

# STRUCTURE NO. 02917

CURTIS STREET

over

ROUTE 72

NEW BRITAIN

Routine Inspection

on

1/13/2012

Inspected by Team 2

for Area 2

<b>TEAM:</b>	Forwarded to TE3	Jim Matulis	Date	1/27/2012
<b>TE3:</b>	Reviewed by TE3	<i>Jim Matulis</i>	Date	<i>2/15/2012</i>
	BMM Required			<i>YES</i>
	Town Bridge			<i>NO</i>
	Rating <= 5 (Items 58, 59, 60 or 62)			<i>YES</i>
	Rating Change 2 or More Values			<i>NO</i>
	Forwarded to Supervisor	<i>T. LaPierre</i>	Date	<i>2/15/2012</i>
	Forwarded to "To Be Copied Drawer"	<input type="checkbox"/>	Date	
	Date BRI-19 Entered			<i>2/15/2012</i>
<b>SUPERVISOR:</b>	Reviewed by Supervisor	<i>TML</i>	Date	<i>2/22/12</i>
<b>SUPPORT:</b>	Date Copies Made	<i>2/29/12</i>	BMM No	<i>12-153</i>
	Scanned By:	<i>LD</i>	Date Scanned	<i>3-3-12</i>
			PDF Box No	

NBI: Yes

Structure No.  Town   
 Inspection Date  Inspectors

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Plan Sheets <span style="margin-left: 100px;">Already on File</span> <input type="checkbox"/>		<input type="text"/>

### **Bound Report Pages**

Title Cover Sheet		<input type="text" value="1"/>
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BRI-10 Concrete Deterioration Worksheet		<input type="text" value="1"/>
BRI-18 Bridge Inspection Report Form		<input type="text" value="9"/>
BRI-19 Highway Bridge Inventory Form		<input type="text" value="2"/>
BRI-25 Highway Bridge Under Entry Form		<input type="text" value="1"/>

### **Comments:**

2 - SKETCHES AND 3 NOTE SHEETS ATTACHED.

Bridge Number

02917

Inspected By: Steve Jankovsky & Paul S. Mozzicato

DEPARTMENT OF TRANSPORTATION  
BRIDGE SAFETY & EVALUATION

STRUCTURE EVALUATION

STATE OF CONNECTICUT  
SHEET 1 OF 2 FORM BR1-19 REV 10/00  
SHEET 1 OF 38

Sufficiency Rating 84.65  
Previous Inspection Date 1/26/2010

BS&E Received  Data Entry By: Jim Watauta  
Copies Made  Data Entry Date: 2/15/2012

IDENTIFICATION

Bridge Name NEW BRITAIN  
Town Name NEW BRITAIN  
Town Code 50440

Inventory Route: 1  
A) Record Type 1  
B) Signing Prefix 5 City Street  
C) Level of Service 0 None of the bel

6) Feature Intersected ROUTE 72  
7) Facility Carried: CURTIS STREET  
8) Location: 7 MILES E OF ROUTE 372

11) Milepoint 0.01 Miles  
16) Latitude 41deg 40 min 00 sec  
17) Longitude 72deg 47 min 36.00 sec

98) Border Bridge:  
A) State Code  
C) Border Town Name  
99) Border Bridge Structure No

STRUCTURE TYPE AND MATERIAL

43) Structure Type, Main:  
A) Material 6 Prestressed concrete  
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 2  
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 1 Built-up  
C) Type of Deck Protection 0 None

AGE AND SERVICE

27) Year Built 1973  
42) Type of Service:  
A) On 5 Highway-pedestrian  
B) Under 1 HIGHWAY

28) Number of Lanes:  
A) On 2  
B) Under 7

29) Average Daily Traffic 3945  
109) Percent Truck 2%  
30) Year of ADT 2009

19) Bypass, Detour Length 1 miles

GEOMETRIC DATA

48) Length of Max Span 105ft  
49) Structure Length 212ft

50) Curb or Sidewalk Widths:  
A) Left 7.0ft  
B) Right 7.0ft

51) Brg Rdwy width, curb-curb 36.0ft  
52) Deck Width, Out-Out 52.5ft

32) Approach Roadway Width 36ft  
33) Bridge Median 0 No Median

Deck Area 11130 sqft

34) Skew Angle 8deg  
35) Structure Flared 0

10) Inv. Rte. Min. Vert Clearance 99ft  
47) Log Inv. Rte. Total Horiz Clr.: 36.0ft  
47) Rlog Inv. Rte. Total Horiz. Clr.: 0ft

53) Min Vert Clearance Over Bridge 99ft  
54) Min Vert Under Clearance H Ref 99in  
55) Min Lat Under Clearance on Right H Ref 16ft  
56) Min Lat Under Clearance on Left H Ref 21.8ft

BRIDGE COMMENTS

Inspectors shall monitor the cracking on the Prestressed Concrete Beams. Look for shear cracks at beam ends, especially beam 8, span 2 at the abutment. RAP 05/26/2010

CRITICAL FEATURE INSPECTIONS

Type	Frequency	Team	Date
Fracture:			
Uwater:			
Special:	F	24	6

RED FLAG



BRIDGE NUMBER	TOWN NAME	NBIS BRG LGTH
02917	NEW BRITAIN	True 212
FACILITY CARRIED	FEATURE CROSSED	
CURTIS STREET	ROUTE 72	

INSPECTED BY: Steve J. Rowley  
Paul S. Morzicato  
 REVIEWED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

STATE OF CONNECTICUT  
 DEPARTMENT OF TRANSPORTATION  
 DIVISION OF BRIDGE SAFETY EVALUATION  
**INVENTORY ROUTE**  
**UNDER STRUCTURE EVALUATION**  
 FORM BRI-25 REV 10/00

SHEET 3 OF 38 (INSP. REPORT)

IDENTIFICATION

DESCRIPTION: \_\_\_\_\_

5) INVENTORY ROUTE:

A) RECORD TYPE: 2

B) ROUTE SIGNING PREFIX: 3 State Highway

C) DESIGNATED LEVEL OF SERVICE: 1 Mainline

D) ROUTE NO.: 00072

11) MILE POINT (INV.RTE): 1.18

CLASSIFICATION

26) INV. RTE. FUNCT CLASSIFICATION: 12 Urban Principal Arterial -

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: 7

29) ADT (INV. RTE): 65100

109) TRUCK ADT % (INV.RTE): 8

30) YEAR OF ADT (INV. RTE): 2008

41) INV ROUTE OPERATIONAL STATUS: A Open, no restriction

19) BYPASS DETOUR LENGTH: 1 Miles

POSTED SIGNS

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

COMMENTS: \_\_\_\_\_

GEOMETRIC DATA

10) INV. RTE. MIN. VERT. CLEARANCE: 17 ft 7 in

47) LOG INV. RTE. TOTAL HORIZ CLR.: 90.7 ft

47) RLOG INV. RTE. TOTAL HORIZ CLR.: 83.9 ft

LOG MIN VERT CLR OVER INV ROUTE: 16 ft 5 in

RLOG MIN VERT CLR OVER INV ROUTE: 17 ft 6 in

MIN LAT UNDERCLR ON RIGHT: H 21.8 ft

MIN LAT UNDERCLR ON LEFT: 22.3 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

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## Connecticut Department of Transportation

### Bridge Inspection Report BRI-18

**Bridge #: 02917**

**Inspection Date: 01/13/2012**

<b>Inspection Type:</b>	Routine	<b>Previous Inspection Date:</b>	1/26/2010	<b>Snooper Required:</b>	No
<b>Inspection Performed By:</b>	Team 2	<b>Feature Carried:</b>	CURTIS STREET	<b>Snooper Used:</b>	No
<b>Town:</b>	NEW BRITAIN	<b>Feature Intersected:</b>	ROUTE 72	<b>Year Built:</b>	1973
<b>Location:</b>	.7 MILES E OF ROUTE 372	<b>Main Design:</b>	Stringer/Multi-beam or Girder	<b>Year Rebuilt:</b>	-
<b>Main Material:</b>	Prestressed concrete continuous				

**Visits**

**Inspectors:**

Visit Date:	Temp:	Start Time:	End Time:	Inspector:	Task:
1/13/2012	35	8:45:00 AM	2:30:00 PM	P. Mozzicato	Inspector
				S. Jaronczyk	Lead Inspector

**DECK:**

Reinforced concrete deck with bituminous concrete overlay and woven glass fabric membrane waterproofing

**Overall Rating:** 7

**Rating**

<b>OVERLAY:</b>	8	New Bituminous Overlay.
<b>DECK-STR. CONDITION:</b>	7	<p>The underside of the concrete deck has a few random shallow wires, and isolated transverse hairline cracks.</p> <p>There is also random seepage along the construction joints.</p> <p>In Bay 8, by the south abutment, there is a 2' wide x 5' long x 1 1/2" deep spall with exposed rebar.</p> <p>In Bay 8, adjacent to the north abutment, there is an area of full width x 45" long map cracking with a 1' wide x 2' long hollow area.</p> <p>The overall deck deterioration is less than 1% in both spans.</p>
<b>CURBS:</b>	6	<p>The granite curbs have some random areas of edge spalls up to 4" wide x 1/2" deep.</p> <p>There is a 6" wide x 1.5' long x 3" deep spall along the east curb in span 1.</p> <p>Curb reveal:</p> <p>5" (+-) east.</p> <p>6" (+-) west.</p>

<b>MEDIAN:</b>	N	-
<b>SIDEWALKS:</b>	6	<p>The concrete sidewalks have several random areas of heavy scaling and spalls up to 2' long x 2" wide x 1/2" deep.</p> <p>East sidewalk has approximately 25sf. x up to 1.5" deep scale with rebar, total.</p> <p>West sidewalk has approximately 20sf. x up to 3/4" deep scale, total.</p> <p>Several of the spalls have been patched, but some patched areas are starting to deteriorate.</p> <p>There are also a couple of random hairline cracks and a 6' wide x 10' long area of hairline map cracking at the southwest corner.</p> <p>The approach sidewalks are in similar condition as the bridge sidewalks with random spalls and patched areas.</p> <p>A cracked slab at the southeast approach.</p> <p>Northwest settled approximately 1".</p> <p>The last sidewalk section near abutment #2, east has water coming up from under the slab it appears.</p>
<b>PARAPET:</b>	7	<p>The parapets have some random vertical full length hairline cracks with and without efflorescence.</p> <p>There are also a couple of edge spalls at the southeast corner up to 4" diameter x 1/2" deep.</p>
<b>RAILING:</b>	N	-
<b>PAINT:</b>	N	-
<b>FENCE:</b>	6	<p>Anodized aluminum mesh fence has several areas of mesh with dents up to 1' diameter x 2" deep along both sides.</p> <p>In addition, there is an 8" diameter x 2" deep dent on the east fence in span 2, and a 1' x 1' area of impact damage with a small tear on the east fence in span 1.</p> <p>Many fence panels bowed out.</p>
<b>DRAINS:</b>	6	<p>The weep pipe does not extend below the bottom flange in Span 1, Bay 7, adjacent to the pier and Span 1, Bay 2, adjacent to the pier.</p> <p>Water does not appear however to be draining onto the girders.</p>
<b>LIGHTING STANDARD:</b>	7	<p>There is one light fixture mounted to the west parapet in span 1.</p> <p>The handhole cover is missing a screw and is taped in place.</p> <p>One out of four anchor bolt nut covers is missing.</p>
<b>UTILITIES TYPE/SIZE:</b>	6	<p>Bay 3 - 2' diameter water main with insulation.</p> <p>Bay 6 - 5½" diameter electrical conduit</p> <p>Bay 7 - There are six 4½" diameter conduits.</p> <p>There is a missing section of conduit by the south abutment (no wires exposed).</p>
<b>CONSTR JOINTS:</b>	N	-
<b>EXPANSION JOINTS:</b>	5	<p>There are concrete headers with compression seals at the north and south abutments.</p>

There is leakage through onto the substructures.

South abutment headers have light to moderate scaling and edge spalls.

South and north abutments are partially paved over in areas with bituminous.

The bituminous patch is beginning to break up and the joint is filling with sand.

The compression seal joint has bituminous pretty much full width at both abutments.

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59. SUPERSTRUCTURE: Prestressed reinforced concrete I-girders

Overall Rating: 5

*4'*  
*Agus*

Rating

<b>BEARING DEVICES:</b>	5	<p>The elastomeric bearings at the pier in span 2 are tilted to the southeast up to 1/2" with minor bulging and curling.</p> <p>Abutment #2, bearing #8 might have what appears to be rust, bleeding through.</p> <p>The bearing pad in span 1 under girder G8 has a short horizontal tear at the west side.</p>
<b>STRINGERS:</b>	N	-
<b>GIRDERS:</b>	5 <i>4'</i> <i>AM</i>	<p>There are a total of nine prestressed concrete I-girders.</p> <p>Girders have numerous horizontal cracks up to full length of the girders on both sides of flanges and webs with and without efflorescence and discoloration, open up to 0.030" wide.</p> <p>The bottoms of the bottom flanges have areas of honeycombing and random longitudinal cracks full girder length x up to 0.020" wide.</p> <p>Fascia girders have hairline map cracking throughout.</p> <p>Girder G2 in span 1 at the pier has diagonal hairline cracks at the girder end extending downwards from the top flanges.</p> <p>There are several spalls on the bottoms of the bottom flanges with exposed rebar and straps, up to 18" in diameter and 1" deep.</p> <p>Most of the spalls are located in span 2, and the rebar in the spalls near the north abutment have been epoxy coated.</p> <p>Girders G5 and G9 in both spans 1 and 2, near the piers, have spalls up to 10" x 10" x 3 1/4" deep with exposed straps, two prestressed strands and rebar.</p> <p>There are random hollow areas adjacent to the spalls on the bottom flanges.</p> <p>The bottom flange of girder G8 in span 2, near the north abutment, has a 6' x full width x up to 3" deep deteriorated area with exposed rebar, 7 rusted straps and 5 exposed prestressed strands, and 3 rebar all of which have been epoxy coated.</p> <p>The remaining concrete in this area is punky.</p> <p>The tendons have light to heavy rust, with no section loss or broken strands.</p> <p>Girder G8 also has a 65' long longitudinal crack open to 0.060" extends from the previously described spall to an adjacent 50" long x full width hollow area with map cracks.</p> <p>There is another 6" long x full width area of map cracking with cracks open up to 0.016".</p>

FLOOR BEAMS:	N	-
TRUSSES-GENERAL:	N	-
TRUSSES-PORTALS:	N	-
TRUSSES-BRACING:	N	-
PAINT:	N	-
RUST:	N	-
MACHINERY MOV SPAN:	N	-
RIVETS & BOLTS:	N	-
WELDS - CRACKS:	N	-
TIMBER DECAY:	N	-
CONCRETE CRACKING:	5	See "Girders: item above.
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? NA

60. SUBSTRUCTURE: Reinforced concrete abutments and piers

Overall Rating: 7

Rating

ABUTMENTS-STEM:	7	<p>South abutment bearing pedestal for girder G9 has a vertical hairline crack with efflorescence.</p> <p>North abutment has random horizontal and vertical hairline cracks and areas of light scale.</p> <p>Active leakage abutment #1 and #2.</p>
ABUTMENTS-BACKWALL:	7	<p>Backwalls have random vertical full height cracks open to 1/32", with and without efflorescence.</p> <p>There are random hairline cracks around the block-outs for the utility penetrations through the backwall.</p> <p>Active leakage abutment #1 and #2.</p>

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ABUTMENTS-FOOTINGS:	N	Not visible.
ABUTMENTS-SETTLEMENT:	8	-
ABUTMENTS-WINGWALLS:	7	There is some graffiti at the southeast and the southwest wingwall has a pop out.
PIERS/BENTS-CAPS:	N	-
PIERS/BENTS-PILE BENT:	N	-
PIERS/BENTS-COLUMNS:	8	There is a 1" wide x 2" high x 1/2" deep spall on the south side of the east column.
PIERS/BENTS-FOOTING:	N	Not visible.
PIERS/BENTS-SETTLMT:	8	-
EROSION-SCOUR:	8	Erosion - Rated "8". No erosion noted. Scour - Rated "N"
CONCRETE CRACK-SPALL:	7	See "Abutments," "Wingwall," and "Pier" items above.
STEEL CORROSION:	N	-
PAINT:	N	-
TIMBER DECAY:	N	-
COLLISION DAMAGE:	8	-
DEBRIS:	6	There are wood remnants from concrete forms between girders G5 and G6 at the south abutment.  The north abutment has a light to moderate accumulation of pigeon debris on the abutment seat.

61. CHANNEL & CHANNEL PROTECTION:

Overall Rating:

62. CULVERTS & RETAINING WALL:

Overall Rating:

65. APPROACH CONDITION

Overall Rating:

Rating

<b>APPROACH SLAB:</b>	N	-
<b>RELIEF JOINTS:</b>	N	-
<b>APPROACH GUIDE RAIL:</b>	7	There is metal beam rail at the southeast and the southwest corners of the bridge.  The MBR is aligned perpendicular to the end of the parapet.  Northwest retaining wall with metal picket fence has a corner spall 10" x 6" x 6" adjacent to the bridge with cracks open up to 1" wide.
<b>APPROACH PAVEMENT:</b>	8	New Bituminous Overlay.
<b>APPROACH EMBANKMENT:</b>	8	-

**TRAFFIC SAFETY FEATURES**

**Rating**

<b>BRIDGE RAILINGS:</b>	Last Inspection: 1 Current: 0	-
<b>TRANSITIONS:</b>	Last Inspection: 0 Current: 0	-
<b>APPROACH GUARDRAILS:</b>	Last Inspection: 0 Current: 0	-
<b>APPR. GUARDRAIL ENDS:</b>	Last Inspection: 0 Current: 1	-

**66. LOAD POSTING**

**- Posted Loading -**

<b>SINGLE UNIT (TONS):</b>	Last Inspection: - Current: -	-
<b>SEMI TRAILER (TONS):</b>	Last Inspection: - Current: -	-
<b>4 AXLE (TONS):</b>	Last Inspection: - Current: -	-

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<b>3S2 (TONS):</b>	Last	-
	Inspection: -	
	Current: -	
<b>ADVANCE WARNING (Y/N):</b>	N	-
<b>LEGIBILITY:</b>	N	-
<b>VISIBILITY/LOCATION:</b>	N	-

**67. MISCELLANEOUS**

Rating

<b>MIN. VERT. UNDERCLEARANCE:</b>	Last	16'-2" <i>sj</i>
	Inspection: -	
	Current: -' -"	
<b>POSTED CLR. UNDER BRIDGE:</b>	Last	-
	Inspection: -' -"	
	Current: -' -"	
<b>POSTED CLR. ON BRIDGE:</b>	Last	-
	Inspection: -' -"	
	Current: -' -"	
<b>ADVANCED WARNING (YES/NO):</b>	No	-
<b>SPEED LIMIT (IF ANY):</b>	Last	-
	Inspection: 25	
	Current: -	
<b>CHARACTER OF TRAFFIC:</b>	Light and mixed.	

**ADDITIONAL NOTES:**

Bridge ID number is clear and legible.  
 Bridge is logged from south to north, consistent with previous inspection and with the bridge plans.  
 Girder G1 at west fascia.

**ADDITIONAL COMMENTS:**

-

Inspectors' Signatures: 1)

Date: \_\_\_/\_\_\_/\_\_\_

Mark Jaworski

01/25/12

2) Paul S. Mozzicato

Date: 01/25/2012

3) \_\_\_\_\_

Date: ---/---/---

4) \_\_\_\_\_

Date: ---/---/---

P.E. Signature:

\_\_\_\_\_

Date: ---/---/---

P.E. #:

\_\_\_\_\_

Date: ---/---/---

Reviewed by:

James P. [Signature] conndot

Date: 2/15/2012

13/38

26/50

# COLLINS ENGINEERS

Bridge Number : 02917

Date: 3/10/10 Prepared By: TG Checked By: CP

## CONCRETE DETERIORATION WORKSHEET

Form BRI-10, Rev. 9/01

Deterioration By Span- In Square Feet											
Span Number											
Deterioration Type	1	2									Total
Spalled and Delaminated Areas	Top:	Top:	Top:	Top:	Top:	Top:	Top:	Top:	Top:	Top:	Top:
	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:
Scale (Moderate to Severe only)	Top:	Top:	Top:	Top:	Top:	Top:	Top:	Top:	Top:	Top:	Top:
	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:
Cracks: w/ Efflorescence (use 6in. width x length)	Bot: 20	Bot: 20	Bot: 40								
w/o Efflo. (use 3in. width x length)	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot: 0
Map Cracking: w/Efflorescence (use full area)	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot: 0
w/o Efflo. (use 50 % of area)	Bot:	Bot: 20	Bot: 20								
Honeycombed Areas (only areas more than 1-1/2in. deep)	Bot: 10	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot: 10
TOTAL	30	40									70
Total Span Area (Square Feet)	5460	5460									10920
% Spalled and Delaminated on Top											
% Deterioration on Bottom	0.5%	0.7%									0.6%

1 1-13-12 No Revisions

Baker

# SUPPLEMENTAL SHEET

JOB NO. 170-2357

BRIDGE NO. 02917

DATE: 12/30/03

SHEET 10 OF 47

FIELD ORIGINAL  TRANSCRIBED BY: \_\_\_\_\_

DESCRIPTION: PC BEAM NOTES

CREW: JSA, WMK

15 OF 47  
13/23  
25/50

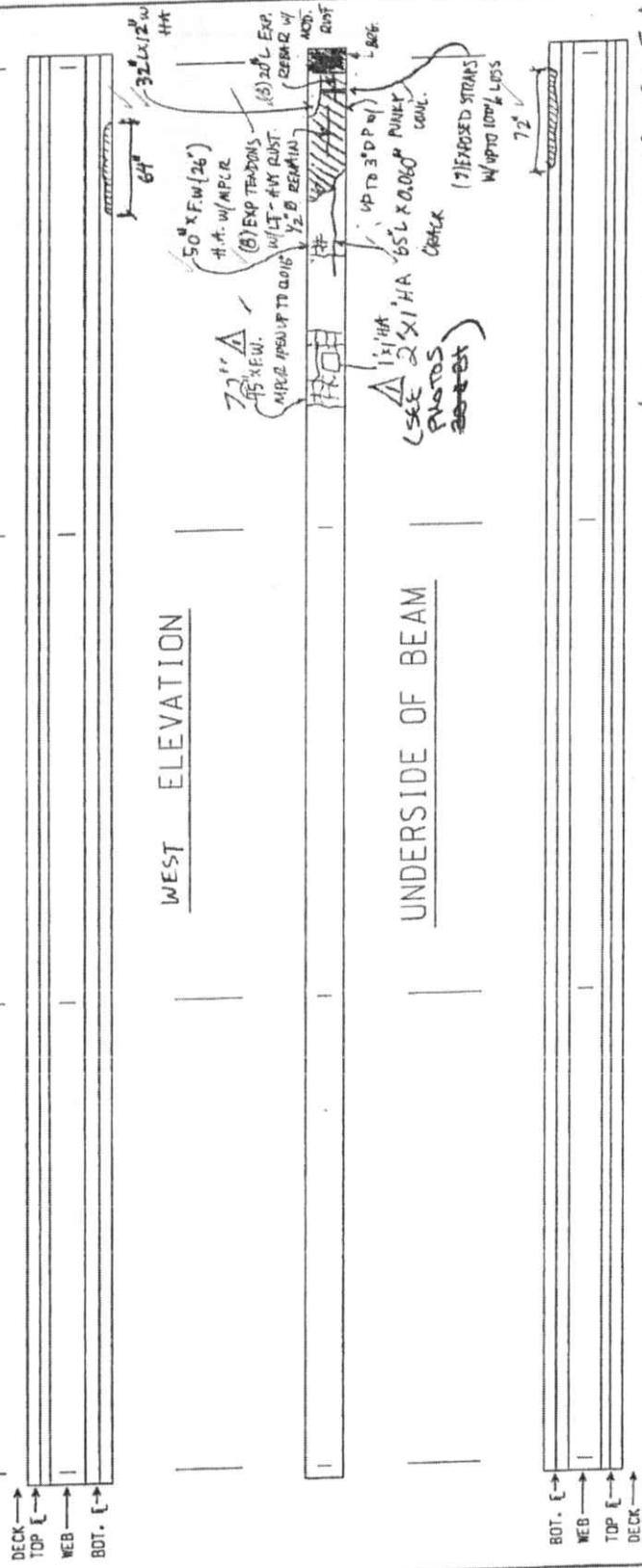
☐ BRG.  
@ N. ABUT.



☐ DIAPH.

☐ DIAPH.

☐ BRG.  
@ PIER



△ ALL SPALLS AT ABUT. 2 END HAVE BEEN PATCHED.

EAST ELEVATION  
SPAN 2 - GIRDER 0

NO.	DATE	REVISIONS
1	1/13/12	CONTRACT NO. = NO
2	1/26/10	DC, TG, CAP
3	12/14/03	GM, DY, CAT
4	12/25/03	TEAMS

- LEGEND
- HOLLOW AREA
  - SHALLOW REBAR
  - SPALL AREA
  - ▨ SPALL AREA WITH EXPOSED REBAR
  - ▧ MAP CRACKS (IMPCT) OR HARBLINE MAP CRACKS (IMPCT)
  - ▧ HARBLINE CRACK (HLC) OR CRACKS (CRK)
  - ▧ HONEY COMB AREA
  - ▧ SCALE AREA (HVT, MED OR LT)

<b>AI</b> Engineers, Inc.	JOB NO. 170-2729	BRIDGE NO: 02917
	DATE: 2/18/08	SHEET 71 OF 23
FIELD NOTES	CREW: GM,	23 50
DESCRIPTION: SUPERSTRUCTURE		

SPAN 2

SIZE	LOCATION
10" x 3/4" dp spall w/ exp rebar w/ 2 prestressed tendons <del>1 6" x 6"</del>	bott. of bott flg @ G5 near pier
6" x 3" x 1/4" spall w/ exp <del>rebar</del> STRAP $\Delta$	bott. of bott flg @ G5 near pier
1' x 3" x 1/2" dp spall w/ exp strap <small>DUE TO POOR CONSTRUCTION</small>	bott. of bott flg @ G8 near pier
<del>1' x 3" x 1/2"</del> dp spall w/ exp rebar 6" x 4" w x 1" dp $\Delta$	bott. of bott flg @ G8 near South side of 1st diaph
72" x FW HC w/ 2' x 1" HA $\checkmark$	bott. of bott flg @ G8 near N Abut
50" x FW HA w/ 1" dia w/ 8 exposed tendons w/ heavy rust $\checkmark$	bott. of bott flg @ G8 near N Abut
32" x 12" w HA $\checkmark$	bott. of bott flg of G8 near N Abut
3 - 20" L exp rebar w/ 100% sec loss $\checkmark$	bott. of bott flg @ G8 near N Abut
7 - Exposed Straps w/ 100% sec loss $\checkmark$	bott. of bott flg @ G8 near N Abut
26" x 16" x 1" dp w/ 4 exp straps $\checkmark$	bott. of bott flg @ G7 near N Abut
15' $\Delta$ 1' x 1' x 1/2" dp spall w/ exp strap w/ 2' x 2" HA	bott. of bott flg @ G5 near N Abut
28" x 8" x 3/4" dp w/ exp straps $\checkmark$	bott. of bott flg @ G4 near N Abut
18" x 18" x 1" dp w/ exp straps $\checkmark$	bott. of bott flg @ G4 near N Abut
24" x 18" x 1/2" w/ exp straps $\checkmark$	bott. of bott flg @ G3 near N Abut

Revision $\Delta$ 1	Date 1/26/10	Crew C/D, R/B	Company (CEI)	Revision $\Delta$	Date	Crew	Company
Revision $\Delta$ NO	Date 01/13/12	Crew TM2	Company CDOT	Revision $\Delta$	Date	Crew	Company

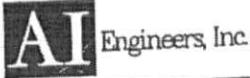
	JOB NO. 170-2729	BRIDGE NO: 02917
	DATE: 2/18/08	SHEET 12 OF 25
FIELD NOTES	CREW: 9M, D4 24 50	
DESCRIPTION: SUPERSTRUCTURE		

SPAN 2

SIZE	LOCATION
8" x 10" x 3/4" dp w/ exp straps ✓	bott. of bott flg @ G3 near N. Abut
3-10" x 1/2" dp spall w/ exp rebars ✓	bott. of bott flg @ G1 near N. Abut
11" x 3" x 1/2" dp spall w/ exp straps	top flg transition @ G1 near N. Abut

- NOTE:
- All spalls w/ exp straps near N. Abut have been painted. ✓
  - for spalls @ bott. of bott flg @ G8 near N. Abut see the detailed sketch.
  - All HLC & MPCR are not mentioned in these notes.

Revision  1	Date 1/26/10	Crew CP, DC, TG	Company CEI	Revision 	Date	Crew	Company
Revision  NO	Date 01/13/12	Crew Tm 2	Company CDOT	Revision 	Date	Crew	Company

	JOB NO. 170-2729	BRIDGE NO: 02917
	DATE: 2/18/08	SHEET 10 OF 23
FIELD NOTES	CREW: GM, DY 22 50	
DESCRIPTION: SUPERSTRUCTURE		

DETERIORATION: SPALLS & HC  
SPAN 1

SIZE	LOCATION
7"x4"x 1/4" dp spall w/ exp strap	Bott. of bott. flg @ G1 near S Abut.
5'x2x1 1/2" dp HC w/ exp strap	underside of deck in Bay 8 near S Abut.
6"x4"x 1/4" dp spall w/ exp rebar	bott. of bott. flg @ South side of 2 <sup>nd</sup> diaph. @ G2
1'xFWx 1/4" dp honey combing	bott. of 2 <sup>nd</sup> diaph in bays G1, G2 & G5
2'x1' HC	bott. of 1 <sup>st</sup> diaph in bay 6
2-4"x2"x 1/2" dp spall w/ exp rebar	bott. of bott. flg @ G8 near pier
1'x2'x 1/4" dp spall w/ exp rebar	top flg @ transition @ west side of G8 near pier
7'x5'w x 1/4" dp spall w/ exp rebar	Beam end top flg @ East side of G9 @ pier

SPAN 2

SIZE	LOCATION
2 - 10"x5"x 3/8" dp spalls w/ exp rebar - 6"Ø x 1" dp - G1 NEAR 1 <sup>st</sup> DIAPHRAGM SOUTH Δ	bott. of bott. flg @ West side of G1 near pier.
(4) Δ 1'x7'x 1/2" dp spall w/ exp straps	bott. of bott. flg @ G3 near pier.

Revision  1	Date 1/26/10	Crew CP, D, T, G (C.E.I)	Company	Revision 	Date	Crew	Company
NO Revision  2	Date 01/13/12	Crew TMZ	Company CDOT	Revision 	Date	Crew	Company

Baker

# SUPPLEMENTAL SHEET

FIELD ORIGINAL     TRANSCRIBED BY: \_\_\_\_\_

BRIDGE NO. 02917

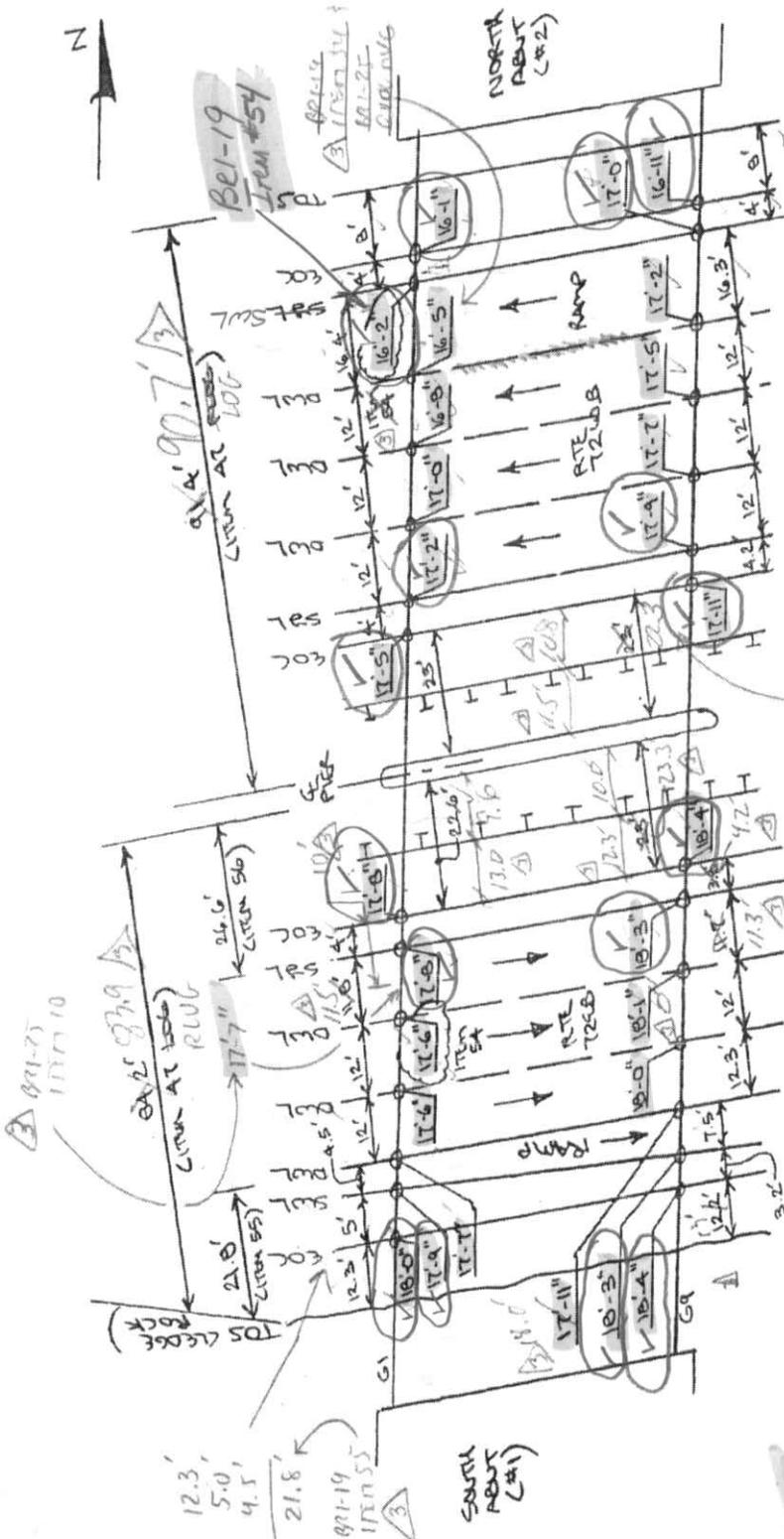
DATE: 12/16/03

CREW: WMK, SSA

SHEET 10 OF 47

DESCRIPTION: CLEARANCE DIAGRAM

2/23 14/50



UPDATE	DATE	COMPANY	CREW
Δ	12/16/03		TEAM 5
Δ	12/14/07	AI EMP.	ZRI-DY-GM
Δ	1/26/08	CEI	CTE, DC
Δ	2/13/12	D.O.T.	TEAM-08

▲ Note: Circled & Checked Measurements WERE CHECKED HANDS ON & CONFIRMED.

Δ No Change

③ RTE 72 LOGGED SUMM TO NORTH WITH  
RTE 72 WB NOTED ABOVE BEING ROUTE 72 NB

LEGEND  
 TOS - TOP OF SLOPE  
 SWL - SOLID WHITE LINE  
 SBL - " YELLOW LINE  
 DWL - DASHED WHITE LINE  
 SOC - EDGE OF CURB

19/38

Your Agency Name

Your Office Name  
Your Department Name

### Structure Inventory and Appraisal Sheet (English Units)

Bridge Key: 02917	Agency ID: 02917	SR: 84.6	SD/FO: ND
-------------------	------------------	----------	-----------

#### IDENTIFICATION

State 1:	09 Connecticut	Struc Num 8:	02917
Facility Carried 7:	CURTIS STREET	Location 9:	.7 MILES E OF ROUTE 372
Rte.(On/Under) 5A:	Route On Structure	Rte. Signing Prefix 5B:	5 City Street
Level of Service 5C:	0 None of the below	Route Number 5D:	00000
Directional Suffix 5E:	0 N/A (NBI)	% Responsibility:	0.00
SHD District 2:	01	County Code 3:	Hartford
Place Code 4:	NEW BRITAIN	Mile Post 11:	0.010 mi
Feature Intersected 6:	ROUTE 72		
Latitude 16:	41° 14' 00"	Longitude 17:	072° 47' 36"
Border Bridge Code 98:	Unknown (P)		
Border Bridge Number 99:	NA		

#### INSPECTION

Frequency 91:	24 months	Inspection Date 90:	1/13/2012	Next Inspection:	1/13/2014
FC Frequency 92A:	NA	FC Inspection Date 93A:	NA	Next FC Inspection:	NA
UW Frequency 92B:	NA	UW Inspection Date 93B:	NA	Next UW Inspection:	NA
SI Frequency 92C:	NA	SI Date 93C:	NA	Next SI:	NA
Element Frequency:	24 months	Element Insp. Date:	1/26/2010	Next Elem. Insp.:	1/13/2014

#### CLASSIFICATION

Defense Highway 100:	0 Not a STRAHNET hwy	Parallel Structure 101:	No    bridge exists
Direction of Traffic 102:	2 2-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:	12 Urban Fwy/Expwy
Defense Hwy 110:	0 Not a STRAHNET hwy	Historical Significance 37:	5 Not eligible for NRHP
Owner 22:	01 State Highway Agency		
Custodian 21:	01 State Highway Agency		

#### STRUCTURE TYPE AND MATERIALS

Number of Approach Spans 48:	0	Number of Spans Main Unit 45:	2
6 P/S Conc Continuous			
Deck Type 107:	1 Concrete-Cast-in-Place		
Wearing Surface 108A:	6 Bituminous		
Membrane 108B:	1 Built-up		
Deck protection 108C:	None		

#### CONDITION

Deck 58:	7 Good	Super 59:	5 Fair	Sub 60:	7 Good
Culvert 62:	N N/A (NBI)	Channel/Channel Protection 61:	N N/A (NBI)		

#### AGE AND SERVICE

Year Built 27:	1973	Year Reconstructed 106:	-1		
Type of Service on 42A:	5 Highway-pedestrian				
Type of Service under 42B:	1 Highway				
Lanes on 28A:	2	Lanes under 28B:	7	Detour Length 19:	1.2 mi
ADT 29:	3,945	Truck ADT 109:	2%	Year of ADT 30:	2009

#### LOAD RATING AND POSTING

Inventory Rating Method 65:	1 LF Load Factor	Operating Rating Method 63:	1 LF Load Factor
Inventory Rating 66:	HS21.6	Operating Rating 64:	HS36.0
Design Load 31:	5 MS 18 (HS 20)	Posting 70:	5 At/Above Legal Loads
Posting Status 41:	A Open, no restriction		

#### GEOMETRIC DATA

Length Max Span 48:	104.99 ft	Structure Length 49:	211.94 ft
Curb/Sdwk Width L 50A:	6.89 ft	Curb/Sidewalk Width R 50B:	6.89 ft
Width Curb to Curb 51:	36.09 ft	Width Out to Out 52:	52.49 ft
Approach Roadway width 32: (w/ shoulders)	36.09 ft	Median 33:	0 No median
Deck Area:	11,129.88 sq. ft		
Skew 34:	6.00°	Structure Flared 35:	0 No flare
Vertical Clearance 10:	328.05 ft	Horizontal Clearance 47:	36.09 ft
Minimum Vertical Clearance Over Bridge 53:	328.05 ft		
Minimum Vertical Underclearance Reference 54A:	H Hwy beneath struct		
Minimum Vertical Underclearance 54B:	16.40 ft		
Minimum Lateral Underclearance Reference R 55A:	H Hwy beneath struct		
Minimum Lateral Underclearance R 55:	21.65 ft		
Minimum Lateral Underclearance L 56:	22.31 ft		

#### APPRAISAL

Bridge Rail 36A:	1 Meets Standards	Approach Rail 36C:	0 Substandard
Transition 36B:	0 Substandard	Approach Rail Ends 36D:	0 Substandard
Str Evaluation 67:	5 Above Min Tolerable	Deck Geometry 68:	5 Above Tolerable
Underclearance, Vertical and Horizontal 69:	5 Above Tolerable		
Waterway Adequacy 71:	N Not applicable	Approach Alignment 72:	8 Equal Desirable Crit
Scour Critical 113:	N Not Over Waterway		

#### 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:	1,973
Year of Cost Estimate 9:	2000	Year of Future ADT 115:	2029

#### NAVIGATION DATA

Navigation Control 38:	NA-no waterway		
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

Your Agency Name

Your Office Name

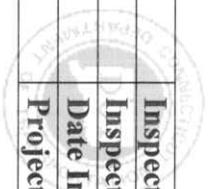
Your Department Name

### Structure Inventory and Appraisal Sheet (English Units)

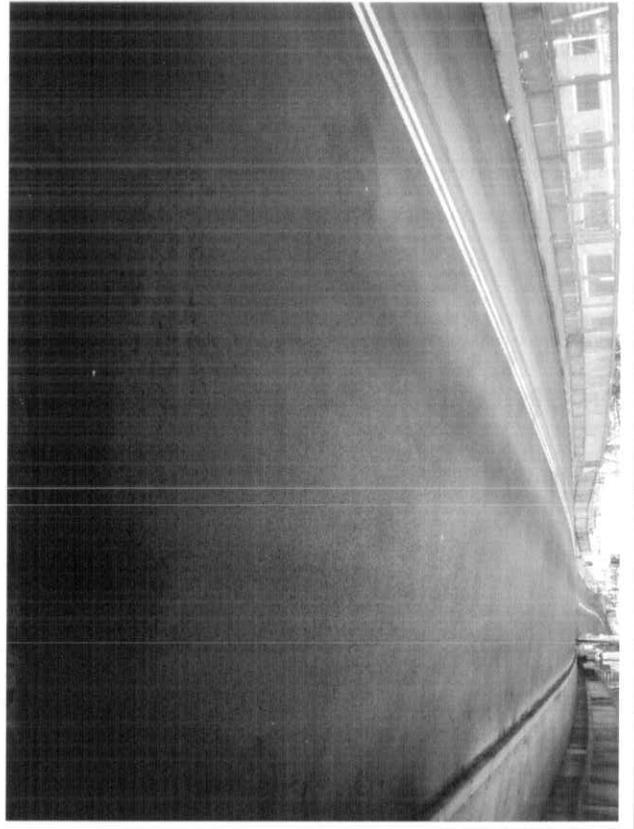
ELEMENT CONDITION STATE DATA

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
UNIT0	14/3	P Conc Deck/AC Ovly	(SF)	8,162	100%	8,162	0%	0	0%	0	0%	0	0%	0
UNIT0	56/3	Concrete sidewalk	sq.ft	2,971	0%	0	0%	0	100%	2,971	0%	0	0%	0
UNIT0	109/3	P/S Conc Open Girder	(LF)	1,877	0%	0	99%	1,864	1%	13	0%	0	0%	0
UNIT0	205/3	R/Conc Column	(EA)	3	100%	3	0%	0	0%	0	0%	0	0%	0
UNIT0	210/3	R/Conc Pier Wall	(LF)	0	100%	0	0%	0	0%	0	0%	0	0%	0
UNIT0	215/3	R/Conc Abutment	(LF)	105	86%	89	14%	16	0%	0	0%	0	0%	0
UNIT0	302/3	Compressn Joint Seal	(LF)	105	0%	0	100%	105	0%	0	0%	0	0%	0
UNIT0	310/3	Elastomeric Bearing	(EA)	36	97%	35	3%	1	0%	0	0%	0	0%	0
UNIT0	330/3	Metal Rail Uncoated	(LF)	0	98%	0	0%	0	2%	0	0%	0	0%	0
UNIT0	331/3	Conc Bridge Railing	(LF)	423	97%	407	4%	16	0%	0	0%	0	0%	0
UNIT0	359/3	Soffit Smart Flag	(EA)	1	100%	1	0%	0	0%	0	0%	0	0%	0

Bridge No.	02917	Inspected by:	STEVE JARONCZYK
Town:	NEW BRITAIN	Inspected by:	PAUL MOZZICATO
Feature Carried:	CURTIS STREET	Date Inspected:	01-13-2012
Feature Crossed:	ROUTE 72	Project No.:	ROUTINE

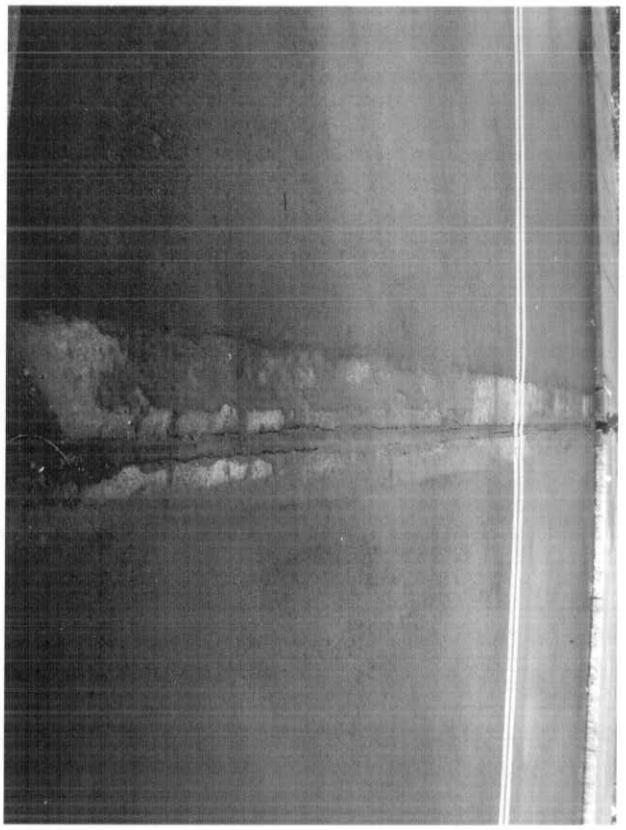


**Photo # 1: LOOKING NORTH.**

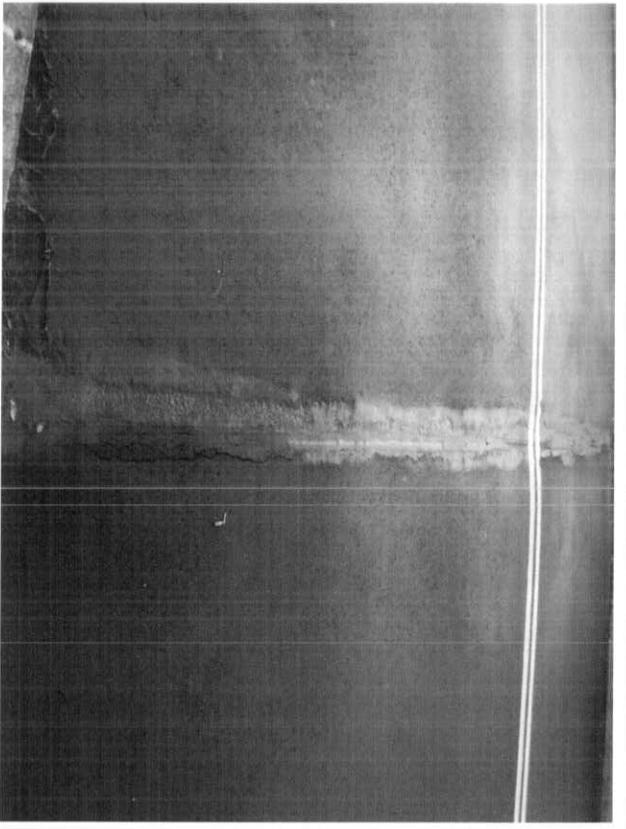


**Photo # 2: GENERAL VIEW OF NEW BITUMINOUS WEARING SURFACE.**

Bridge No.	02917	Inspected by:	STEVE JARONCZYK
Town:	NEW BRITAIN	Inspected by:	PAUL MOZZICATO
Feature Carried:	CURTIS STREET	Date Inspected:	01-13-2012
Feature Crossed:	ROUTE 72	Project No.:	ROUTINE

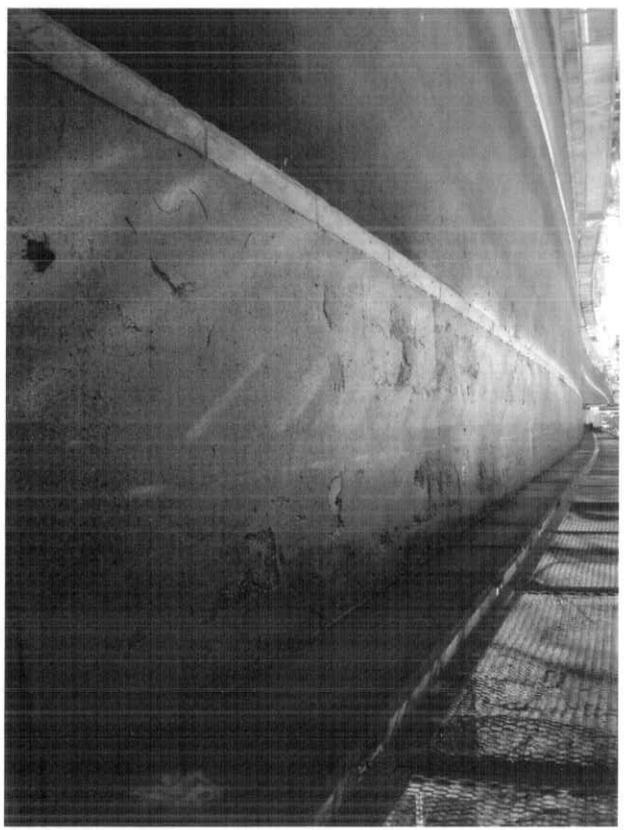


**Photo # 3: GENERAL VIEW OF CONCRETE HEADER AT ABUTMENT # 1.**



**Photo # 4: GENERAL VIEW OF CONCRETE HEADER AT ABUTMENT # 2. NOTE CONCRETE HEADER PAVED OVER IN AREAS.**

Bridge No.	02917	Inspected by:	STEVE JARONCZYK
Town:	NEW BRITAIN	Inspected by:	PAUL MOZZICATO
Feature Carried:	CURTIS STREET	Date Inspected:	01-13-2012
Feature Crossed:	ROUTE 72	Project No.:	ROUTINE



**Photo # 5: GENERAL VIEW OF EAST SIDEWALK.  
NOTE SEVERE SCALE IN AREAS.**



**Photo # 6: CLOSEUP OF SEVERE SCALE ON EAST  
SIDEWALK WITH EXPOSED REBAR.**

Bridge No.	02917	Inspected by:	STEVE JARONCZYK
Town:	NEW BRITAIN	Inspected by:	PAUL MOZZICATO
Feature Carried:	CURTIS STREET	Date Inspected:	01-13-2012
Feature Crossed:	ROUTE 72	Project No.:	ROUTINE

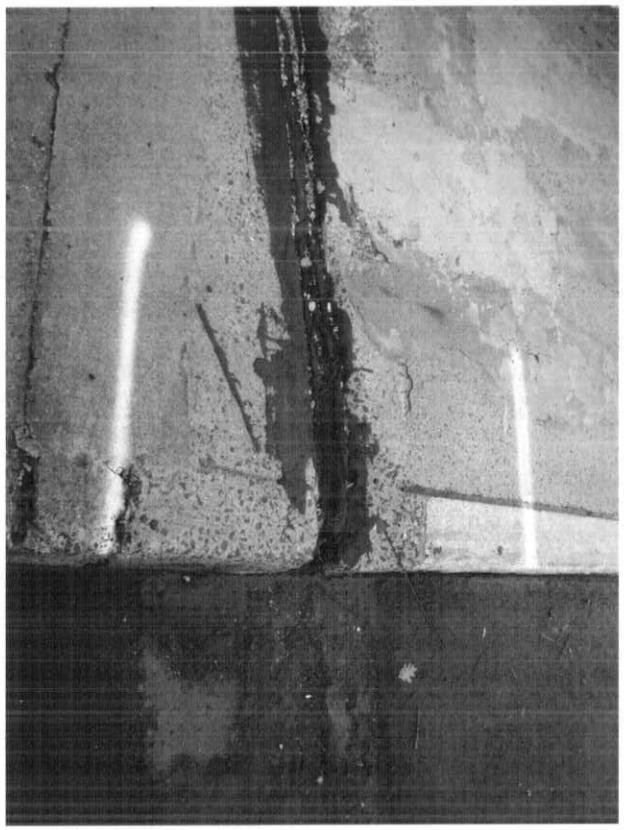
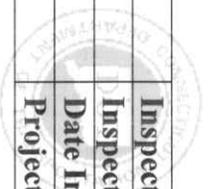


**Photo # 7: GENERAL VIEW OF WEST SIDEWALK. NOTE CRACKED AND SETTLED PORTION OF SLAB AT NORTH END.**

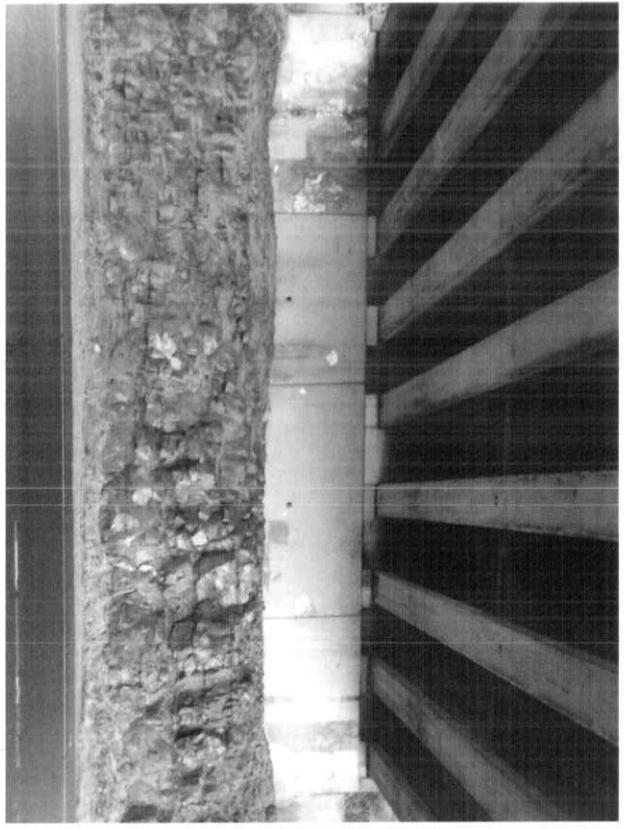


**Photo # 8: AREAS OF SEVERE SCALE ON WEST SIDEWALK.**

Bridge No.	02917	Inspected by:	STEVE JARONCZYK
Town:	NEW BRITAIN	Inspected by:	PAUL MOZZICATO
Feature Carried:	CURTIS STREET	Date Inspected:	01-13-2012
Feature Crossed:	ROUTE 72	Project No.:	ROUTINE

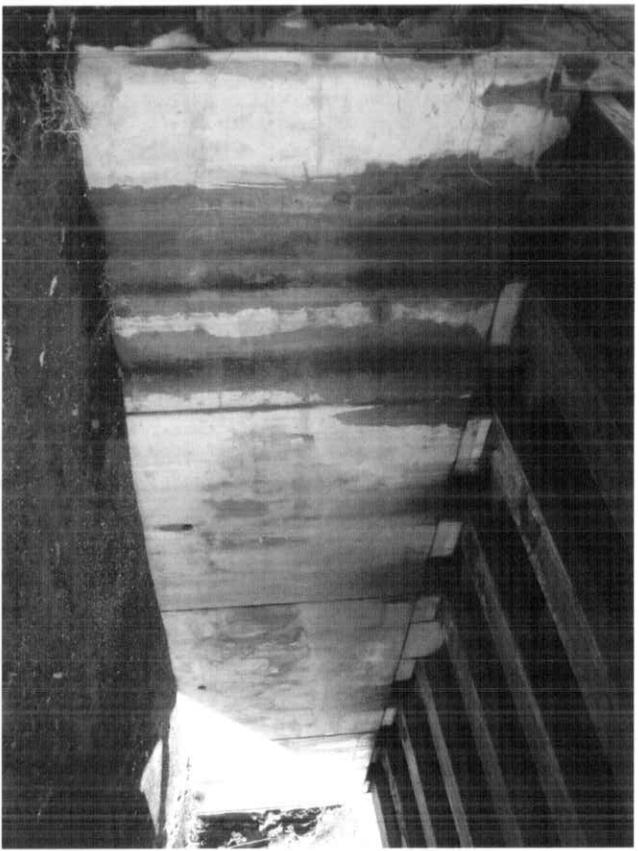
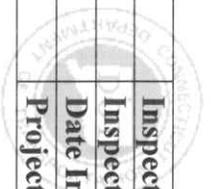


**Photo # 9: SPALLED CONCRETE CURBING AT ABUTMENT # 1 JOINT.**



**Photo # 10: GENERAL VIEW OF ABUTMENT # 1.**

Bridge No.	02917	Inspected by:	STEVE JARONCZYK
Town:	NEW BRITAIN	Inspected by:	PAUL MOZZICATO
Feature Carried:	CURTIS STREET	Date Inspected:	01-13-2012
Feature Crossed:	ROUTE 72	Project No.:	ROUTINE



**Photo # 11: GENERAL VIEW OF ABUTMENT # 2.**



**Photo # 12: GENERAL VIEW OF NORTH FACE OF PIER.**

Bridge No.	02917	Inspected by:	STEVE JARONCZYK
Town:	NEW BRITAIN	Inspected by:	PAUL MOZZICATO
Feature Carried:	CURTIS STREET	Date Inspected:	01-13-2012
Feature Crossed:	ROUTE 72	Project No.:	ROUTINE

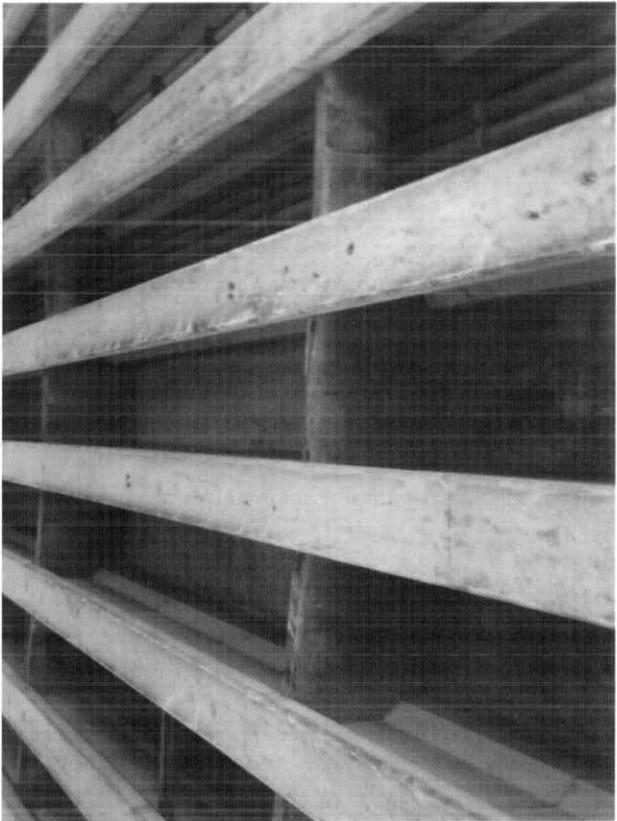
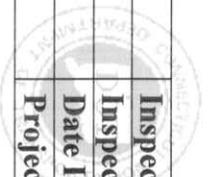


Photo # 13: GENERAL UNDERSIDE OF SPAN # 1.

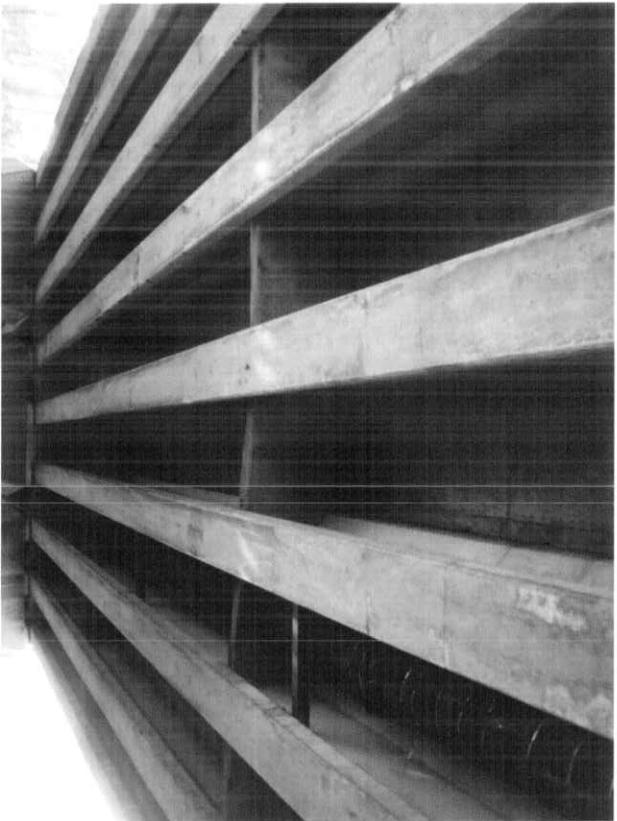
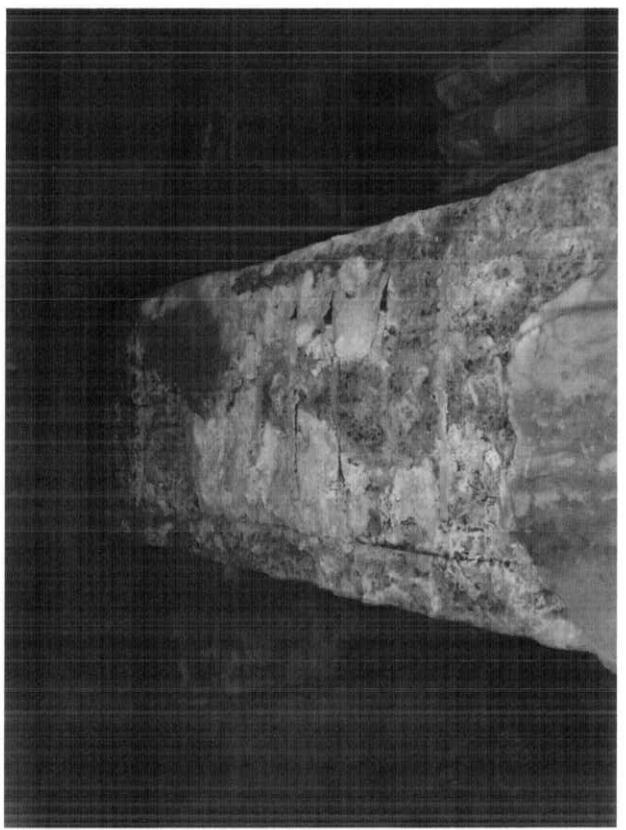
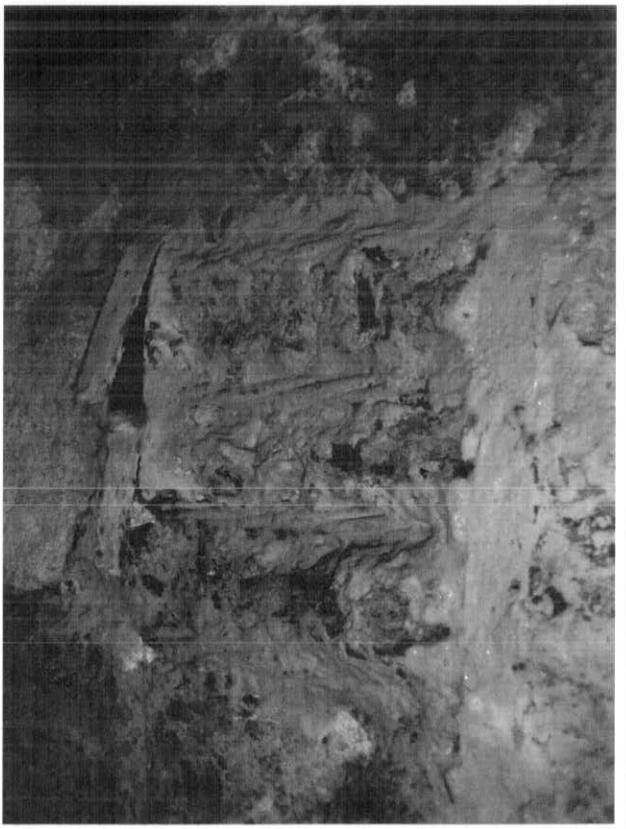


Photo # 14: GENERAL UNDERSIDE OF SPAN # 2.

Bridge No.	02917	Inspected by:	STEVE JARONCZYK
Town:	NEW BRITAIN	Inspected by:	PAUL MOZZICATO
Feature Carried:	CURTIS STREET	Date Inspected:	01-13-2012
Feature Crossed:	ROUTE 72	Project No.:	ROUTINE

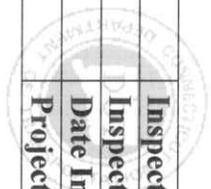


**Photo # 15: GENERAL VIEW OF BOTTOM OF GIRDER # 8 IN SPAN # 2 AT ABUTMENT # 2.**

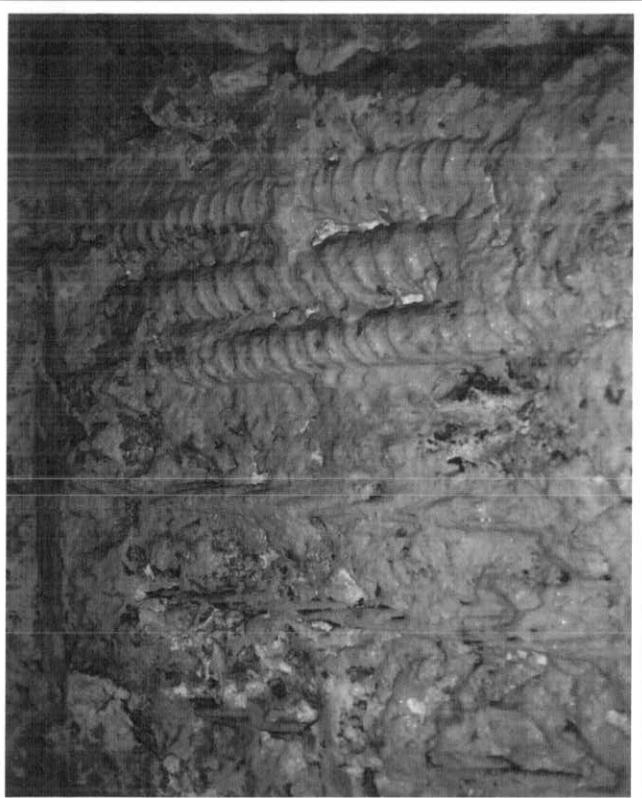


**Photo # 16: CLOSEUP OF VISIBLE STRANDS ON LEFT SIDE BOTTOM OF GIRDER # 8 IN SPAN # 2 AT ABUTMENT # 2.**

Bridge No.	02917	Inspected by:	STEVE JARONCZYK
Town:	NEW BRITAIN	Inspected by:	PAUL MOZZICATO
Feature Carried:	CURTIS STREET	Date Inspected:	01-13-2012
Feature Crossed:	ROUTE 72	Project No.:	ROUTINE

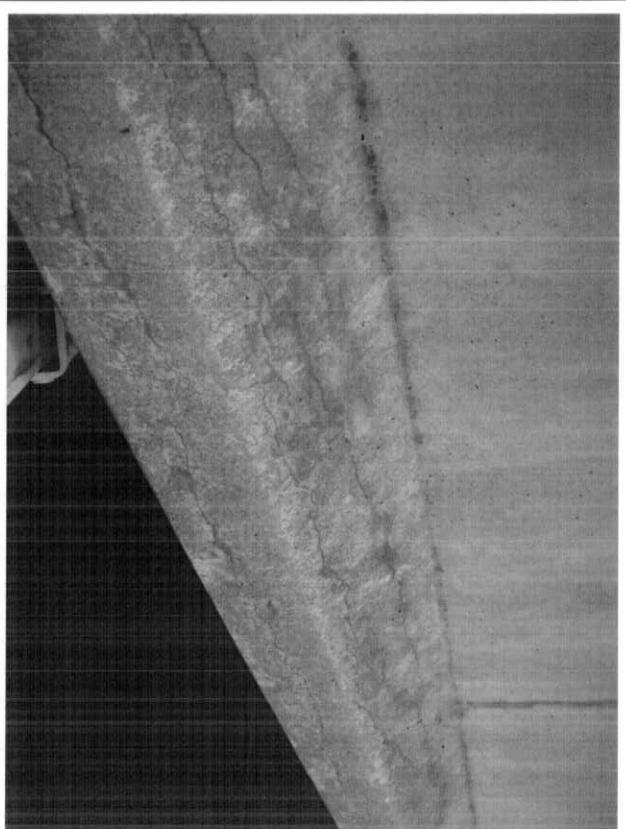
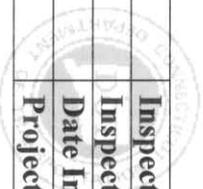


**Photo # 17: CLOSEUP OF STRANDS ON RIGHT SIDE BOTTOM OF GIRDER # 8 IN SPAN # 2 AT ABUTMENT # 2.**



**Photo # 18: REBAR THAT IS VISIBLE ON BOTTOM OF GIRDER # 8 IN SPAN # 2 AT ABUTMENT # 2.**

Bridge No.	02917	Inspected by:	STEVE JARONCZYK
Town:	NEW BRITAIN	Inspected by:	PAUL MOZZICATO
Feature Carried:	CURTIS STREET	Date Inspected:	01-13-2012
Feature Crossed:	ROUTE 72	Project No.:	ROUTINE



**Photo # 19: TYPICAL HORIZONTAL CRACKING AT BOTTOM FASCIA OF GIRDERS IN SPAN # 2.**

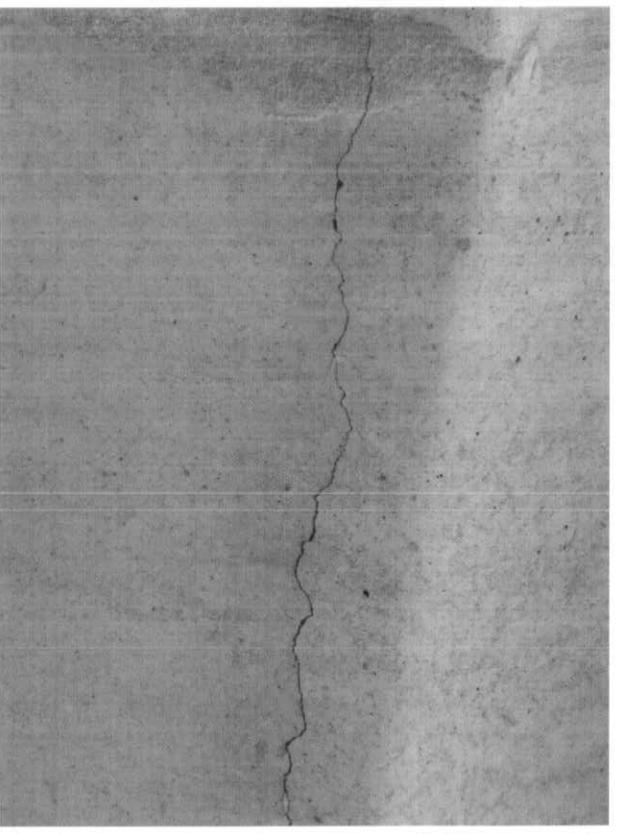


**Photo # 20: CLOSEUP OF HORIZONTAL CRACKING IN BOTTOM FASCIA OF GIRDERS IN SPAN # 2.**

<b>Bridge No.</b>	02917	<b>Inspected by:</b>	STEVE JARONCZYK
<b>Town:</b>	NEW BRITAIN	<b>Inspected by:</b>	PAUL MOZZICATO
<b>Feature Carried:</b>	CURTIS STREET	<b>Date Inspected:</b>	01-13-2012
<b>Feature Crossed:</b>	ROUTE 72	<b>Project No.:</b>	ROUTINE

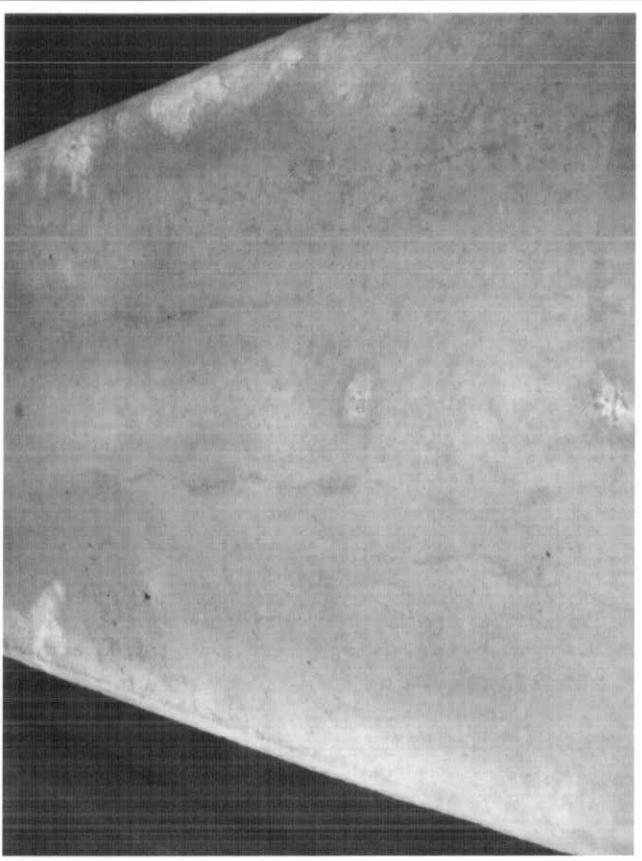
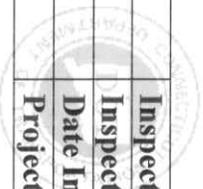


**Photo # 21: TYPICAL HORIZONTAL CRACKING AT TOP FASCIA OF GIRDERS IN SPAN # 2.**

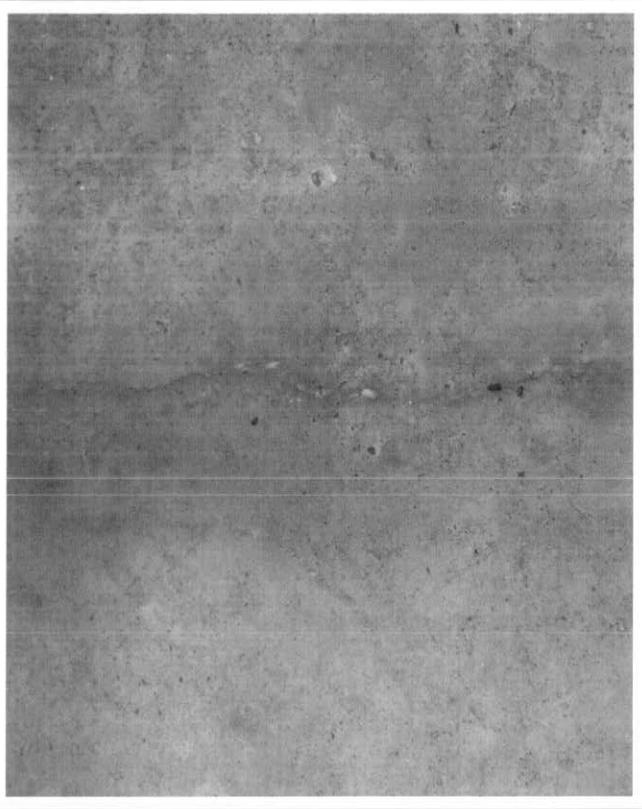


**Photo # 22: CLOSEUP OF HORIZONTAL CRACKING IN TOP FASCIA OF GIRDERS IN SPAN # 2.**

<b>Bridge No.</b>	02917	<b>Inspected by:</b>	STEVE JARONCZYK
<b>Town:</b>	NEW BRITAIN	<b>Inspected by:</b>	PAUL MOZZICATO
<b>Feature Carried:</b>	CURRTS STREET	<b>Date Inspected:</b>	01-13-2012
<b>Feature Crossed:</b>	ROUTE 72	<b>Project No.:</b>	ROUTINE

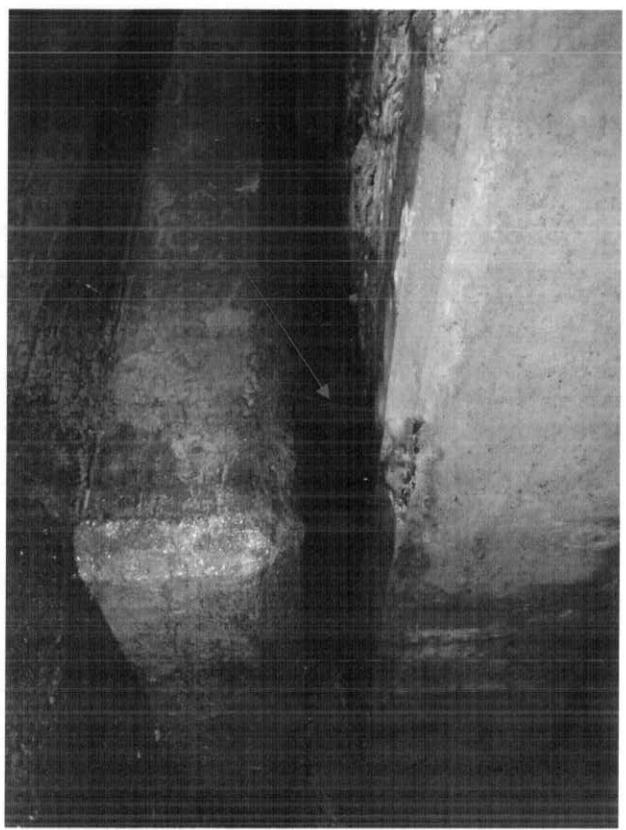


**Photo # 23: TYPICAL LONGITUDINAL CRACKING IN GIRDER BOTTOMS IN SPAN # 2.**

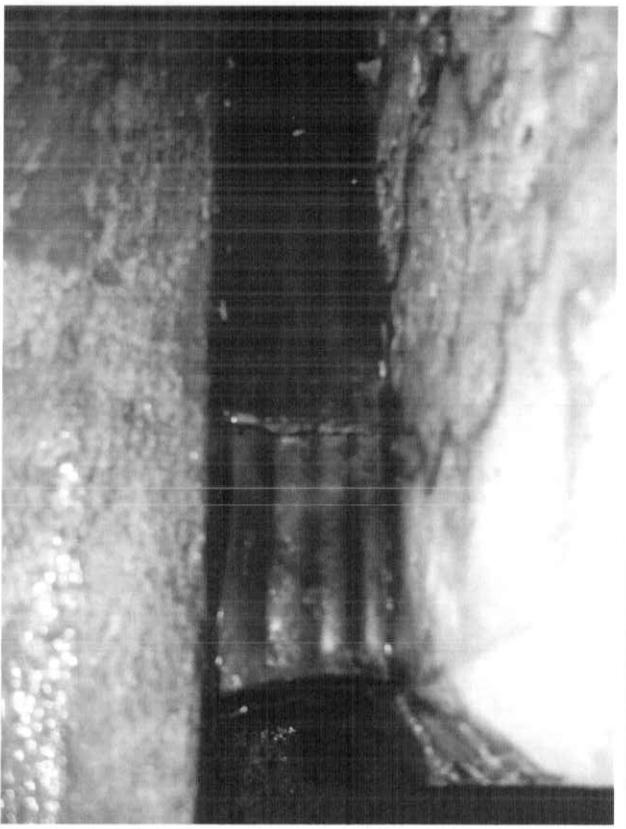


**Photo # 24: CLOSEUP OF LONGITUDINAL CRACKING IN GIRDER BOTTOMS IN SPAN 3 2.**

<b>Bridge No.</b>	02917	<b>Inspected by:</b>	STEVE JARONCZYK
<b>Town:</b>	NEW BRITAIN	<b>Inspected by:</b>	PAUL MOZZICATO
<b>Feature Carried:</b>	CURTIS STREET	<b>Date Inspected:</b>	01-13-2012
<b>Feature Crossed:</b>	ROUTE 72	<b>Project No.:</b>	ROUTINE

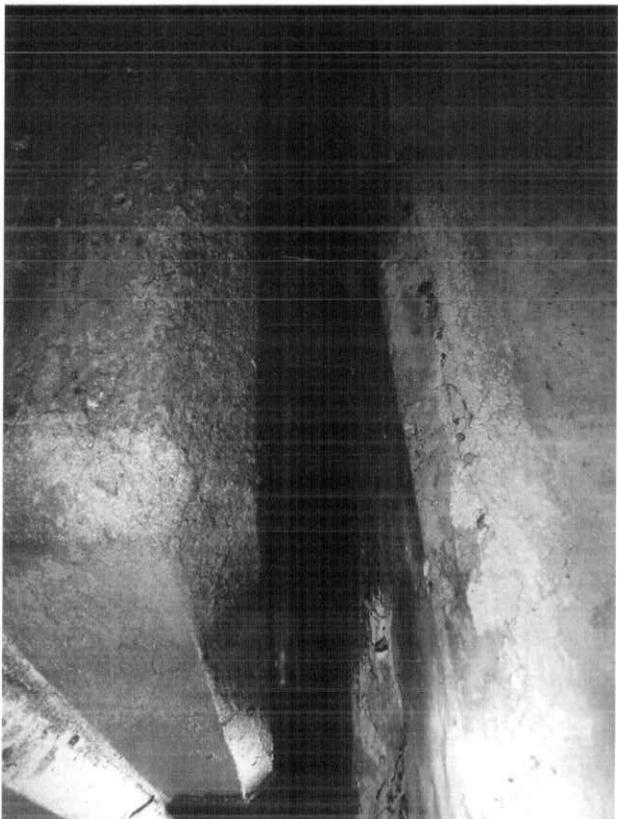
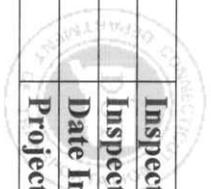


**Photo # 25: GENERAL VIEW OF ELASTOMERIC BEARING # 8 AT ABUTMENT # 2. NOTE RUST BLEEDING FROM BEARING.**

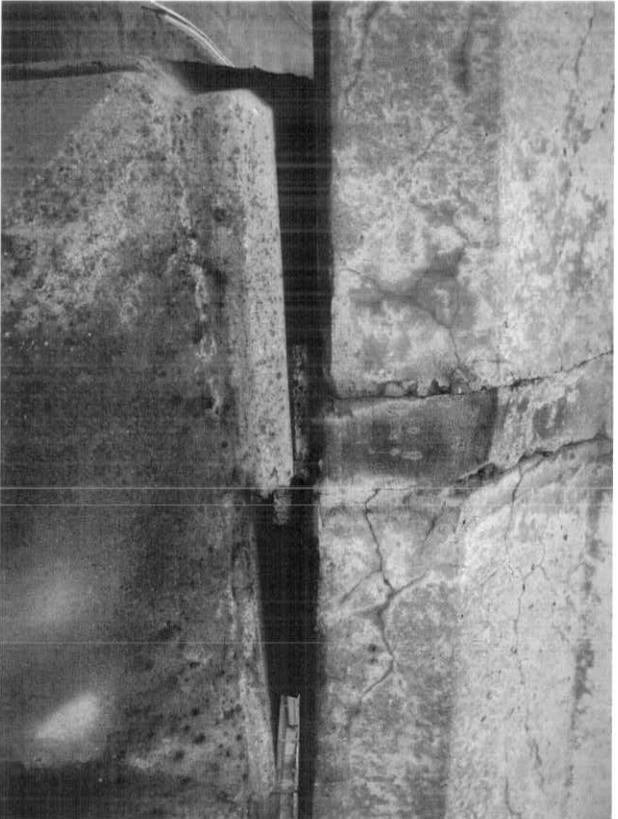


**Photo # 26: CLOSEUP OF RUST BLEEDING FROM BEARING # 8 AT ABUTMENT # 2.**

Bridge No.	02917	Inspected by:	STEVE JARONCZYK
Town:	NEW BRITAIN	Inspected by:	PAUL MOZZICATO
Feature Carried:	CURTIS STREET	Date Inspected:	01-13-2012
Feature Crossed:	ROUTE 72	Project No.:	ROUTINE



**Photo # 27: BULGING ELASTOMERIC BEARING # 9 AT ABUTMENT # 2.**

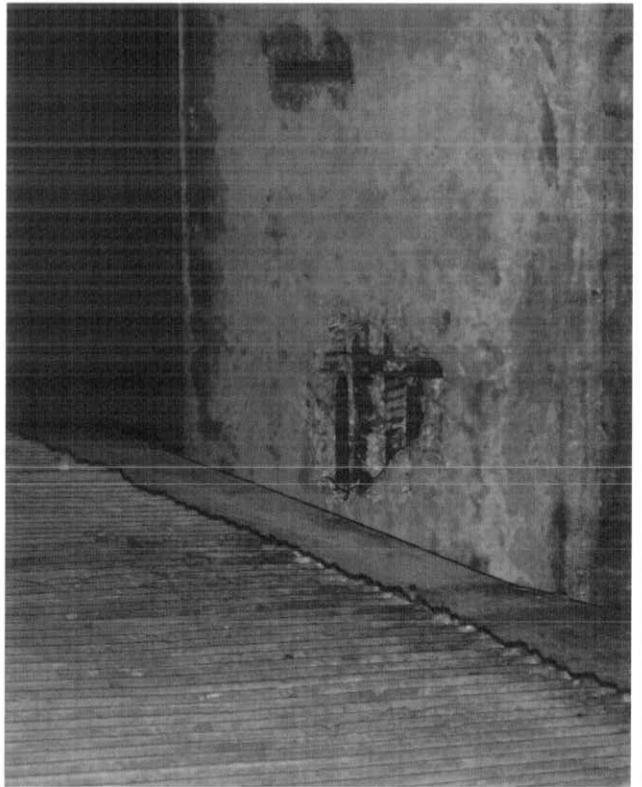


**Photo # 28: TYPICAL VIEW OF BEARINGS ON PIER.**

Bridge No.	02917	Inspected by:	STEVE JARONCZYK
Town:	NEW BRITAIN	Inspected by:	PAUL MOZZICATO
Feature Carried:	CURTIS STREET	Date Inspected:	01-13-2012
Feature Crossed:	ROUTE 72	Project No.:	ROUTINE

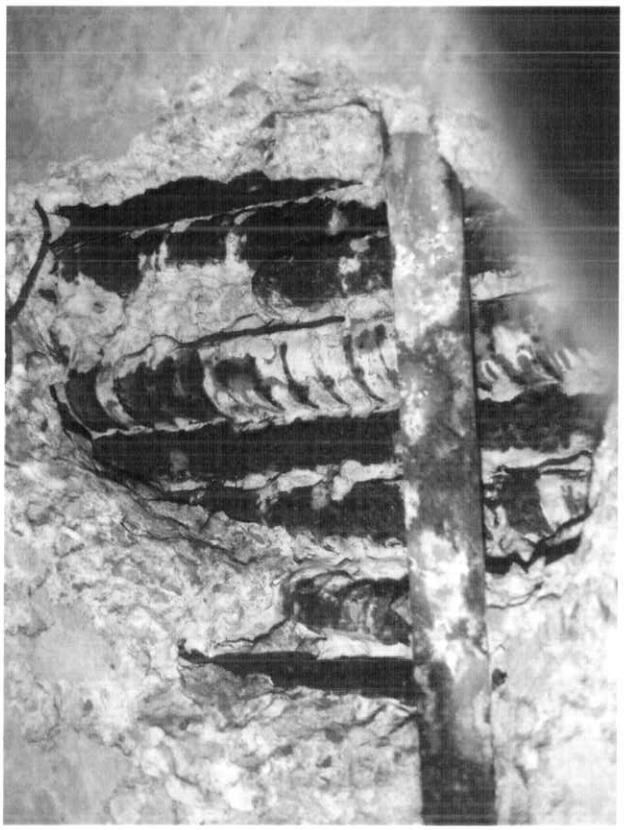


**Photo # 29: HOLE IN BOTTOM OF GIRDER # 5 IN SPAN # 2 NEXT TO PIER.**

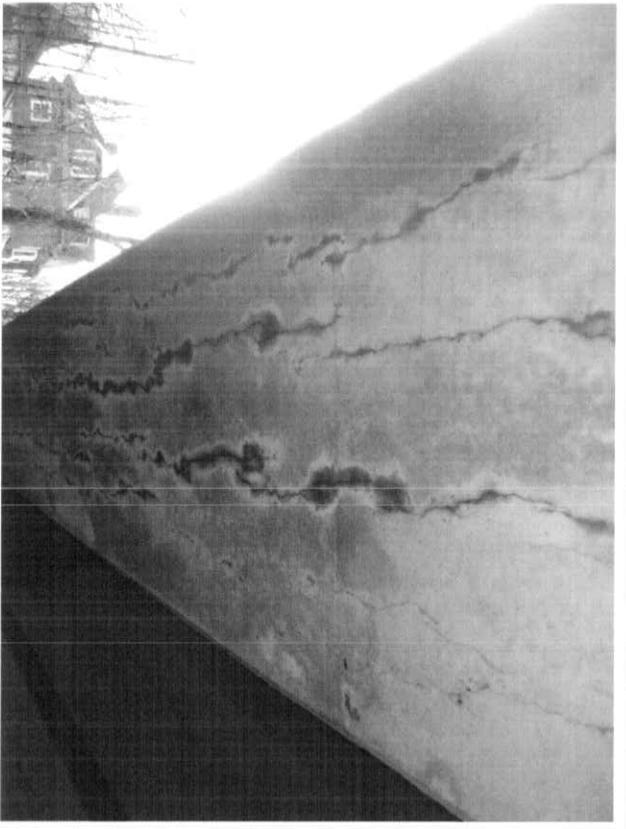


**Photo # 30: GENERAL VIEW OF HOLE IN GIRDER # 5 IN SPAN # 2 NEXT TO PIER.**

Bridge No.	02917	Inspected by:	STEVE JARONCZYK
Town:	NEW BRITAIN	Inspected by:	PAUL MOZZICATO
Feature Carried:	CURTIS STREET	Date Inspected:	01-13-2012
Feature Crossed:	ROUTE 72	Project No.:	ROUTINE

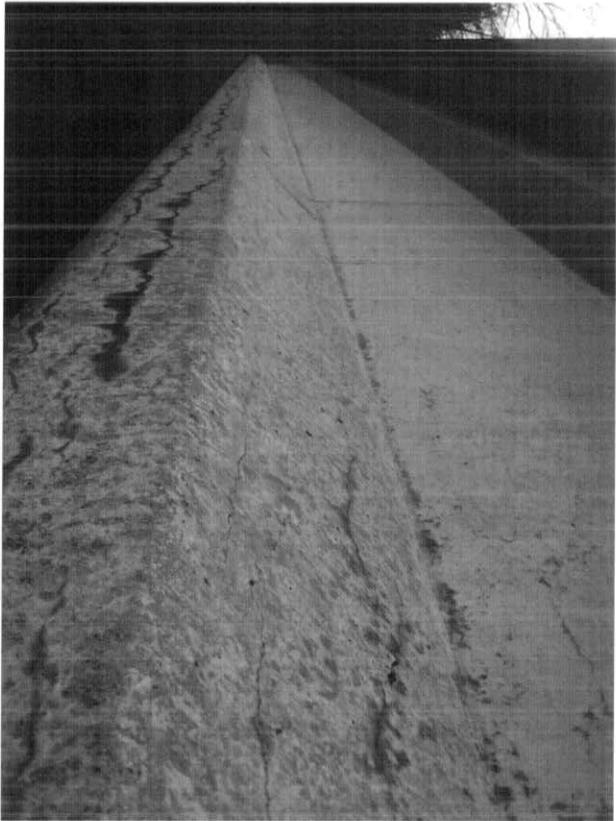


**Photo # 31: CLOSEUP OF HOLE IN BOTTOM OF GIRDER # 5 IN SPAN # 2 NEXT TO PIER.**

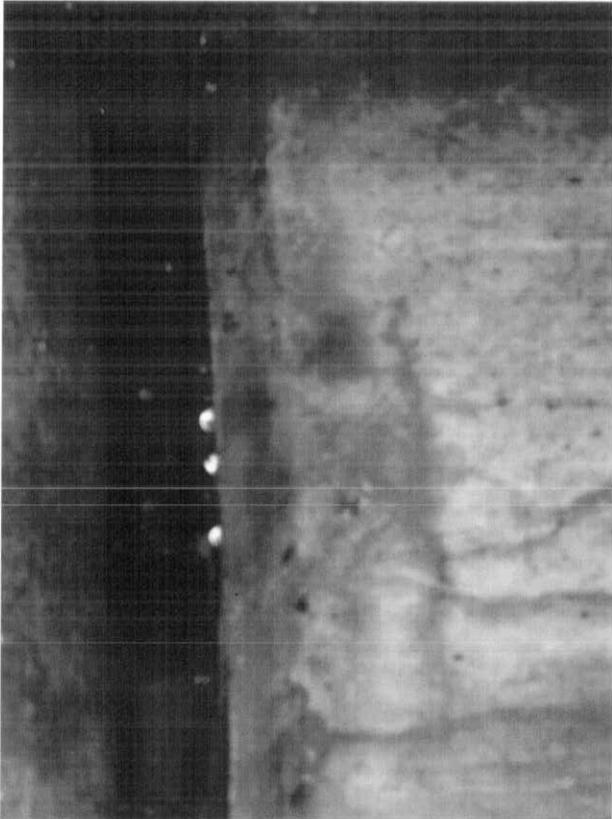


**Photo # 32: TYPICAL LONGITUDINAL CRACKING IN BOTTOM OF GIRDERS IN SPAN # 1.**

Bridge No.	02917	Inspected by:	STEVE JARONCZYK
Town:	NEW BRITAIN	Inspected by:	PAUL MOZZICATO
Feature Carried:	CURTIS STREET	Date Inspected:	01-13-2012
Feature Crossed:	ROUTE 72	Project No.:	ROUTINE



**Photo # 33: TYPICAL HORIZONTAL CRACKING FOUND ON GIRDER FASCIAS IN SPAN # 1.**



**Photo # 34: TYPICAL ELASTOMERIC BEARING AT ABUTMENT # 1.**

<b>Bridge No.</b>	02917	<b>Inspected by:</b>	STEVE JARONCZYK
<b>Town:</b>	NEW BRITAIN	<b>Inspected by:</b>	PAUL MOZZICATO
<b>Feature Carried:</b>	CURTIS STREET	<b>Date Inspected:</b>	01-13-2012
<b>Feature Crossed:</b>	ROUTE 72	<b>Project No.:</b>	ROUTINE



Photo # 35: EAST ELEVATION.

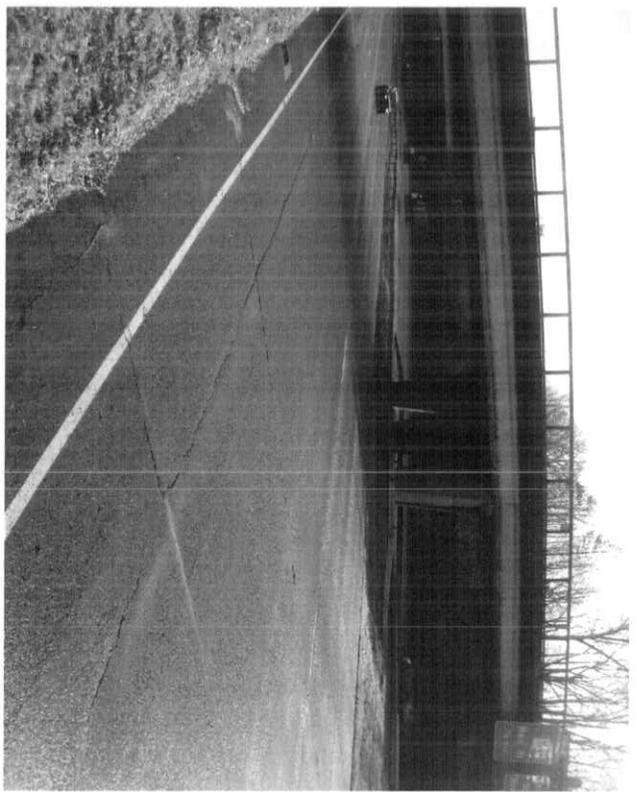


Photo # 36: WEST ELEVATION.