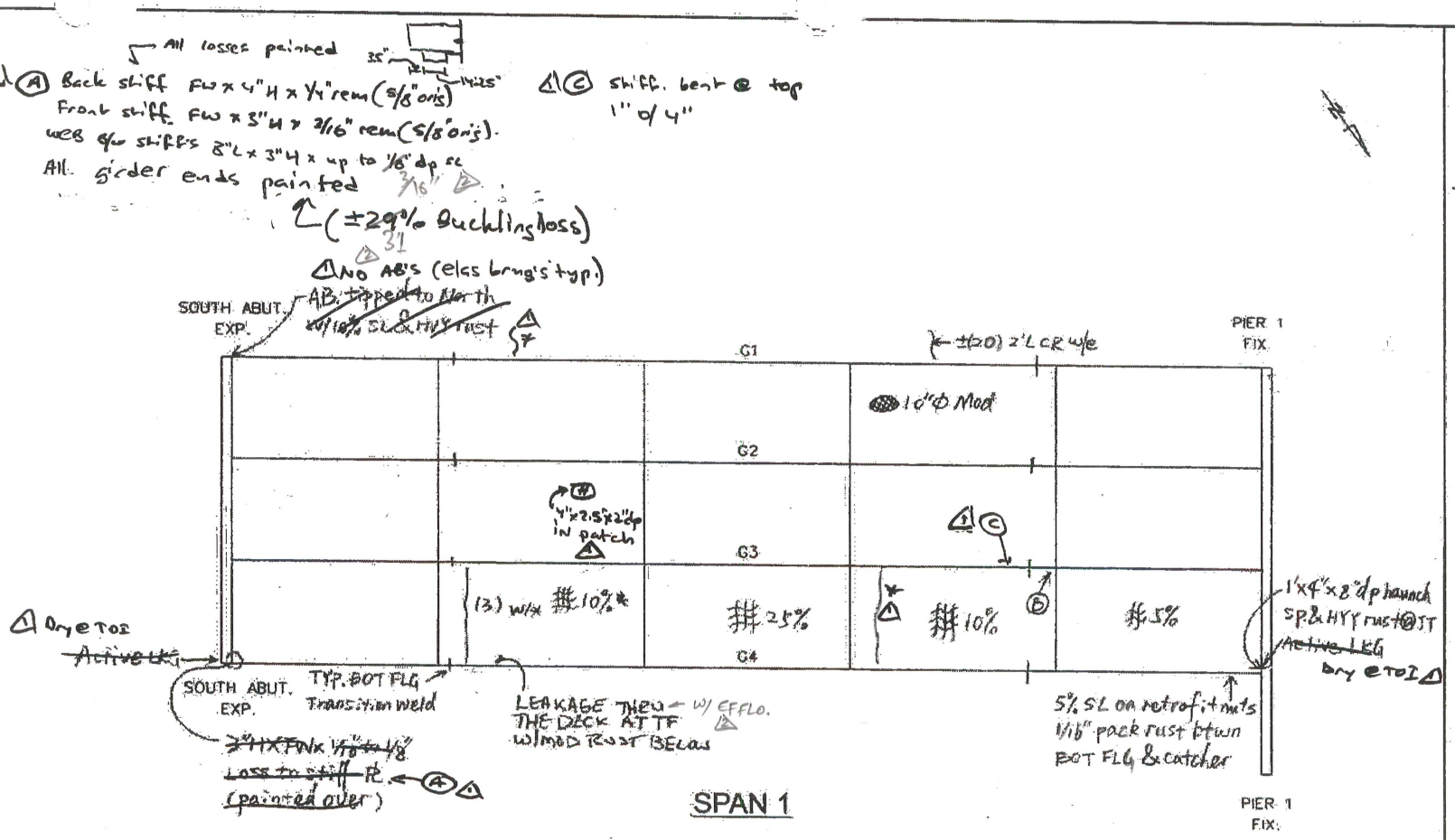
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL

BRIDGE NO. 03313 DATE: 5/20/2010

CREW: JM, JC, PB, AD SHEET 36 ~~46~~ 48 of 106 23/72

DESCRIPTION: FRAMING AND UNDERSIDE OF DECK - SPAN 1



GENERAL NOTES:

Peeling paint w/ mod - hvy. surf. rust (±10%)

- ~~Structural steel exhibits upto 30% deter. paint throughout~~
- ~~HVY rust and pitting loss on end diaph over south abutment~~ NF
- Ⓑ Poorly welded lower horizontal diaph. conn. plate to stiffener.

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)
- WITH EFFLORESCENCE

UPDATE:	DATE	COMPANY	CREW
1	4/13/12	BKR	YS
2	4/29/14	GM2	SRD, AKC, BJS, CAW

Baker

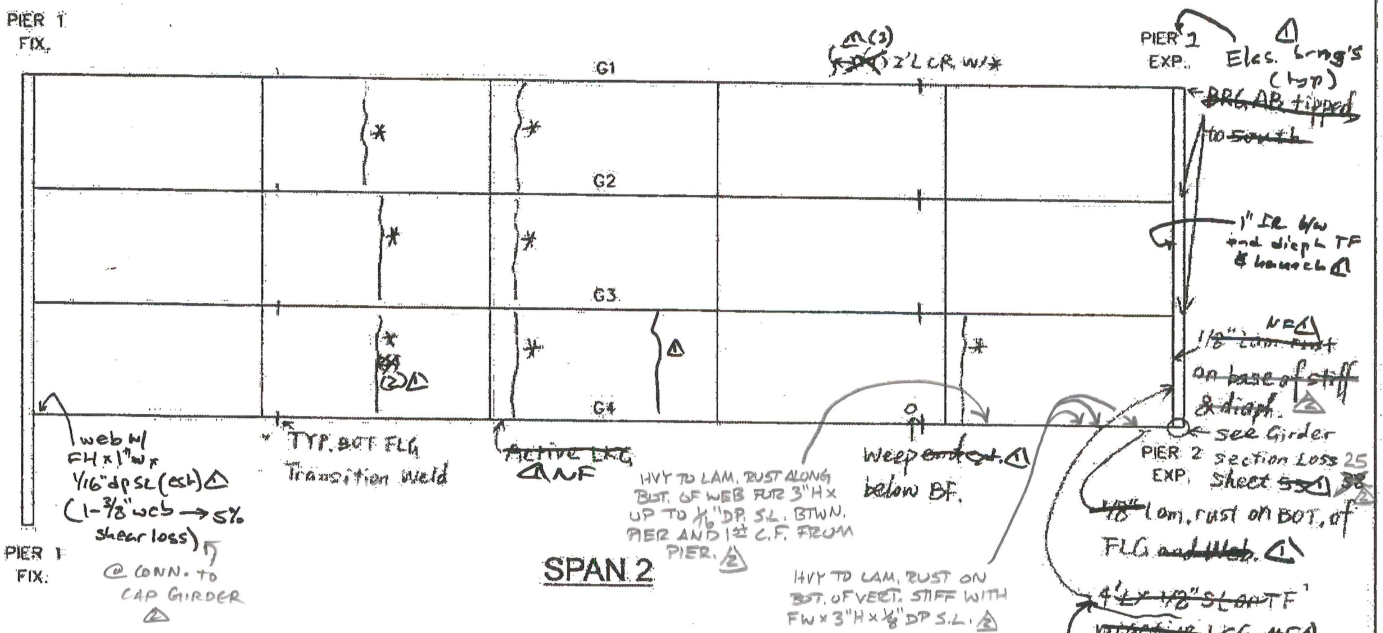
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL

DESCRIPTION: FRAMING AND UNDERSIDE OF DECK - SPAN 2

BRIDGE NO. 03313 | DATE: 5/21/2010

CREW: JM, RL | SHEET 24/42



GENERAL NOTES:

- ~~Mod to HVY surface rust on G4 T/B FLG for full length~~ Rand. areas of peeling paint w/ mod-hvy. rust (±10%)
- ~~Peeling paint w/ surface rust @ random locs. on G1-G3 (±10%)~~
- Active LKG at full length of pier 2 joint.

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)
- WITH EFFLORESCENCE

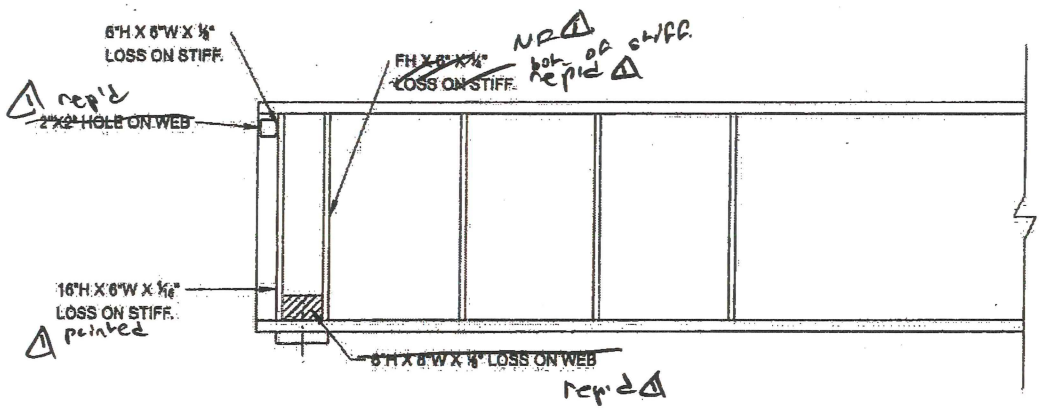
UPDATE NO.	DATE	COMPANY	CREW
1	4/13/12	BKR	YS
2	4/29/14	GMZ	SRD, AHC, BJS, CAW

Baker

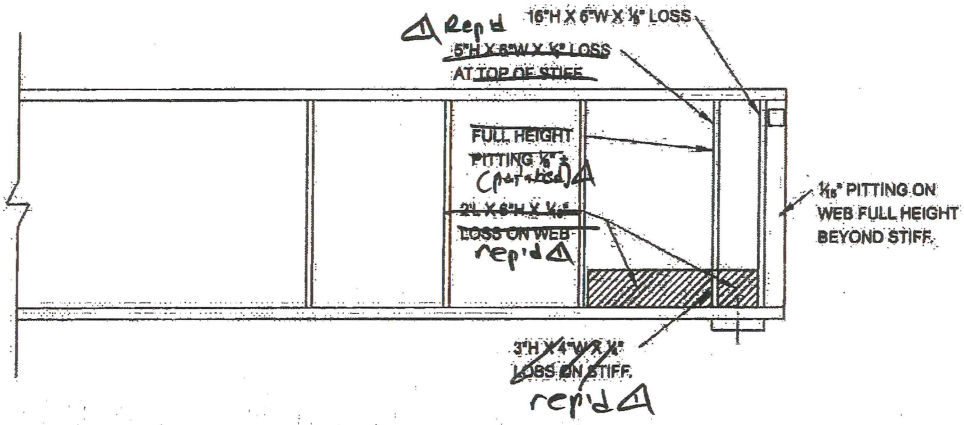
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL	BRIDGE NO. 03313	DATE: 5/21/10
	CREW: RL, JM	SHEET ~~38~~ ~~35~~ ~~/118~~ ~~106~~ 25/72

DESCRIPTION: GIRDER SECTION LOSS



SPAN 2 G4 @ PIER 2 WEST ELEVATION



SPAN 2 G4 @ PIER 2 EAST ELEVATION

2 – NO CHANGE

1 4/13/12 (BKL) YS

2 4/29/14 (GMZ) – SRD, AMC, BJS, CAW

Baker

SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL

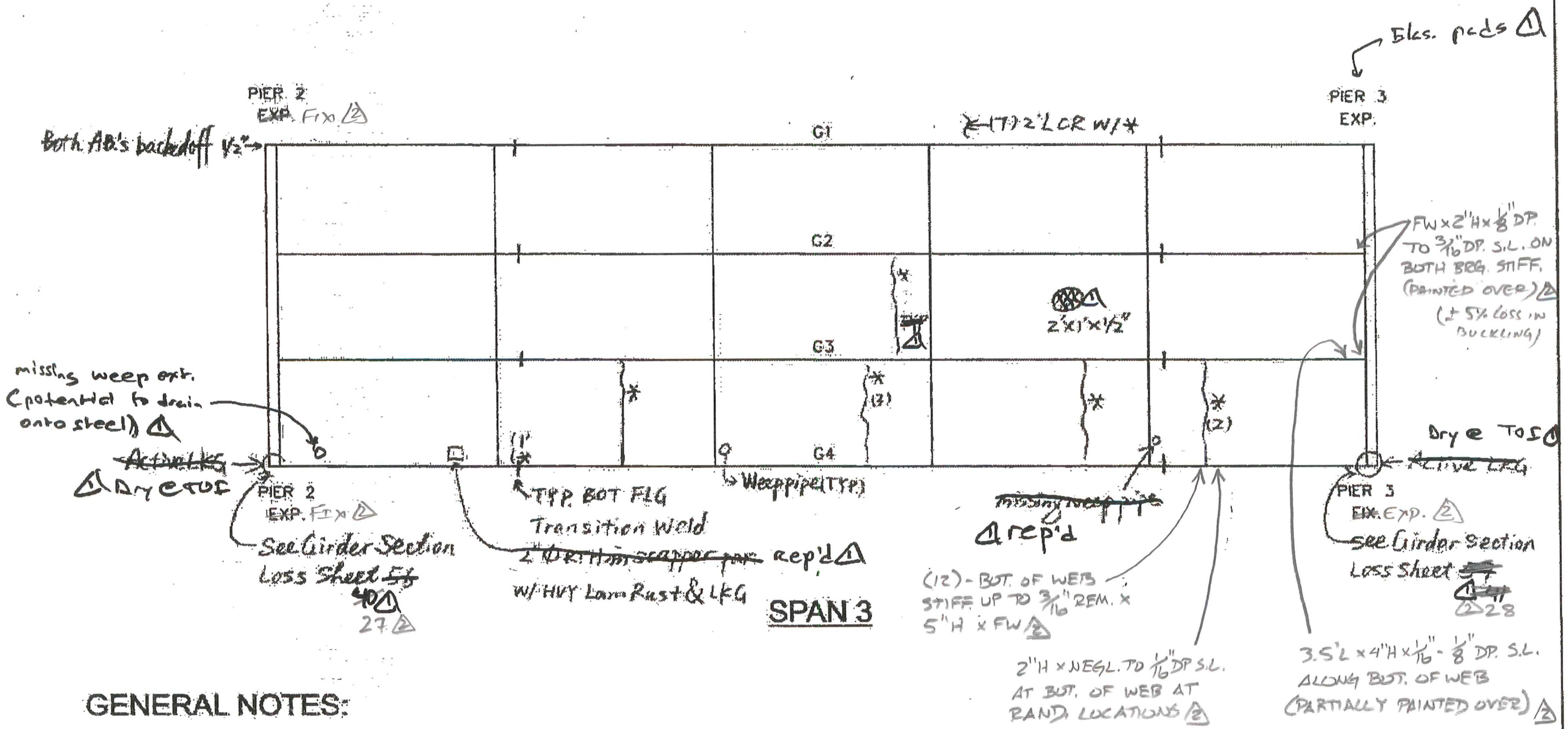
DESCRIPTION: FRAMING AND UNDERSIDE OF DECK - SPAN 3

BRIDGE NO. 03313

CREW: JM, RL

DATE: 5/21/2010

SHEET ~~34~~ ~~44~~ / ~~106~~ 26/72



GENERAL NOTES:

- Large area peeling paint ~~at Girder 1 web east side.~~ ① in Rand areas of ①

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MC) OR HAIRLINE MAP CRACKS (HLMC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)
- * WITH EFFLORESCENCE

UPDATE NO	DATE	COMPANY	CREW
1	4/18/12	Bkr	YS, AH
2	6/6/14	GMZ	SRD, AKG, PAH, BTS
3			
4			

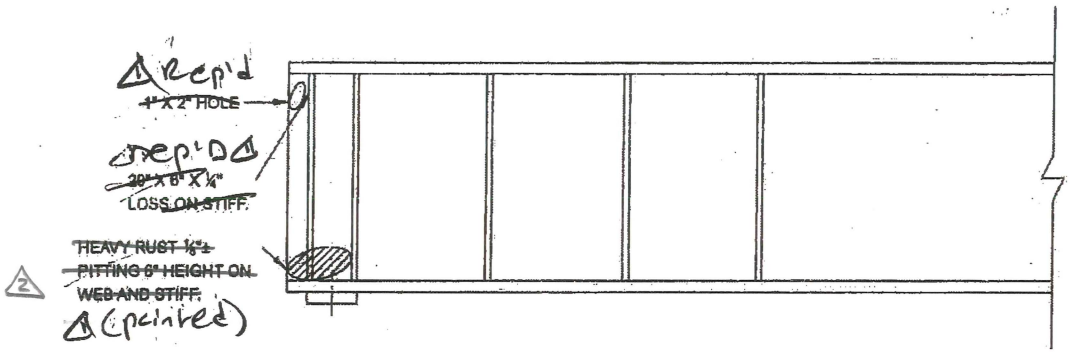
Baker

SUPPLEMENTAL SHEET

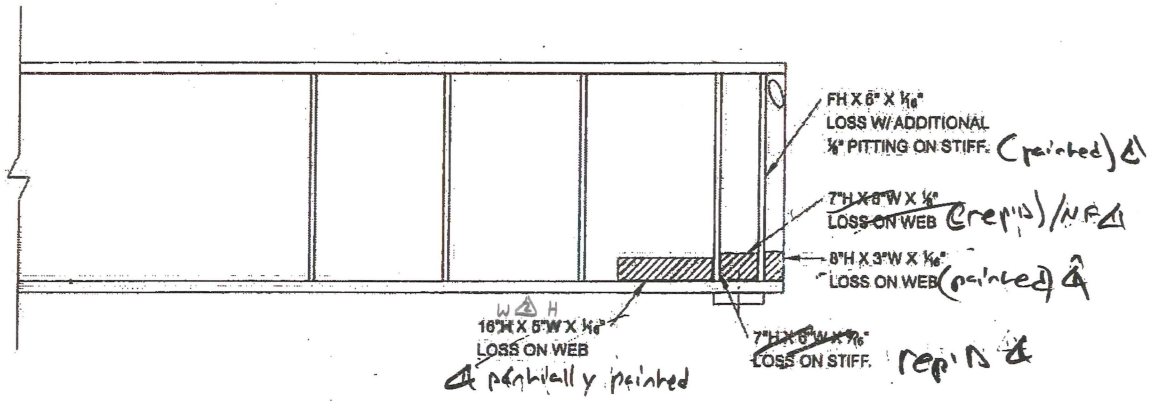
☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL

BRIDGE NO. 03313	DATE: 5/21/10
CREW: RL, JM	SHEET ~~40~~ ~~56~~/~~118~~106 27/72

DESCRIPTION: GIRDER SECTION LOSS



SPAN 3 G4 @ PIER 2 EAST ELEVATION



SPAN 3 G4 @ PIER 2 WEST ELEVATION

1 4/18/12 YS, BH (BKR)

2 4/6/14 SRD, AICC, PAH, BJS (GM2)

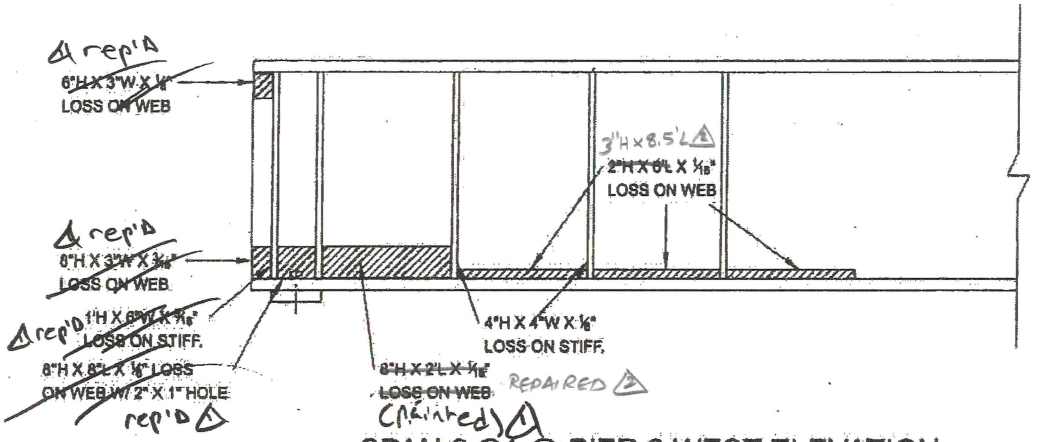
Baker

SUPPLEMENTAL SHEET

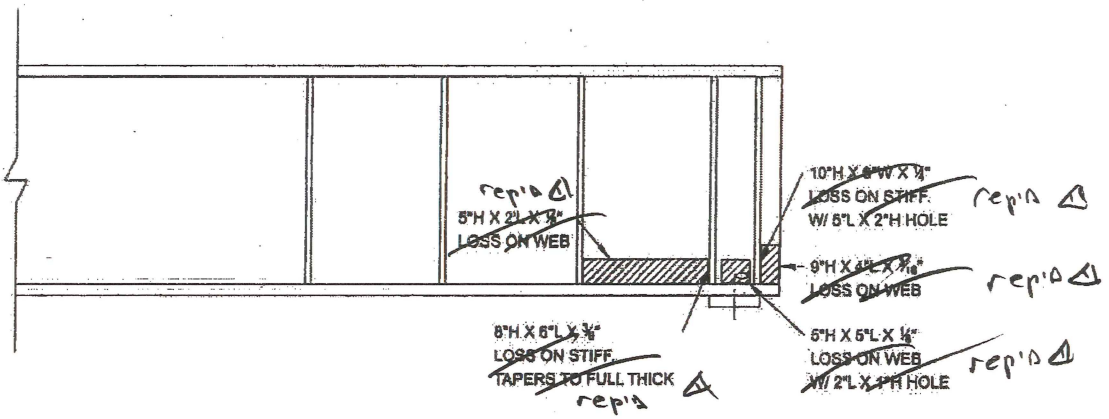
☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL

BRIDGE NO. 03313	DATE: 5/21/10
CREW: RL, JM	SHEET ~~41 57/118 106~~ 28/72

DESCRIPTION: GIRDER SECTION LOSS



SPAN 3 G4 @ PIER 3 WEST ELEVATION



SPAN 3 G4 @ PIER 3 EAST ELEVATION

1 4/18/12 YS, BH (BKR)
2 6/6/14 - SRD, AKC, DAH, BJS (GM2)

Baker

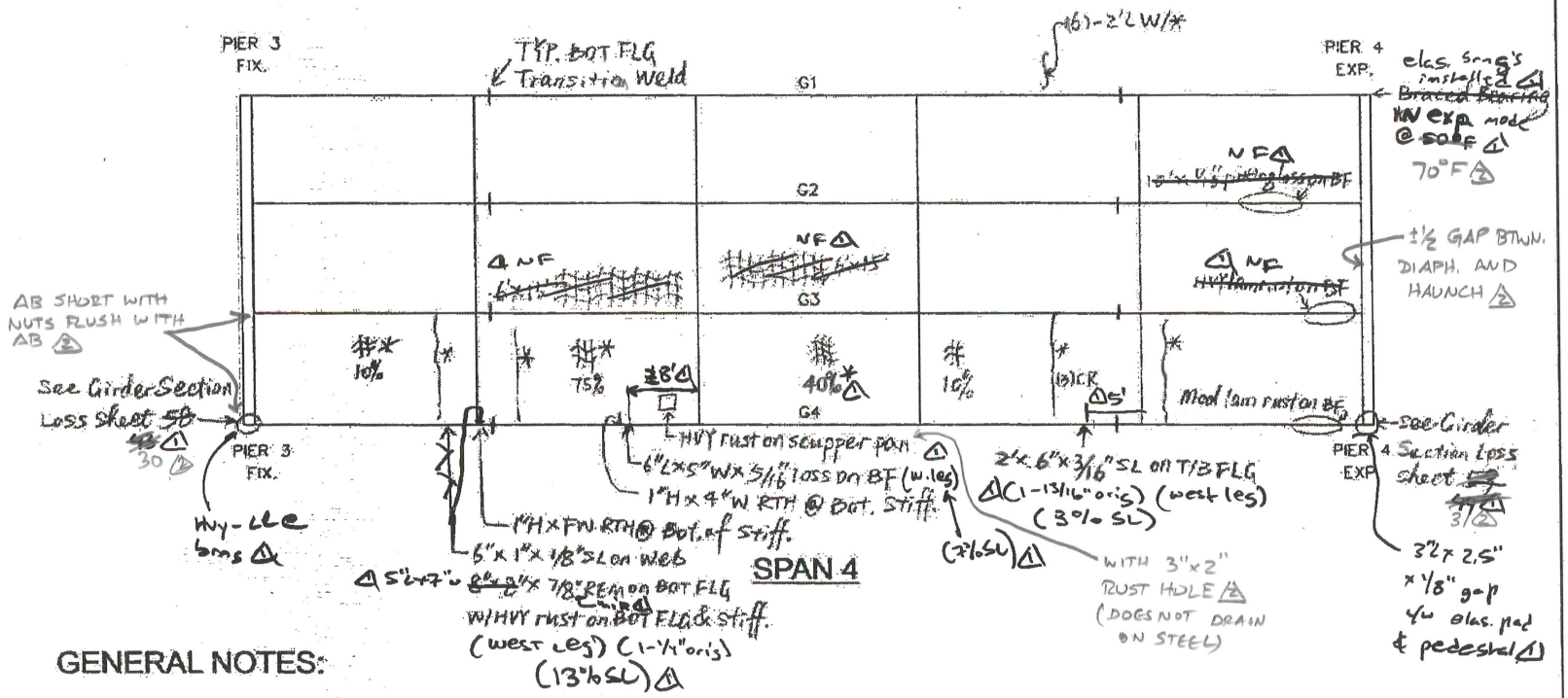
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL

DESCRIPTION: FRAMING AND UNDERSIDE OF DECK - SPAN 4

BRIDGE NO. 03313 | DATE: 5/21/2010

CREW: TM, RL | SHEET 29/42 ~~41/43~~ 106



GENERAL NOTES:

- Fixed bng's w/ areas of mod-hvy rust
- All weep in brg 3 extend below BF (not shown)

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MPC) OR HAIRLINE MAP CRACKS (HLMPC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)
- * WITH EFFLORESCENCE

UPDATE NO	DATE	COMPANY	CREW
1	4/18/12	BKR	YS, GH
2	6/6/14	GM2	SRD, AKC, PAM, BJS

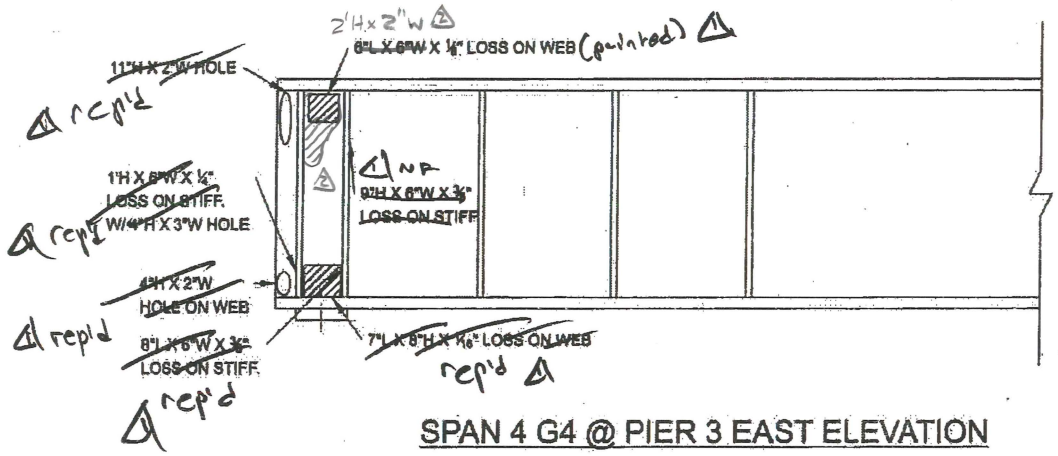
Baker

SUPPLEMENTAL SHEET

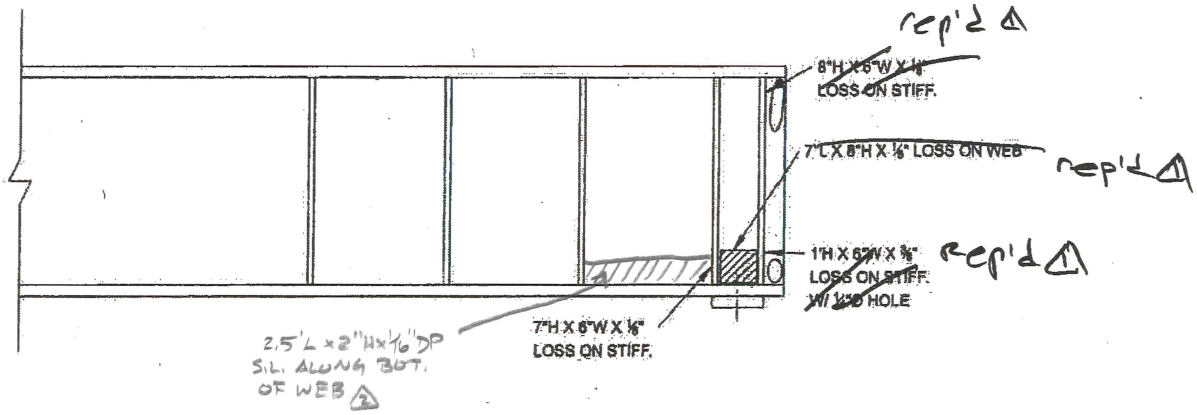
☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL

BRIDGE NO. 03313	DATE: 5/21/10
CREW: RL, JM	SHEET ~~43 58/128 106~~ 30/72

DESCRIPTION: GIRDER SECTION LOSS



SPAN 4 G4 @ PIER 3 EAST ELEVATION



SPAN 4 G4 @ PIER 3 WEST ELEVATION

△1 4/18/12 YS, BH (BKR)

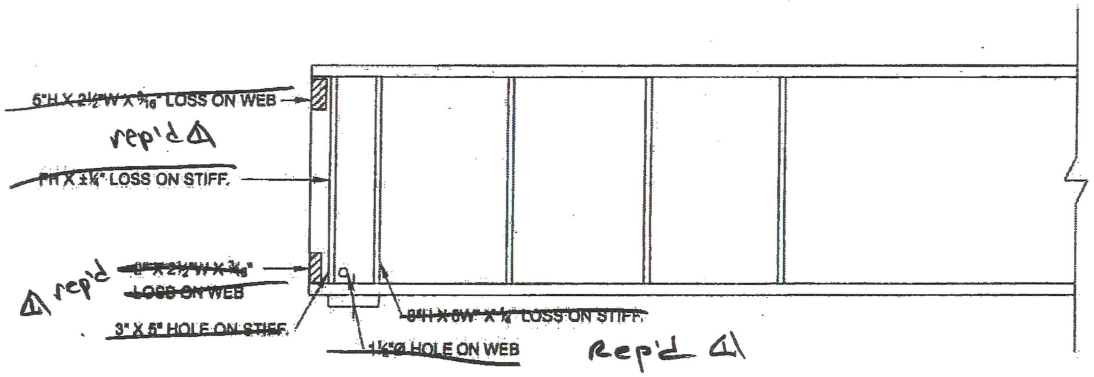
△2 6/6/14 SRD, AKC, PAH, BJS (GM2)

Baker

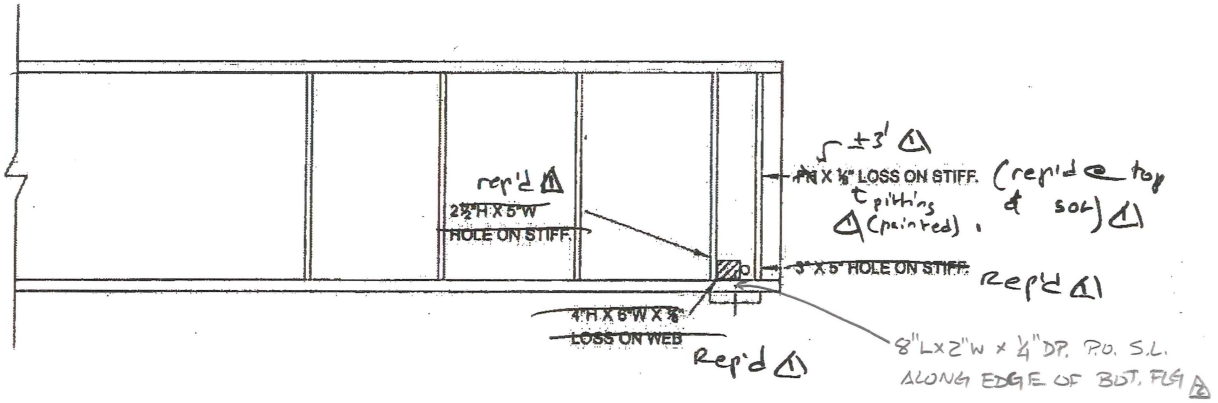
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL	BRIDGE NO. 03313	DATE: 5/21/10
	CREW: RL, JM	SHEET ~~44~~ ~~54~~ / ~~116~~ 106 31/72

DESCRIPTION: GIRDER SECTION LOSS



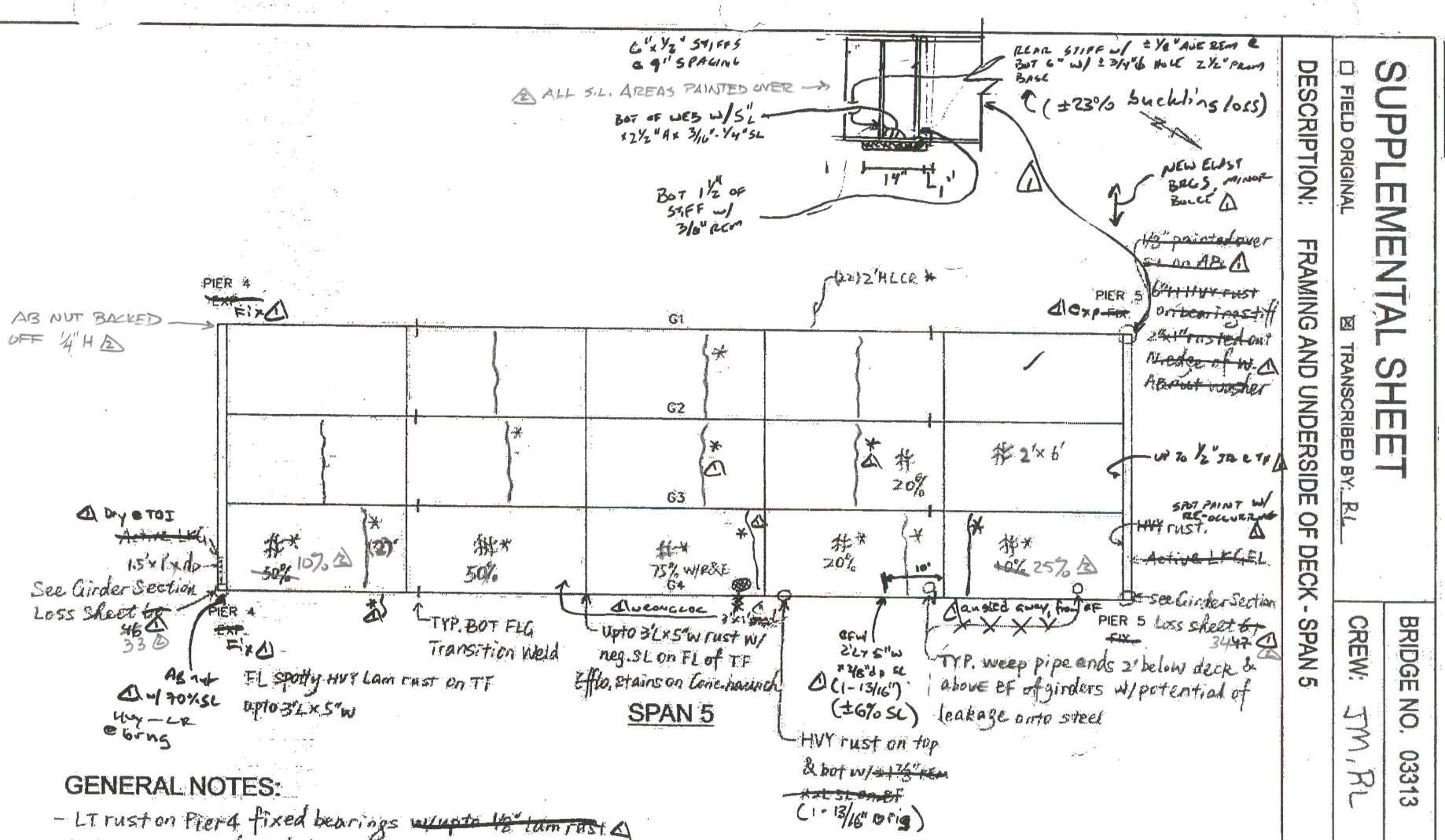
SPAN 4 G4 @ PIER 4 WEST ELEVATION



SPAN 4 G4 @ PIER 4 EAST ELEVATION

1 4/18/12 BKR YS, BH

2 6/6/14 - SRD, AICC, DAH, BJS (GMZ)



GENERAL NOTES:

- LT rust on Pier 4 fixed bearings ~~w/ upto ½" lam rust~~ TYP. E. AB. tilted slightly at random locations.

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)
- WITH EFFLORESCENCE

UPDATE NO	DATE	COMPANY	CREW
1	4/11/14	BKR	MJB/JAC
2	6/6/14	GMZ	SRD, AKC, PAH, BJS
3			
4			

Baker

SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL

DESCRIPTION: FRAMING AND UNDERSIDE OF DECK - SPAN 5

BRIDGE NO. 03313

CREW: JM, RL

DATE: 5/21/2010

SHEET 45 ~~30~~ ~~44~~ 106 32/12

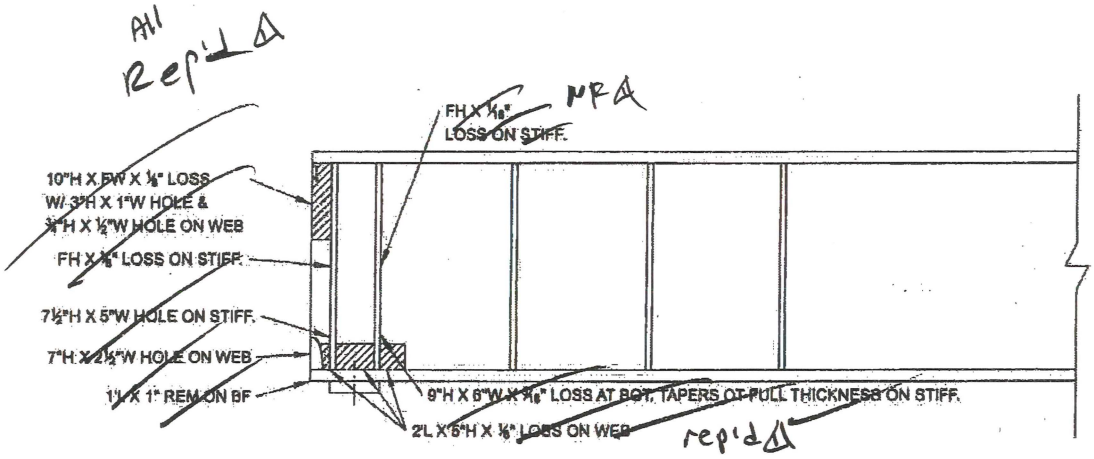
Baker

SUPPLEMENTAL SHEET

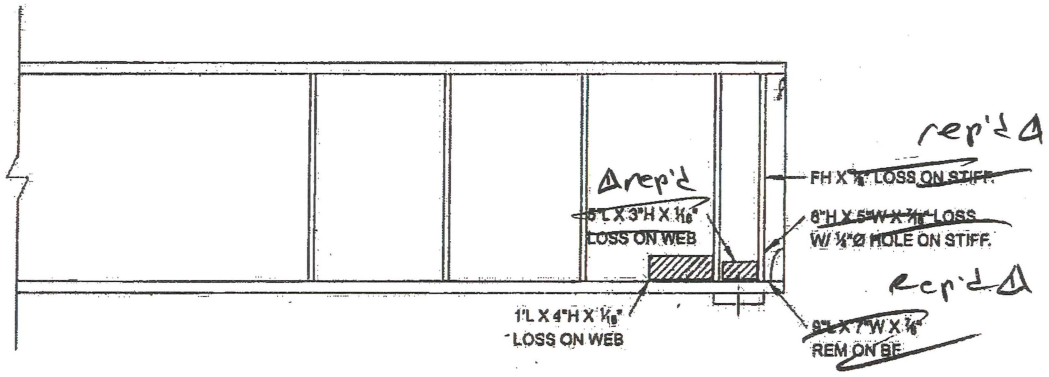
☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL

BRIDGE NO. 03313	DATE: 5/21/10
CREW: RL, JM	SHEET ~~46 60 / 116~~ 106 33/72

DESCRIPTION: GIRDER SECTION LOSS



SPAN 5 G4 @ PIER 4 EAST ELEVATION



SPAN 5 G4 @ PIER 4 WEST ELEVATION

2 - NO CHANGE

1 4/18/12 (BKR) YS, BH

2 6/6/14 (GMZ) - SRD, AKC, PAH, BJJ.

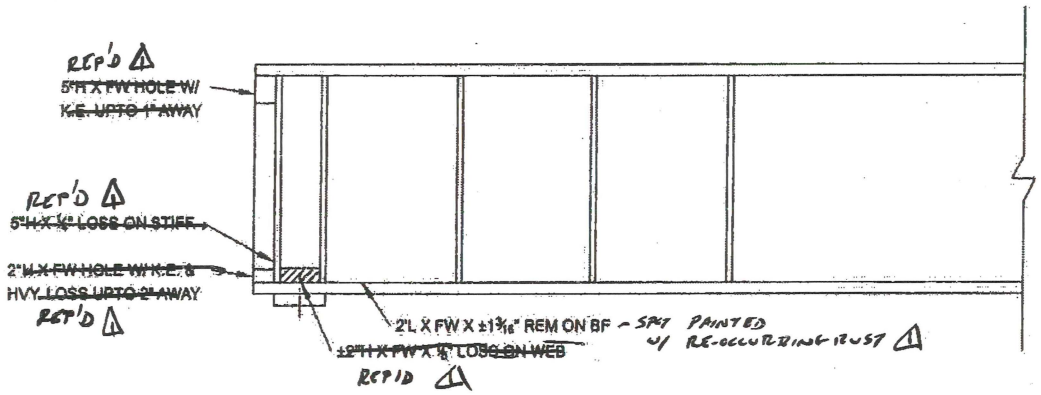
Baker

SUPPLEMENTAL SHEET

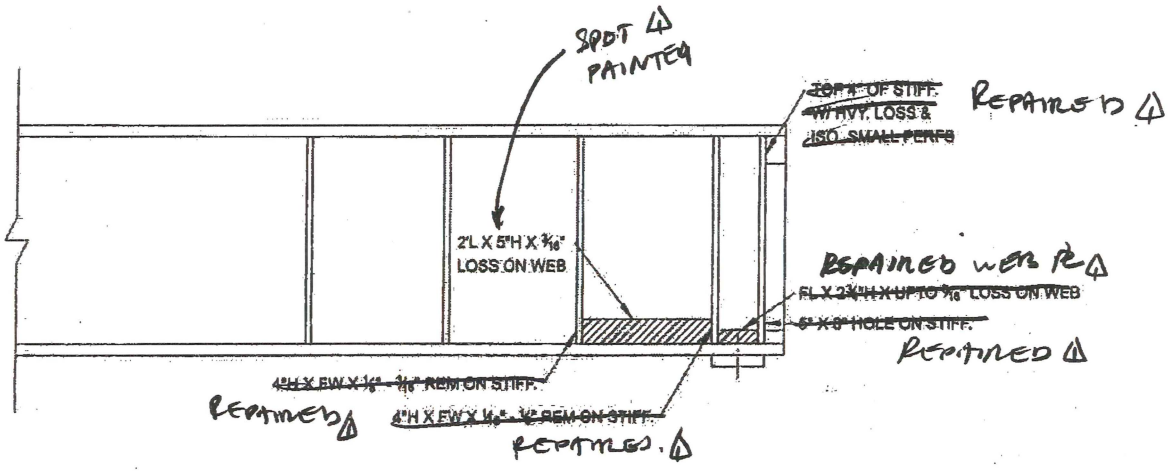
☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL	BRIDGE NO. 03313	DATE: 5/21/10
	CREW: RL, JM	SHEET ~~47/61~~/HB106 34/42

DESCRIPTION: GIRDER SECTION LOSS

△4/11/12 MJO/JAC
△2 6/6/14 - SRD, AHC, PAH, BJ (GMR)



SPAN 5 G4 @ PIER 5 WEST ELEVATION



SPAN 5 G4 @ PIER 5 EAST ELEVATION

△ - NO CHANGE

Baker

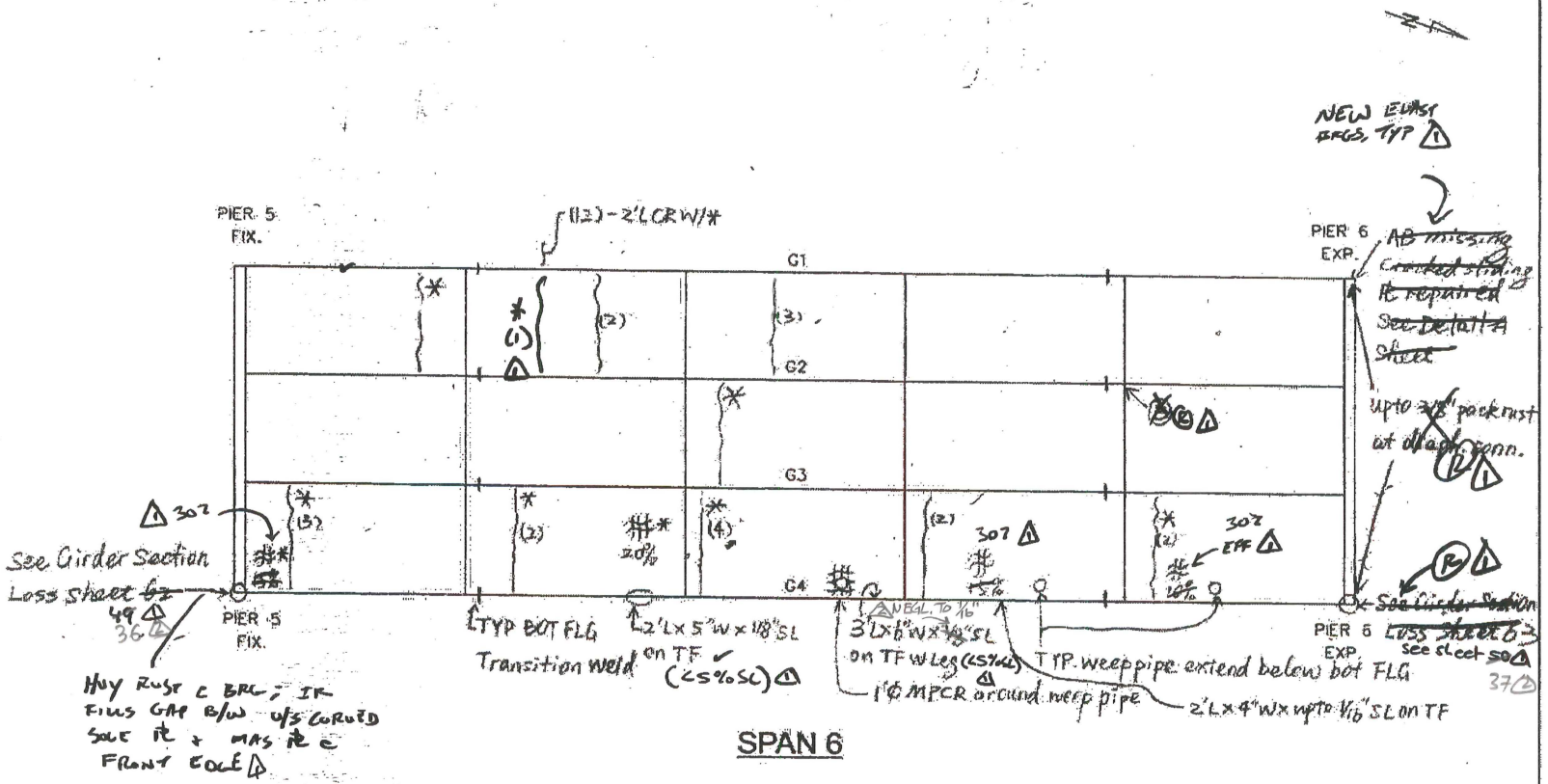
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL

DESCRIPTION: FRAMING AND UNDERSIDE OF DECK - SPAN 6

BRIDGE NO. 03313 | DATE: 5/21/2010

CREW: JTM, RL | SHEET 35/72



GENERAL NOTES:-

- Ⓟ Poorly welded lower horizontal diaph. conn. plate to stiffener
- Ⓡ = REP'D

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)
- WITH EFFLORESCENCE

UPDATE NO.	DATE	COMPANY	CREW
1	4/11/12	BKR	MJD/JAC
2	6/3/14 & 6/6/14	GMZ	SRD, AEL, DAH, BSS
3			
4			

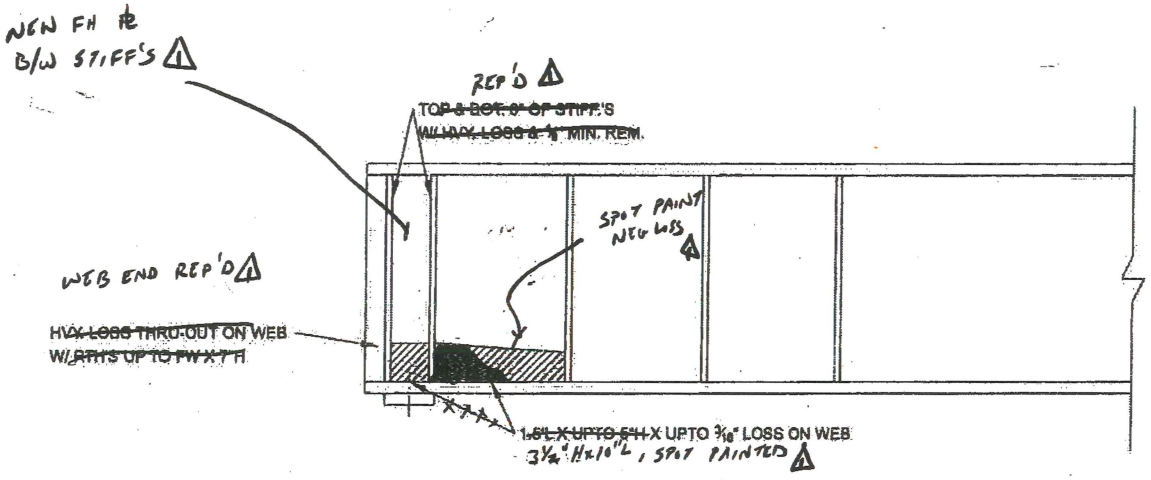
Baker

SUPPLEMENTAL SHEET

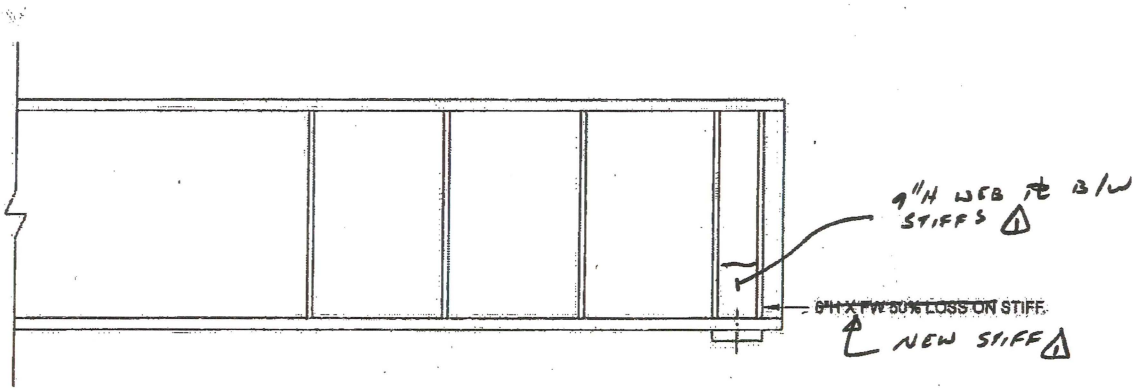
☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: PL	BRIDGE NO. 03313	DATE: 5/2/10
	CREW: RL, JM	SHEET ~~49 OF 72~~ 36/72

DESCRIPTION: GIRDER SECTION LOSS

△1 - MTO/JAL - 4/11/12
△2 - 6/3/14 - SRD, AUG BJS (Gmail)



SPAN 6 G4 @ PIER 5 EAST ELEVATION



SPAN 6 G4 @ PIER 5 WEST ELEVATION

△2 - NO CHANGE

Baker

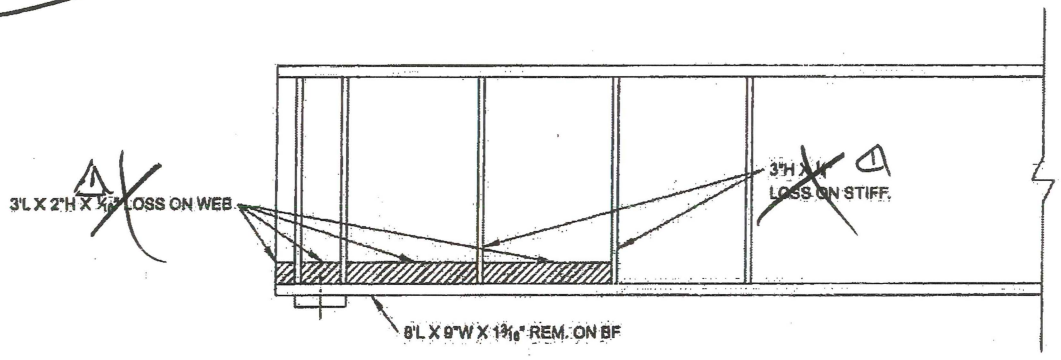
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL	BRIDGE NO. 03313	DATE: 5/21/10
	CREW: RL, JM	SHEET 59 ~~65~~ / ~~118~~ 106 37/72

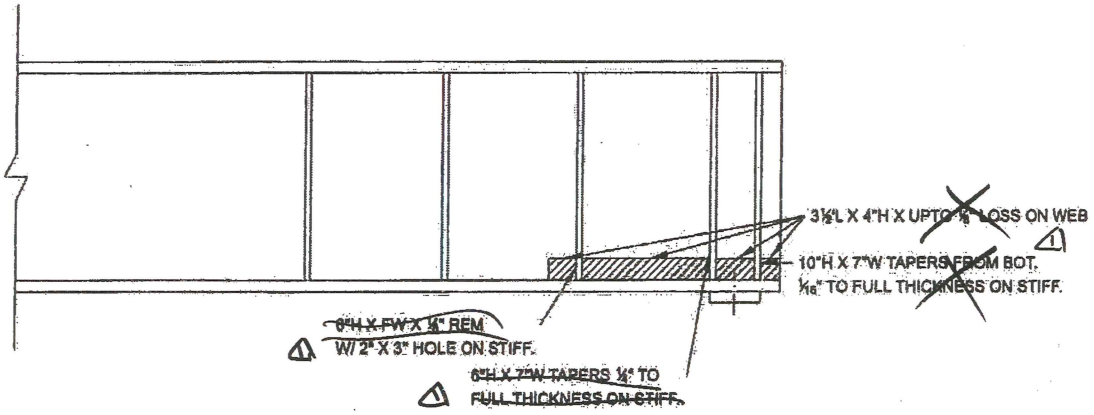
DESCRIPTION: GIRDER SECTION LOSS

△1 4/11/12 - MSD/GAC
△2 6/6/14 - SRD, AKC, DAH, BJS (GM2)

REP web it's TYP △1



SPAN 6 G4 @ PIER 6 WEST ELEVATION



SPAN 6 G4 @ PIER 6 EAST ELEVATION

△2 - NO CHANGE

Baker

SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL

DESCRIPTION: FRAMING AND UNDERSIDE OF DECK - SPAN 7

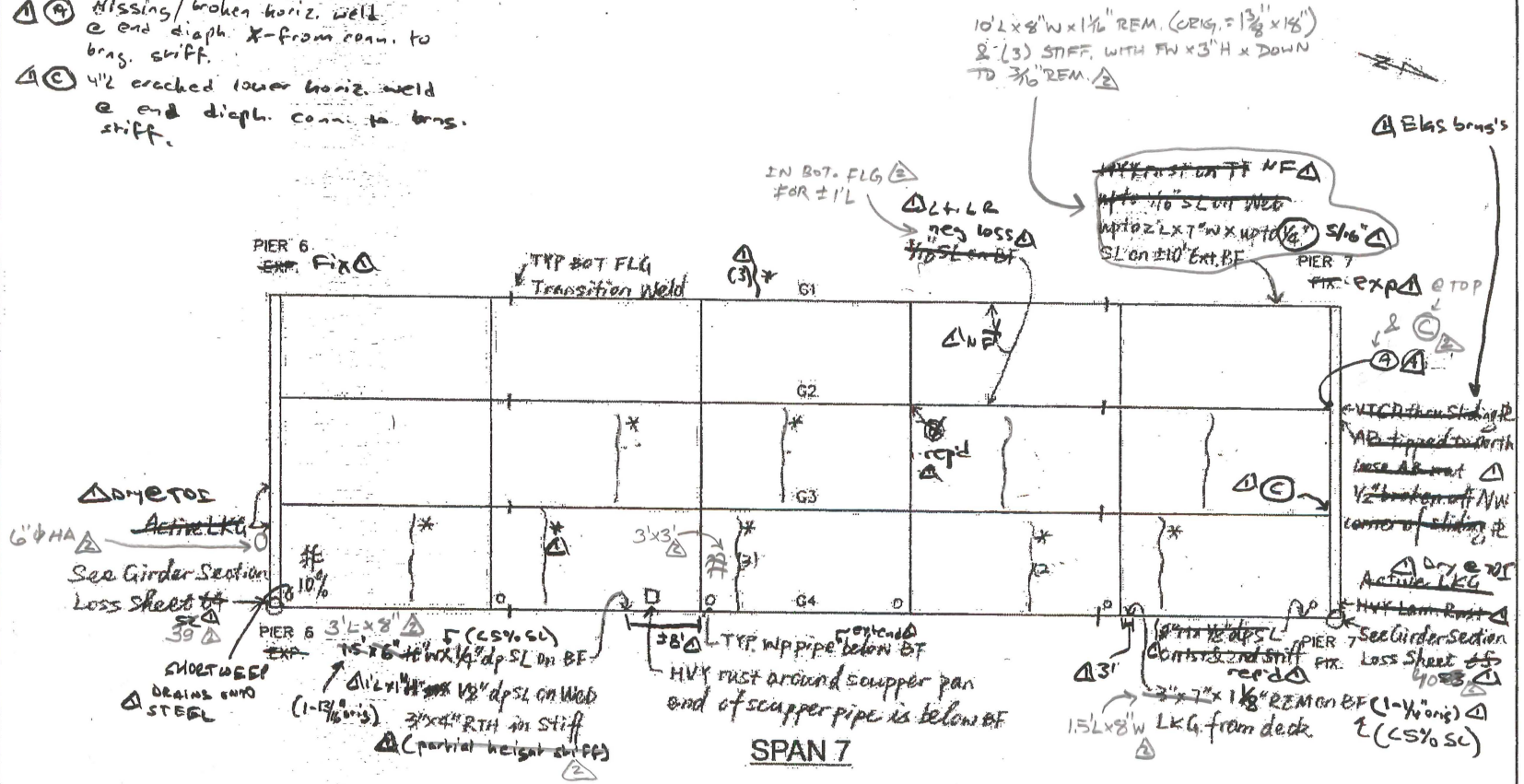
BRIDGE NO. 03313 | DATE: 5/21/2010

CREW: JM, RL | SHEET 38/72

Deter. Notes:

1 (A) Missing/broken horiz. weld @ end diaph. X-from conn. to brng. stiff.

1 (C) 4½ cracked lower horiz. weld @ end diaph. conn to brng. stiff.



SPAN 7

GENERAL NOTES:

- All fixed bearings over Pier 6 in Span 7 show moderate rust.; HVY TO LAM. RUST @ G4. 2
- All girders show HVY rust on the bot FLG & web near Pier 7
- ~~(B) Missing vert. weld on diaph. lower conn. to LTOL~~ rep'd 1

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)
- WITH EFFLORESCENCE

– ±½" s-p/ER w/o deck haunch & end diph. TF @ rem 10 cs 1

UPDATE NO.	DATE	COMPANY	CREW
1	4/18/12	BER	YS, BH
2	6/6/14	GMZ	SRD, AILC, PAM, BJS

Baker

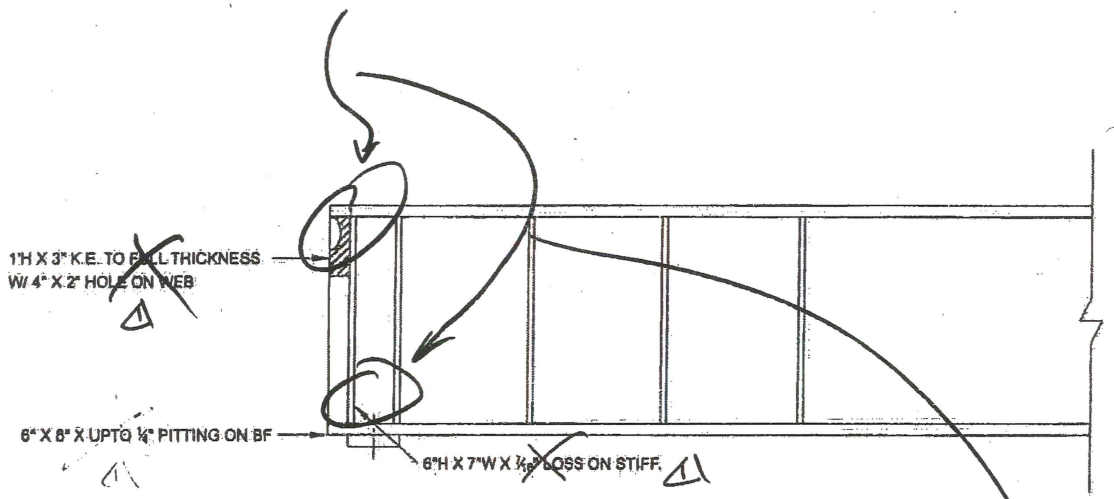
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: R.L.	BRIDGE NO. 03313	DATE: 5/21/10
	CREW: R.L, J.M	SHEET ~~52~~ ~~64~~ ~~/ 118~~ 106 39/72

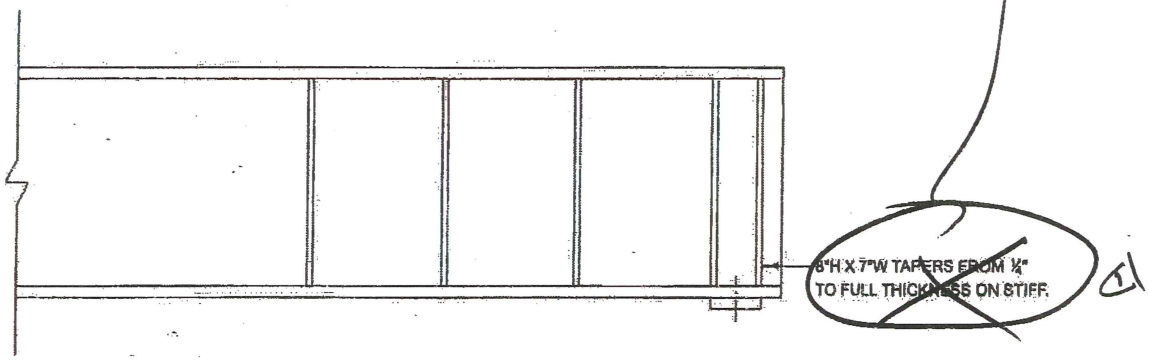
DESCRIPTION: GIRDER SECTION LOSS

△ 4/11/12 - MJO/JHC
△2 - 6/6/14 - SRD, DAH, AHC, BJS (GMZ)

FLANGE REP. PL's @ BEAM END △1



SPAN 7 G4 @ PIER 6 EAST ELEVATION



SPAN 7 G4 @ PIER 6 WEST ELEVATION

△2 - NO CHANGE

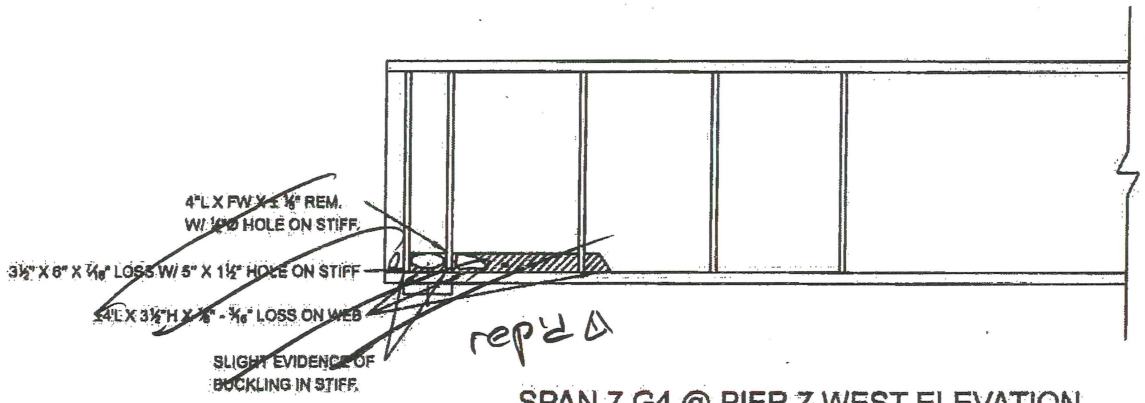
Baker

SUPPLEMENTAL SHEET

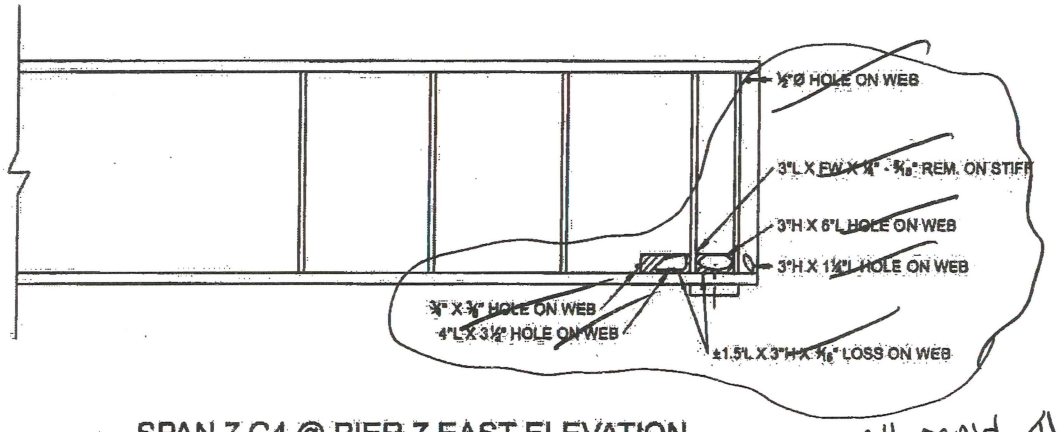
☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL

BRIDGE NO. 03313	DATE: 5/21/10
CREW: RL, JM	SHEET ~~53 65/ 146~~ 40/72

DESCRIPTION: GIRDER SECTION LOSS



SPAN 7 G4 @ PIER 7 WEST ELEVATION



SPAN 7 G4 @ PIER 7 EAST ELEVATION

All rep'd Δ

Δ2 - NO CHANGE

Δ1 4/13/12 YS, BH (BKR)
Δ2 6/6/12 - SRD, AKC, PAH, BJS (GM2)

Baker

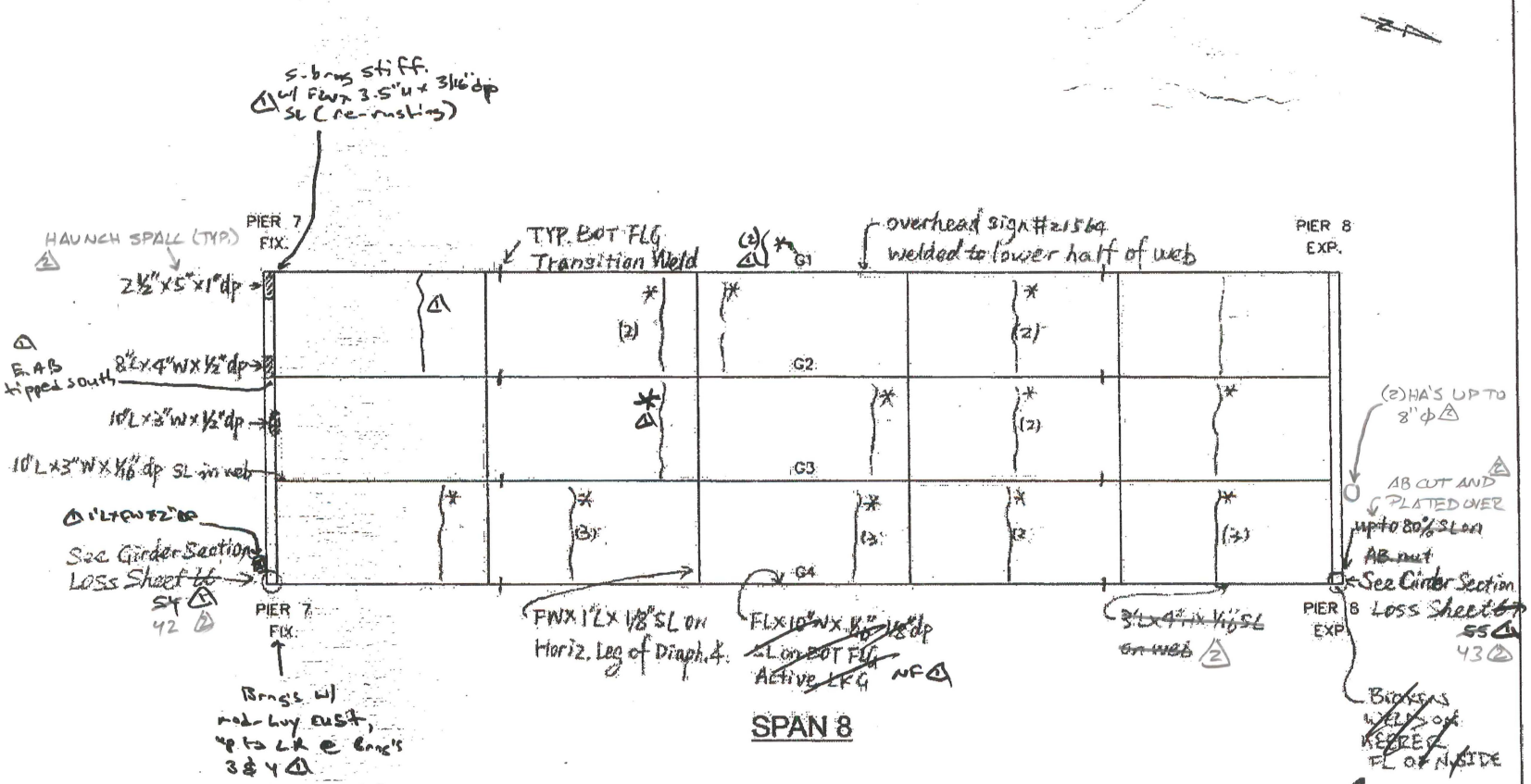
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL

DESCRIPTION: FRAMING AND UNDERSIDE OF DECK - SPAN 8

BRIDGE NO. 03313 DATE: 5/20/2016

CREW: JM, MEJ, RL SHEET 41/72



GENERAL NOTES:

- BOT FLG show HVY rust ~~and up to ⅛" SL (Unless otherwise noted)~~ mes. pitting
- Patched areas @ u/s of deck not shown
- Areas of peeling paint & hvy rust (< 50%)

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MPC) OR HAIRLINE MAP CRACKS (HLMPC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)
- WITH EFFLORESCENCE

UPDATE NO	DATE	COMPANY	CREW
1	4/16/12	BKR	YS, MJO
2	5/15/12 & 6/2/12	GMZ	SRD, AKC, PAH, BJS
3			
4			

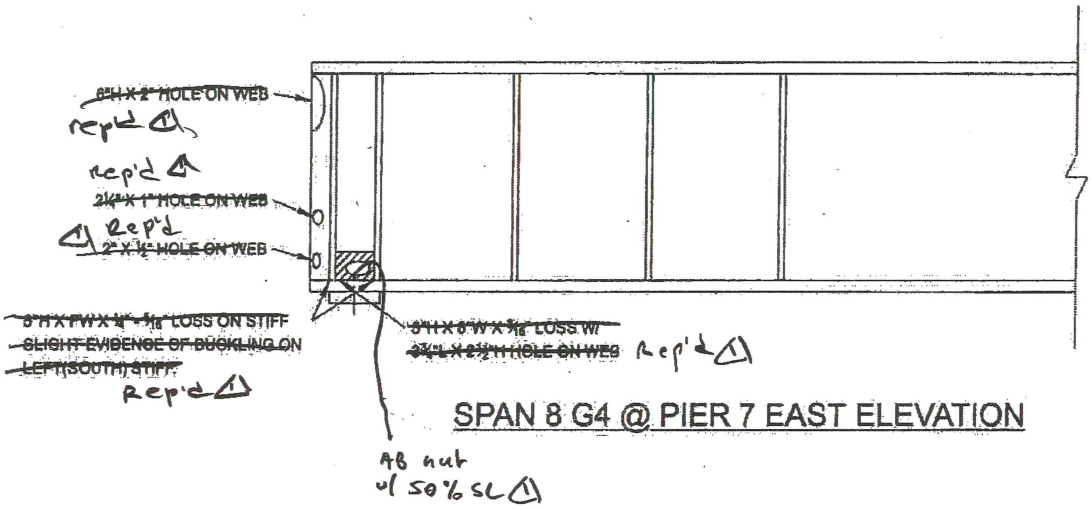
Baker

SUPPLEMENTAL SHEET

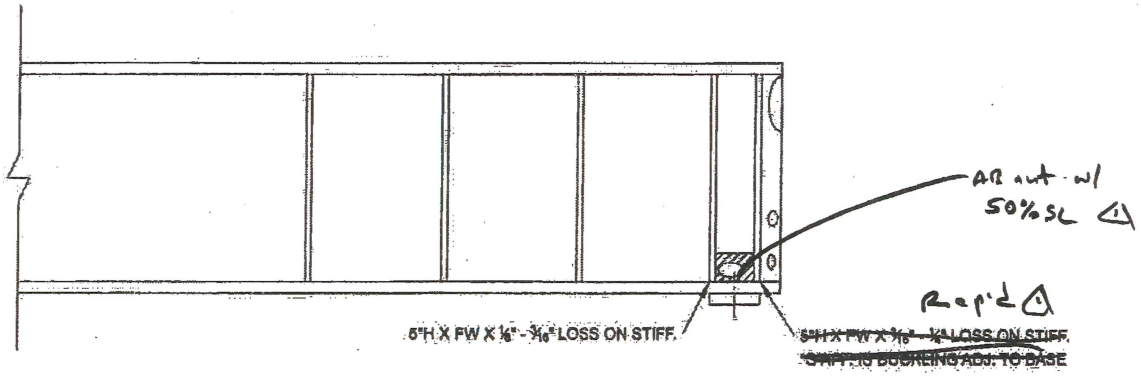
☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL	BRIDGE NO. 03313	DATE: 5/20/2010
	CREW: JM, MRJ, RL	SHEET ~~55~~ ~~66~~ ~~116~~ 106 42/72

DESCRIPTION: GIRDER SECTION LOSS

△1 4/16/12 (BKR) YS, MJO
△2 5/15/14 (GMZ) - SRD, AKC, PAH, BJS (GMZ)



SPAN 8 G4 @ PIER 7 EAST ELEVATION



SPAN 8 G4 @ PIER 7 WEST ELEVATION

△2 - NO CHANGE

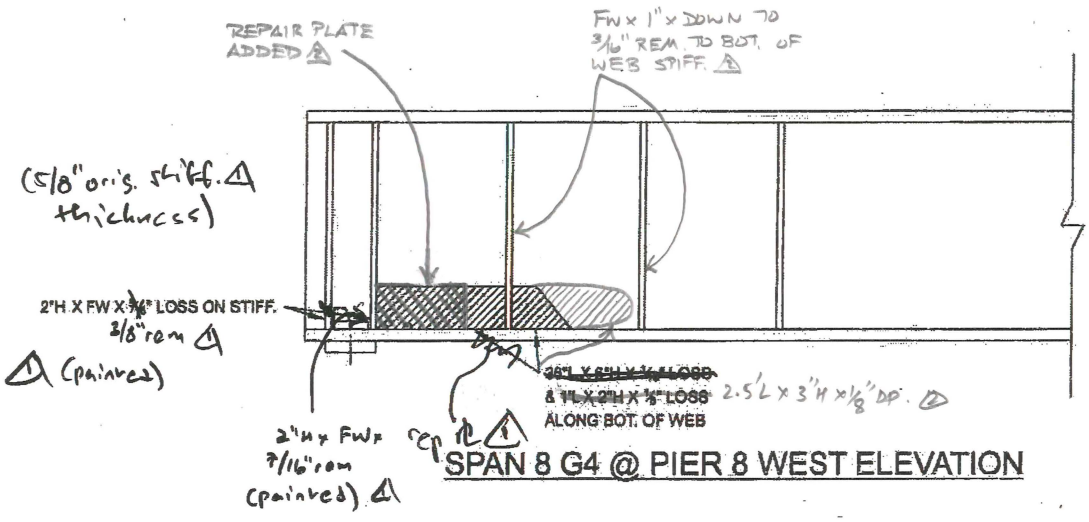
Baker

SUPPLEMENTAL SHEET

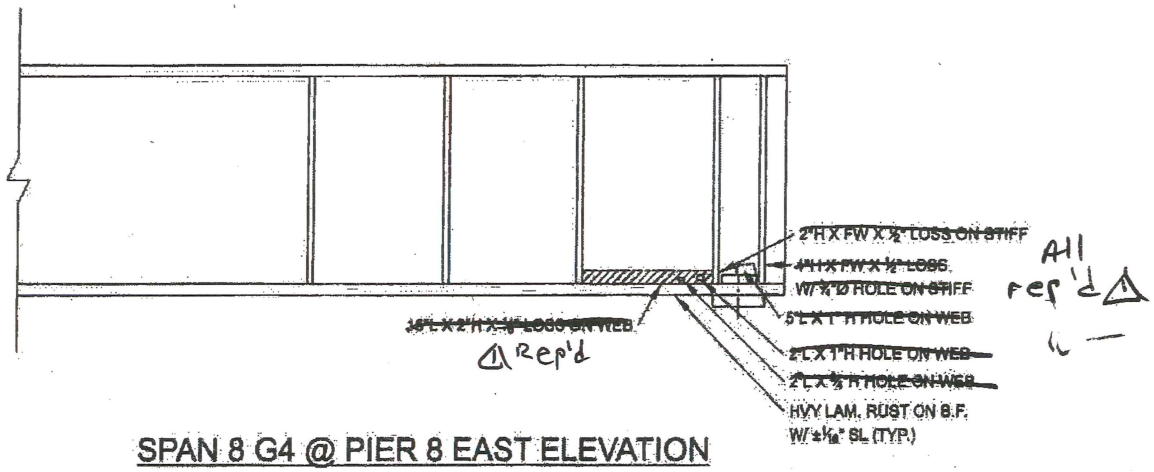
☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL	BRIDGE NO. 03313	DATE: 5/20/2010
	CREW: JM, MRJ, RL	SHEET ~~57/118~~ 56 ~~106~~ 43/72

DESCRIPTION: GIRDER SECTION LOSS

△1 4/27/12 .YS. PB (BHR)
△2 6/2/14-SRD, AKC (GM2)



SPAN 8 G4 @ PIER 8 WEST ELEVATION



SPAN 8 G4 @ PIER 8 EAST ELEVATION

Baker

SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: BK

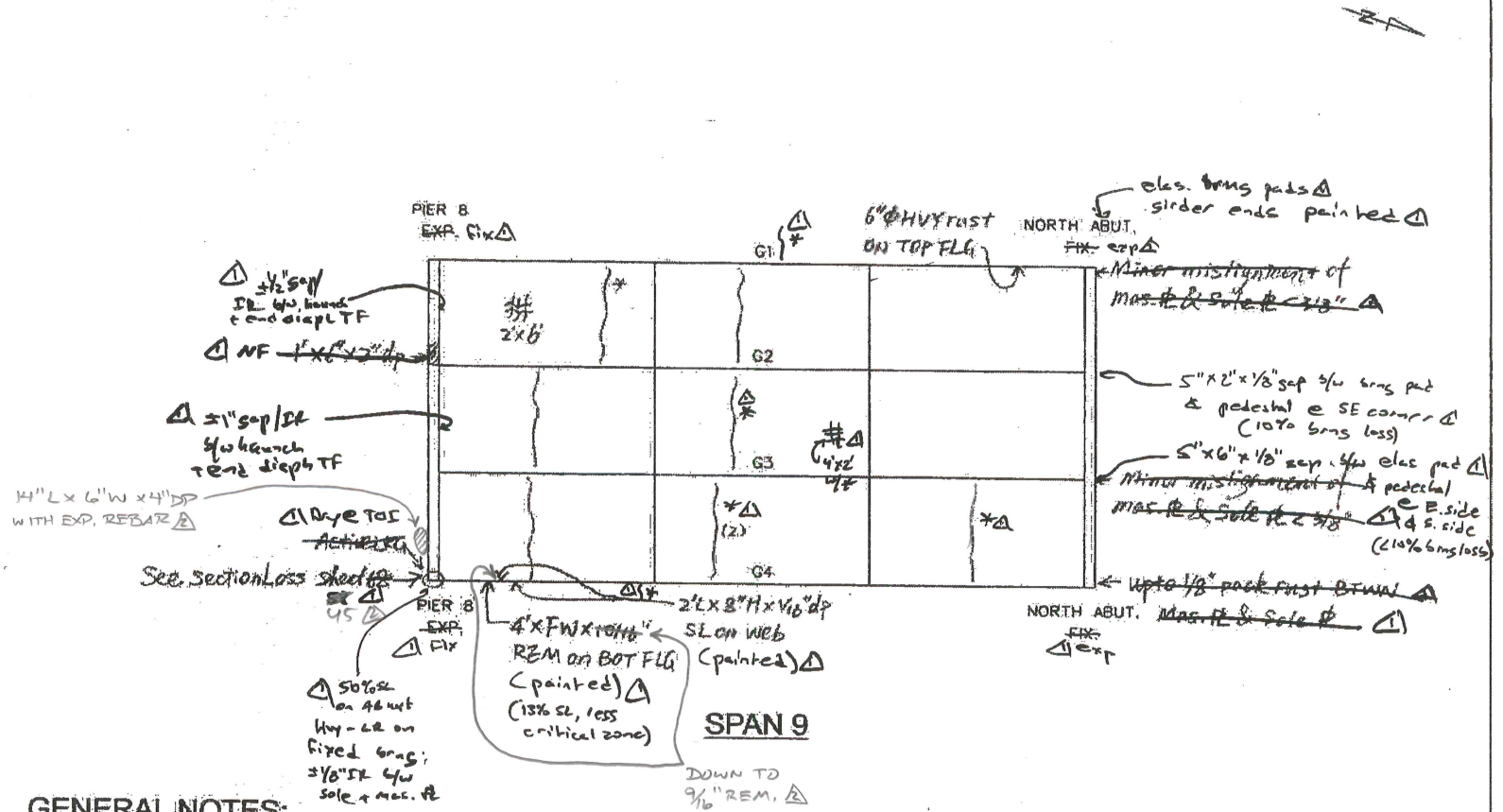
DESCRIPTION: FRAMING AND UNDERSIDE OF DECK - SPAN 9

BRIDGE NO. 03313

CREW: JM, YS, PB

DATE: 5/27/2010

SHEET 5 ~~of 14~~ 11/17/12



GENERAL NOTES:

~~Mod. to HVY rust on bearing plates at Pier 8 Span 9~~ 2sol. areas of lt.-mod. rust @ fixed brng's

~~2"H x FW x 1/4" SL on bearing stiffeners at North Abutment~~ NF

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)
- WITH EFFLORESCENCE

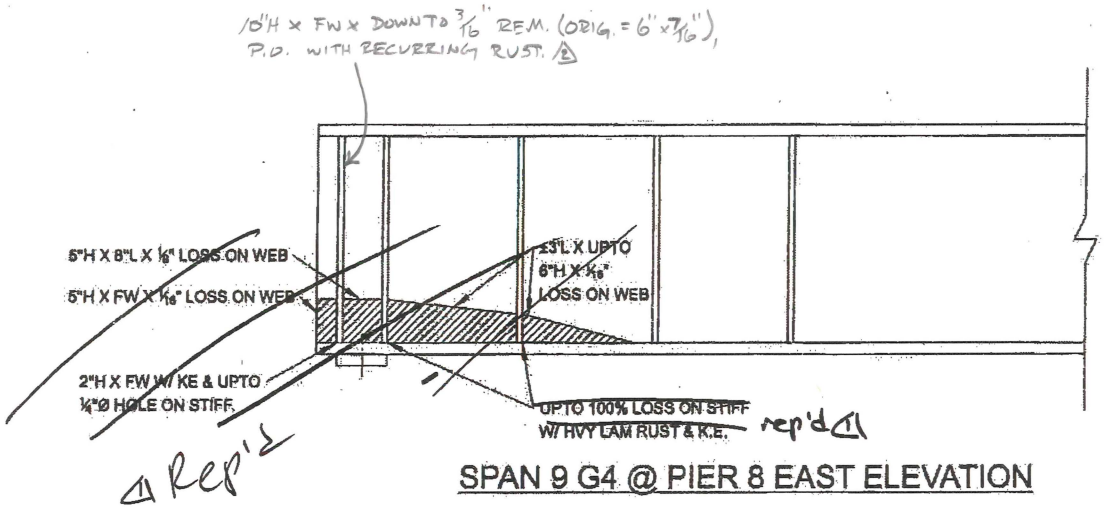
UPDATE NO.	DATE	COMPANY	CREW
1	9/16/12	BKR	YS, MSD
2	11/22/13 & (6/6/14 ll	GMZ	SRD, AKC, PAH, BJS

Baker

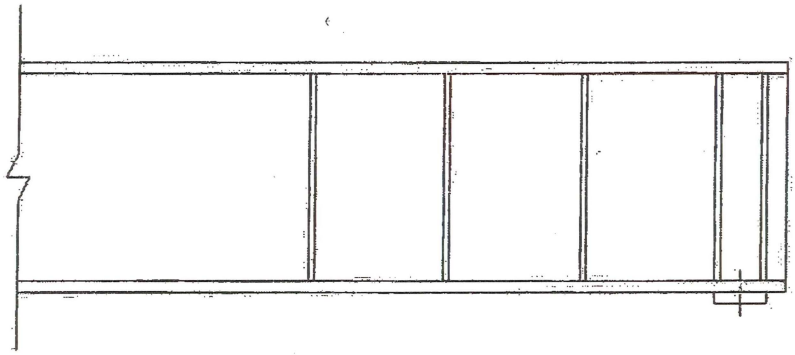
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL	BRIDGE NO. 03313	DATE: 5/27/2010
	CREW: JM, YS, PB	SHEET ~~58~~ ~~68~~ ~~118~~ ~~106~~ 45/72

DESCRIPTION: GIRDER SECTION LOSS



SPAN 9 G4 @ PIER 8 EAST ELEVATION



SPAN 9 G4 @ PIER 8 WEST ELEVATION

1 4/18/12 YS, BH (BKR)
2 6/6/14 - SRD, AICC, DAH, BJS (GMZ)

Bridge No.: 03313 Date: 4/22/14 Prepared By: BJS Checked By: AKC

CONCRETE DETERIORATION WORKSHEET

Form BRI - 10, 9/01

	Deterioration By Span - In Square Feet										
	Span Number										
Deterioration Type	1	2	3	4	5	6	7	8	9		Total
Spalled and Delaminated Areas	Top: 0	Top: 0	Top: 0	Top: 0	Top: 0	Top: 0	Top: 0	Top: 0	Top: 0		Top: 0
	Bot: 0	Bot: 0	Bot: 0	Bot: 0	Bot: 2	Bot: 0	Bot: 0	Bot: 3	Bot: 1		Bot: 5
Scale (Moderated to Severe Only)	Top: 0	Top: 0	Top: 0	Top: 0	Top: 0	Top: 0	Top: 0	Top: 0	Top: 0		Top: 0
	Bot: 0	Bot: 0	Bot: 0	Bot: 0	Bot: 0	Bot: 0	Bot: 0	Bot: 0	Bot: 0		Bot: 0
Cracks: w/Efflorescence (use 6 in. width x length)	Bot: 35	Bot: 28	Bot: 35	Bot: 27	Bot: 54	Bot: 65	Bot: 38	Bot: 79	Bot: 20		Bot: 379
w/o Efflo. (use 3 in. width x length)	Bot: 0	Bot: 2	Bot: 0	Bot: 0	Bot: 5	Bot: 12	Bot: 4	Bot: 4	Bot: 5		Bot: 32
Map Cracking: w/Efflorescence (use full area)	Bot: 14	Bot: 0	Bot: 0	Bot: 175	Bot: 217	Bot: 157	Bot: 0	Bot: 0	Bot: 0		Bot: 563
w/o Efflo. (use 50% of area)	Bot: 28	Bot: 0	Bot: 0	Bot: 7	Bot: 15	Bot: 0	Bot: 42	Bot: 0	Bot: 0		Bot: 91
Honeycombed Areas (only areas more than 1 1/2 in deep)	Bot: 0	Bot: 0	Bot: 0	Bot: 0	Bot: 0	Bot: 0	Bot: 0	Bot: 0	Bot: 0		Bot: 0
Total Deterioration (Square Feet)	77	29	35	209	292	234	83	85	25		1070
Total Span Area (Square Feet)	3467	3289	3289	3289	3289	3490	3490	3490	1987		29080
% Spalled and Delaminated on Top	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%		0.0%
% Deterioration on Bottom	2.2%	0.9%	1.1%	6.4%	8.9%	6.7%	2.4%	2.4%	1.3%		3.7%

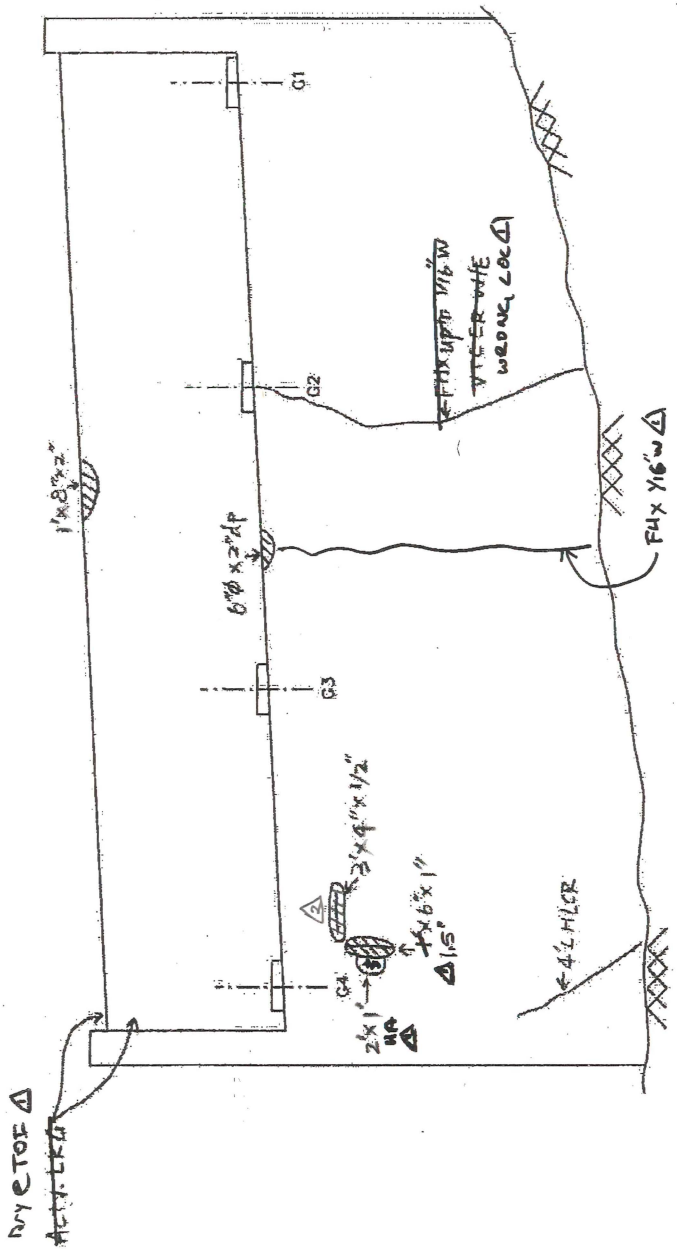
Baker

SUPPLEMENTAL SHEET

FIELD ORIGINAL ☒ TRANSCRIBED BY: RL

BRIDGE NO. 03313	DATE: 5/26/10
CREW: PB, JC	SHEET 60 ~~69~~ / ~~118~~ 106 47/72

DESCRIPTION: SOUTH ABUTMENT



SOUTH ABUTMENT

GENERAL NOTES:

- Rend. crack of shaining on stem Δ

UPDATE NO.	DATE	COMPANY:	CREW
1 Δ	4/13/12	Bkr	YS
2 Δ	4/29/14	GMC	SDD, AEC, BJS, CAW
3 Δ			
4 Δ			

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MPCY OR HAIRLINE MAP CRACKS (HLMAP))
- HAIRLINE CRACK (HLCI OR CRACKS (CRK))
- HONEY COMB AREA
- SCALE AREA (HYS, MED OR LT) WITH EFFLORESCENCE

Baker

SUPPLEMENTAL SHEET

FIELD ORIGINAL ☒ TRANSCRIBED BY: RL

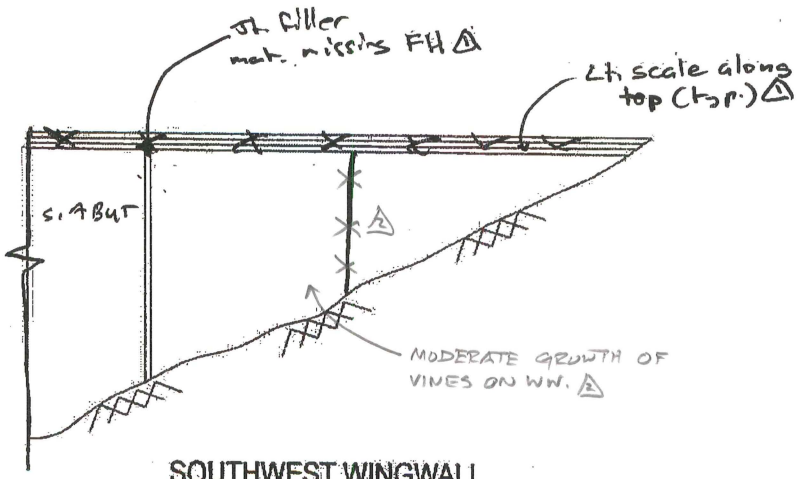
DESCRIPTION: SOUTH AND EAST BREASTWALL

BRIDGE NO. 03313

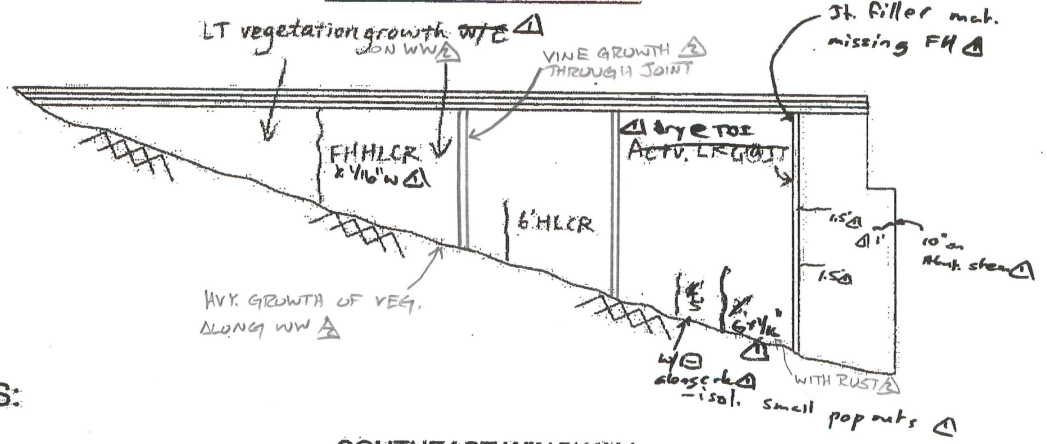
DATE: 5/26/10

CREW: PB, JC

SHEET 6 of 48 (48/112)



SOUTHWEST WINGWALL



SOUTHEAST WINGWALL

GENERAL NOTES:

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT) WITH EFFLORESCENCE

UPDATE NO	DATE	COMPANY	CREW
1	4/13/12	BKR	YS
2	4/29/14	GMZ	SRD, AKC, BJS, CAW
3			
4			

Baker

SUPPLEMENTAL SHEET

FIELD ORIGINAL ☒ TRANSCRIBED BY: RL

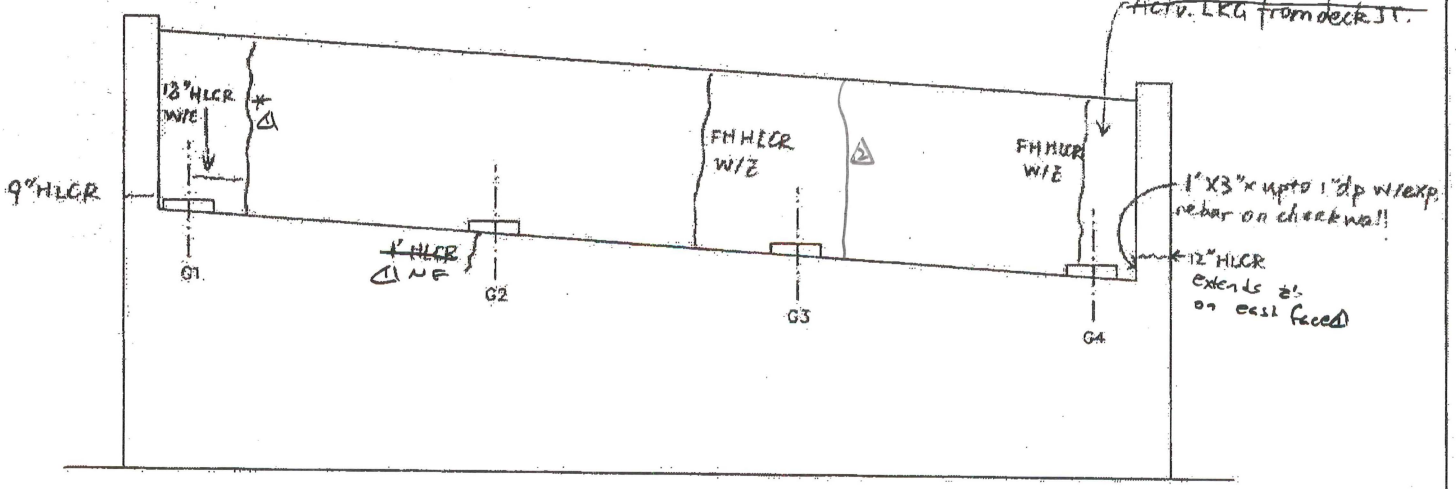
DESCRIPTION: NORTH ABUTMENT

BRIDGE NO. 03313

CREW: JM, YS PB

DATE: 5/27/2016

SHEET 62 of 406 49/72



~~Hvy Veg. (Poison Ivy) on Slope~~ 2

1 60'L x 5'-0" x 4' dp exp. footing

NORTH ABUTMENT

GENERAL NOTES:

- Abut stem covered w/ prot coating (cracks might not be visible) 1
- Rem. areas of staining @ backwall 1

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT) WITH EFFLORESCENCE

UPDATE NO	DATE	COMPANY	CREW
1	4/18/12	BKR	YS, MJD
2	4/22/14	GMZ	SRD, BJS

Baker

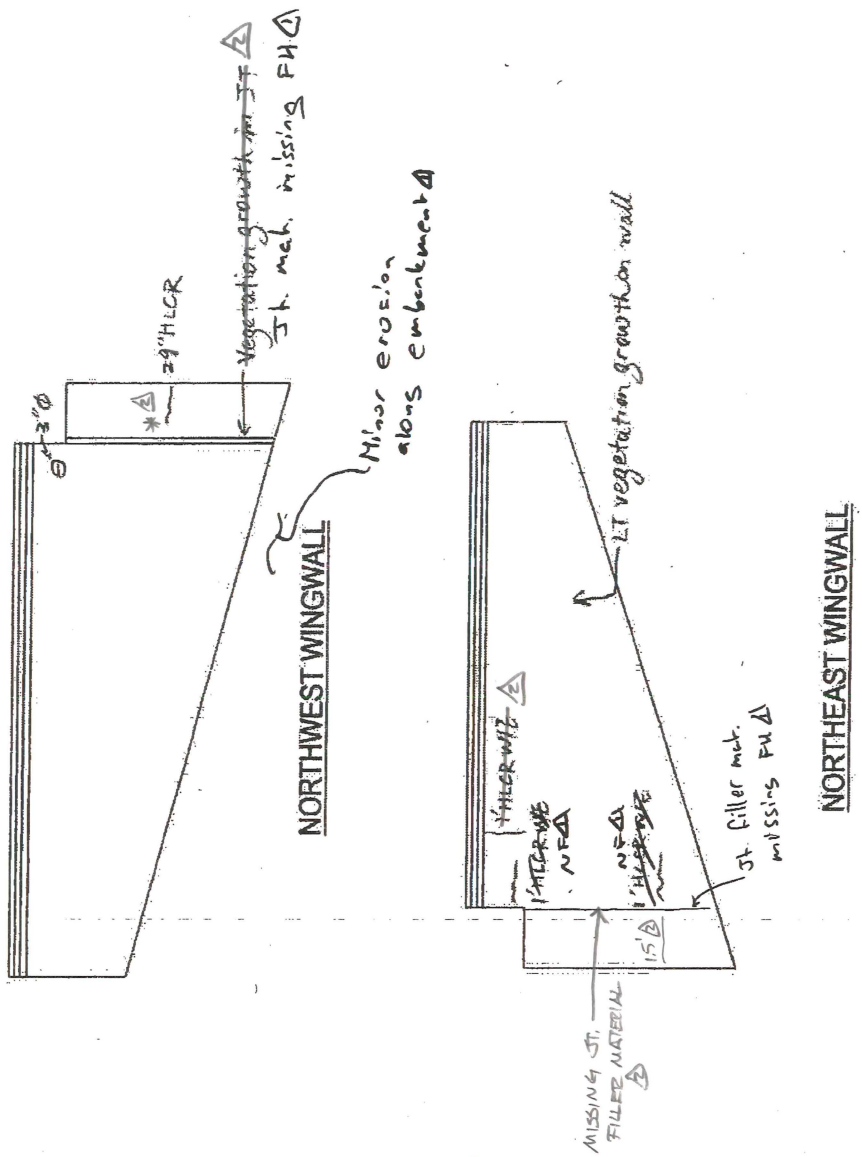
SUPPLEMENTAL SHEET

FIELD ORIGINAL ☒ TRANSCRIBED BY: RL

BRIDGE NO. 03313	DATE: 5/27/10
CREW: JM, VS, PB	SHEET 63 ~~77~~ /118 106 50/72

DESCRIPTION: NORTHWEST AND NORTHEAST BREASTWALL

UPDATE NO.	DATE	COMPANY	CREW
1	4/16/12	Bke	VS, NSO
2	4/22/14	GMZ	SED, BJS
3			
4			



GENERAL NOTES:

LEGEND

HOLLOW AREA
SHALLOW REBAR
SPALL AREA
SPALL AREA WITH EXPOSED REBAR
MAP CRACKS (MPC) OR HAIRLINE MAP CRACKS (HLMPC)
HAIRLINE CRACK (HLC) OR CRACKS (CRK)
HONEY COMB AREA
SCALE AREA (HVY, MED OR LT)
WITH EFFLORESCENCE

Baker

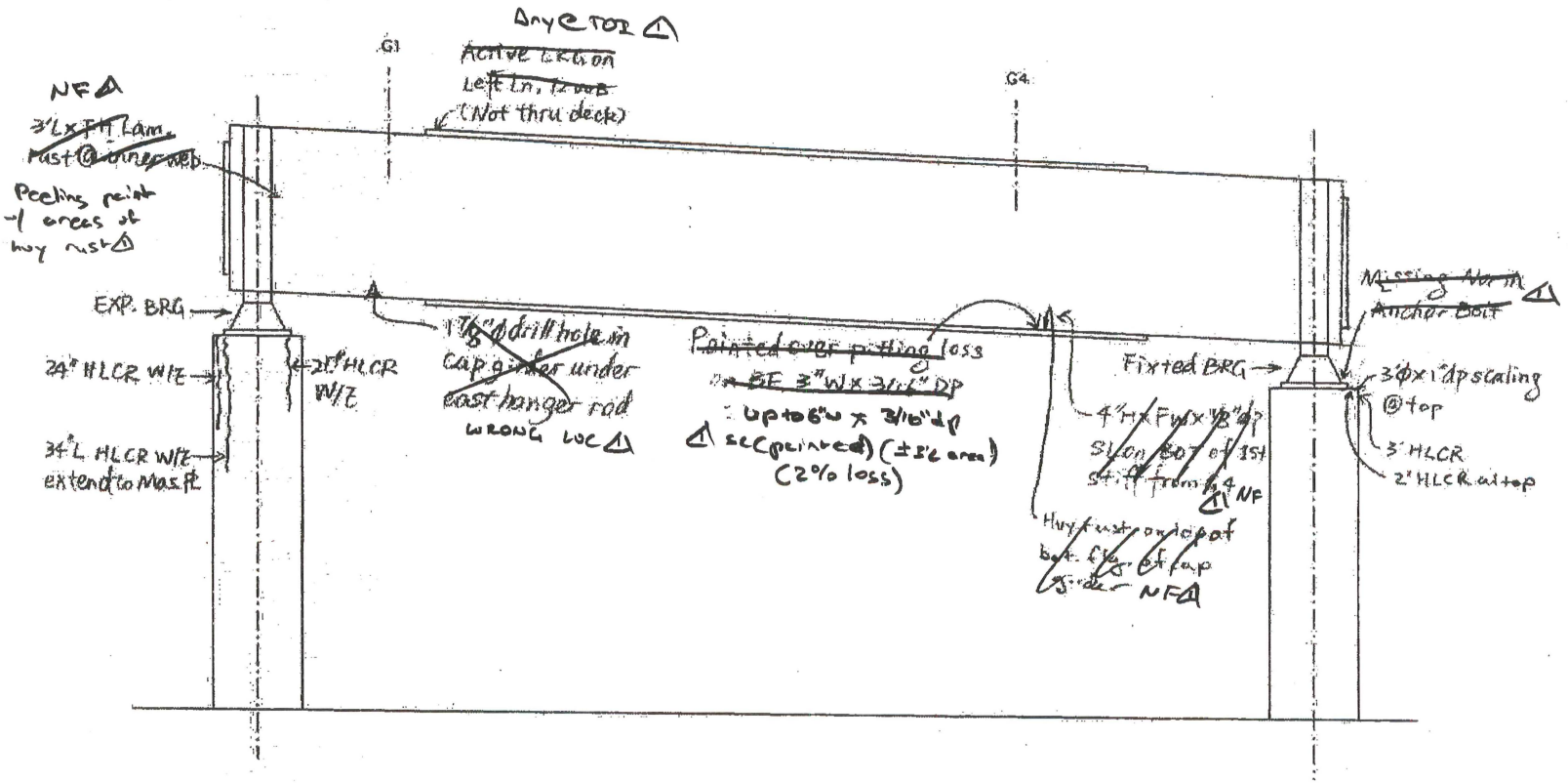
SUPPLEMENTAL SHEET

FIELD ORIGINAL ☒ TRANSCRIBED BY: RL

DESCRIPTION: PIER 1 SOUTH ELEVATION

BRIDGE NO. 03313 DATE: 5/26/12

CREW: JM, RL, JC, PB SHEET 64 ~~43~~ ~~#6406~~ 51/112



SOUTH ELEVATION
PIER 1

GENERAL NOTES:

- Up to 1/16" SLon underside of TF cap girder @ isol. loc's Δ

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MPC) OR HAIRLINE MAP CRACKS (HLMPC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)
- WITH EFFLORESCENCE

Δ2 – NO CHANGE

UPDATE NO.	DATE	COMPANY	CREW
Δ1	4/13/12	SKR	RS
Δ2	4/29/14	GMZ	SRD, AKC, BJS, CAW
Δ			
Δ			

Baker

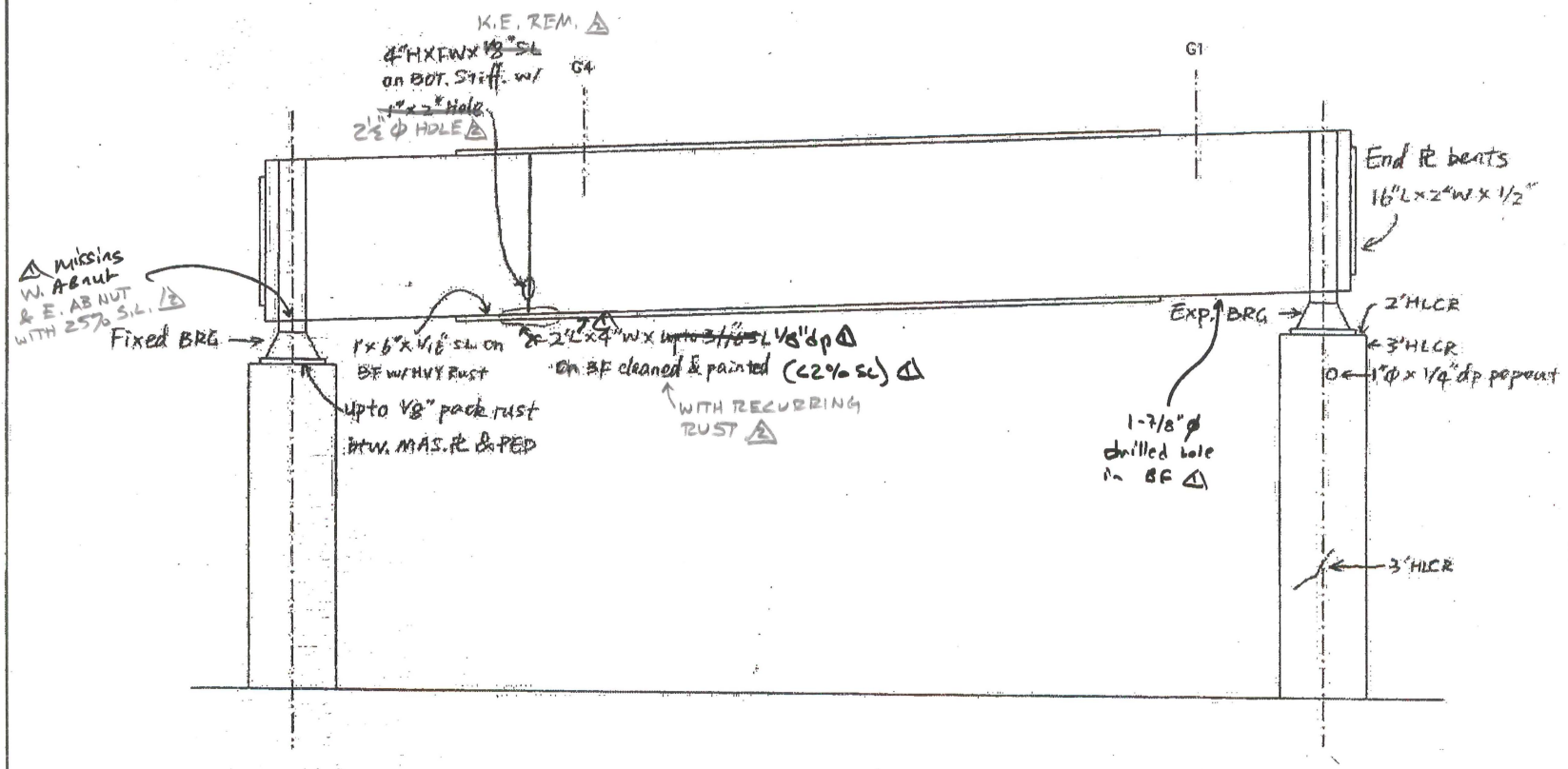
SUPPLEMENTAL SHEET

FIELD ORIGINAL ☒ TRANSCRIBED BY: RL

DESCRIPTION: PIER 1 NORTH ELEVATION

BRIDGE NO. 03313 ✓ DATE: 5/26/19

CREW: JM, RL, JC, PB SHEET ~~65~~ ~~74~~ ~~78~~ 106 52/72



NORTH ELEVATION
PIER 1

GENERAL NOTES:

Δ Peeling paint & ~~1+ to~~ mod rust @ south side of the web (No loss) TYP. ~ to 4sy. Δ

~~Upto 1/16" SL on underside of TF cap girder~~ Δ

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT) WITH EFFLORESCENCE

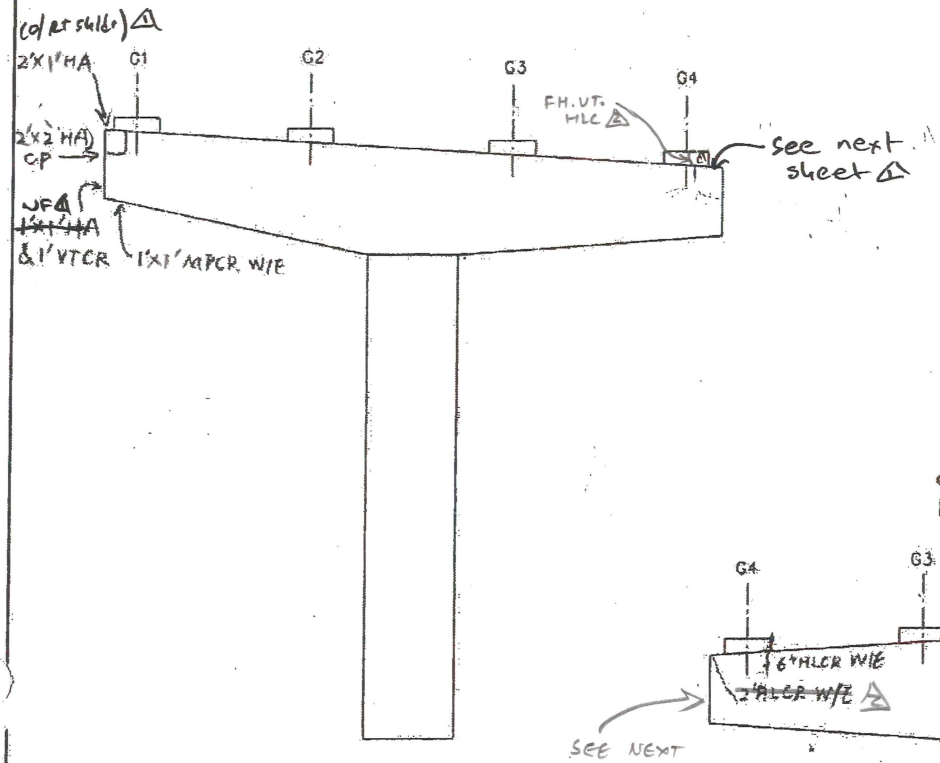
UPDATE NO	DATE	COMPANY	CREW
1 Δ	4/13/12	BKR	BJ
Δ	4/29/14	GMZ	SRD, AKC, BJS, CAW
Δ			
Δ			

Baker

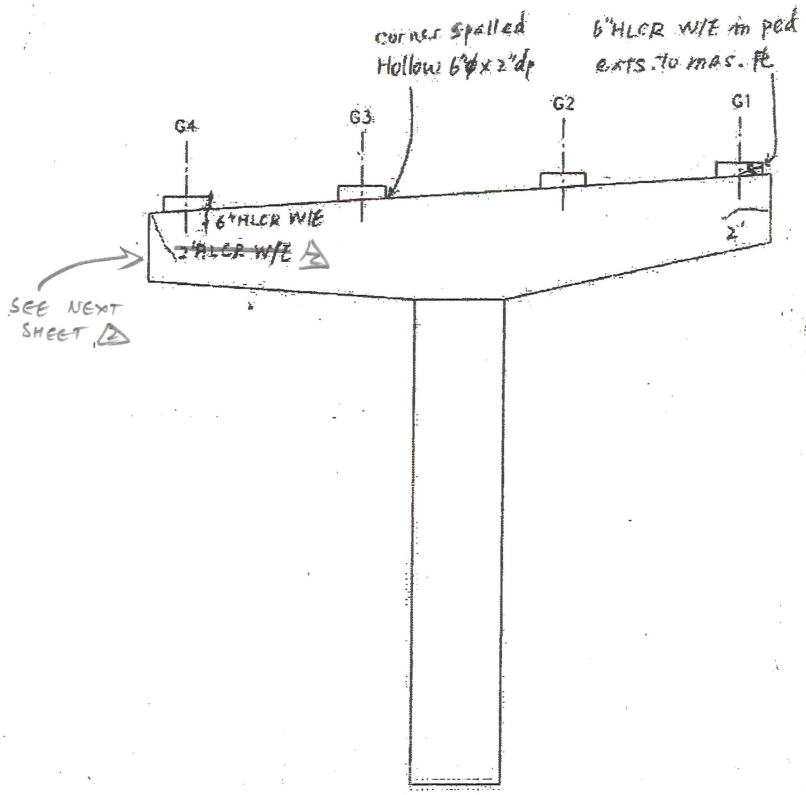
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL	BRIDGE NO. 03313	DATE: 5/21/10
	CREW: JM, RL	SHEET 66 ~~75/118~~ 53/72

DESCRIPTION: PIER 2



SOUTH ELEVATION
PIER 2



NORTH ELEVATION
PIER 2

GENERAL NOTES:

- Stains from prev. leakage 1

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY., MED. OR LT)
- x WITH EFFLORESCENCE

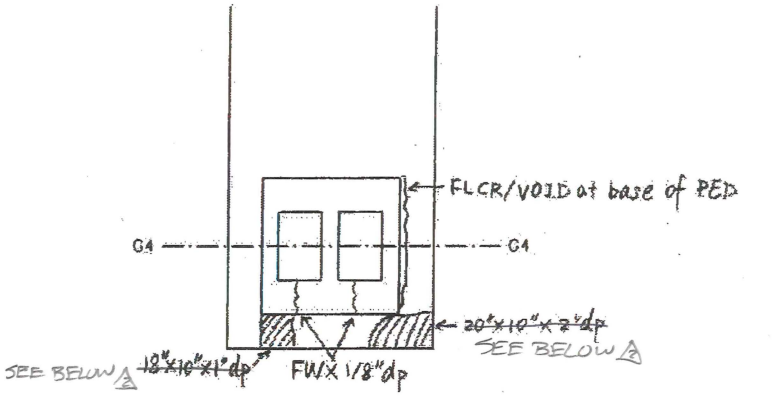
UPDATE NO.	DATE	COMPANY	CREW
1	4/19/12	BKR	BH,YS
2	4/29/14	GMZ	AKC, CAW

Baker

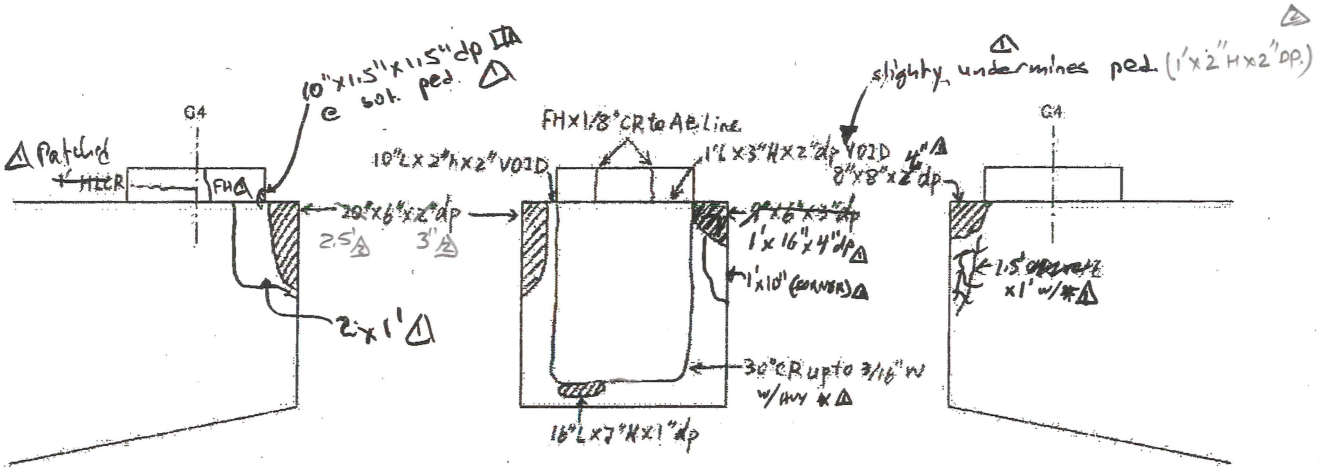
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL	BRIDGE NO. 03313	DATE: 5/21/10
	CREW: JM, RL	SHEET ~~63~~ ~~76~~/~~118~~ 106 of 172

DESCRIPTION: PIER 2 PIER CAP EAST END



PLAN VIEW



SOUTH ELEVATION EAST ELEVATION NORTH ELEVATION

PIER 2 PIER CAP EAST END

GENERAL NOTES:

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)
- ✱ WITH EFFLORESCENCE

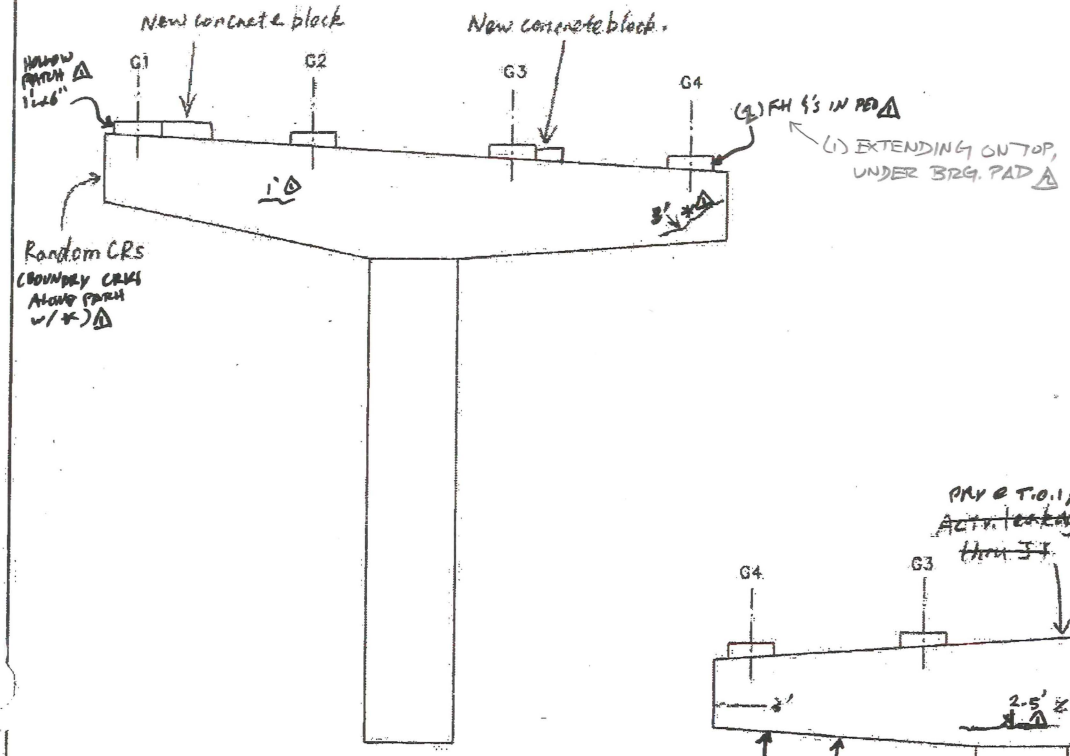
UPDATE NO.	DATE	COMPANY	CREW
Δ	4/19/12	BKR	BH, YS
Δ	6/6/14	GMZ	SRD, AKC, PAH, BJS
Δ			
Δ			

Baker

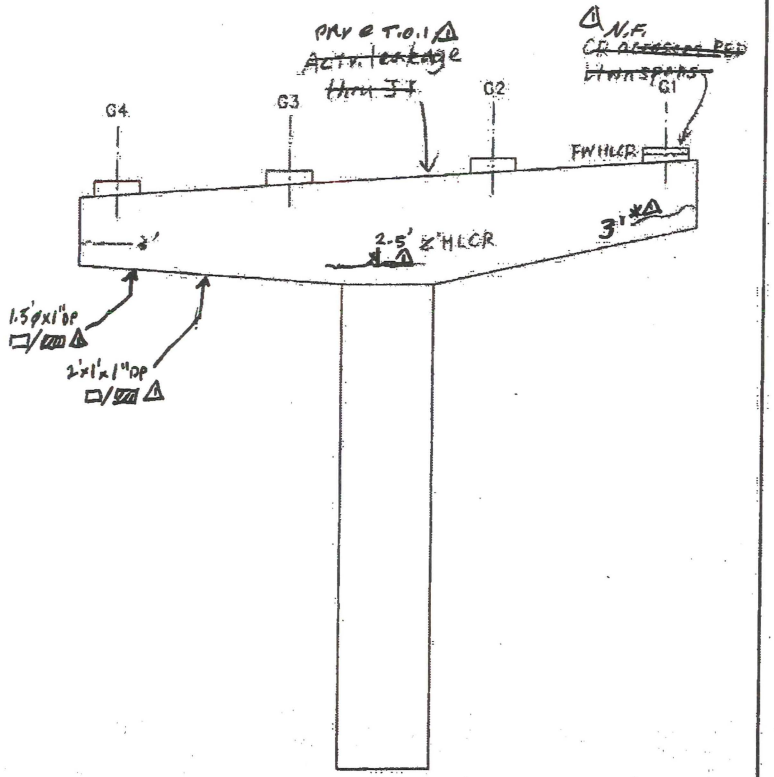
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL	BRIDGE NO. 03313	DATE: 5/21/10
	CREW: JM, RL	SHEET ~~63~~ ~~77~~ ~~118~~ 106 55/72

DESCRIPTION: PIER 3



SOUTH ELEVATION
PIER 3



NORTH ELEVATION
PIER 3

GENERAL NOTES:

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT).
- X WITH EFFLORESCENCE

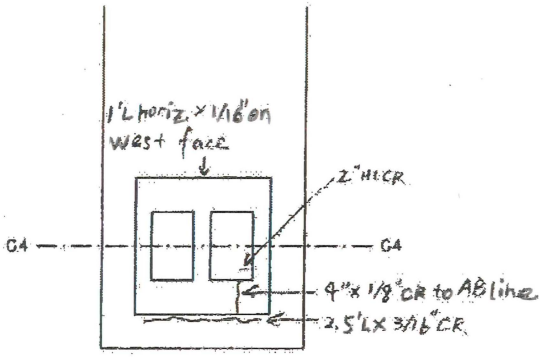
UPDATE NO	DATE	COMPANY	CREW
1	9/18/12	BKR	BH, YS
2	6/6/14	GM2	SPD, AICC, PAH, BJS
3			
4			

Baker

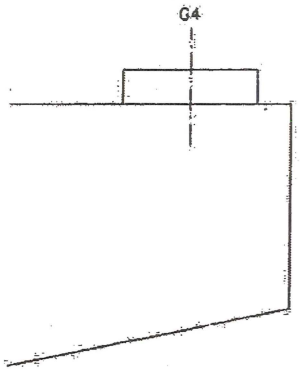
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL	BRIDGE NO. 03313	DATE: 5/21/10
	CREW: JM, RL	SHEET ~~69~~ ~~78/118~~ ~~106~~ 56/72

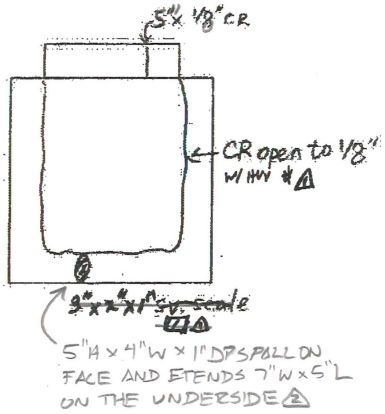
DESCRIPTION: PIER 3 PIER CAP EAST END



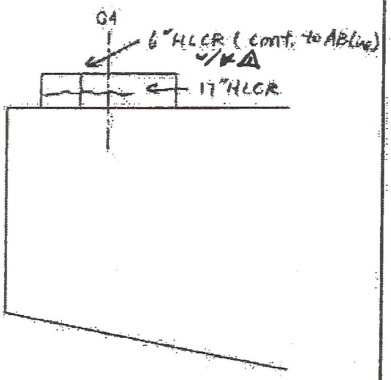
PLAN VIEW



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

PIER 3 PIER CAP EAST END

GENERAL NOTES:

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)
- WITH EFFLORESCENCE

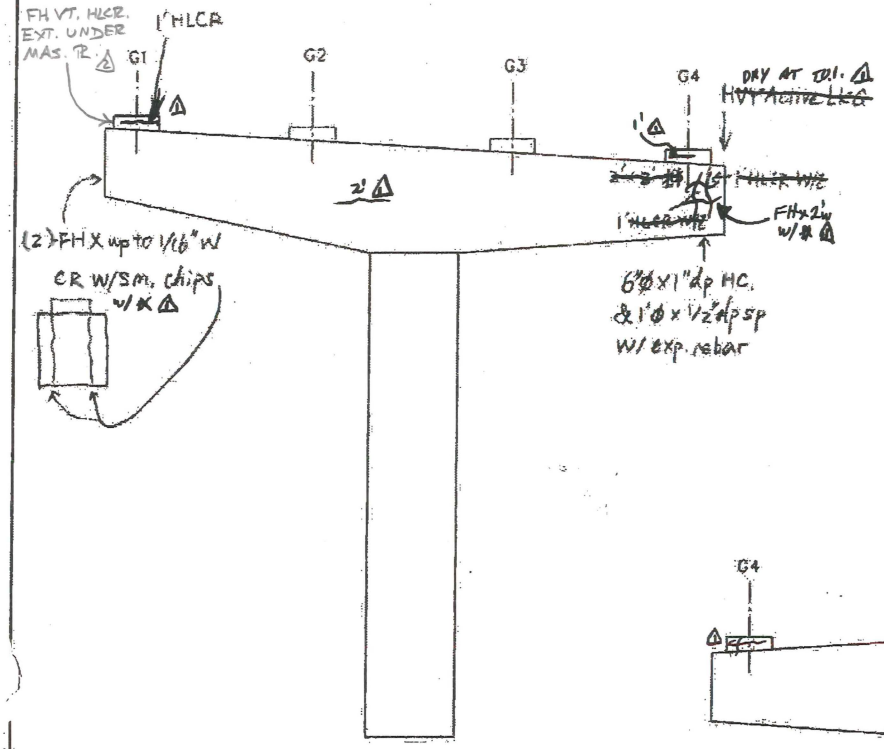
UPDATE NO.	DATE	COMPANY	CREW
1	4/18/12	BKR	BH, YS
2	6/6/14	GMZ	SRD, AKC, DAM, BJS

Baker

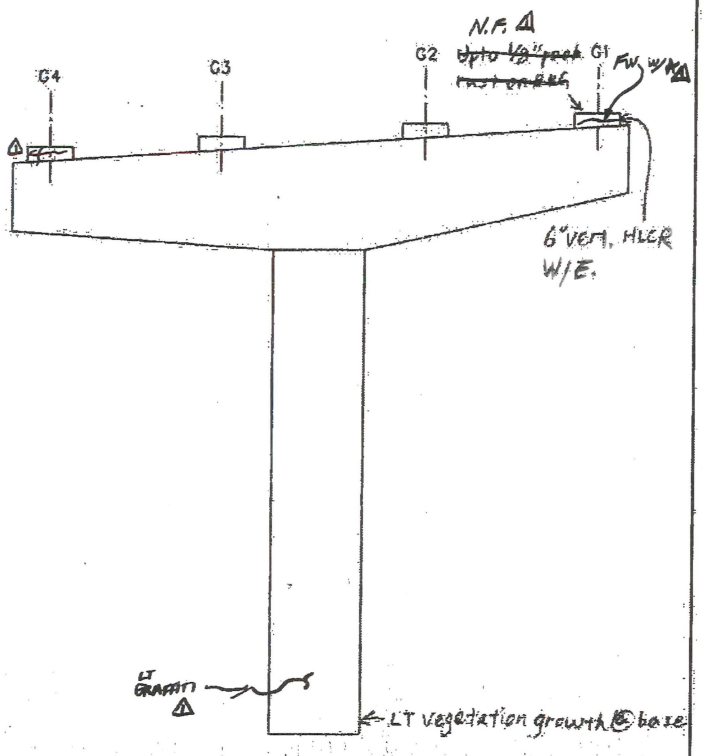
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL	BRIDGE NO. 03313	DATE: 5/21/10
	CREW: JM, RL	SHEET ~~TO~~ ~~29/HG106~~ 57/72

DESCRIPTION: PIER 4



SOUTH ELEVATION
PIER 4



NORTH ELEVATION
PIER 4

GENERAL NOTES:

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)
- WITH EFFLORESCENCE

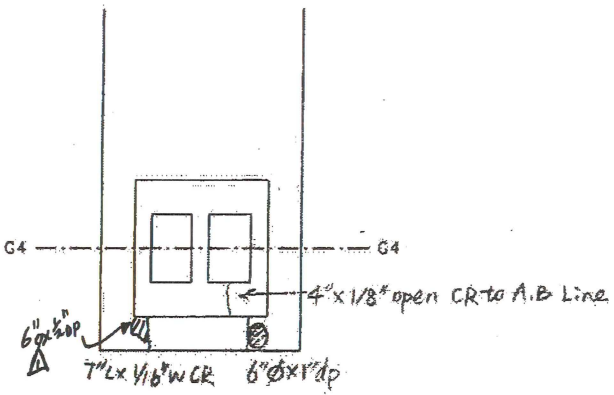
UPDATE NO	DATE	COMPANY	CREW
Δ	4/16/12	BKR	BH, YS
Δ	6/6/14	GMZ	SRD, AKC, PAH, BJS
Δ			
Δ			

Baker

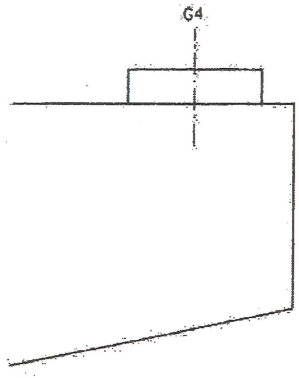
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL	BRIDGE NO. 03313	DATE: 5/21/10
	CREW: JM, RL	SHEET 58/72

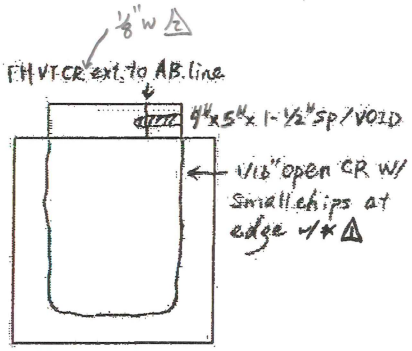
DESCRIPTION: PIER 4 PIER CAP EAST END



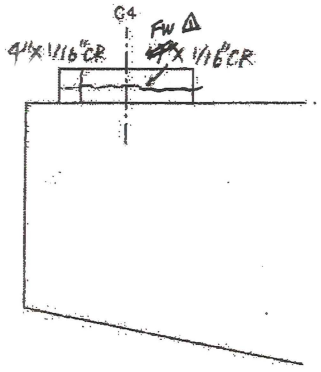
PLAN VIEW



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

PIER 4 PIER CAP EAST END

GENERAL NOTES:

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)
- X WITH EFFLORESCENCE

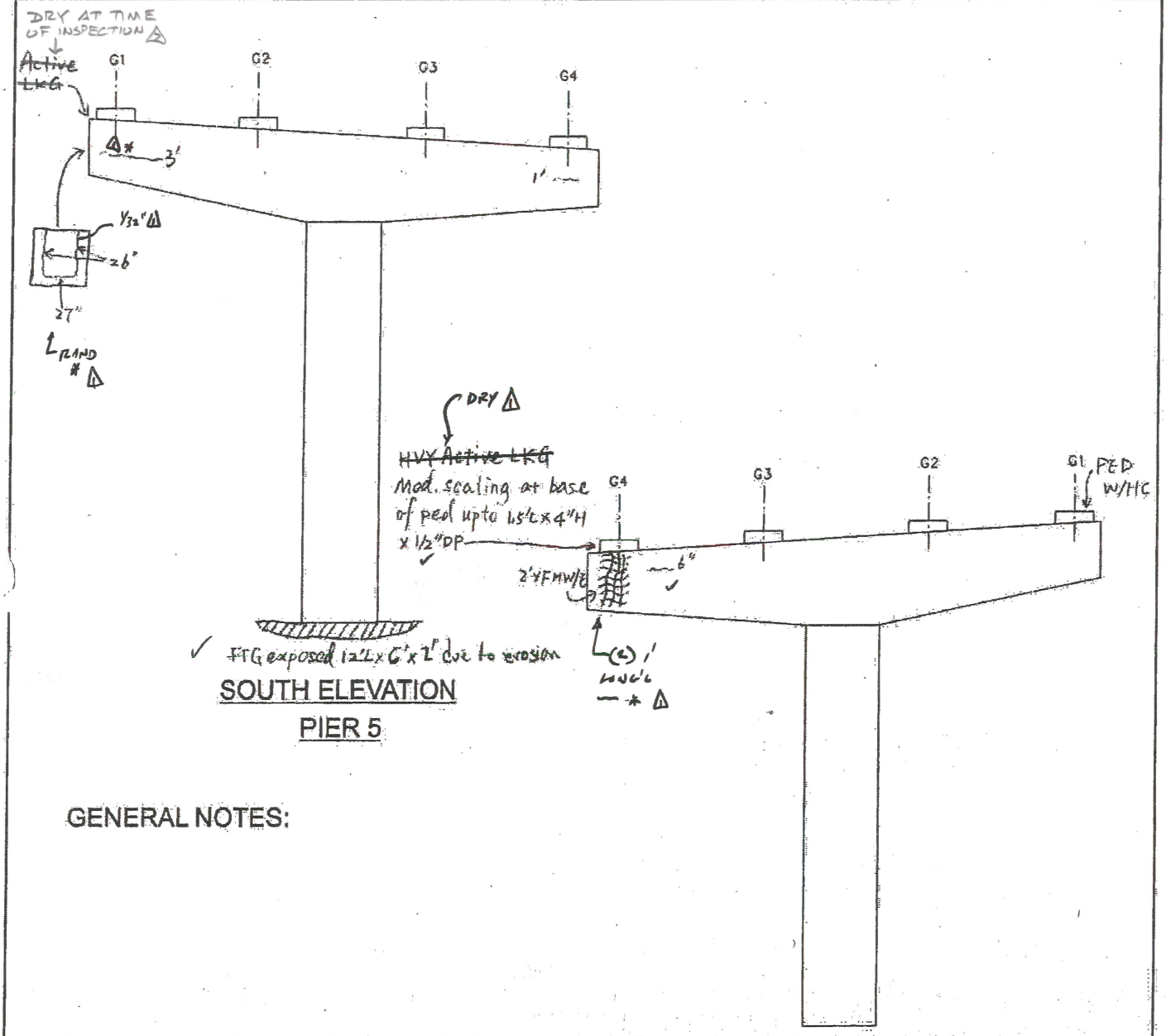
UPDATE NO.	DATE	COMPANY	CREW
1	4/18/12	BKR	RH, YS
2	6/6/14	GMZ	SRD, AKC, DAH, BJS
3			
4			

Baker

SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL	BRIDGE NO. 03313	DATE: 5/21/10
	CREW: JM, RL	SHEET ~~73~~ ~~81~~/~~118~~ 106 59/72

DESCRIPTION: PIER 5



SOUTH ELEVATION
PIER 5

NORTH ELEVATION
PIER 5

GENERAL NOTES:

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED. OR LT)
- X WITH EFFLORESCENCE

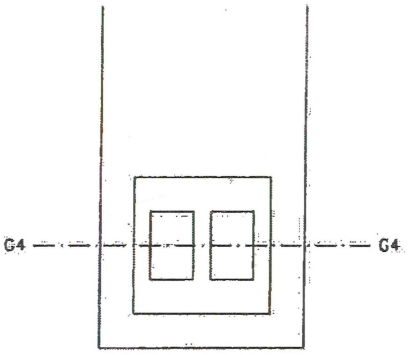
UPDATE NO	DATE	COMPANY	CREW
Δ1	4/11/12	BKF	MP, JAC
Δ2	6/6/14	GMZ	SRD, ALC, PAH, BJS
Δ			
Δ			

Baker

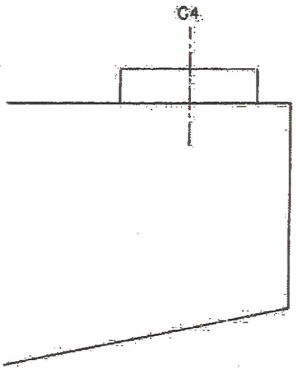
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☑ TRANSCRIBED BY: RL	BRIDGE NO. 03313	DATE: 5/21/10
	CREW: JM, RL	SHEET ~~23~~ ~~82~~ /HS 106 60/72

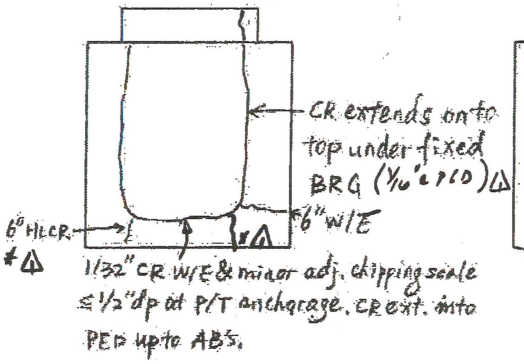
DESCRIPTION: PIER 5 PIER CAP EAST END



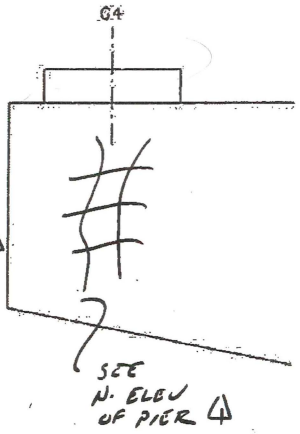
PLAN VIEW



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

PIER 5 PIER CAP EAST END

GENERAL NOTES:

△ - NO CHANGE

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)
- WITH EFFLORESCENCE

UPDATE NO.	DATE	COMPANY	CREW
△	4/11/12	BKR	MJD/JAG
△	6/6/14	GMZ	SRD, ARC, PAH, BJS
△			
△			

Baker

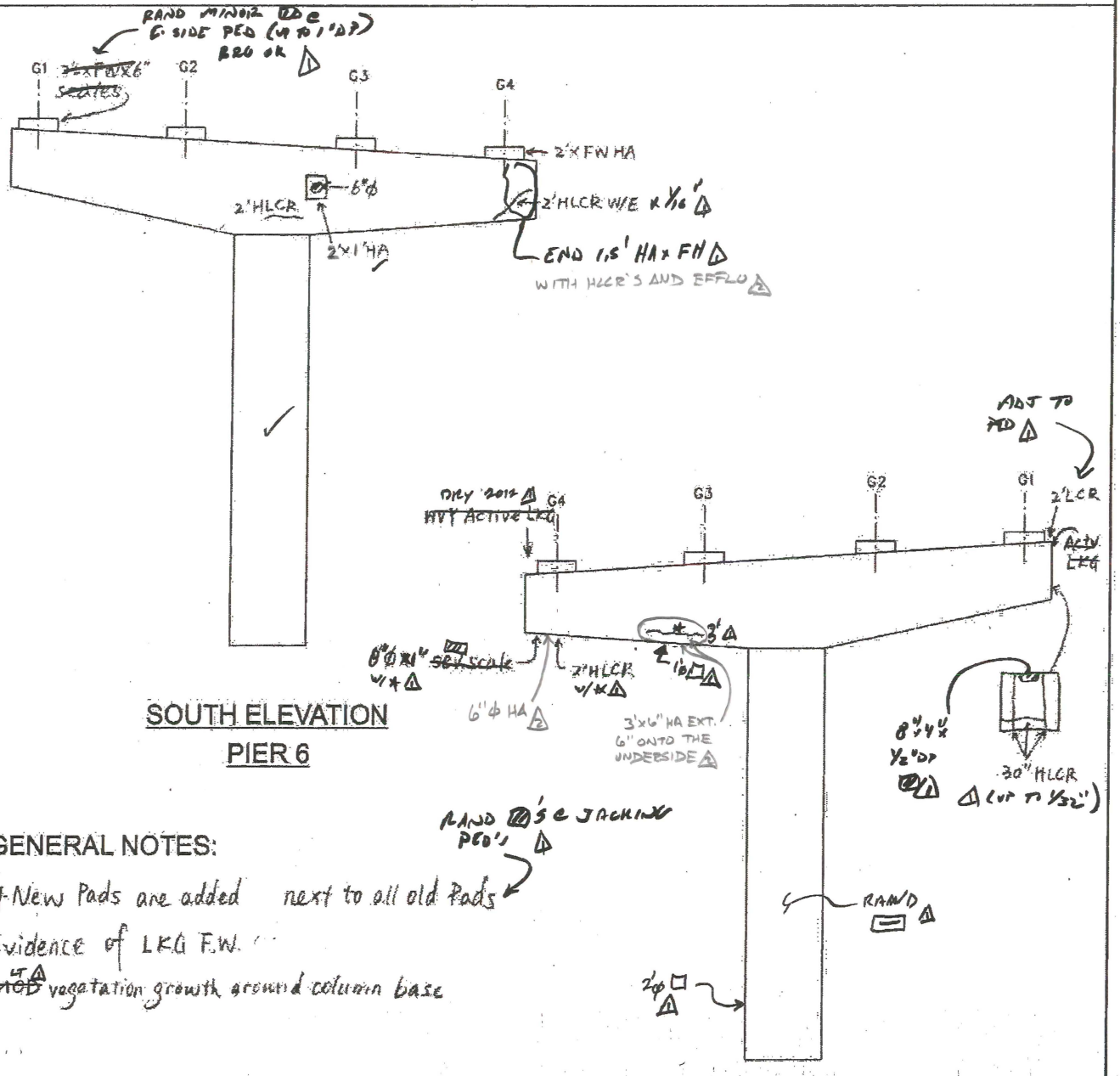
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL

BRIDGE NO. 03313 | DATE: 5/21/10

CREW: JM, RL | SHEET ~~24~~ ~~83/116~~ 61/92

DESCRIPTION: PIER 6



SOUTH ELEVATION
PIER 6

NORTH ELEVATION
PIER 6

GENERAL NOTES:

- 4 New Pads are added next to all old Pads
- Evidence of LKG F.W.
- ~~MOD~~ LT vegetation growth around column base

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MPC) OR HAIRLINE MAP CRACKS (HLMPC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)
- X WITH EFFLORESCENCE

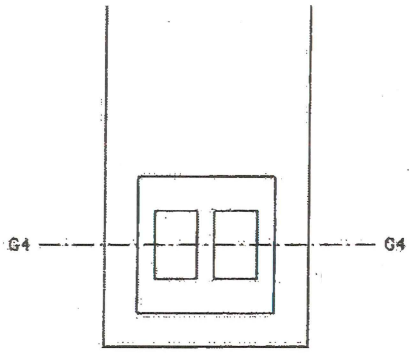
UPDATE NO	DATE	COMPANY	CREW
1	4/11/12	BKR	MJO, JAG
2	6/6/14	GMT	SRD, AKC, DAH, BJS
3			
4			

Baker

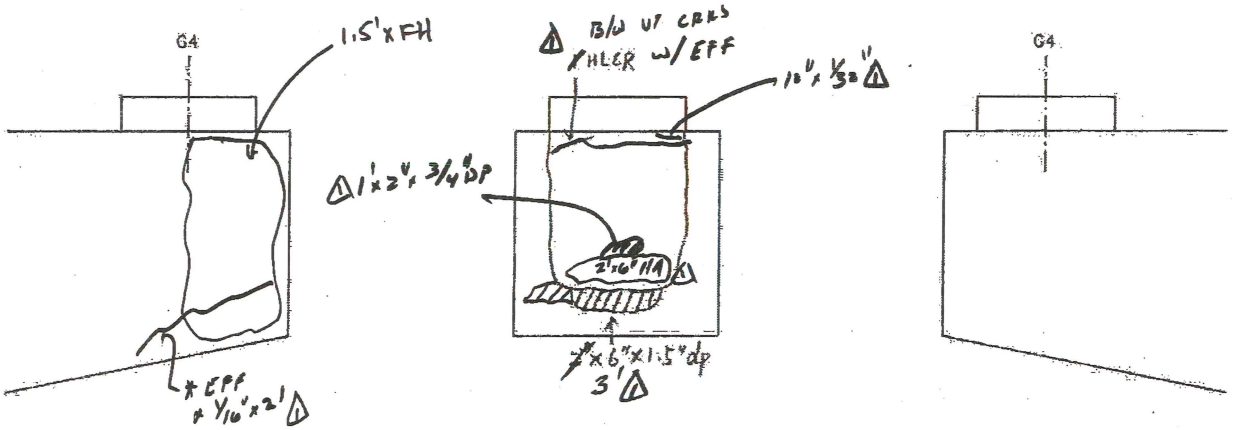
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL	BRIDGE NO. 03313	DATE: 5/21/10
	CREW: JM, RL	SHEET ~~75~~ ~~74~~/~~118~~ 62/72

DESCRIPTION: PIER 6 PIER CAP EAST END



PLAN VIEW



SOUTH ELEVATION

EAST ELEVATION

NORTH ELEVATION

PIER 6 PIER CAP EAST END

GENERAL NOTES:

Δ2 – NO CHANGE

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)
- X WITH EFFLORESCENCE

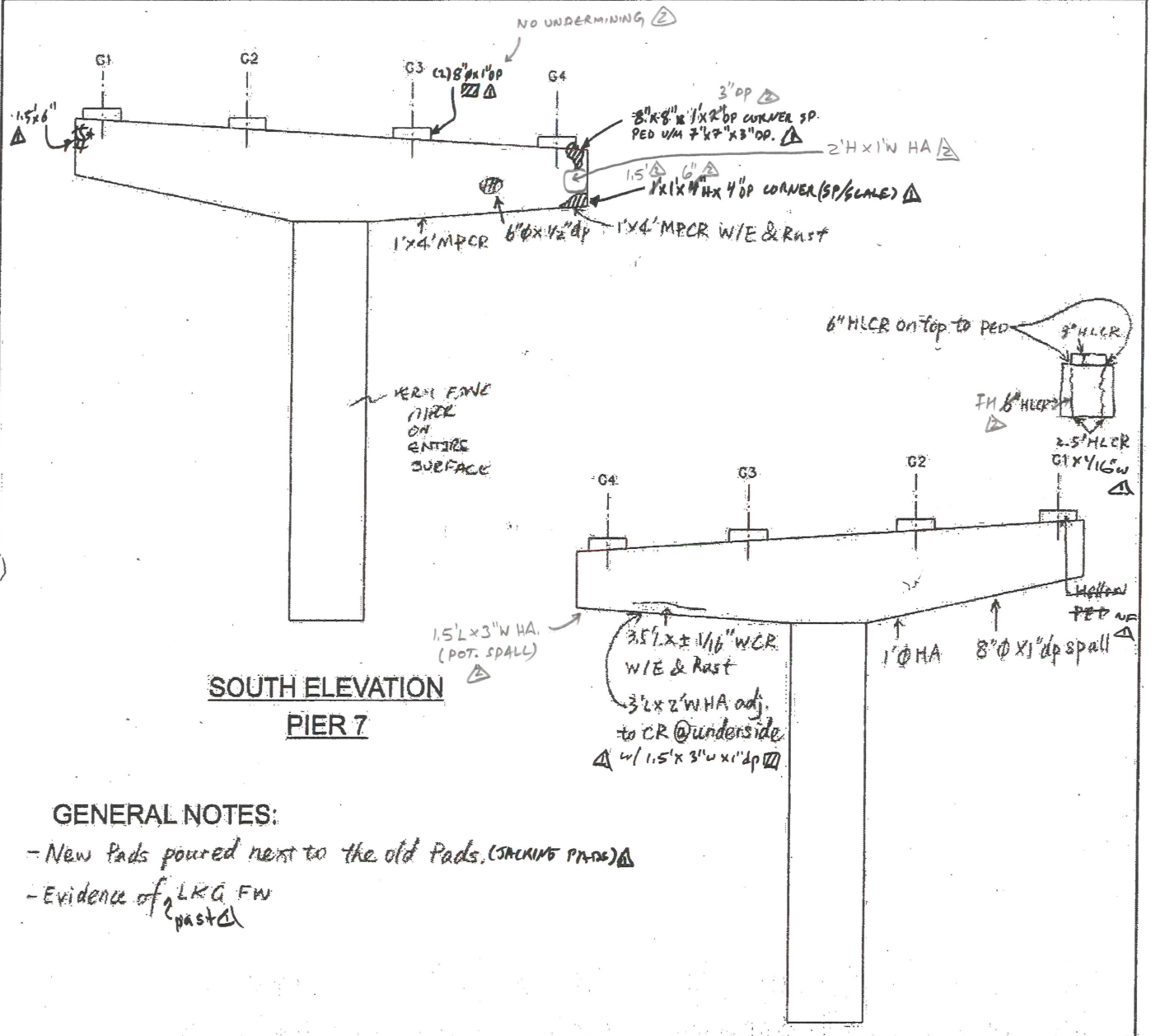
UPDATE NO.	DATE	COMPANY	CREW
Δ1	4/11/12	BKR	MDD/JAG
Δ2	6/6/14	GNC	SRD, AKC, PAH, BJS
Δ			
Δ			

Baker

SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL	BRIDGE NO. 03313	DATE: 5/21/10
	CREW: JM, RL, MJO, YS	SHEET ~~76~~ ~~85~~ / ~~110~~ 106 63/72

DESCRIPTION: PIER 7



SOUTH ELEVATION
PIER 7

NORTH ELEVATION
PIER 7

GENERAL NOTES:

- New Pads poured next to the old Pads. (JACKING PADS) 1
- Evidence of 2 LKG FW past 1

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)
- WITH EFFLORESCENCE

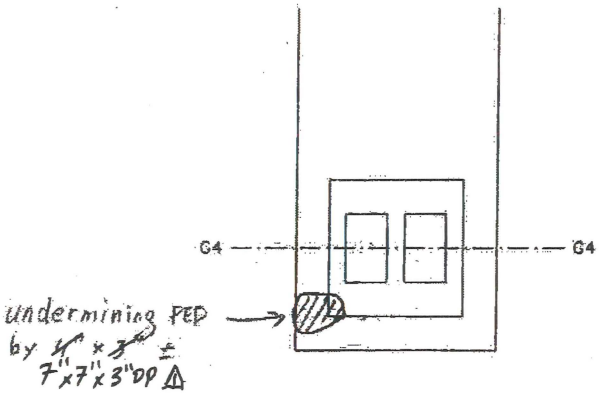
UPDATE NO	DATE	COMPANY	CREW
1	4/16/12	BKR	YS, PB
2	6/6/14	GMZ	AKC, PAH

Baker

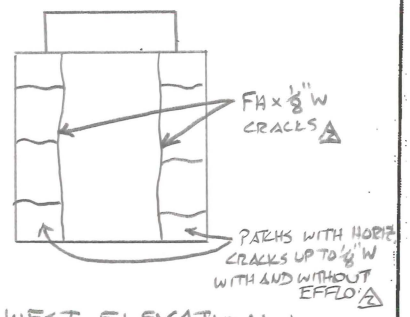
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL	BRIDGE NO. 03313	DATE: 5/21/10
	CREW: JM, RL	SHEET ~~27~~ ~~86~~ / ~~118~~ 106 (64/72)

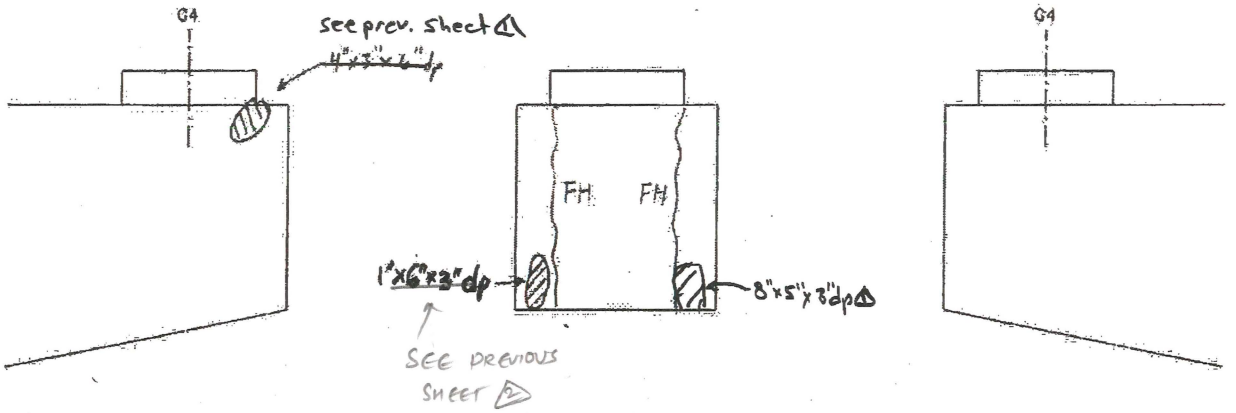
DESCRIPTION: PIER 7 PIER CAP EAST END



PLAN VIEW



WEST ELEVATION Δ2



SOUTH ELEVATION | EAST ELEVATION | NORTH ELEVATION

PIER 7 PIER CAP EAST END

GENERAL NOTES:

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED. OR LT)
- WITH EFFLORESCENCE

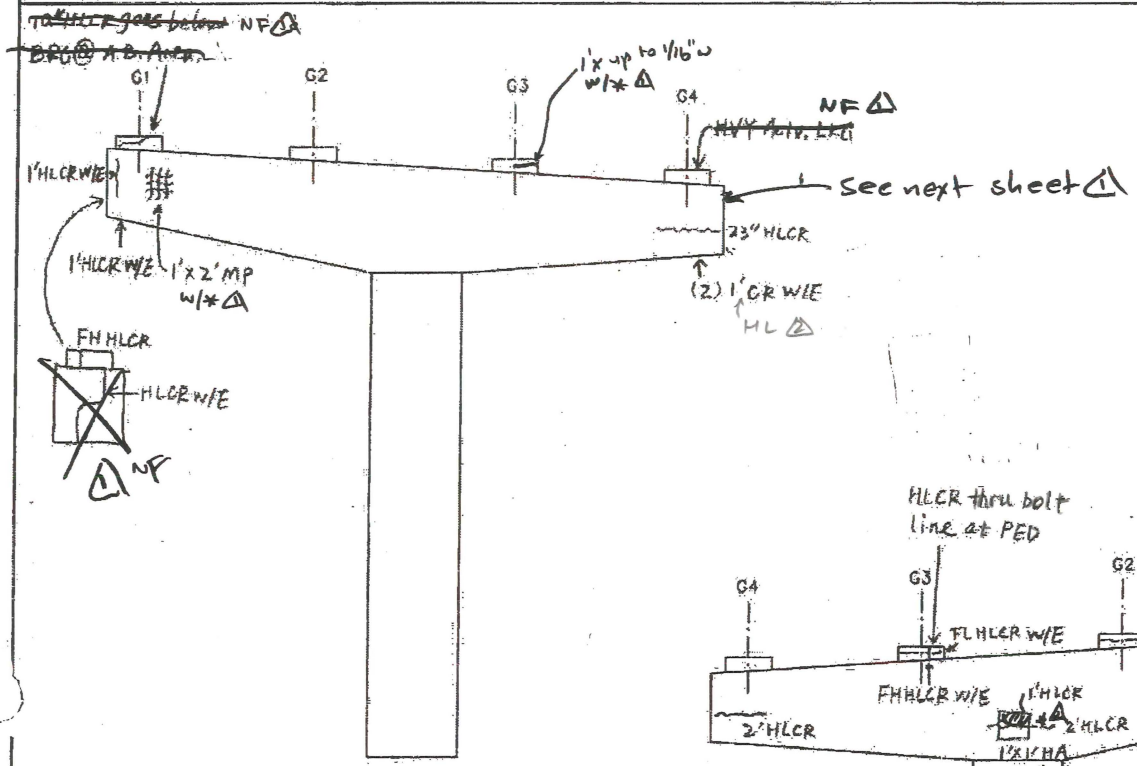
UPDATE NO	DATE	COMPANY	CREW
Δ1	4/14/12	BKR	VS, MJO
Δ2	6/6/14	GMZ	AKC, PAH
Δ			
Δ			

Baker

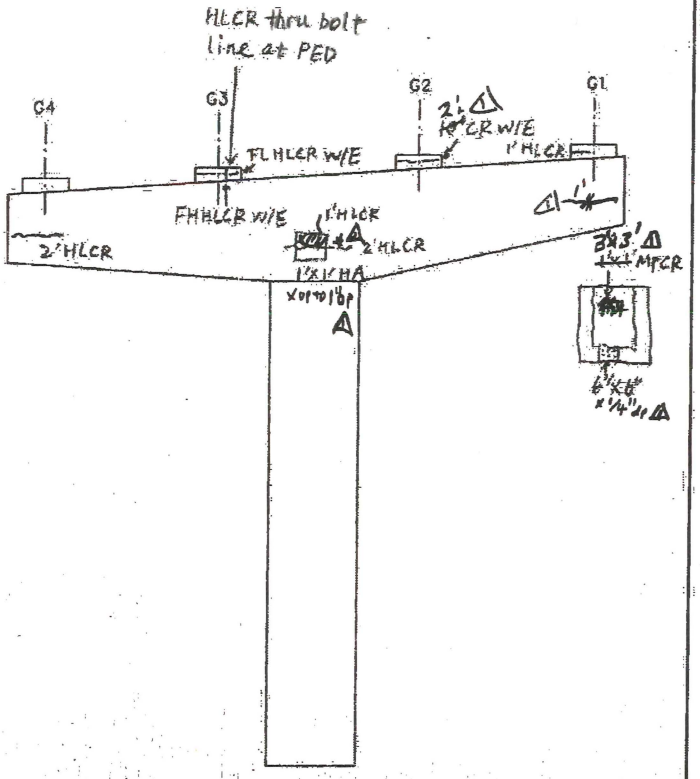
SUPPLEMENTAL SHEET

☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL	BRIDGE NO. 03313	DATE: 5/20/10
	CREW: MJO, YS	SHEET ~~28 87/116~~ 65/72

DESCRIPTION: PIER 8



SOUTH ELEVATION
PIER 8



NORTH ELEVATION
PIER 8

GENERAL NOTES:

- ~~Active leakage from underside of parapets @ fascias & deck joint for Frt.~~ (CORY @ 2012) Δ

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)
- x WITH EFFLORESCENCE

UPDATE NO.	DATE	COMPANY	CREW
Δ	4/18/12	BKR	BH, YS
Δ	6/2/14	GMA2	SRD, AKC
Δ			
Δ			

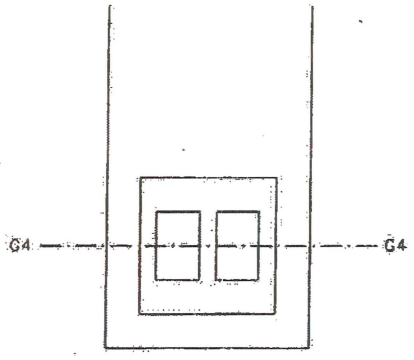
Baker

SUPPLEMENTAL SHEET

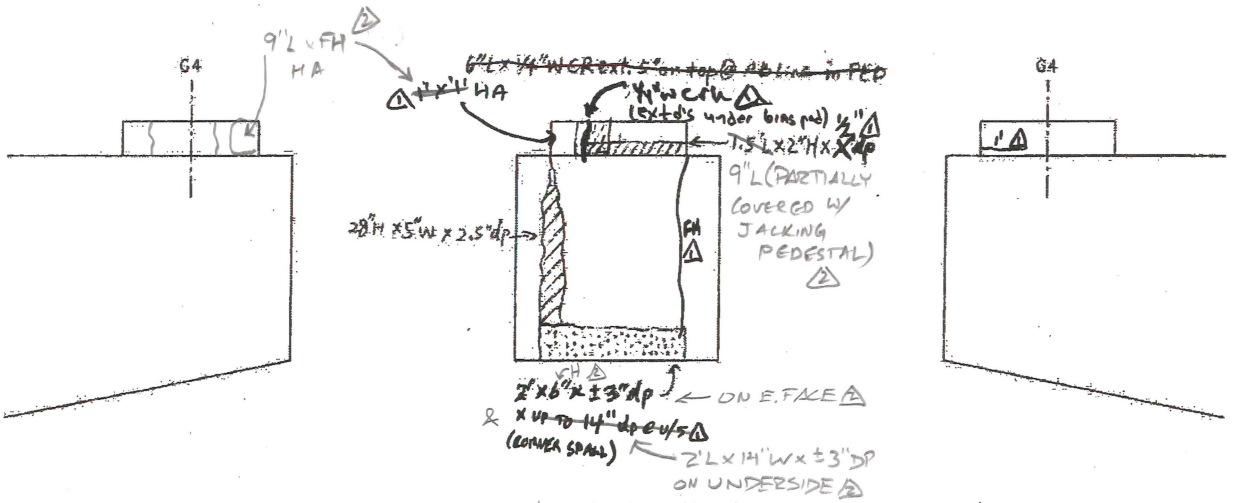
☐ FIELD ORIGINAL ☒ TRANSCRIBED BY: RL

BRIDGE NO. 03313	DATE: 5/20/10
CREW: MJO, YS	SHEET ~~79~~ ~~88~~ / ~~118~~ 106 66/72

DESCRIPTION: PIER 8 PIER CAP EAST END



PLAN VIEW



SOUTH ELEVATION EAST ELEVATION NORTH ELEVATION

PIER 8 PIER CAP EAST END

GENERAL NOTES:

LEGEND

- HOLLOW AREA
- SHALLOW REBAR
- SPALL AREA
- SPALL AREA WITH EXPOSED REBAR
- MAP CRACKS (MpC) OR HAIRLINE MAP CRACKS (HLMpC)
- HAIRLINE CRACK (HLC) OR CRACKS (CRK)
- HONEY COMB AREA
- SCALE AREA (HVY, MED OR LT)
- X WITH EFFLORESCENCE

UPDATE NO	DATE	COMPANY	CREW
1	4/18/12	BKR	BH, YS
2	6/6/14	GMZ	SRO, AKL, DAH, JS
△			
△			

Baker

SUPPLEMENTAL SHEET

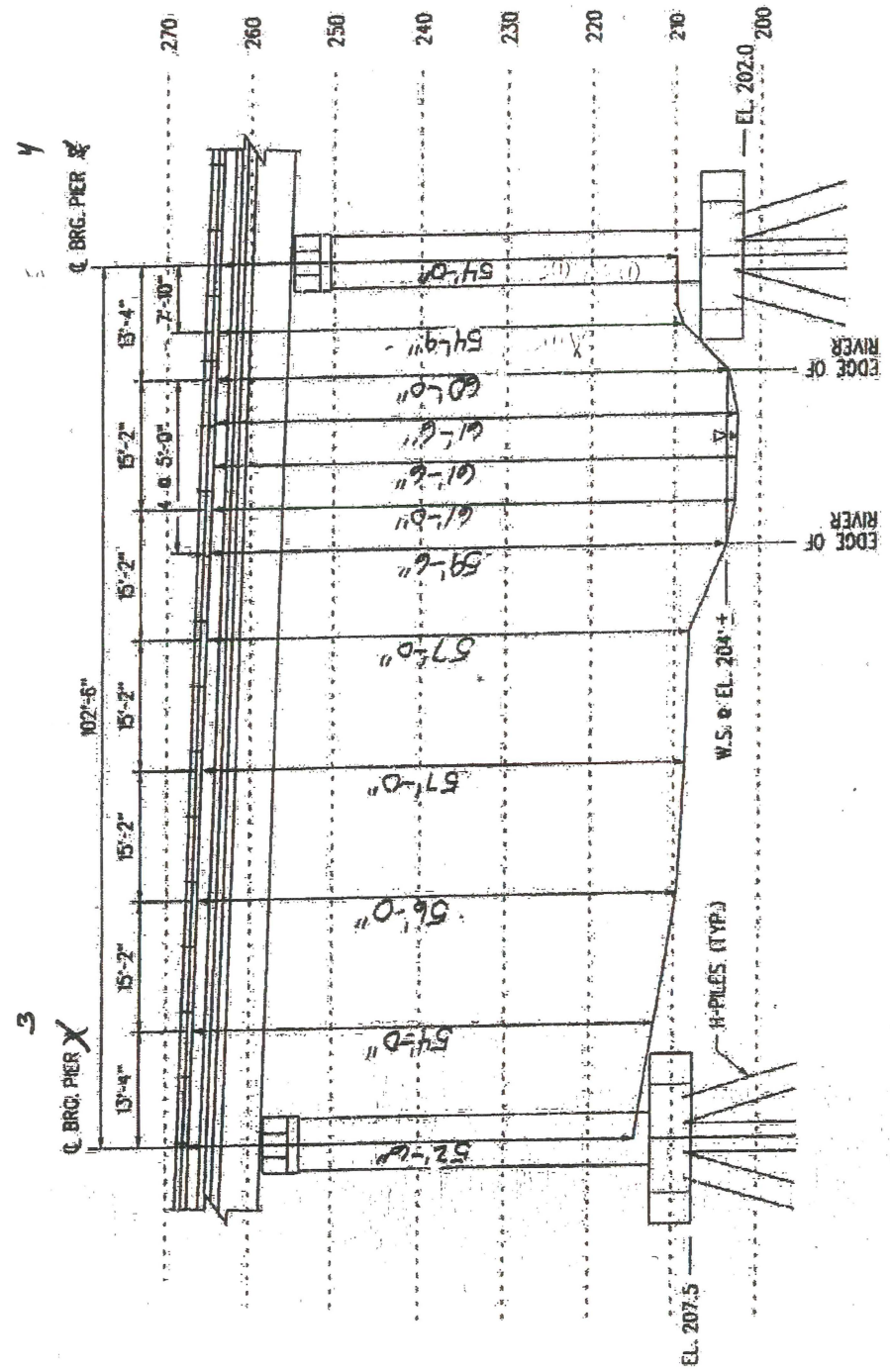
BRIDGE NO. 03313	DATE: 5/21/2010
CREW: JM, MJD, NS, EL	SHEET ~~80~~ 89/~~116~~ 106

☒ FIELD ORIGINAL ☐ TRANSCRIBED BY: _____

DESCRIPTION: DROP LINE MEASUREMENTS

67/42

UPDATE SHEET	DATE	COMPANY	CREW
1	4/12/12	Baker	NS / JAC
2	6/6/14	GMZ	SED, MLC, PMM, BJS
3			
4			



RIVER CROSS SECTION

UPSTREAM ELEVATION

(EAST)

△1 - MEAS. TAKEN @ W.J. PPT DUE TO CONTRACTORS TRAFFIC PATTERN ON BRIDGE; SEE CHANNEL DIAGRAM FOR POST LOCS + MEAS

- ALSO, TAKEN @ W. PPT. DURING 2014 INSP. FOR COMPARISION

Baker

SUPPLEMENTAL SHEET

BRIDGE NO. 03313	DATE: 5/21/2010
CREW: JM, MJO, YS, RL	SHEET 81 ~~10~~ / ~~118~~ 106

☑ FIELD ORIGINAL ☐ TRANSCRIBED BY:_____

DESCRIPTION: CHANNEL DIAGRAM

UPDATE NO.	DATE	COMPANY	CREW
1	4/14/10	BKR	MJO, JAC
2	6/21/11	GMZ	AKC, PAH
3			
4			

68/72

PHOTO LOG

Form BRI-13, Rev. 9/97

69/72

Bridge Information System

Image Inventory

Bridge No. 03313 **Date** 4/22/2014 & 4/29/2014

Town: New Britain **Photographer:** SRD, AKC

Carried / Crossed: I-84 TR 815 over I-84 EB, Rt 72 WB, Rt 372 and Pan Am RR

	Film Frame #	Image Description
4/22/2014 SRD ↓	1	Northwest Wingwall Elevation
	2	Bearing for G2 at North Abutment
	3	East Elevation
	4	Bearing for G3 at North Abutment
	5	North Abutment Backwall in Bay 2
	6	North Elevation of Pier 8
	7	North Abutment Elevation
	8	Bridge from North Approach
	9	North Approach from Bridge
	10	Bridge ID
4/29/2014 AKC ↓	11	Fixed Bearing for Pier 1 Cap Girder at East End Looking North.
	12	Fixed Bearing for Pier 1 Cap Girder at East End Looking South.
	13	East Side of G4 at Pier 1 in Span 1
	14	South Side of Pier 1 Cap Girder near G4 in Span 1. Note the Pitting
	15	North Side of Pier 1 Cap near G4. Note the Rust hole
	16	West side of G4 at Pier 1 in Span 2
	17	East side G3 at Pier 1 in Span 2
	18	East Side of G4 at Pier 2 in Span 2
	19	South Side of Pier 2 Cap at East End
	20	Bearing for G4 at Pier 2 in Span 2
	21, 23	West Side of G4 at Pier 2 in Span 2
	24	Bearing for G1 at Pier 2 in Span 3
	25	Bearings for G1 at Pier 2 in Spans 2 and 3
	26	Bearing for G1 at Pier 2 in Span 2

PHOTO LOG

Form BRI-13, Rev. 9/97

70/72

Bridge Information System

Image Inventory

Bridge No. 03313 **Date** 4/29/2014, 6/2/2014 & 6/3/2014

Town: New Britain **Photographer:** AKC

Carried / Crossed: I-84 TR 595 over I-84 EB, Rt 72 WB, Rt 372 and Pan Am RR

Film Frame #	Image Description
27	South Abutment below G1
28	Bearing for G1 at the South Abutment
29	North Side of G1 at South Abutment. Note the painted over section loss.
30	Expansion Bearing at West End of Pier 1 Cap Girder looking North
31	West Side of G1 at Pier 1 in Span 1. Note the Gap under the Nut
32	East Side of G1 at Pier 1 in Span 1. Note Cotter Pin Installed Improperly
33	North Side of Pier 1 Cap Girder at West End.
34	West Side of G1 at Pier 1 in Span 2.
35	South Abutment Elevation
36	Underside of Span 2 looking North
37	South Elevation of Pier 2.
38	East Side of G4 at Pier 8 in Span 8. Note Repaired Areas at Girder End
39	West Side of G4 at Pier 8 in Span 8. Note Repaired Area and S.L. along bot. of Web
40, 41, 42	East side of Pier 8 Cap.
43	Bearing for G4 at Pier 8 in Span 8
44	South Elevation of Pier 8.
45	Underside of Span 8 Looking South.
46, 47	East Elevation of Bridge in Spans 6, 7 and 8.
48	West Elevation of Bridge
49	Bridge I.D.
50	Fixed Bearing for G4 at Pier 5 in Span 6.
51, 52	East Side of G4 at Pier 5 in Span 6. Note Repaired S.L. and Crack in Pedestal.
53	Rust in Top Flange of G4, West side, in Span 6 b/w 2nd & 3rd X-Frame from Pier 6
54	North Elevation of Pier 5.

6/2/2014 AKC ↓

6/3/2014 AKC ↓

PHOTO LOG

Form BRI-13, Rev. 9/97

71/72

Bridge Information System

Image Inventory

Bridge No. 03313 **Date** 6/6/2014

Town: New Britain **Photographer:** SRD, AKC

Carried / Crossed: I-84 TR SB over I-84 EB, Rt 72 WB, Rt 372 and Pan Am RR

Film Frame #	Image Description
55	Bay 4 at Pier 8 in Span 9. Note Deck End Spall
56	East Face of G4 at Pier 8 in Span 9
57	Bearing for G4 at Pier 8 in Span 9
58	East Face of G4 at Pier 8, in Span 9. Note S.L. at the Top.
59	North Abutment Elevation
60	West Side of G1 at Pier 7 in Span 7
61	West Side of G2 at Pier 7 in Span 7. Note the Cracked Weld
62	West Side of G3 at Pier 7 in Span 7. Note the Missing Weld
63	East End of Pier 7 South Face
64	Bay 3 b/w 1st & 2nd x-Frame from Pier 6 in Span 7. Note S.L. in Bot. FLG. of G4
65	Bay 3 b/w 1st & 2nd x-Frame from Pier 6 in Span 7. Note Rust on Scupper
66	West Side of G4 near Pier 6 in Span 7. Note Short Weep draining on Steel
67	East End of Pier 6 Cap, South Face
68, 69	West Side of G1 at Pier 5 in Span 5
70, 71	Bearing for G1 at Pier 4 in Span 5
72	East Face of G4 at Pier 4 in Span 5
73	Upstream View of Channel
74	—
75	Downstream View of Channel
76	Underside of Span 4
77	West Side of G3 at Pier 3 in Span 3. Note the S.L.
78	East Side of G4 at Pier 2 in Span 3
79	Southwest Wingwall Elevation
80	Three - Cable Guiderail at Southeast Corner

6/6/2014 AKC ↓

7/2014 SRD ↓

PHOTO LOG

Form BRI-13, Rev. 9/97

72/72

Bridge Information System

Image Inventory

Bridge No. 03313 **Date** 6/6/2014

Town: New Britain **Photographer:** SRD

Carried / Crossed: I-84 TR 815 over I-84 EB, Rt 72 WB, Rt 372 and Pan Am RR

Film Frame #	Image Description
81	Approach Guiderail at Southwest Corner
82	Deck Joint at South Abutment
83	South Approach Pavement
84	Missing Hand Hole Cover for Light Standard on West Parapet in Span 1
85	Typical Overlay in Span 1
86	Deck Joints at Pier 1
87	East Fascia
88	Deck Joint at Pier 2
89	Deck Joints at Pier 3
90	Scaling with and without Exposed Rebar in East Curb in Span 5
91	Deck Joint at Pier 5
92	Scaling with and without Exposed Rebar in East Curb in Span 6
93	Overlay in Span 6
94	West Fascia in Spans 6, 7 and 8.
95	Deck Joints at Pier 6
96	5th Railing Post from Pier 6 in Span 7 along East Fascia
97	Sign Connection to West Parapet in Span 8
98	Deck Joints at North Abutment
99	Bridge from North Approach
100	Approach Guiderail at Northwest Corner
101	North Approach from Bridge
102	South Approach from Bridge
103	Bridge from South Approach
104 & 105	West Elevation

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

Photo # 1: Bridge Identification Number.

Photo # 2: West elevation.

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

Photo # 3: East elevation.

Photo # 4: Bridge from the south approach.

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

Photo # 5: South approach from the bridge.

Photo # 6: Bridge from the north approach.

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

Photo # 7: North approach from the bridge.

Photo # 8: Overlay in Span 1. Note the areas of map cracking.

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

Photo # 9: Underside of the deck and framing in Span 2.

Photo # 10: Underside of deck in Bay 4 at Pier 8 in Span 9. Note the deck end spall with exposed rebar.

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

Photo # 11: Curb, parapet and railing along the west fascia in Spans 6, 7 and 8.

Photo # 12: Curb, parapet and railing along the east fascia in Span 5. Note the areas of severe scaling in the curb.

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

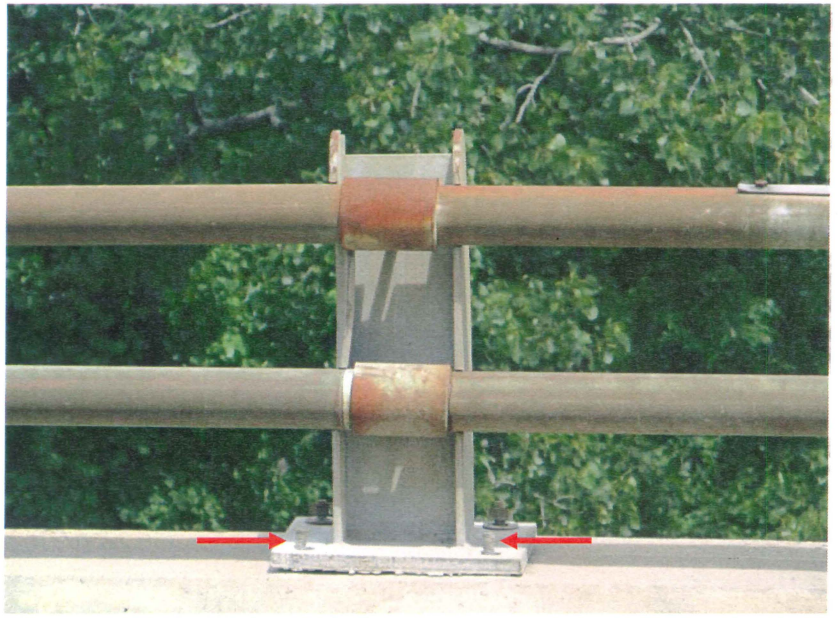


Photo # 13: 5th railing post from Pier 6 in Span 7 along the east fascia. Note the missing nuts.

Photo # 14: Underside of deck in Bay 3 between the 1st and 2nd cross frames from Pier 6 in Span 7. Note the rust on the scupper.

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

Photo # 15: West side of Girder G4 near Pier 6 in Span 7. Note the short weep pipe draining on the steel.

Photo # 16: Light standard on the west parapet in Span 1. Note the missing handhole cover with exposed wires.

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

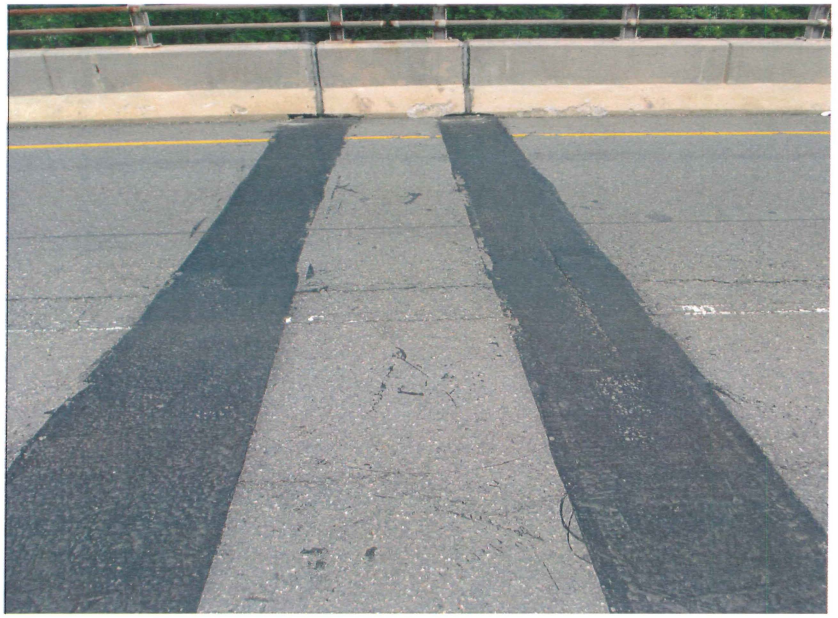


Photo # 17: Asphaltic plug joint at Pier 1.

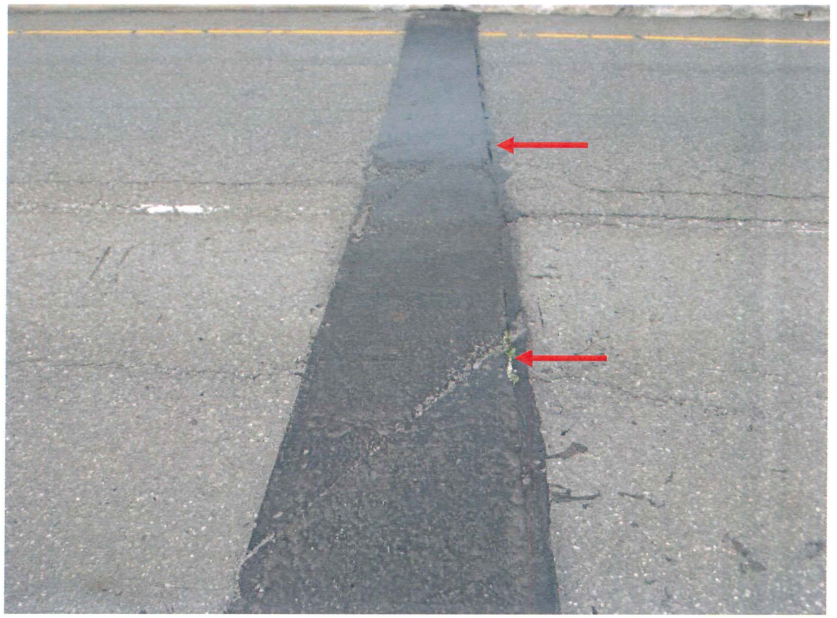


Photo # 18: Asphaltic plug joint at Pier 5. Note the adhesion separation cracks.

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

Photo # 19: Elastomeric bearing for Girder G3 at the North Abutment. Note the gap under the bearing pad.

Photo # 20: Fixed bearing for Girder G4 at Pier 5 in Span 6. Note the areas of rust in the bearing.

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

Photo # 21: Expansion bearing for the cap girder at the west column of Pier 1. Note the gap under the masonry plate and section loss in the anchor bolt nut.

Photo # 22: Fixed bearing for the cap girder at the east column of Pier 1. Note the missing anchor bolt nut.

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

Photo # 21: Expansion bearing for the cap girder at the west column of Pier 1. Note the gap under the masonry plate and section loss in the anchor bolt nut.

Photo # 22: Fixed bearing for the cap girder at the east column of Pier 1. Note the missing anchor bolt nut.

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

Photo # 23: West side of Girder G1 at Pier 1 in Span 1. Note the gap under the nut.

Photo # 24: East side of Girder G4 at Pier 1 in Span 1. Note the bleeding rust and impacted rust between hinge plate and web.

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

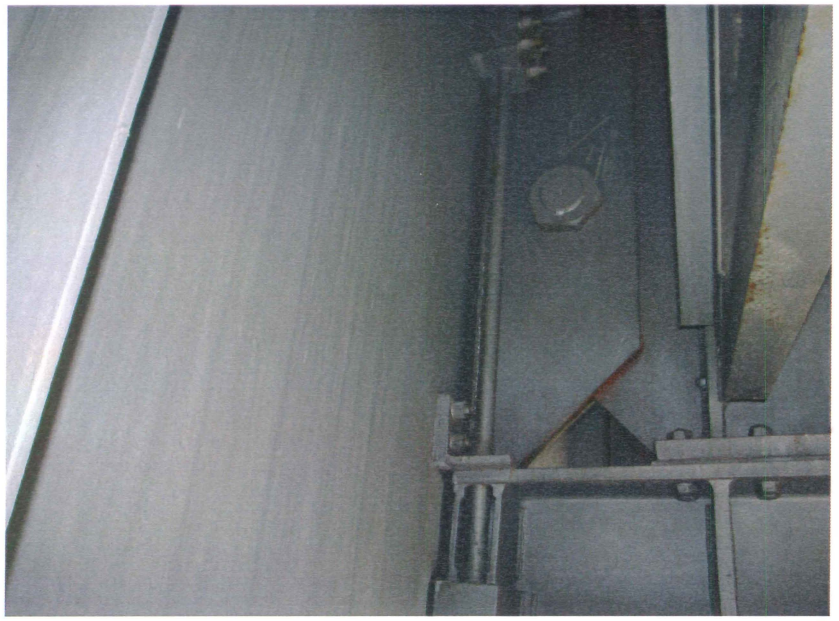


Photo # 25: East side of Girder G3 at Pier 1 in Span 2. Note that the cotter pin is missing.

Photo # 26: East side of Girder G4 at the South Abutment. Note the section loss along the bottom of bearing stiffeners and the bottom of web between bearing stiffeners (painted over).

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

Photo # 27: West side of Girder G1 at Pier 5 in Span 5. Note the section loss along the bottom of web and the bearing stiffener with a rust hole (painted over).

Photo # 28: West side of Girder G4 between the 1st and 2nd cross frames from Pier 6 in Span 7. Note the section in the bottom flange and web and the rust hole in the web stiffener.

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

Photo # 29: East side of Girder G4 near Pier 8 in Spans 8 and 9. Note the areas of repair at the bottom of the web and bearing stiffeners. Also note the crack in the pier cap and pedestal.

Photo # 30: West side of Girder G4 at Pier 1 in Span 2. Note the section loss in the web.

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

Photo # 31: West side of Girder G2 at Pier 7 in Span 7. Note the cracked weld.

Photo # 32: West side of Girder G3 at Pier 7 in Span 7. Note the cracked weld.

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

Photo # 33: South Abutment elevation.

Photo # 34: South Abutment stem below Girder G1. Note the spall with exposed rebar and adjacent hollow area.

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

Photo # 35: Southwest Wingwall elevation.

Photo # 36: South elevation of Pier 2.

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

Photo # 37: East end of Pier 2 in Span 3. Note the spall with exposed rebar in the pier cap and the vertical crack in the pedestal. Also, note that the pedestal is slightly undermined due to a void.

Photo # 38: South face of Pier 6 at the east end. Note the hollow area, cracks and spall.

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

Photo # 39: South face of Pier 7 at the east end. Note the spalls and undermining of the pedestal.

Photo # 40: South side of Pier 1 cap girder near Girder G4 in Span 1. Note the area of pitting in the bottom flange.

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

Photo # 41: North side of Pier 1 cap girder near Girder G4. Note the rust hole at the bottom of the web stiffener.

Photo # 42: Downstream view.

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

Photo # 43: Upstream view.

Photo # 44: Approach guiderail at the northwest corner.

Bridge No.:	03313	**Inspected by:**	Suresh Dontula
Town:	New Britain, CT	**Inspected by:**	Amit KC
Feature Carried:	I-84 TR 815	**Date Inspected:**	April 22, 2014
Feature Crossed:	I-84 EB, Rte. 72 WB, Rte. 372, Pan Am RR and Quinnipiac River	**Project No.:**	170-3224

Photo # 45: Three cable guiderail at the southeast corner.

Photo # 46: South approach pavement.

Your Agency Name

Your Office Name
Your Department Name

Structure Inventory and Appraisal Sheet (English Units)

Bridge Key: 03313 Agency ID: 03313 SR: 63.8 SD/FO: SD

IDENTIFICATION

State 1:	09 Connecticut	Struc Num 8:	03313
Facility Carried 7:	I-84 TR 815	Location 9:	I84 WB EXT 35 TO RT 72 EB
Rte.(On/Under) 5A:	Route On Structure	Rte. Signing Prefix 5B:	1 Interstate Hwy
Level of Service 5C:	7 Ramp	Route Number 5D:	00084
Directional Suffix 5E:	4 West	% Responsibility:	0.00
SHD District 2:	01	County Code 3:	Hartford
Place Code 4:	NEW BRITAIN	Mile Post 11:	0.230 mi
Feature Intersected 6:	I-84EB,RTE 72,372,B&M RR		
Latitude 16:	41° 14' 06"	Longitude 17	072° 49' 24"
Border Bridge Code 98	Unknown (P)		
Border Bridge Number 99	NA		

STRUCTURE TYPE AND MATERIALS

Number of Approach Spans 46	0	Number of Spans Main Unit 45:	9
3 Steel			
Deck Type 107:	1 Concrete-Cast-in-Place		
Wearing Surface 108A:	6 Bituminous		
Membrane 108B:	2 Preformed Fabric		
Deck protection 108C	None		

AGE AND SERVICE

Year Built 27:	1969	Year Reconstructed 106:	-1
Type of Service on 42A	6 2d level interchg		
Type of Service under 42B	8 Hwy-waterway-RR		
Lanes on 28A: 1	Lanes under 28B: 7	Detour Length 19:	3.7 mi
ADT 29: 18,528	Truck ADT 109: 9%	Year of ADT 30:	2013

GEOMETRIC DATA

Length Max Span 48:	108.92 ft	Structure Length 49:	928.15 ft
Curb/Sdwlk Width L 50A	0.00 ft	Curb/Sidewalk Width R 50B	0.00 ft
Width Curb to Curb 51:	27.89 ft	Width Out to Out 52:	31.50 ft
Approach Roadway width 32: (w/ shoulders)	27.89 ft	Median 33:	0 No median
Deck Area: 29,219.40 sq. ft			
Skew 34: 0.00°		Structure Flared 35	0 No flare
Vertical Clearance 10	328.05 ft	Horizontal Clearance 47:	27.56 ft
Minimum Vertical Clearance Over Bridge 53:		328.05 ft	
Minimum Vertical Underclearance Reference 54A		H Hwy beneath struct	
Minimum Vertical Underclearance 54B:		16.83 ft	
Minimum Lateral Underclearance Reference R 55A:		H Hwy beneath struct	
Minimum Lateral Underclearance R 55:		12.47 ft	
Minimum Lateral Underclearance L 56:		11.81 ft	

INSPECTION

Frequency 91:	24 months	Inspection Date 90:	7/30/2014	Next Inspection:	4/22/2016
FC Frequency 92A:	24 months	FC Inspection Date 93A:	7/30/2014	Next FC Inspection:	4/22/2016
UW Frequency 92B:	NA	UW Inspection Date 93B:	NA	Next UW Inspection	NA
SI Frequency 92C:	24 months	SI Date 93C:	7/30/2014	Next SI:	4/22/2016
Element Frequency:	24 months	Element Insp. Date:	4/10/2012	Next Elem. Insp.:	7/30/2016

CLASSIFICATION

Defense Highway 100:	1 STRAHNET hwy	Parallel Structure 101:	No || bridge exists
Direction of Traffic 102:	1 1-way traffic	Temporary Structure 103:	Unknown (NBI)
Highway System 104:	1 On the NHS	NBIS Length 112:	Long Enough
Toll Facility 20:	3 On free road	Functional Class 26:	11 Urban Interstate
Defense Hwy 110:	1 STRAHNET hwy	Historical Significance 37	5 Not eligible for NRHP
Owner 22:	01 State Highway Agency		
Custodian 21:	01 State Highway Agency		

CONDITION

Deck 58:	6 Satisfactory	Super 59:	4 Poor	Sub 60:	5 Fair
Culvert 62:	N N/A (NBI)	Channel/Channel Protection 61:		7 Minor Damage	

LOAD RATING AND POSTING

Inventory Rating Method 65:	1 LF Load Factor	Operating Rating Method 63:	1 LF Load Factor
Inventory Rating 66:	HS24.8	Operating Rating 64:	HS41.3
Design Load 31:	5 MS 18 (HS 20)	Posting 70:	5 At/Above Legal Loads
Posting Status 41:	A Open, no restriction		

APPRAISAL

Bridge Rail 36A:	0 Substandard	Approach Rail 36C:	1 Meets Standards
Transition 36B:	1 Meets Standards	Approach Rail Ends 36D:	1 Meets Standards
Str Evaluation 67:	4 Minimum Tolerable	Deck Geometry 68:	9 Above Desirable Crit
Underclearance, Vertical and Horizontal 69:		6 Equal Minimum	
Waterway Adequacy 71:	9 Above Desirable	Approach Alignment 72:	8 Equal Desirable Crit
Scour Critical 113:	8 Stable Above Footing		

PROPOSED IMPROVEMENTS

Bridge Cost 94:	$1,000	Type of Work 75:	38 Other Structural
Roadway Cost 95:	$1,000	Length of Improvement 76	0.3 ft
Total Cost 96:	$2,000	Future ADT 114:	8,732
Year of Cost Estimate 97	2000	Year of Future ADT 115:	2029

NAVIGATION DATA

Navigation Control 38	Permit Not Required		
Vertical Clearance 39	0.0 ft	Horizontal Clearance 40:	0.0 ft
Pier Protection 111:	Unknown (NBI)	Lift Bridge Vertical Clearance 116	0.0 ft

Structure Inventory and Appraisal Sheet (English Units)

ELEMENT CONDITION STATE DATA

Str Unit	Elm/Env	Description	Units	Total Qty	% in 1	Qty. St. 1	% in 2	Qty. St. 2	% in 3	Qty. St. 3	% in 4	Qty. St. 4	% in 5	Qty. St. 5
0	14/3	P Conc Deck/AC Ovly	(SF)	29,219	100%	29,219	0%	0	0%	0	0%	0	0%	0
0	107/3	Paint Stl Opn Girder	(LF)	3,648	83%	3,028	10%	365	5%	182	2%	73	0%	0
0	161/3	Paint Stl Pin/Hanger	(EA)	8	75%	6	25%	2	0%	0	0%	0	0%	0
0	205/3	R/Conc Column	(EA)	9	100%	9	0%	0	0%	0	0%	0	0%	0
0	215/3	R/Conc Abutment	(LF)	63	97%	61	3%	2	0%	0	0%	0	0%	0
0	231/3	Paint Stl Cap	(LF)	75	93%	69	5%	4	1%	1	1%	1	0%	0
0	233/3	P/S Conc Cap	(LF)	212	53%	112	35%	75	12%	25	0%	0	0%	0
0	305/3	Asphaltic Plug Joint	(LF)	278	94%	261	6%	17	0%	0	0%	0	0%	0
0	310/3	Elastomeric Bearing	(EA)	36	100%	36	0%	0	0%	0	0%	0	0%	0
0	311/3	Moveable Bearing	(EA)	1	100%	1	0%	0	0%	0	0%	0	0%	0
0	313/3	Fixed Bearing	(EA)	25	52%	13	48%	12	0%	0	0%	0	0%	0
0	321/3	R/Conc Approach Slab	(EA)	2	100%	2	0%	0	0%	0	0%	0	0%	0
0	330/3	Metal Rail Uncoated	(LF)	2,031	100%	2,031	0%	0	0%	0	0%	0	0%	0
0	331/3	Conc Bridge Railing	(LF)	2,031	100%	2,031	0%	0	0%	0	0%	0	0%	0
0	357/3	Pack Rust Smart Flag	(EA)	1	0%	0	100%	1	0%	0	0%	0	0%	0
0	359/3	Soffit Smart Flag	(EA)	1	0%	0	0%	0	100%	1	0%	0	0%	0
0	363/3	Section Loss SmFlag	(EA)	1	0%	0	100%	1	0%	0	0%	0	0%	0
0	371/3	Free Fall Pipes, Scu	(EA)	3	100%	3	0%	0	0%	0	0%	0	0%	0

ADDITIONAL FIELD NOTES

AND

BACK-UP MATERIALS

4/29/14 50°F AKS CW

HINGE DATA SHEET

Form BRI-30, Rev. 9/97

Measurements Taken By: See below Date: See blow

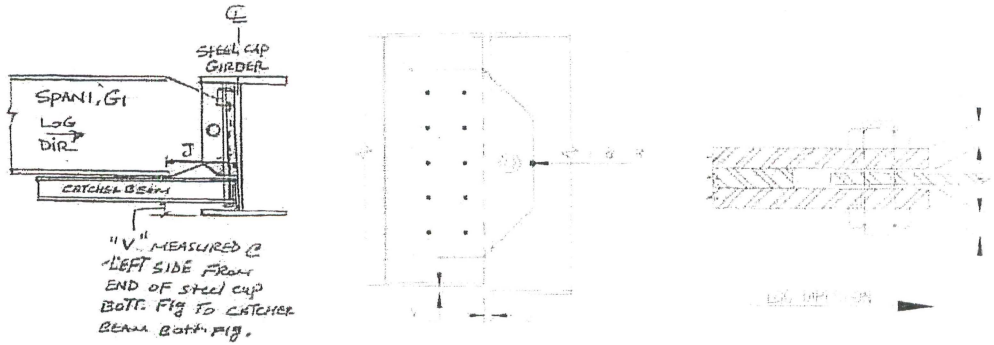
Bridge No.: 03313 I-84 TR 815/I-84 EB, RT 72 WB & B&M R.R. Town: NEW BRITAIN Measurements Reviewed By: JM Date: 7/2/2010

Hinge Located: Span 1 at Pier 1 Effective span for Movement: 0 Page: 29 of 118

Beam No.	V (IN)	J (IN)	R (IN)	L (IN)	Secondary System Type	Gap[1] (Y/N)	Nut Restraint System	Comments
1	7- 6/16	17- 4/16	12/16	15/16	Hanger Rods ~~See Photo~~ 24	N	CP & TW	Evidence of leakage onto P&H assembly (not thru jt). 3/8" gap ~~under~~ @. Nut(S) side; Lt. bleeding rust on hinge plate and pin. 3/8" pack rust between pin plate and girder web. Measured by JC on 5/26/10
1	7 - 5/16"	17 - 4/16"	13/16"	15/16"	"	N	"	E. cotter pin not properly installed
2	8-12/16	17- 1/16	14/16	1	Hanger Rods See Photo 24	N	CP & TW	3/16" gap under @. Nut ~~S~~. side, Lt. abrasion rust on hinge plate to web. Left cotter pin improperly installed. ~~Due to lack of clearance, nut is adjacent to cotter pin hole~~. 3/8" pack rust between pin plate and girder web. Measured by JC on 5/26/10.
2	8 - 11/16"	17 - 1/16"	7/8"	15/16"	"	N	"	See above comments
3	7-15/16	17-10/16	12/16	12/16	Hanger Rods See Photo 24	N	CP & TW	1/8" gap under W. nut ~~S. side~~, Lt abrasion rust on hinge plate to web. 3/8" pack rust between pin plate and girder web. ~~Measured by JM on 5/18/10~~. 1/8" gap @ E. nut
3	7-15/16"	17-11/16"	13/16"	15/16"	"	N	"	See above comments
4	8-13/16	17-10/16	1- 3/16	1-12/16	Hanger Rods See Photo 24	N	CP & TW	9/16" gap under ~~W. nut S. side~~, Lt. abrasion rust on hinge plate to web. 3/8" pack rust between pin plate and girder web. Measured by JM on 5/18/10. E. cotter pin improperly installed
4	8 13/16"	17 3/8"	1 1/4"	1 1/8"	"	N	"	Hvy. rust & bleeding rust @ (both sides) on girder web
								Rend. areas of peeling paint @ nuts & nuts

Notes:

1) For Hinge assemblies with a redundant support system, indicate if there is a gap between the redundant system (bearing) and the bottom flange of the suspended girder.
2) All measurements are taken in reference to log direction.
   - **V** : Vertical misalignment of girders @ left edge of girder's bottom flange.
   - **J** : Joint opening between webs, measured just above the bottom flange fillet, on the left face of the girder's web.
3) Use a permanent marker to indicate locations of field measurements.
   - **CP**: Cotter Pin
   - **TW**: Tack Weld



4/29/14 50°F ARC - CW

HINGE DATA SHEET

Form BRI-30, Rev. 9/97

Measurements Taken By: See below Date: See below

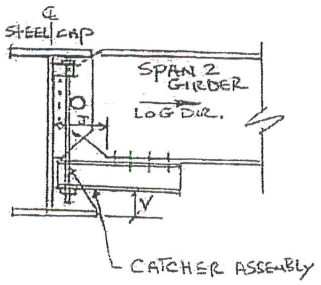
Bridge No.: 03313 I-84 TR 815/I-84 EB, RT 72 WB & B&M R.R. Town: NEW BRITAIN Measurements Reviewed By: JM Date: 7/2/2010

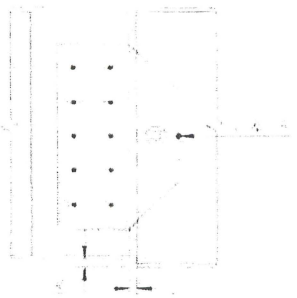
Hinge Located: Span 2 at Pier 1 Effective span for Movement: 0 Page: 32 of 118

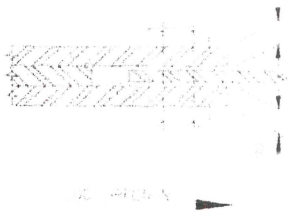
Beam No.	V (IN)	J (IN)	R (IN)	L (IN)	Secondary System Type	Gap[1] (Y/N)	Nut Restraint System	Comments
								⚠1 4/13/12 YS T= 50° (left lane) ⚠1 4/14/12 YS T=60° (right lane)
1	9- 8/16	17- 5/16	15/16	1- 3/16	Hanger Rods See Photo 24	N	CP & TW ⚠1	Bleeding rust due to water leakage and 9/16" gap under W. Plate. Measured by JC on 5/26/10. W. cotter pin missing ⚠1
⚠1	9 1/2"	17 - 5/16"	15/16"	1 - 3/16"	"	N	"	see above comments ⚠1
2	10- 3/16	17- 4/16	1- 2/16	12/16	Hanger Rods See Photo 24	N	CP & TW	1/8" gap under W. Nut at ~~N. side~~. 1/4" gap under E. plate. Measured by JC on 5/26/10. ⚠1
⚠2	10 - 3/16"	17 - 3/16"	1 1/8"	13/16"	"	N	"	SEE ABOVE COMMENTS ⚠1
3	10- 1/16	16-10/16	14/16	1- 3/16	Hanger Rods See Photo 24	N	CP & TW	7/16" gap under W. plate abras. Rust between hinge plate and web. ~~3/8"~~ 1 1/4" gap under east nut (7/16") 3/8" gap under W. nut at ~~S. side~~. Measured by JC on 5/26/10. W. cotter pin improperly installed ⚠1
⚠3	10 3/8"	16 7/8"	13/16"	1 - 3/16"	"	N	CP & TW	E. cotter pin missing ⚠1
4	10-10/16	17- 8/16	1	1- 4/16	Hanger Rods See Photo 24	N	CP & TW	9/16" pack rust between hinge plate & web, W. side & 1/4" pack rust at E. side. Bleeding rust on girder web. Moderate rust at bottom Nut. Measured by JM on 5/18/10.
⚠4	10 5/8"	17 7/16"	1"	1- 1/4"	"	N	CP & TW	See above comments ⚠1
								Gen. Notes:
								- Peeling paint @ bars & nuts

Notes:

1) For Hinge assemblies with a redundant support system, indicate if there is a gap between the redundant system (bearing) and the bottom flange of the suspended girder.
2) All measurements are taken in reference to log direction.
   - **V** : Vertical misalignment of girders @ left edge of girder's bottom flange.
   - **J** : Joint opening between webs, measured just above the bottom flange fillet, on the left face of the girder's web.
3) Use a permanent marker to indicate locations of field measurements.
   - **CP**: Cotter Pin
   - **TW**: Tack Weld







5/2/14 JC