STRUCTURE NO. 05588

ROUTE 74
over
HOCKANUM RIVER
VERNON

Special Inspection
on
5/26/2011

Inspected by Team 3
for Area 3

TEAM:	Forwarded to TE3 Paul D'Attilio	Date	5/31/2011
TE3:	Reviewed by TE3 Paul F. D'Attilio	Date	6/16/11
	BMM Required		NO
	Town Bridge		No
	Rating <= 5 (Items 58,59,60 or 62)		YES
	Rating Change 2 or More Values		No
	Forwarded to Supervisor TDL	Date	6/20/11
	Forwarded to "To Be Copied Drawer" ☐	Date	
	Date BRI-19 Entered		6/15/11
SUPERVISOR:	Reviewed by Supervisor TDL	Date	7/18/11
SUPPORT:	Date Copies Made 7/28/11	BMM No	TRANS
	Scanned By: gp	Date Scanned	8/16/11 PDF Box No

NBI: Yes

State of Connecticut
Department of Transportation
Bureau of Engineering and Construction

Inspection Report Transmittal Form
Form BRI-27, Rev. 8/09

Structure No.	05588	**Town**	VERNON
Inspection Date	5/26/2011	**Inspectors**	TEAM 3

TABLE OF CONTENTS

Loose Forms (not bound in report)

			Number of Sheets Enclosed
Maintenance Memo			
Flagging Memos			
PONTIS Element Data Collection Form			
Plan Sheets	Already on File	☐	

Bound Report Pages

Title Cover Sheet		1
Table of Contents		1
Executive Summary		
Field Notes		2
Calculations:	Load Rating Evaluation	
	Quantities & Cost Estimate	
Photo Sheets		2
Photo Images		4

Forms

BRI-18 Bridge Inspection Report Form	7
BRI-19 Highway Bridge Inventory Form	2

Comments:

Bridge Number **05588**

Inspected By: S. Brandiar & P. Venouvrier

Sufficiency Rating ~~63.04~~ 62.75

Previous Inspection Date 5/21/2010

BS&E Received ☐ Data Entry By: PFD

Copies Made ☐ Data Entry Date: 6/15/11

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:
	3 G 3	24	01
Indepth Insp	**Deck Survey**	**Access**	**Flagman**
6/17/2004	1/1/1900	0	

CRITICAL FEATURE INSPECTIONS

	Type	Frequency	Team	Date
Fracture:				
Uwater:				
Special:	Z	12	3	5/26/11

RED FLAG ☐

IDENTIFICATION

Bridge Name

Town Name VERNON Town Code 78250

5) Inventory Route:
- A) Record Type 1
- B) Signing Prefix 3 State Highway
- C) Level of Service 1 Mainline
- D) Route Number 00074
- E) Directional Suffix 0 NA

6) Feature Intersected HOCKANUM RIVER

7) Facility Carried: ROUTE 74

9) Location .5 MI WEST OF ROUTE 83

11) Milepoint 4.58 Miles

16) Latitude 41deg 51 min 42.00 sec

17) Longitude 72deg 29 min 12.00 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 19 Culvert (includes fram

44) Structure Type, Approach:
- A) Material 0 Other
- B) Design Type 0 Other

45) Number of Spans, Main Unit 2

46) Number of Approach Spans 0

107) Deck Structure Type N Not Applicable

108) Wearing Surface/Protective System:
- A) Type of Wearing Surface N Not Applicable
- B) Type of Membrane N Not Applicable
- C) Type of Deck Protection N Not Applicable

AGE AND SERVICE

27) Year Built 1955

106) Year Reconstructed

42) Type of Service:
- A) On 1 Highway
- B) Under 5 WATERWAY

28) Number of Lanes:
- A) On 2
- B) Under

29) Average Daily Traffic 7200 7600 Half ADT?: No

109) Percent Truck 3%

30) Year of ADT 2009

19) Bypass, Detour Length 6miles

GEOMETRIC DATA

48) Length of Max Span 14ft

49) Structure Length 31ft

50) Curb or Sidewalk Widths:
- A) Left 0.0ft
- B) Right 0.0ft

51) Brg Rdwy width,curb-curb 20.0ft

52) Deck Width, Out-Out 30.0ft

32) Approach Roadway Width 20ft

33) Bridge Median 0 No Median

Deck Area 1333 sqft

34) Skew Angle 0deg

35) Structure Flared 0

10)Inv. Rte. Min. Vert Clearance 99ft 99in

47) Log Inv. Rte. Total Horiz Clr.: 20.0ft

47) RLog Inv. Rte. Total Horiz. Clr.: 0ft

53) Min Vert Clearance Over Bridge 99ft 99in

54) Min Vert Under Clearance N Ref 0ft 0in Ref

55) Min Lat Under Clearance on Right N Ref 0.0ft Ref

56) Min Lat Under Clearance on Left 0.0ft

BRIDGE COMMENTS

STRUCTURE EVALUATION

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

SHEET_____ OF_____

Bridge Number	05588
Town Name	VERNON
Facility Carried	ROUTE 74
Feature Crossed	HOCKANUM RIVER
NBIS Length	Yes 31

Inspected By: S. Brendiar & J. Tenoutasos

CLASSIFICATION

112) NBIS Bridge Length	Yes	
104) Highway System	0	Off System
26) Functional Class	16	Urban Minor Arterial
100) Defense Highway	0	Route is not a STRAHNET Route
101) Parallel Structure	N	No parallel structure exists
102) Direction of Traffic	2	2-way traffic
103) Temporary Structure		
110) Designated National Network	0	Not 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	4500	
38) Navigation Control	0	No navigation control on waterway
39) Navigation Vert Clr.	0	
40) Navigation Horiz Clr.	0	
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. 22	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	mph				mph
Utility					
Utility	2	Water			

LOAD RATING AND POSTING

31) Design Load	0	Evaluation Code	J
63) Operating Rating Type	5	Year of Evaluation	2000
64) Operating Rating	58.0	70) Bridge Posting	5
65) Inventory Rating Type	5	41) Structure Status	A
66) Inventory Rating	34.0		

CONDITION

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

APPRAISALS

	Rating	By
67) Structure Evaluation	4	✓ TDL
68) Deck Geometry	2	
69) Under Clear Vert & Horiz	N	
71) Waterway Adequacy	8	
72) Approach Rdwy Alignment	6	
113) Scour Critical	8	

Items 58 Thru 72 Checked By:

36) Traffic Safety Features:

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

OTHER FEATURES

Fence Required	No	Barrel Ladder	No
Fence Present	No	Stand Pipes	No
Fence Height	0.0 ft	Cat Walks	No
Fence Type		Movable Inspection System	No
Fence Material		Loose Concrete Checked?	No
Fence Top Type			

INSPECTION COMMENTS

Proposed Next Indepth Insp Year 2014

Senior Paul D'Attilio

Supervisor Theodore Lapien

REVIEWED BY: Ted Lapien Date 6/15/11

Connecticut Department of Transportation

Bridge Inspection Report BRI-18

Bridge #: 05588 **Inspection Date: 5/26/2011**

Inspection Type:	Routine	**Previous Inspection Date:**	5/21/2010	**Snooper Required:**	No
Inspection Performed By:	Team 3	**Feature Carried:**	ROUTE 74	**Snooper Used:**	No
Town:	VERNON	**Feature Intersected:**	HOCKANUM RIVER	**Year Built:**	1955
Location:	.5 MI WEST OF ROUTE 83	**Main Design:**	Culvert (includes frame culverts)	**Year Rebuilt:**	-
Main Material:	Steel				

Visits

Visit Date:	Temp:	Start Time:	End Time:
5/26/2011	70	9:00:00 AM	10:00:00 AM

Inspectors:

Inspector:	Task:
J. Brndiar	Lead Inspector
P. Venoutsos	Inspector

DECK: - **Overall Rating:** P

	Rating	
OVERLAY:	6	THE BITUMINOUS SURFACE, OVER ABOUT TWO FEET OF BALLAST MATERIALS, OVER THE CORRUGATED METAL PIPES ARCHS, APPEARS TO HAVE BEEN RESURFACED, SINCE THE 2002 INSPECTION DATE. THE SURFACE SHOWS LONGITUDINAL PAVING JOINT LINES, LONGITUDINAL, TRANSVERSE, MULTIPLE, AND RANDOM CRACKING, SOME ARE OPEN UP TO 1/2 INCH, LIGHT BITUMINOUS SEGREGATION, AND MINIMAL TIRE WEAR.THERE WAS AN AREA OF EROSION TO THE ROADWAY EDGE, ALONG THE NORTHERLY ELEVATION, OVER THE WESTERLY PIPE ARCH, WHICH MEASURED 13 LINEAR FEET LONG, WAS UP TO 3 FEET WIDE, AND WAS UP TO 3 FEET DEEP, WHICH WAS UNDERMINING THE SHOULDER EDGE UP TO 12 INCHES. LONGITUDINAL SURFACE BREAKAGE WAS NOTED WITHIN THE UNDERMINED SHOULDER. THE AREA OF EROSION WAS BETWEEN THE SHOULDER EDGE, AND THE CONCRETE MITERED SECTION OVER THE WESTERLY PIPE. THIS AREA HAS BEEN REPAIRED WITH STONE AND BITUMINOUS CONCRETE SINCE THE 2006 INSPECTION DATE.
DECK-STR. CONDITION:	N	-
CURBS:	N	THIS STRUCTURE SHOWS NO CURBS.
MEDIAN:	N	THIS STRUCTURE SHOWS NO BRIDGE MEDIAN.
SIDEWALKS:	N	THIS STRUCTURE SHOWS NO SIDEWALKS.
PARAPET:	8	A SINGLE CONCRETE RAILBASE, IS LOCATED ALONG THE SOUTHERLY ELEVATION OF THE STRUCTURE. IT HAS BEEN RECONSTRUCTED SINCE THE 2002 INSPECTION DATE. IT SHOWS

		ISOLATED VERTICAL CRACKING, WITH RUB COAT DELAMINATIONS ALONG THE CAP.
RAILING:	8	THE BRIDGE RAILING HAS BEEN UPDATED SINCE THE 2002 INSPECTION DATE. A SINGLE METAL BEAM RAILING IS CARRIED OVER BOTH ELEVATIONS OF THE STRUCTURE, FROM THE APPROACH ROADWAYS. THE SOUTHERLY RAILING IS MOUNTED TO THE RAILBASE VIA H-BEAM POSTS, EMBEDDED INTO THE RAILBASE. THE NORTHERLY RAILING IS ATTACHED VIA H-POSTS, EMBEDDED INTO THE BALLAST OVER THE STRUCTURE. THE RAILING ITSELF STILL SHOWS ONLY LIGHT RUB AREAS.
PAINT:	N	-
FENCE:	N	THIS STRUCTURE SHOWS NO FENCE.
DRAINS:	N	THIS STRUCTURE SHOWS NO DRAINS.
LIGHTING STANDARD:	N	THIS STRUCTURE SHOWS NO OVERHEAD LIGHTING.
UTILITIES TYPE/SIZE:	7	A SIXTEEN INCH WATER MAIN, IS NOTED ALONG THE SOUTHERLY ELEVATION. IT SHOWS AREAS OF PEELING PAINT, WITH EXPOSED PRIMER, AND LIGHT TO MODERATE RUST AREAS.
CONSTR JOINTS:	N	-
EXPANSION JOINTS:	N	THERE ARE NO JOINTS.

59. SUPERSTRUCTURE: - **Overall Rating:** N

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

Rating

61. CHANNEL & CHANNEL PROTECTION: - **Overall Rating:** 6

Rating

CHANNEL SCOUR:	8	THE CHANNEL SHOWS A CONSTANT WATER DEPTH OF 12 TO 14 INCHES ALONG THE INLET. THERE APPEARS TO BE A FAIR AMOUNT OF PAST ACCUMULATED SILTATION, ALONG THE INLET. THE WATER DEPTH ALONG THE CHANNEL OUTLET, A SHORT DISTANCE FROM THE STRUCTURE, GOES TO ABOUT 3 FEET.
EMBANKMENT EROSION:	6	ALL EMBANKMENTS SHOW LIGHT, TO MODERATE ENCROACHMENT, THRU -OUT.
DEBRIS:	6	THERE IS A SINGLE TREE BRANCH ACROSS THE SOUTHERLY OUTLET, ABOUT 10 FEET FROM THE STRUCTURE. THERE IS STILL SOME LIGHT TIMBER DEBRIS LODGED ALONG THE OUTLET BANKS.
VEGETATION:	6	THERE IS HEAVY VEGETATION GROWTH ALONG ALL EMBANKMENTS.
CHANNEL CHANGE:	6	THE CHANNEL SHOWS A SWAMP TYPE ATMOSPHERE ALONG THE INLET. THE CHANNEL HAS PAST NARROWED ALONG THE OUTLET, DUE TO PAST EMBANKMENT ENCROACHMENT.
FENDER SYSTEM:	N	-
SPUR, DIKES & JETTIES:	N	-
RIP RAP:	N	RIP-RAP IS NOT NOTED ALONG THE BANKS OF THIS CHANNEL.

62. CULVERTS & RETAINING WALL: - **Overall Rating:** 4

Rating

BARREL:	4	THIS STRUCTURE IS A DUAL CELL, CORRUGATED METAL PIPE ARCH, UNDER ABOUT TWO FEET OF BALLAST MATERIALS, AND BITUMINOUS

		OVERLAY. EACH PIPE ARCH RESTS UPON A CONCRETE STEM, WITH A CONCRETE FLOOR. A MITERED CONCRETE PAVEMENT, IS USED ALONG EACH ELEVATION OF THE STRUCTURE, FOR BANK RETENTION.
CONCRETE:	5	THIS STRUCTURE SHOWS A CONCRETE FLOOR, WITH CONCRETE STEMS. IT IS ASSUMED ALL WERE CAST IN PLACE IN A MONOLITHIC FASHION. AT THE TIME OF INSPECTION, ONLY THE UPPER STEMS, AND THEIR CAPS WERE EXPOSED. ALL STEMS SHOW MODERATE SCALE, WITH POCKETS OF SEVERE SCALING TO THE STEM CAPS. THE FLOORS, WHERE NOT COVERED WITH DEBRIS, CANNOT BE REPORTED ON, DUE TO MURKEY WATER.
STEEL:	4	BOTH PIPE ARCHES ARE IN FAIR CONDITION, WITH A GOOD SYMMETRICAL APPEARANCE OF THE TOP ARC. THE BOLT LINES ARE STRAIT, WITH THE JOINTS SHOWING NO CUSPING, OR LEAKAGE INFILTRATION. AREAS OF THE ASPHALTIC COATING HAVE PAST WORN AWAY, UP TO 3 FEET HIGH, AND LIGHT TO HEAVY RUSTING, WITH LIGHT TO MODERATE LAMINAR SHEETS, AND RANDOM PERF HOLES, ARE NOTED ALONG THE WATERLINE, AT THE STEM JUNCTIONS. AT LEAST 12 CELL RIBS WITHIN THE WESTERLY CELL SHOW MULTIPLE PERF HOLES. THE WATER DEPTH WITHIN THE EASTERLY CELL IS AS LITTLE AS 14 INCHES, DUE TO SILT ACCUMULATIONS, AND AS MUCH AS 22 INCHES IN THE WESTERLY CELL. THERE ARE ISOLATED MISSING BOLTS ALONG THE BOTTOM EDGES OF BOTH PIPES. IN THE WEST PIPE, ONE OF THE BOLT HOLES APPEARS TO HAVE BEEN ELONGATED. THE VERY END OF THE WESTERLY CELL, ALONG THE NORTHWESTERLY CORNER WHICH ACTS AS A BANK RETENTION, SHOWS ABOUT FOUR LINEAR FEET OF HEAVY DETERIORATION TO THE UPPER PLATE EDGE. THIS AREA OF DETERIORATION APPEARS TO BE ABOUT 6.0 INCHES HIGH.
TIMBER:	N	-
HEADWALL:	6	THE MITERED CONCRETE END TREATMENTS ALONG EACH ELEVATION OF THE STRUCTURE, SHOW LIGHT, TO MODERATE SCALING THRU-OUT THE SURFACE, WITH THE JOINTS OPEN, TO ABOUT ONE INCH. SILT INFILTRATION, WITH VEGETATION GROWTH, IS STILL NOTED WITHIN THE JOINTS OF THE SOUTHERLY END TREATMENT. THERE IS A CONCRETE SLAB SECTION ALONG THE NORTHWESTERLY CORNER, ADJACENT TO THE WATERLINE, WHICH HAS PAST ROTATED UPWARDS, UP TO 12 INCHES.
CUTOFF WALL:	N	THERE ARE NO VISIBLE CUT-OFF WALLS.
DEBRIS:	5	BOTH PIPE ARCHES SHOW ACCUMULATIONS OF SILT AND STONE UP TO 3 FEET HIGH, WHICH ARE LOCATED MAINLY ALONG THE INLET AND THE OUTLET SECTIONS OF BOTH PIPES. THERE IS AN ACCUMULATION OF MODERATE TIMBER DEBRIS LOCATED ALONG THE INLET OF THE EASTERLY CELL, WHICH EXTENDS TO THE CENTER OF THE PIPE.
RETAINING WALL STEM:	N	THIS STRUCTURE SHOWS NO WINGWALLS.
FOOTING:	N	NO FOOTINGS ARE VISIBLE.

---

65. APPROACH CONDITION	-	**Overall Rating:**	7

	Rating	
APPROACH SLAB:	N	-
RELIEF JOINTS:	N	-

APPROACH GUIDE RAIL:	7	A SINGLE METAL BEAM RAIL, MOUNTED ON STEEL H-POSTS, HAS BEEN INSTALLED ALONG ALL APPROACH SHOULDERS, AND CARRIED OVER THE STRUCTURE, SINCE THE 2002 INSPECTION DATE. THE RAILING IS IN GOOD CONDITION, AND SHOWS ONLY POCKETS OF LIGHT RUBS. THERE IS A BROKEN PLASTIC BLOCK STAND-OFF ALONG THE NORTHEASTERLY APPROACH RAILING, NEAR THE STRUCTURE.
APPROACH PAVEMENT:	7	THE BITUMINOUS APPROACH ROADWAYS, APPEAR TO HAVE BEEN RESURFACED SINCE THE 2002 INSPECTION DATE. THE SURFACES NOW SHOW LONGITUDINAL PAVING JOINT LINES, LONGITUDINAL CRACKING OPEN UP TO 1/2 INCH, TRANSVERSE CRACKING, LIGHT BITUMINOUS SEGREGATION, POCKETS OF MODERATE BITUMINOUS SEGREGATION, AND LIGHT TIRE WEAR.
APPROACH EMBANKMENT:	8	AN AREA OF EROSION FROM ROADWAY RUN-OFF, IS PAST NOTED ALONG THE NORTHWESTERLY APPROACH SHOULDER, MEASURING FIFTEEN FEET IN LENGTH, BY FOUR FOOT WIDE, AND UP TO ONE AND ONE-HALF FEET IN DEPTH. IT WAS ALSO PAST REPORTED AS HAVING BEGUN TO SLIGHTLY UNDERMINE THE EDGE OF THE ROADWAY SHOULDER. THIS ENTIRE AREA HAS BEEN FILLED IN WITH RIP-RAP, SINCE AT LEAST THE 2000 INSPECTION DATE.

TRAFFIC SAFETY FEATURES

	Rating	
BRIDGE RAILINGS:	Last Inspection: 0 Current: -	-
TRANSITIONS:	Last Inspection: 1 Current: -	-
APPROACH GUARDRAILS:	Last Inspection: 1 Current: -	-
APPR. GUARDRAIL ENDS:	Last Inspection: 1 Current: -	-

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: 0' 0" Current: 14' 2"	-
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: - Current: -	-

CHARACTER OF TRAFIC:	THE TRAFFIC VOLUME WAS LIGHT TO MODERATE DURING THE INSPECTION, WITH ALL TYPES OF VEHICLES NOTED OVER THE STRUCTURE.
ADDITIONAL NOTES:	THE BRIDGE NUMBER OR CHANNEL NAME IS NOT POSTED AT THIS STRUCTURE. THIS INSPECTION WILL BE NOTED AS A SPECIAL.
ADDITIONAL COMMENTS:	SENIOR ENGINNER JOHN DAIGLE WAS CONTACTED ON THE DAY OF THE 2006 INSPECTION TO THE EROSION PROBLEM OVER THE STRUCTURE. A PRIORITY "B" BMM 06-253 WAS ISSUED.

Inspectors' Signatures: 1) John G Dmdin **Date:** 05/26/2011

2) **Date:**

05/26/2011

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

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

P.E. Signature: Date: ----/----/-----

P.E. #: Date: ----/----/-----

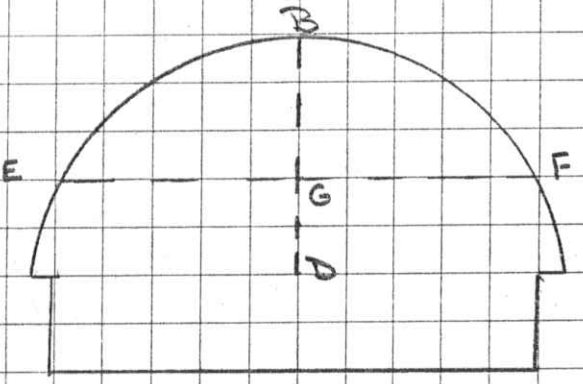
Reviewed by: conndot Date: 6/16/11

DATE PREPARED	PREPARED BY	State of Connecticut Department of Transportation Bureau of Engineering & Highway Operations DES-003 REV 1-93 (302-06-0225) COMPUTATION SHEET	ORGANIZATION UNIT NO.	WORK ORDER NO.
05-27-2008	P.V.		1307	
DATE CHECKED	CHECKED BY			SHEET NO.

SUBJECT:

Bridge 6588 Route 74 over Hockanum River, Vernon (N.T.S)

SPAN 2



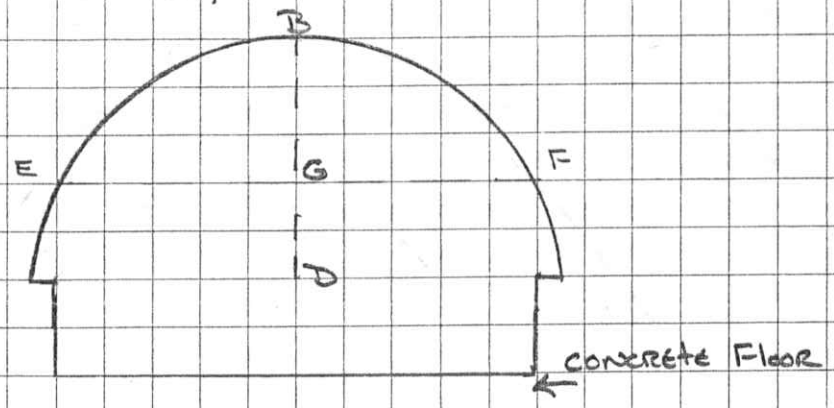
DATE	North End		Center		South End	
5-27-08	E-F	122"	E-F	122"	E-F	121"
	B-G	24½"	B-G	24½"	B-G	24¾"
5/21/2010	E-F	122"	E-F	122"	E-F	121"
	B-G	24½"	B-G	24½"	B-G	24¾"
5/26/11	E-F	122"	E-F	122"	E-F	121"
	B-G	24½"	B-G	24½"	B-G	24¾"

DATE PREPARED	PREPARED BY	State of Connecticut Department of Transportation Bureau of Engineering & Highway Operations DES-003 REV 1-93 (302-06-0225) COMPUTATION SHEET	ORGANIZATION UNIT NO.	WORK ORDER NO.
05-27-2008	T.V.		1307	SHEET NO.
DATE CHECKED	CHECKED BY			

SUBJECT:

Bridge 5588 Route 74 over Hockanum River, Vernon (N.T.S.)

Span 1



Date	North End		Center		South End	
5-27-08	E-F	122"	E-F	122"	E-F	122"
	B-G	25"	B-G	25"	B-G	25"
5/21/2010	E-F	122"	E-F	122"	E-F	122"
	B-G	25"	B-G	25"	B-G	25"
5/26/11	E-F	122"	E-F	122"	E-F	122"
	B-G	25"	B-G	25"	B-G	25"

Bridge No.	05588	**Inspected by:**	JOHN BRNDIAR
Town:	VERNON	**Inspected by:**	PETE VENOUTSOS
Feature Carried:	ROUTE 74	**Date Inspected:**	May 26, 2011
Feature Crossed:	HOCKANUM RIVER	**Project No.:**	

Photo # : LOOKING WEST OVER BRIDGE.

Photo # : NORTH ELEVATION. (UPSTREAM)

Bridge No.	05588	**Inspected by:**	JOHN BRNDIAR
Town:	VERNON	**Inspected by:**	PETE VENOUTSOS
Feature Carried:	ROUTE 74	**Date Inspected:**	May 26, 2011
Feature Crossed:	HOCKANUM RIVER	**Project No.:**	

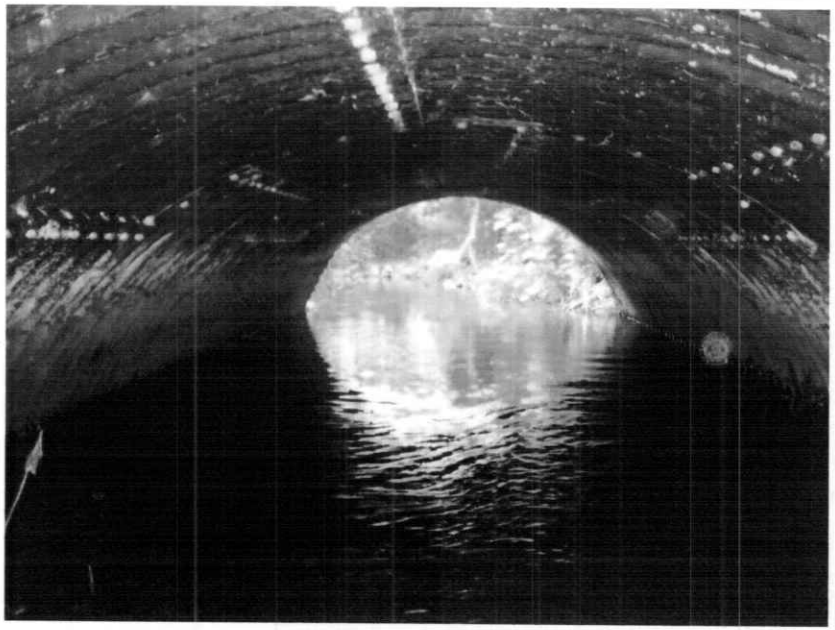


Photo # : LOOKING THRU A TYPICAL SPAN.

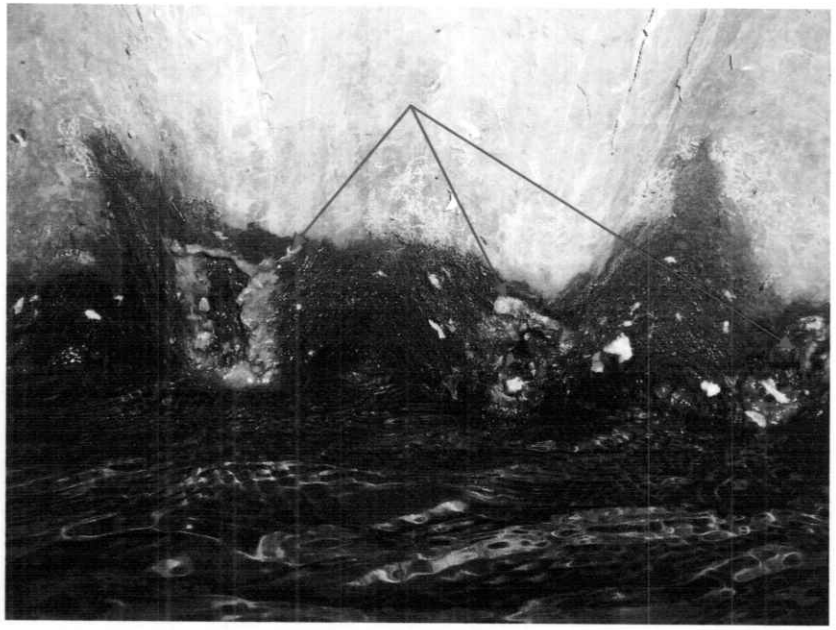


Photo # : PAST NOTED PER HOLES IN PIPE ARCH