STRUCTURE NO. 00024

WILSON AVENUE
over
INTERSTATE-95
STAMFORD

Indepth Inspection
on
12/05/06

Inspected by Lichtenstein - 21
for Area 4

TEAM:	Forwarded to Senior	David Tassavor	Date	02/27/07
SENIOR:	Reviewed by Senior	David Tassavor	Date	03/01/07
	BMM Required	Yes		
	Town Bridge	No		
	Rating <= 5 (Items 58,59,60 or 62)	No		
	Forwarded to Supervisor	Ralph Phillips	Date	03/01/07
	Forwarded to "To Be Copied Drawer"	☐	Date	
	Date BRI-19 Entered	03/01/07		
SUPERVISOR:	Reviewed by Supervisor		Date	
SUPPORT:	Date Copies Made		BMM No	

NBI: Yes

BRIDGE SAFETY INSPECTION
STATE PROJECT NO. 170-2357 - EXTENSION

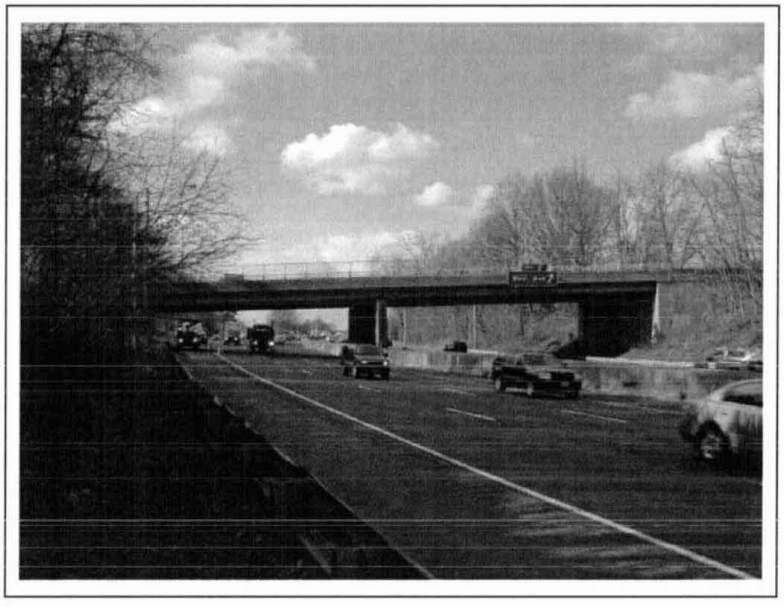
CONNDOT BRIDGE NO. 00024

WILSON AVENUE
OVER
INTERSTATE 95
STAMFORD, CT

Bridge Type: Steel Rolled Beam

Inspection Type: In-Depth

Inspection Date: December 4, 2006



Prepared By
Lichtenstein Consulting Engineers, Inc.
76 Westbury Park Road
Watertown, CT 06795

STATE OF CONNECTICUT
E. ALLEN RANDALL, JR.
No. 4651
PROFESSIONAL ENGINEER

E Allen Randall PE

RECEIVED
FEB 27 2007
CONNECTICUT - DOT
BRIDGE SAFETY & EVALUATION

Lichtenstein
Consulting Engineers

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAYS

INSPECTION REPORT TRANSMITTAL FORM
Form BRI-27, Rev. 6/00

Structure No.	00024	Town	STAMFORD
Inspection Date	12/4/2006	Inspectors	Lichtenstein

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Comments:

EXECUTIVE SUMMARY
12/04/06

Bridge No. 00024 carries Wilson Avenue over Interstate 95 in Stamford, Connecticut. It is a two span, 189-foot long, rolled beam with coverplate multi-girder structure supported by reinforced concrete substructures. The curb to curb roadway width is 40 feet. According to information on file with Connecticut Department of Transportation, the Inventory Rating for an AASHTO HS20 loading is 59 tons.

An in-depth inspection completed in February 2007 found the bridge in satisfactory condition (Overall Rating = 6). The deficiencies found and the recommendations for repairs are as follows:

Deck

1. The bituminous overlay has longitudinal and transverse cracks open to 1/2 inch throughout. Seal the cracks (750 LF).
2. The underside of the deck has a few hairline cracks, several spalls with exposed rebar and several hollow areas. The spalls and hollow areas occur mostly in Bay 6. Very loose concrete was removed during the inspection, however, tight hollow areas remain over the traffic lanes. Previously noted mapcracks were actually dust/pollution and were able to be wiped off. Remove the hollow concrete and patch the spalls (0.1 CY).
3. In the west parapet in Span 2 a junction box cover is missing. Install one junction box cover.
4. The asphaltic plug joints have adhesion and cohesion cracks. Additionally, there is settlement of the abutment joints on the approach sides: South Abutment up to 1 1/2 inches, North Abutment up to 1 inch. Repair the joints (40 LF).

Superstructure

1. There is one anchor bolt nut missing at the bearings for Girder 1 and Girder 5 on the south abutment. There is also a broken anchor bolt at Bearing 1 at the south abutment on the west side. Install missing anchor bolt nuts (2 EA) and replace the broken anchor bolt (1 EA).
2. There are several areas of pigeon debris on the bearings and girder ends. Remove the pigeon droppings.
3. There is a 3/4" x 1-1/4" gouge in Girder 1 in Span 1. Grind out the gouge (1 Location).
4. There is light to moderate rust on bearings as well as random locations of heavy rust and peeling paint on the girders. Clean and paint the entire superstructure (13500 SF).

Substructure

1. There are isolated vertical cracks open to 1/16" at the north and south abutments. There is a 5' x 2' x up to 3" deep" spall/HA between Girders 5 and 6 on the south abutment seat. Pedestals 6 and 7 at the south abutment have spalls with exposed rebar but no undermining of the masonry plate. On the north abutment pedestals there are small spalls and horizontal cracks.

2. There is a tree with a diameter of approximately 5" growing out of the joint between the north abutment and the northeast wingwall. Remove the tree (1 EA).
3. At the southwest corner near the top of the Pier, there are vertical cracks (open to 1/16") with efflorescence on the west and south elevations. The area between the cracks is hollow. Pedestal 7 of Span 1 has a spall that slightly undermines the masonry plate. Remove the hollow concrete and patch the spalls (1.5 CF).
4. There is lateral displacement between the parapets of the bridge and the wingwalls at the following locations:
   Southeast – parapet is 1" to the east
   Northwest – parapet is 3/4" to the east
   Northeast – parapet is 1 1/4" to the west

Approach Condition

1. There is extensive cracking of the pavement at both approaches. Seal the cracks (300 LF).
2. There is settlement of the approach sidewalks: southwest up to 3 inches; southeast up to 2 inches; northwest up to 1 1/4 inches and northeast up to 1 inch. At the southeast and southwest bituminous ramps are in place however the settlement has continued. Place bituminous ramp to eliminate the tripping hazard (5 TONS).

Bridge Number **00024**

Inspected By: Jay Mosin & David O. Locke

Sufficiency Rating 90.85

Previous Inspection Date 09/26/05

BS&E Received ☐ Data Entry By: AJ

Copies Made ☐ Data Entry Date: 03-01-07

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
BRIDGE SAFETY & EVALUATION

STRUCTURE EVALUATION

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

SHEET_____ OF_____ (INSP. REPORT)

90) Inspection Date	Inspection Team	91) Frequency	Class
12/04/06	2021	24	02

Indepth Insp	Deck Survey	Access	Flagman
10/21/96 12/04/06	09/27/93	0	0

CRITICAL FEATURE INSPECTIONS

	Type	Frequency	Team	Date
Fracture:				
Uwater:				
Special:	F	24	4	09/26/05

RED FLAG

IDENTIFICATION

Bridge Name

Town Name STAMFORD Town Code 73070

5) Inventory Route:

A) Record Type 1 D) Route Number 00000

B) Signing Prefix 5 City Street E) Directional Suffix 0 NA

C) Level of Service 0 None of the bel

6) Feature Intersected INTERSTATE-95

7) Facility Carried WILSON AVENUE

9) Location 0.6 MI EAST GRWCH TL

11) Milepoint 0.08 Miles

16) Latitude 41 deg 2 min 36.00 sec deg min . sec

17) Longitude 73 deg 33 min 12.00 sec deg min . 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

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 2 Preformed Fabric

C) Type of Deck Protection 0 None

AGE AND SERVICE

27) Year Built 1958 106) Year Reconstructed 0000

42) Type of Service:

A) On 5 Highway-pedestria B) Under 1 HIGHWAY

28) Number of Lanes:

A) On 2 B) Under 6

29) Average Daily Traffic 1800 1900 Half ADT?: No N

109) Percent Truck 2 %

30) Year of ADT 1999 2006

19) Bypass, Detour Length 1 miles

GEOMETRIC DATA

48) Length of Max Span 86 ft

49) Structure Length 189 ft

50) Curb or Sidewalk Widths:

A) Left 5.0 ft B) Right 5.0 ft

51) Brg Rdwy width,curb-curb 40.0 ft

52) Deck Width, Out-Out 52.7 ft

32) Approach Roadway Width 41 ft

33) Bridge Median 0 No Median

Deck Area 9960 sqft

34) Skew Angle 17 deg

35) Structure Flared 0

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

47) Log Inv. Rte. Total Horiz Clr.: 40.0 ft

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

53) Min Vert Clearance Over Bridge 99 ft 99 in

54) Min Vert Under Clearance H Ref 14 ft 1 in Ref 13 ft 10 in

55) Min Lat Under Clearance on Right H Ref 27.8 ft Ref

56) Min Lat Under Clearance on Left 12.0 ft ~~10~~ 11.7

BRIDGE COMMENTS

~~VERIFY FENCE HEIGHT~~

No special inspection required, no cracks found in butt welds over center lanes this inspection.

STRUCTURE EVALUATION

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

SHEET_____ OF_____ (INSP. REPORT

Bridge Number	00024	NBIS Length
Town Name	STAMFORD	Yes 189
Facility Carried	WILSON AVENUE	
Feature Crossed	INTERSTATE-95	

Inspected By: Jay Mirin & David L. Locke

CLASSIFICATION

112) NBIS Bridge Length	Yes	
104) Highway System	0	Off System
26) Functional Class	19	Urban Local
100) Defense Highway	0	Not Defense Highway
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			
38) Navigation Control			
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	0 ft		ft
94) Bridge Improvement Cost	$ 0		
95) Roadway Improvement Cost	$ 0		
96) Total Project Cost	$ 0		
97) Year of Improvement Cost Est.	0		
114) Future ADT	0	115) Year Future ADT	0

List No. 20 Project No. Advertised

POSTED SIGNS & UTILITIES

Other Posted Signs 1	0				
Other Posted Signs 2	0				
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	13 ft 8 in			ft	In
Posted Speed Limit	mph				mph
Utility					

LOAD RATING AND POSTING

31) Design Load	5		Evaluation Code	L
63) Operating Rating Type	1		Year of Evaluation	2002
64) Operating Rating	98.1		70) Bridge Posting	5
65) Inventory Rating Type	1		41) Structure Status	A
66) Inventory Rating	58.8		Open, no restriction	

CONDITION

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

APPRAISALS

		Rating	By
67) Structure Evaluation	6	6	EAR
68) Deck Geometry	7	7	JM
69) Under Clear Vert & Horiz	3	3	JM
71) Waterway Adequacy	N	N	
72) Approach Rdwy Alignment	6	8	JM
113) Scour Critical			

Items 58 Thru 72 Checked By:

36) Traffic Safety Features:

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

OTHER FEATURES

Fence Required	Yes			Barrel Ladder	No
Fence Present	Yes		Y	Stand Pipes	No
Fence Height	7.5 ft		ft	Cat Walks	No
Fence Type	2	Chain Link		Movable Inspection System	No
Fence Material	2	Steel		Loose Concrete Checked?	Yes Y
Fence Top Type	1	Vertical			

INSPECTION COMMENTS

Proposed Next Indepth Insp Year	2007
Senior	jantzenrd
Supervisor	kozlowskijc

2016

REVIEWED BY E Allen Randall PE Date 2/23/07

BRIDGE NUMBER	TOWN NAME	NBIS BRG LGTH	
00024	STAMFORD	Yes	189
FACILITY CARRIED	FEATURE CROSSED		
WILSON AVENUE	INTERSTATE-95		

STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
DIVISION OF BRIDGE SAFETY EVALUATION

INVENTORY ROUTE UNDER STRUCTURE EVALUATION

FORM BRI-25 REV 10/00

INSPECTED BY: Jay Messina, David A. Locke

REVIEWED BY: Ellen Randell PE DATE: 2/23/07

SHEET_____ OF_____ (INSP. REPORT)

IDENTIFICATION

DESCRIPTION:

5) INVENTORY ROUTE:

A) RECORD TYPE	2		
B) ROUTE SIGNING PREFIX	1	Interstate Highway	
C) DESIGNATED LEVEL OF SERVICE	1	Mainline	
D) ROUTE NO.	00095		
11) MILE POINT (INV.RTE)	6.88		

CLASSIFICATION

26) INV. RTE. FUNCT CLASSIFICATION	11	Urban Principal Arterial -	
100) DEFENSE HIGHWAY DESIGNATION	1	Defense Highway	
** 102) DIRECTION OF TRAFFIC	2	2-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	6		✓
* 29) ADT (INV. RTE)	143800	152100	✓
* 109) TRUCK ADT % (INV.RTE)	20		
* 30) YEAR OF ADT (INV. RTE)	2004	2005	✓
* 41) INV ROUTE OPERATIONAL STATUS	A	Open, no restriction	A
19) BYPASS DETOUR LENGTH	2	Miles	

POSTED SIGNS

+ POSTED VERT. CLR UNDER BRIDGE 13 ft 8 in ft in

COMMENTS:

GEOMETRIC DATA

+ 10) INV. RTE. MIN. VERT. CLEARANCE	20 ft 3 in	20 ft 05 in ✓
+ 47) LOG INV. RTE. TOTAL HORIZ CLR.	77.9 ft	. ft
+ 47) RLOG INV. RTE. TOTAL HORIZ CLR.	ft	. ft ✓
+ LOG MIN VERT CLR OVER INV ROUTE	14 ft 1 in	13 ft 10 in ✓
+ RLOG MIN VERT CLR OVER INV ROUTE	17 ft 8 in	17 ft 07 in ✓
+ 55) MIN LAT UNDERCLR ON RIGHT	H 27.8 ft	. ft ✓
+ 56) MIN LAT UNDERCLR ON LEFT	12 ft	11.7 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

Structure Inventory and Appraisal Sheet (English Units)

Bridge Key: 00024 | Agency ID: 00024 | Sufficiency Rating: 93.8

IDENTIFICATION

State 1: 09 Connecticut | Struc Num 8: 00024
Facility Carried 7: WILSON AVENUE | Location 9: .6MI EAST GRWCH STMFR TL
Rte.(On/Under)5A: Route On Structure | Rte. Signing Prefix 5B: 5 City Street
Level of Service 5C: 0 None of the below | Rte. Number 5D: 00000
Directional Suffix 5E: 0 N/A (NBI) | % Responsibility : 0
SHD District 2: 03 | County Code 3: Fairfield
Place Code 4: STAMFORD | Mile Post 11: 0.080 mi
Feature Intersected 6: INTERSTATE-95
Latitude 16: 41d 02' 00" | Longitude 17: 073d 33' 12"
Border Bridge Code 98: Unknown (P)
Border Bridge Number 99: NA

INSPECTION

Frequency 91: 24 months | Inspection Date 90: 12/4/2006 | Next Inspection: 12/04/2008
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 Inspection Date: 12/04/2006 | Next Elem. Insp. Due: 12/04/2008

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: 0 Not on NHS | NBIS Length 112: Long Enough
Toll Facility 20: 3 On free road | Functional Class 26: 19 Urban Local
Historical Significance 37: 5 Not eligible for NRHP
Owner 22: 01 01
Custodian 21: 01 01

STRUCTURE TYPE AND MATERIALS

Number of Approach Spans 46: 0 | Number of Spans Main Unit 45: 2
Main Span Material/Design 43A/B:
3 Steel | 02
Deck Type 107: 1 Concrete-Cast-in-Place
Wearing Surface 108A: 6 Bituminous
Membrane 108B: 2 Preformed Fabric
Deck Protection 108C: None

CONDITION

Deck 58: 7 Good | Super 59: 6 Satisfactory | Sub 60: 6 Satisfactory
Culvert 62: N N/A (NBI) | Channel/Channel Protection 61: N N/A (NBI)

LOAD RATING AND POSTING

Inventory Rating Method 65: 1 LF Load Factor | Operating Rating Method 63: 1 LF Load Factor
Inventory Rating 66: HS32.4 | Operating Rating 64: HS54.1
Design Load 31: 5 MS 18 (HS 20) | Posting 70: 5 At/Above Legal Loads
Posting status 41: A Open, no restriction

AGE AND SERVICE

Year Built 27: 1958 | Year Reconstructed 106: Unknown
Type of Service on 42A: 5 Highway-pedestrian
Type of Service under 42B: 1 Highway
Lanes on 28A: 2 | Lanes Under 28B: 6 | Detour Length 19: 1.2 mi
ADT 29: 1,800 | Truck ADT 109: 2 % | Year of ADT 30: 1999

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: 6 | Deck Geometry 68: 7 Above Min Criteria
Underclearance, Vertical and Horizontal 69: 3 Intolerable - Correct
Waterway Adequacy 71: N Not applicable | Approach Alignment 72: 8 Equal Desirable Crit
Scour Critical 113: N Not Over Waterway

GEOMETRIC DATA

Length Max Span 48: 86.0 ft | Structure Length 49: 189.0 ft
Curb/Sdwlk Wdth L 50A: 4.9 ft | Curb/Sidewalk Width R 50B: 4.9 ft
Width Curb to Curb 51: 40.0 ft | Width Out to Out 52: 52.8 ft
Approach Roadway Width 32: (w/ shoulders) 41.0 ft | Median 33: 0 No median
Deck Area: 7,082.7 sq. ft
Skew 34: 17.00 ° | Structure Flared 35: 0 No flare
Minimum Vertical Clearance Over Bridge 53: 328.1 ft
Minimum Vertical Underclearance Reference 54A: H Hwy beneath struct
Minimum Vertical Underclearance 54B: 13.8 ft
Minimum Lateral Underclearance Reference R 55A: H Hwy beneath struct
Minimum Lateral Undrclearance R 55: 27.9 ft
Minimum Lateral Undrclearance L 56: 11.7 ft

PROPOSED IMPROVEMENTS

Bridge Cost 94: $ 1,000 | Type of Work 75: 38 Other Structural
Roadway Cost 95: $ 1,000 | Length of Improvment 76: 0.3 ft
Total Cost 96: $ 2,000 | Future ADT 114: 900
Year of Cost Estimate 97: 2000 | Year of Future ADT 115: 2021

NAVIGATION DATA

Navigation Control 38: N 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

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)	9,332	100 %	9,332	0 %	0	0 %	0	0 %	0	0 %	0
0	56/3	Concrete sidewalk	sq.ft	1,722	100 %	1,722	0 %	0	0 %	0	0 %	0	0 %	0
0	107/3	Paint Stl Opn Girder	(LF)	1,211	0 %	1	17 %	200	67 %	810	17 %	200	0 %	0
0	205/3	R/Conc Column	(EA)	4	100 %	4	0 %	0	0 %	0	0 %	0	0 %	0
0	215/3	R/Conc Abutment	(LF)	105	95 %	98	5 %	7	0 %	0	0 %	0	0 %	0
0	234/3	R/Conc Cap	(LF)	52	100 %	52	0 %	0	0 %	0	0 %	0	0 %	0

Structure Inventory and Appraisal Sheet (English Units)

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	305/3	Asphaltic Plug Joint	(LF)	141	89 %	125	11 %	16	0 %	0	0 %	0	0 %	0
0	311/3	Moveable Bearing	(EA)	14	0 %	0	100 %	14	0 %	0	0 %	0	0 %	0
0	313/3	Fixed Bearing	(EA)	14	57 %	8	43 %	6	0 %	0	0 %	0	0 %	0
0	331/3	Conc Bridge Railing	(LF)	443	0 %	0	100 %	443	0 %	0	0 %	0	0 %	0
0	359/3	Soffit Smart Flag	(EA)	1	100 %	1	0 %	0	0 %	0	0 %	0	0 %	0

Connecticut Department of Transportation

Bridge Inspection Report BRI-18

BRIDGE #: 00024 **INSPECTION DATE:** 12/4/2006

INSPECTION TYPE: Indepth **PREVIOUS INSPECTION DATE:** 9/26/2005 **SNOOPER REQUIRED:** No

INSPECTION PERFORMED BY: Lichtenstein **SNOOPER USED:** No

TOWN: STAMFORD **FEATURE CARRIED:** WILSON AVENUE **YEAR BUILT:** 1958

LOCATION: 0.6 MI EAST GRWCH TL **FEATURE INTERSECTED** INTERSTATE-95 **YEAR REBUILT:** 0

MAIN MATERIAL: Steel **MAIN DESIGN:** Stringer/Multi-beam or Gird

INSPECTION VISITS:

Inspection Date	Temperature	Start Time	End Time
12/4/2006	45 °F	10:00 AM	2:00 PM
12/5/2006	45 °F	10:00 AM	1:00 PM
1/31/2007	30 °F	9:30 AM	12:00 PM
2/4/2007	20 °F	5:00 AM	9:30 AM

INSPECTORS:

Inspector	Task
J. Messier	
D. Locke	
J. O'Connor	

58. DECK

Reinforced Concrete with Bituminous Overlay **OVERALL RATING** 6

	RATING	
OVERLAY	5	Numerous longitudinal and transverse cracks open to 1/2 ". See field notes sheets 3 and 4 and photo 7.
DECK STR. CONDITION	6	There are a few hairline cracks, several spalls with exposed rebar and several hollow areas. The spalls and hollow areas occur mostly in Bay 6. Very loose concrete was removed during the inspection. Previously noted mapcracks were actually dust/pollution and were able to be wiped off (condition rating increased from 4 to 6). See field note sheets 9 - 11 and photos 8 - 11.
CURBS	7	Chipping along the edges. The average curb reveal is 8". See field notes sheets 3 and 4.
MEDIAN	N	
SIDEWALKS	5	Light mapcracking throughout. Settlement of the approach sidewalks: northeast 1", northwest 1 1/4", southeast 2", southwest up to 3". Bituminous ramps are in place at the southeast and south west however additional settlement has occurred. See field not sheets 3 and 4 and photos 12 -14.
PARAPET	7	Vertical hairline cracks. Lateral displacement between the parapets of the bridge and the wingwalls at the following locations: northeast 1 1/4" to the east, northwest 3/4" to the west, southeast 1" to the east. See field note sheets 3 and 4.
RAILING	6	Random areas of moderate rust.
PAINT	6	Areas of peeling top coat on the railing and fence.
FENCE	6	Chain Link Fence with damage to the northwest end and one missing bracket on the west side in Span 2. Height including parapet 7'-06".
DRAINS	N	
LIGHTING STANDARD	8	Light standards on the west parapet in Spans 1 and 2.
UTILITIES TYPE/SIZE	7	6" gas in Bay 2, 8" watermain (abandoned) in Bay 5 and electrical and telephone conduits in sidewalks.
CONSTRUCTION JOINTS	N	
EXPANSION JOINTS	6	Asphaltic plug joints at the abutments and pier. At the north abutment 25' long adhesion crack open to 1" and 8' long cohesion crack open to 1/2". At the south abutment 15' long adhesion crack. See field notes sheets 3 and 4 and photos 14 and 15.

59. SUPERSTRUCTURE

Rolled Beam Multigirder with Coverplates **OVERALL RATING** 6

Connecticut Department of Transportation

Bridge Inspection Report BRI-18

BRIDGE #: 00024 **INSPECTION DATE:** 12/4/2006

59. SUPERSTRUCTURE

Rolled Beam Multigirder with Coverplates

OVERALL RATING 6

	RATING	
BEARING DEVICES	6	Light to moderate rust on all bearings with up to 1/8" of impacted rust on fixed bearings. There is one anchor bolt nut missing at the bearings for Girder 1 and Girder 5 on the south abutment and one missing anchor bolt on bearing 1 at the south abument. See field note sheets 7 - 10 and photos 16 - 18.
STRINGERS	N	
GIRDERS	6	Numerous areas of moderate to heavy rust onthe top and bottom flanges and diaphragms and large areas of peeling paint on the webs. Girder 7 in Span 2 has numerous flame cut holes in the web (old sign bracket??). Random beam ends over the pier exhibit heavy rust with negligible section loss. Girder 1 in Span 1 has several minor scrapes and one gouge, 1 1/4" x 1/2", at the edge of the coverplate. See field note sheets 9 and 10 and photos 19 and 20.
FLOOR BEAMS	N	
TRUSSES-GENERAL	N	
TRUSSES-PORTALS	N	
TRUSSES-BRACING	N	
PAINT	5	Paint surface is chalky throughout. Approximately 50% of painted surface is peeling or rusted.
RUST	6	Areas of heavy rust on bottom of bottom flanges throughout and random areas of diaphragms and top flanges.
MACHINERY MOV SPAN	N	
RIVETS & BOLTS	N	
WELDS & CRACKS	8	Hands on inspection of all coverplate butt welds and coverplate end welds. No deficiencies noted.
TIMBER DECAY	N	
CONCRETE CRACKING	N	
COLLISION DAMAGE	6	Minor scrapes on Girder 1 in Span 1. G-1 in Span 1 has a 1 1/4" x 1/2" gouge in the coverplate. See field note sheets 9 and 10 and photo 20.
MEMBER ALIGNMENT	8	
DEFLECT. UNDER LOAD	N	
VIBR. UNDER LOAD	N	
STAND PIPES	N	
BARREL LADDERS	N	

ARE BARREL LADDERS OSHA COMPLIANT?

60. SUBSTRUCTURE

Reinforced Concrete Abutments and Pier

OVERALL RATING 6

	RATING	
ABUTMENTS-STEM	6	There are random hollow areas on the south abutment, hairline cracks and isolated vertical cracks open to 1/16" at the north and south abutments. There is a 5' x 2' x up to 3" deep" spall/HA between Girders 5 and 6 on the south abutment seat. Pedestals 6 and 7 at the south abutment have spalls with exposed rebar but no undermining of the masonry plate. On the north abutment pedestals there are small spalls and horizontal cracks. See field note sheets 12 and 13 and photos 21 - 23.
ABUTMENTS-BACKWALL	7	Backwalls with vertical hairline cracks andevidence of leakage at the north abutment. See field note sheets 12 and 13 and photo 24.
ABUTMENTS-FOOTINGS	N	
ABUT.-SETTLEMENT	7	See Wingwalls

Connecticut Department of Transportation

Bridge Inspection Report BRI-18

BRIDGE #: 00024 **INSPECTION DATE:** 12/4/2006

60. SUBSTRUCTURE Reinforced Concrete Abutments and Pier **OVERALL RATING** 6

ABUTMENTS-WINGWALLS	7	There is lateral displacement between the parapets of the bridge and the wingwalls at the following locations: Southeast – parapet is 1" to the east Northwest – parapet is 3/4" to the east Northeast – parapet is 1 1/4" to the west
PIERS/BENTS-CAPS	6	Vertical hairline crack extending up into Pedestal 7 on the east end. At the southwest corner near the top of the pier there are cracks, open to 1/16", one on each face. The crack on the west end extends into the pedestal at the anchor bolt line. Pedestal has a small spall on the south face. See field note sheets 14 and 15 and photos 26 and 27.
PIERS/BENTS-PILE BENT	N	
PIERS/BENTS-COLUMN	7	Random short hairline cracks.
PIERS/BENTS-FOOTINGS	N	Not visible.
PIERS/BENTS-SETTLEMent	8	
EROSION-SCOUR	N	
CONCRETE CRACK-SPALL	7	See above items.
STEEL CORROSION	N	
PAINT	N	
TIMBER DECAY	N	
COLLISION DAMAGE	8	
DEBRIS	7	Random areas of pigeon droppings.

61. CHANNEL PROTECTION **OVERALL RATING** N

62. CULVERTS & RETAINING WALL **OVERALL RATING** N

APPROACH CONDITION **OVERALL RATING** 5

	RATING	
APPROACH SLAB	N	
RELIEF JOINTS	N	
APPROACH GUIDE RAIL	N	
APPROACH PAVEMENT	5	Extensive cracking open to 3/4" at the south approach and 1/2" at the north approach. See field note sheets 3 and 4.
APPROACH EMBANKMENT	8	

TRAFFIC SAFETY FEATURES:

BRIDGE RAILINGS	1	
TRANSITIONS	0	
APPROACH GUARDRAILS	0	
APPR. GUARDRAIL ENDS	0	

LOAD POSTING

SINGLE UNIT (TONS)		
HS (TONS)		

Connecticut Department of Transportation

Bridge Inspection Report BRI-18

BRIDGE #: 00024 **INSPECTION DATE:** 12/4/2006

4 AXLE (TONS)		
3S2 (TONS)		
ADVANCE WARNING Y/N	N	
LEGIBILITY	N	
VISIBILITY/LOCATION	N	

MISC.

MIN VERT. UNDERCLR.	13' 10"	
POSTED CLR. UNDER BRIDGE	13' 8"	
POSTED CLR. ON BRIDGE	' "	
ADVANCE WARNING (Y/N)	Yes	
SPEED LIMIT (IF ANY)	MPH	
CHARACTER OF TRAFFIC	Moderate mixed weights.	

ADDITIONAL NOTES

Center lane closures NB and SB to check butt welds on coverplates.

ADDITIONAL COMMENTS:

Inspectors' Signatures:

1) Jay Merring Date: 02/23/07

2) David C. Rocha Date: 02/23/07

3) Date: __/__/__

4) Date: __/__/__

P.E. Signature: E. Allen Randall PE Date: 2/23/07

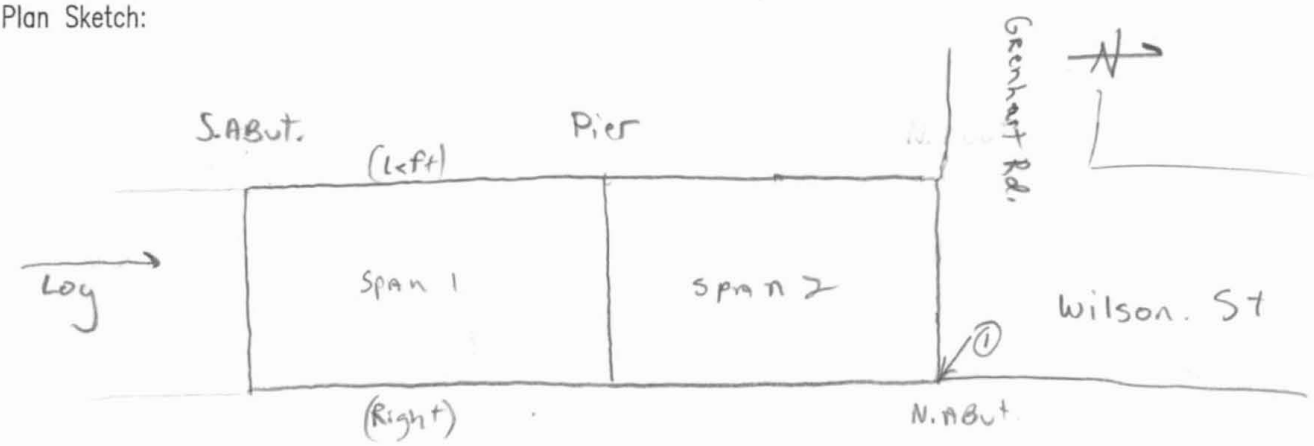
P.E.#: 14551

Reviewed by: CDOT Date: 5/16/07

FIELD NOTES

FIELD NOTES	JOB NO. 2340.06	BRIDGE NO. 00024
	DATE: 12/4/06	SHEET 5
PREPARED BY: Lichtenstein Consulting Engineers, Inc.	CREW: JFO/DAL/JM	

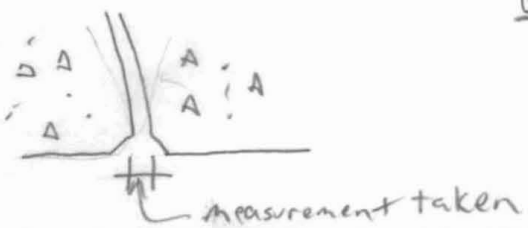
Plan Sketch:

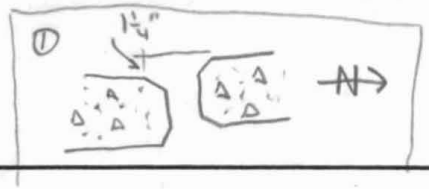


PARAPET JOINT MEASUREMENTS 1¼

Location	Winter Measurement < 50° F				Summer Measurement > 50° F				Joint Type
	Left	Right	Temp	Date	Left	Right	Temp	Date	
S.Abut	½" *	¾"	45°	12/4/06					Asph. Plug
Pier	½"	½"	↓	↓					↓
N. Abut	⅞" *	1⅝"	↓	↓					↓

Gen note:
- * Joint not sealed





JOINT MEASUREMENT

Form BRI-17, Rev 6/99

Bridge #: 00024 Location: Wilson Ave. over Interstate 95 Town Of: Stamford

Deck Joint Location	Deck Joint Type	Effect Span (ft.)	Winter Measurement			Summer Measurement			Differential Movements			Comment	Difference between Actual & Calc. Movements	
			TEMP deg	Date.. 12/04/06 Left (in)	Right (in)	TEMP deg	Date.. Left (in)	Right (in)	Actual Left	Actual Right	by Formula		Left (in)	Right (in)
S. Abut.	AP	85.7	45	8/16	12/16				8/16	12/16	- 5/16		13/16	1- 1/16
Pier	AP	0.0	45	8/16	8/16				8/16	8/16	0		8/16	8/16
N. Abut.	AP	85.7	45	14/16	1-10/16				14/16	1-10/16	- 5/16		1- 3/16	1-15/16
									0	0	0		0	0
									0	0	0		0	0
	PREVIOUS MEASUREMENTS WERE NOT AVAILABLE								0	0	#VALUE!		#VALUE!	#VALUE!
									0	0	0		0	0
									0	0	0		0	0
									0	0	0		0	0
									0	0	0		0	0
									0	0	0		0	0
									0	0	0		0	0
									0	0	0		0	0
									0	0	0		0	0
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									0	0	0		0	0
									0	0	0		0	0
									0	0	0		0	0
									0	0	0		0	0
									0	0	0		0	0
									0	0	0		0	0

* Note: Place the higher temperature measurements to the right side of the table.
A negative differential movement indicates possible abnormal movement.
The "Effective Span" is the length contributing to expansion at the joint. This should be 0 at fixed joints.

6

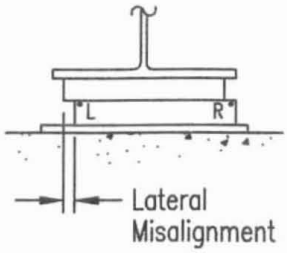
Printed On : 1/4/2007

FIELD NOTES

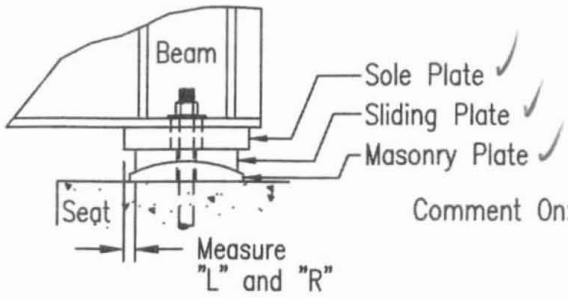
BRIDGE NO. 00024	DATE: 12/5/06
CREW: DAL, JM, JFO	SHEET 7

SLIDING BEARING MEASUREMENTS

Form BRI-14, Rev. 9/01



FRONT VIEW



SIDE VIEW

Span No. = 1

Substructure Unit = S. Abut

Temperature = 30 °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.

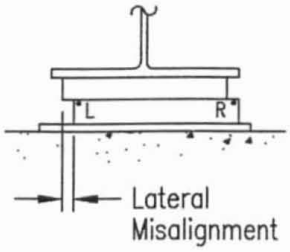
Beam	Movement				Condition			Comments
	"L"	"R"	Mode Exp. or Contr.	Lateral Misalign.	Bearing Frozen?	Normal Mov't?	Rust ? H/M/L	
1	1/8	0	E	0	N	N	M	West anchor bolt broken off.
								1/8" impacted rust between sole PL
								& sliding plate. No evidence
								of movement.
3	3/16	7/8	E	0	N	Y	L	No evidence of movement
5	0	3/8	E	1/16 W	N	Y	L	East anchor bolt w/ nut missing
								No evidence of movement
7	3/8	3/8	E	1/8 W	N	Y	L	Both Anchor bolts tipped south
								No evidence of movement
								East corner of bottom flange in contact
								w/ backwall @ 30°F
								Gen Note
								- No Keepers on any bearings

FIELD NOTES

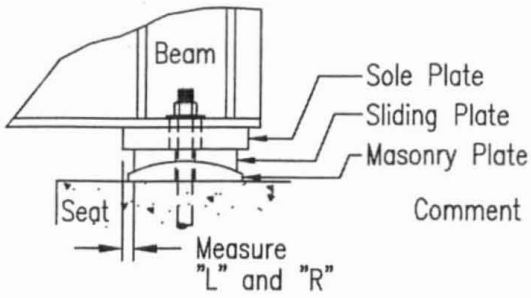
BRIDGE NO. 1007	DATE: 1/31/07
CREW: JM, JFO, CD	SHEET 8

SLIDING BEARING MEASUREMENTS

Form BRI-14, Rev. 9/01



FRONT VIEW



SIDE VIEW

Span No. = 2

Substructure Unit = N. ABUT

Temperature = 30 °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	7/16	3/8		-1/8				LAT MISALIGN MEASURED ON E. SIDE SOLE PL TO EAST
4	1/2	5/8		-1/16	N	Y	M	LAT MISALIGN MEASURED ON E. SIDE ~~PLATE~~ SOLE PL TO E
7	9/16	7/8		3/8(W)	N	Y	M	LAT. MISALIGN MEASURED ON E Side ~~SOLE~~ PL MVED WEST
								~~TYPICAL~~ - UP TO 1/16" IR BTWN ~~PLAT~~ SOLE PL
								AND SLIDING PL.
								- MOD. RUST AND PEELING PAINT
								- EVID. OF MOVEMENT
								- NO KEEPERS

TIME AT SITE

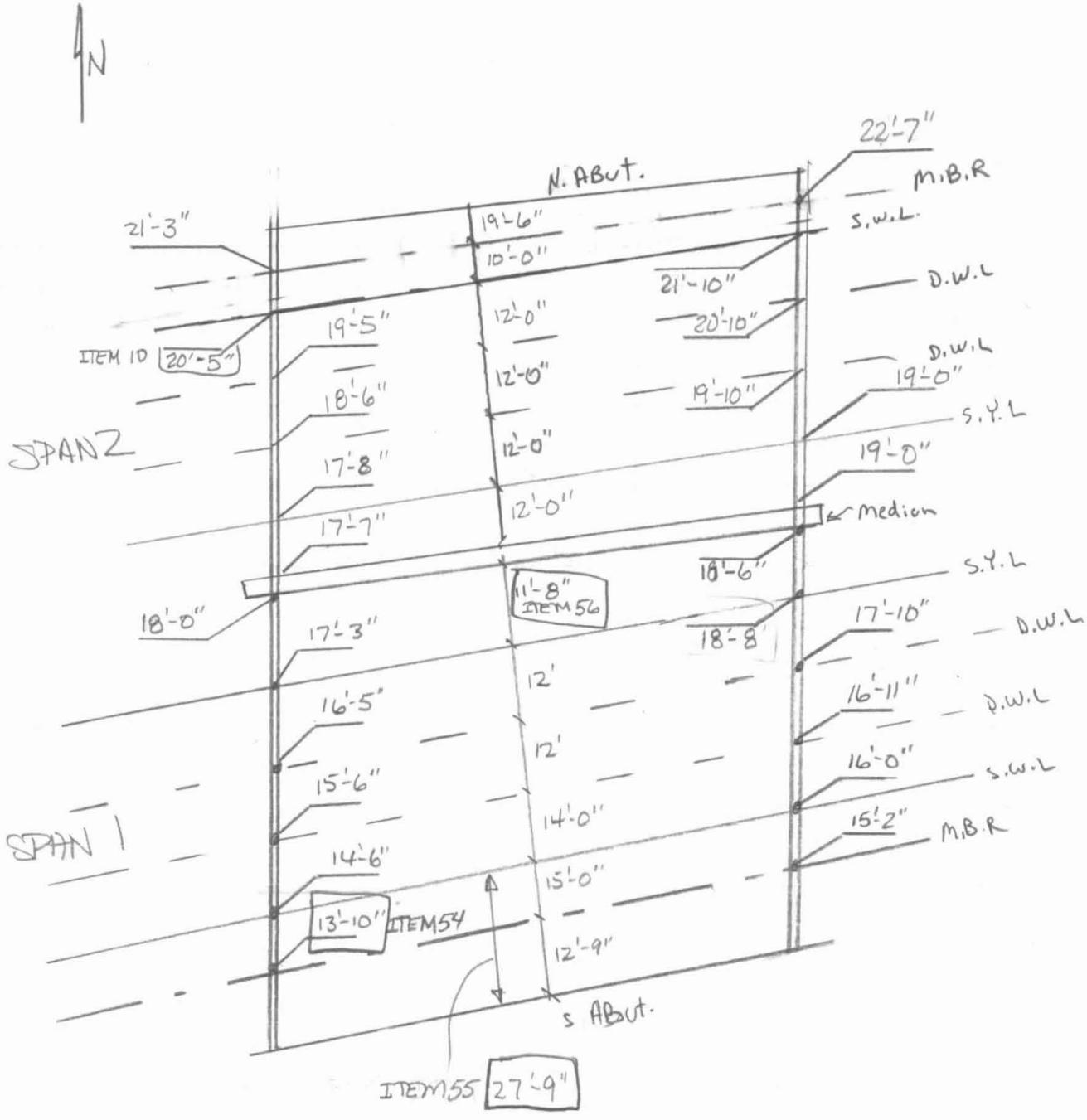
JOB NO. 2340.06	BRIDGE NO. 00024	
DATE: SEE BELOW	SHEET 1	
PREPARED BY: Lichtenstein Consulting Engineers, Inc.	CREW: SEE BELOW	

DATE: 12/4/06	CREW: JM, DAL, JFO	
	EQUIPMENT USED: Cube #2, UTILITY LIFT	
TIME: 10:00 -2:00	POLICE: N. SHEA CT ST. POLICE (NAME/TIME) 9:00-1:00	FLAGMAN: (NAME/TIME)
WORK DONE: N. END SPAN 1, TOP-O-DECK LT. LANE 95NB		
DATE: 12/5/06	CREW: JM, DAL, JFO	
	EQUIPMENT USED: Cube Truck, Utility lift	
TIME: 10:00-1:00	POLICE: (NAME/TIME)	FLAGMAN: (NAME/TIME)
WORK DONE: S. Half Span 1, SOUTH Abut Rt LANE 95 NB		
DATE: 1/31/07	CREW: ~~Lift~~ JM, CD, JFO	
	EQUIPMENT USED: 30' Lift, Cube Truck, CRASH Truck	
TIME: 9:30-12:00	POLICE: (NAME/TIME)	FLAGMAN: (NAME/TIME)
WORK DONE: N. Half span 2, N. ABUT & WW's		
DATE: 2/4/07	CREW: JM, DAL, JFO	
	EQUIPMENT USED: Cube Truck, 30' Lift, Crash Truck	
TIME: 5:00 AM 9:30 AM	POLICE: CHOK (NAME/TIME) ST. Police 5:00-9:30	FLAGMAN: (NAME/TIME)
WORK DONE: ½ Span 2, Welds over center lane NB Double left lane closure NB & SB 95		
DATE:	CREW:	
	EQUIPMENT USED:	
TIME:	POLICE: (NAME/TIME)	FLAGMAN: (NAME/TIME)
WORK DONE:		

Lichtenstein
Consulting Engineers

Field Notes

PROJECT NO 2347.06 BRIDGE NO 00024
DATE 12/4/06 SHEET 2
CREW JFO, JM, DAL



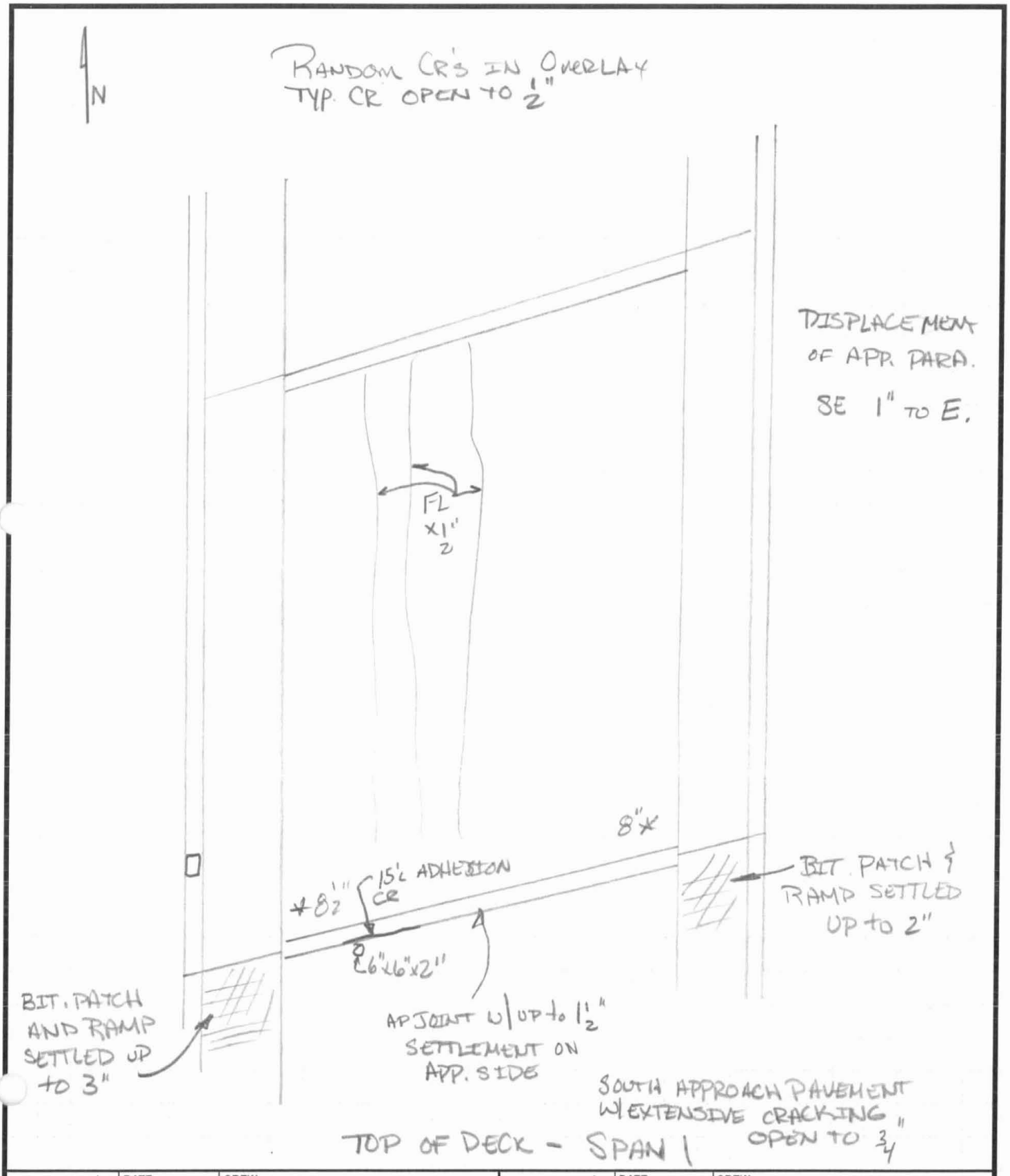
CLEARANCE DIAGRAM

REVISION 1	DATE	CREW	REVISION 2	DATE	CREW
REVISION 3	DATE	CREW	REVISION 4	DATE	CREW

Lichtenstein
Consulting Engineers

Field Notes

PROJECT NO 2340.06 BRIDGE NO 00024
DATE 12/4/06 SHEET 3
CREW JM, DAL, JFO

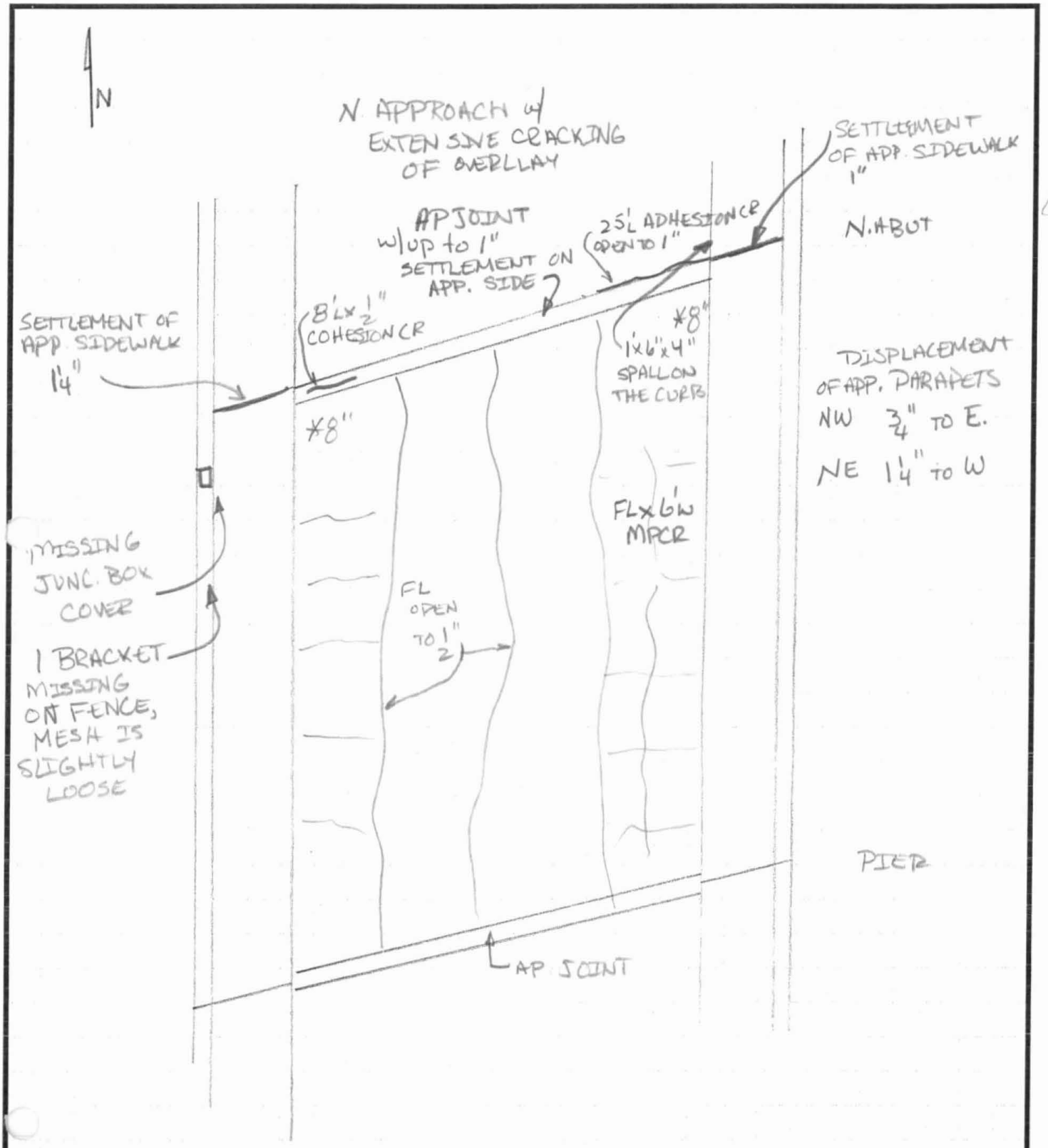


REVISION 1	DATE	CREW	REVISION 2	DATE	CREW
REVISION 3	DATE	CREW	REVISION 4	DATE	CREW

Lichtenstein
Consulting Engineers

Field Notes

PROJECT NO 2340.06 BRIDGE NO 00024
DATE 12/4/06 SHEET 4
CREW JM, DAL, JFO



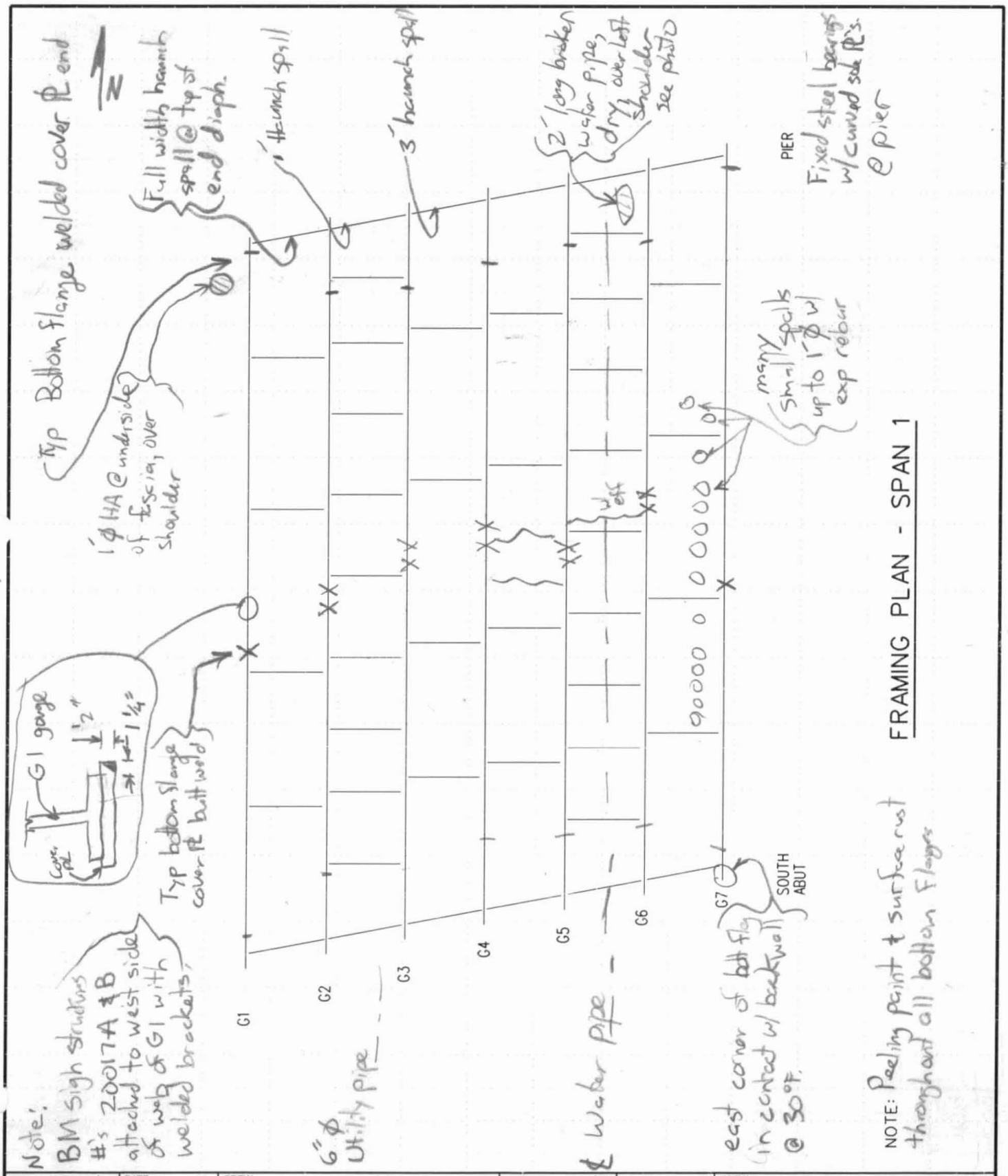
TOP OF DECK - SPAN 2

REVISION 1	DATE	CREW	REVISION 2	DATE	CREW
REVISION 3	DATE	CREW	REVISION 4	DATE	CREW

Field Notes

Lichtenstein
Consulting Engineers

PROJECT NO 2340.06 BRIDGE NO 00024
DATE 12/04/06 SHEET 9
CREW DAL, JM, JFO



REVISION 1	DATE	CREW	REVISION 2		CREW
REVISION 3	DATE	CREW	REVISION 4		CREW

Field Notes

Lichtenstein
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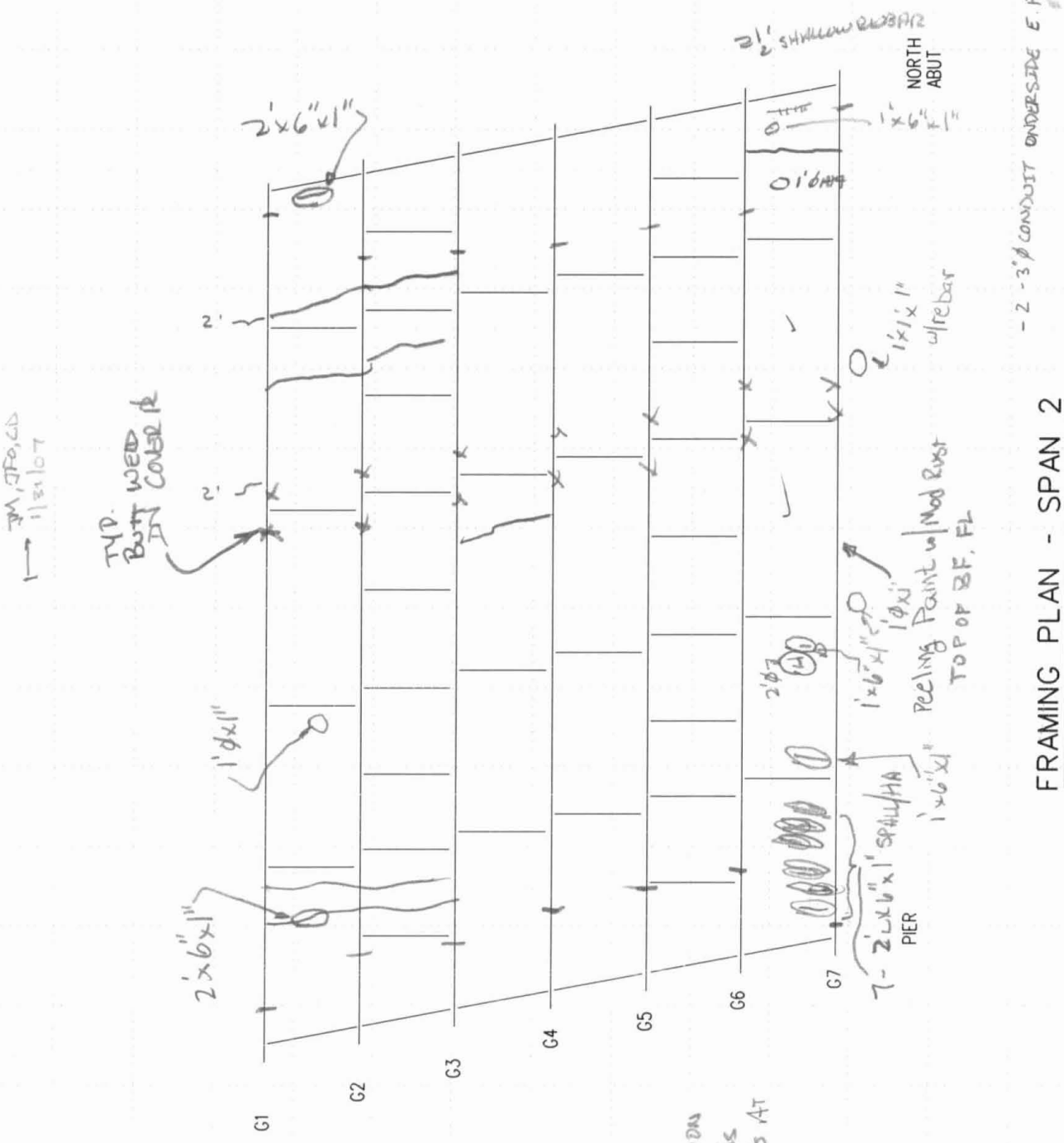
PROJECT NO 2340.06 BRIDGE NO 00024
DATE 12/04/06 SHEET 10
CREW JM, JFO, CD



REVISION 1	DATE	CREW	REVISION 2		CREW
REVISION 3	DATE	CREW	REVISION 4		CREW

Bridge Number: 00024 Date: 2/9/2007 Prepared by: JFO Checked by: _____

CONCRETE DETERIORATION WORKSHEET

Form BRI-10, Rev. 9/01

	Deterioration by Span-Square Feet										
	Span Number										
Deterioration Type	1	2	3	4	5	6	7	8	9	10	Total
Spalled and Delaminated areas	Top:	Top:	Top:	Top:	Top:	Top:	Top:	Top:	Top:	Top:	Top: 0
	Bot: 11	Bot: 17	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot: 28
Scale (moderate to severe only)	Top:	Top:	Top:	Top:	Top:	Top:	Top:	Top:	Top:	Top:	Top: 0
	Bot: 0	Bot: 0	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot: 0
Cracks with Efflo. (use 6in. wide x length)	Bot: 4	Bot: 0	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot: 4
Cracks without Efflo (use 3in wide x length)	Bot: 4	Bot: 20	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot: 24
Map Cracking with Efflo. (use full area)	Bot: 0	Bot: 0	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot: 0
Map Cracking with/out Efflo. (use 50% of area)	Bot: 0	Bot: 0	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot: 0
Honey combed	Bot: 0	Bot: 0	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot:	Bot: 0
Total Deterioration	19	37	0	0	0	0	0	0	0	0	56
Total Span Area (sq. Ft)	4980	4980									9960
% spalled and delminated Top	0.0%	0.0%									0.0%
% Deterioration on bottom	0.4%	0.7%									0.6%

Field Notes

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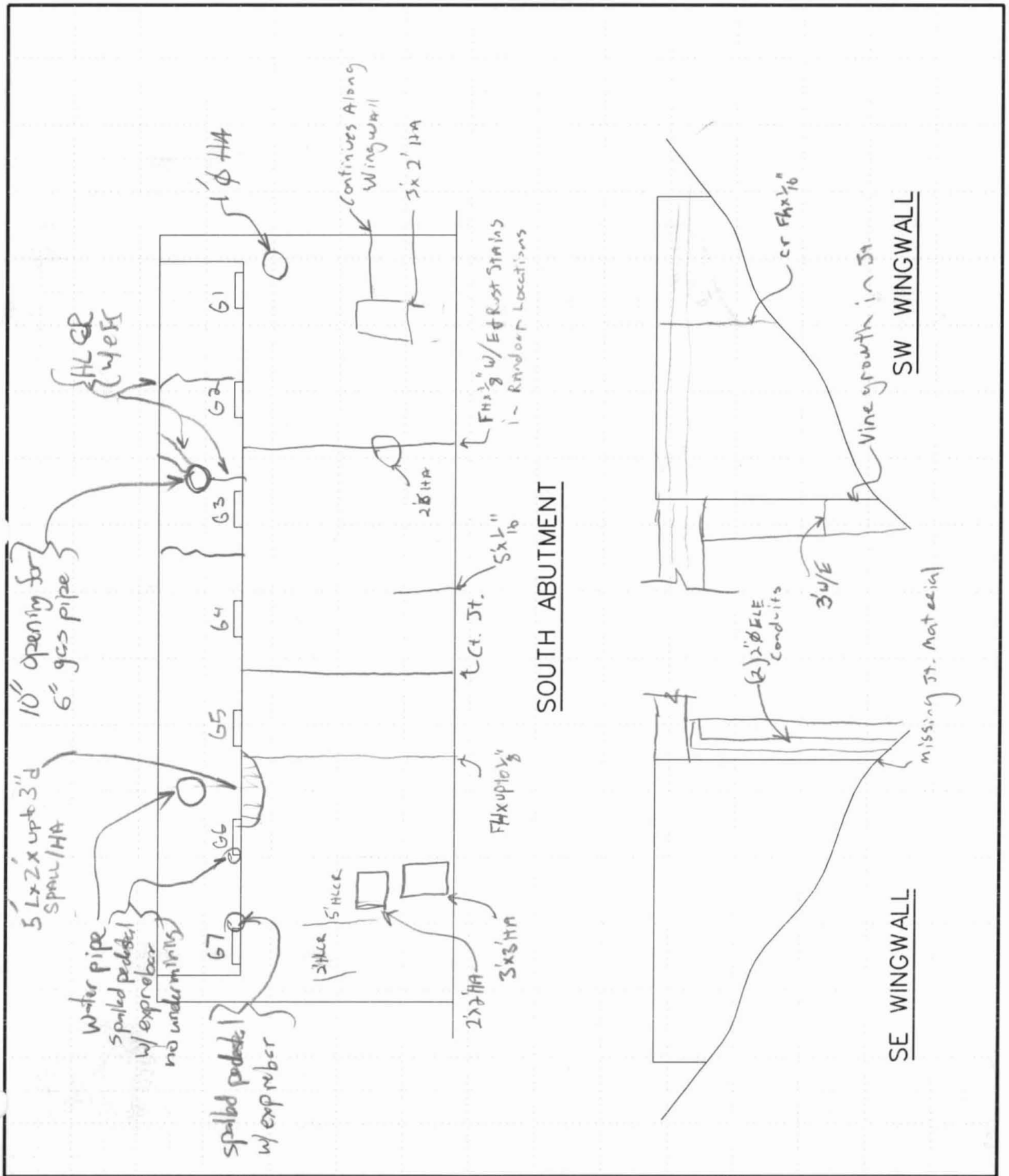
PROJECT NO 2340.06 BRIDGE NO 00024
DATE 12/04/06 SHEET 12
CREW JFO JM DAL



REVISION 1	DATE	CREW	REVISION 2		CREW
REVISION 3	DATE	CREW	REVISION 4		CREW

Field Notes

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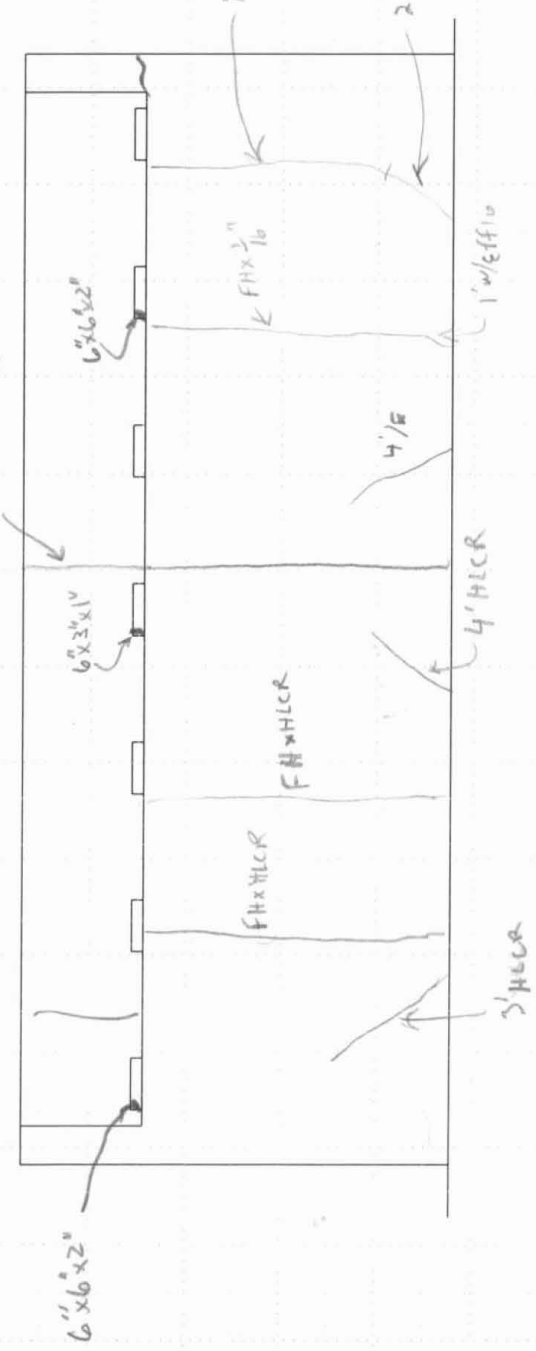
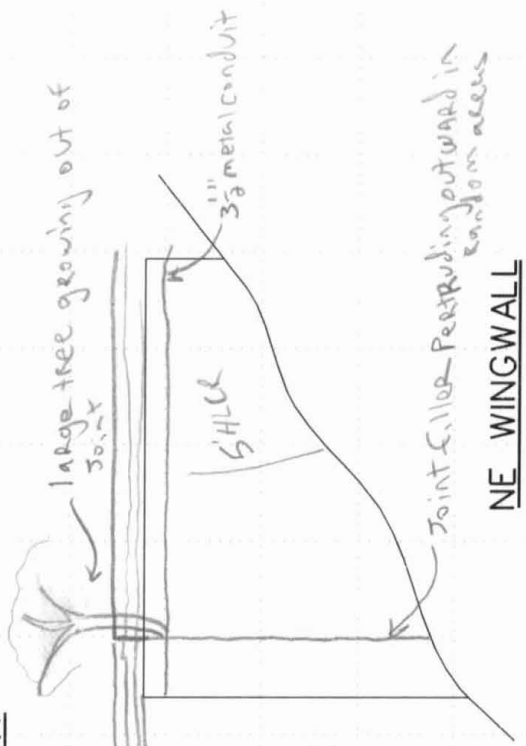
Consulting Engineers

PROJECT NO 2340.06 BRIDGE NO 00024
DATE 12/04/06 SHEET 13
CREW JFO, CD, JM

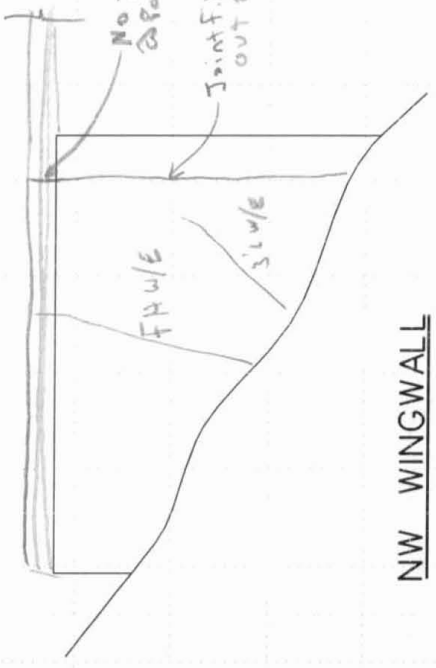
Gen notes:
- Random silt stains and light scaling on abutment
- EVID. OF LEAKAGE ON THE BACKWALL
- Lt SAND & BIRD CRAP ON SEAT



NORTH ABUTMENT



NE WINGWALL



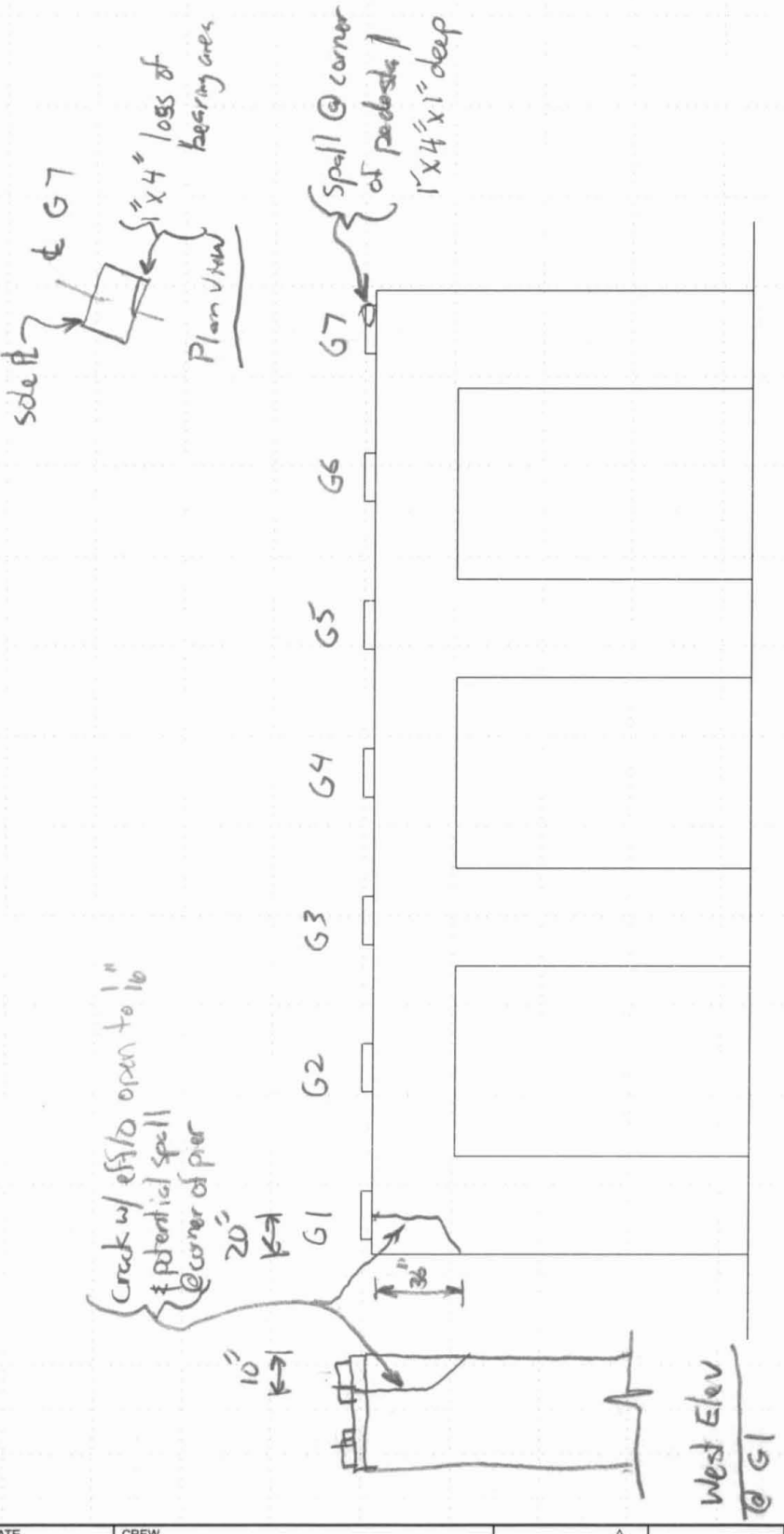
NW WINGWALL

REVISION 1	DATE	CREW	REVISION 2		CREW
REVISION 3	DATE	CREW	REVISION 4		CREW

Field Notes

Lichtenstein
Consulting Engineers

PROJECT NO 2340.06 BRIDGE NO 00024
DATE 12/04/06 SHEET 14
CREW DAL, JM, JFO



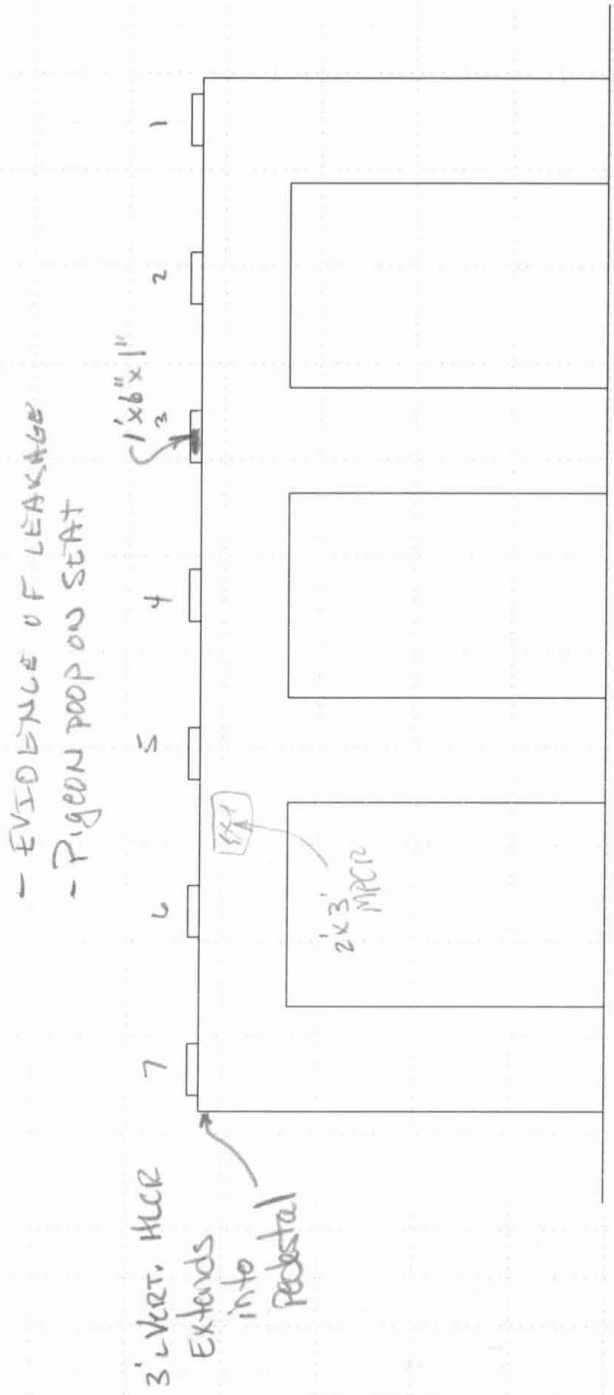
PIER - SOUTH ELEVATION

REVISION 1	DATE	CREW	REVISION 2		CREW
REVISION 3	DATE	CREW	REVISION 4		CREW

Field Notes

Lichtenstein
Consulting Engineers

PROJECT NO 2340.06 BRIDGE NO 00024
DATE 2/4/07 ~~12/04/06~~ SHEET 15
CREW JM, DAL, JFG



PIER - NORTH ELEVATION

REVISION 1	DATE	CREW	REVISION 2		CREW
REVISION 3	DATE	CREW	REVISION 4		CREW

PHOTO LOG

Form BRI-13, Rev. 9/97

Bridge Information System

Image Inventory

Bridge No. 00024 Date 12/4/06

Town: STAMFORD Photographer: _____

Carried / Crossed: Wilson Ave over I-95

Film Frame #	Image Description
1	Typ. Condition of underside of deck
2	Span 1 G7 ped at pier spall on ped
	that slightly undermines masonry ⚓
3	Typ. Superstructure
4	S. Abutment
5	Bridge ID
6	N Elevation of pier
7	S. App. from bridge
8	N App. from bridge
9	Typ. overlay condition
10	Typ. Ap joint (south Abut)
11	Bridge from S. Approach
12	Bridge from N. Approach
13	Ap Joint at N. Abut
14	Settlement of App. Sidewalk at NE corner
15	" " SE Corner
	with Bit ramp
16	Typ. Butt weld in BF cover plate
17	Gouge in BF coverplate Span G1 over
	right lane, 3/4" x 1 1/4"
18	G2 span1 Butt welds in cover plate
~~19~~	~~Span 1 BA~~ 21" apart
19	Span1 Bay 6 Spalls up to 1'Φ w/exp rebar

PHOTO LOG

Form BRI-13, Rev. 9/97

Bridge Information System

Image Inventory

Bridge No. 00024 Date _____

Town: Stamford Photographer: _____

Carried / Crossed: Wilson Ave over I-95

Film Frame #	Image Description
20	G1 Bearing at S. Abut WEST SIDE
	AB Broken
21	BAY3 Span1 first Panel near the S. Abut
	Apparent MPCR w/efflo is dust/pollution
	and condensation, can be rubbed off
22	G5 BRG AT the S. Abut, missing ABNut
	east side, Accumulation of Bird debris
23	S Abut between G5 and G6
	Large SPALL/HA ON SEAT AND Bird debris
24	Spall on Pedestal of G6 at S. Abut
25	Spall on Pedesta of G7 at S. Abut
26	Span1 G7 ~~Bea~~ at S. Abut. Broken AB
	on east side
27	TYP. BF Coverplate w/peeling paint and
	moderate rust
28	W. Elevation
29	E. Elevation
30	West end of Pier ~~#~~ vertical crack
	in west elevation and S. Elevation
31	Span1 Bay 6 w/several spalls w/exp rebar
32	Typ fixed brg at pier
33	Broken Water Pipe (Abandoned) Span1
	Bay 5 near pier

PHOTO LOG

Form BRI-13, Rev. 9/97

Bridge Information System

Image Inventory

Bridge No. 00024 Date 2007

Town: STAMFORD Photographer: _____

Carried / Crossed: Wilson Ave over I-95

Film Frame #	Image Description
34	Typical Expansion Brg at N. Abut
35	Small spall at corner of Ped 1 at
	the N. Abutment
36	Debris on N. Abutment Seat
37	N. Abut backwall w/ Evidence of leakage
38	Tree in the joint between N. Abut.
	and NE wingwall
39	NW wingwall No joint filler 8'±
40	Fence, parapet, wood post guiderail at
	N.W approach
41, 45	HA/spalls Bay 6, Panel 2 Span 2
42, 44	HA/spalls Bay 6 Panel 1 span 2
43	Pigeon poop on Top of pier and
	Beam ends

Bridge No.	00024	**Inspected by 1:**	Jay Messier
Town:	Stamford	**Inspected by 2:**	David Locke
Feature Carried:	Wilson Avenue	**Date Inspected:**	12/4/06
Feature Crossed:	Interstate 95	**Project No.:**	170-2357

Photo 1: Bridge ID

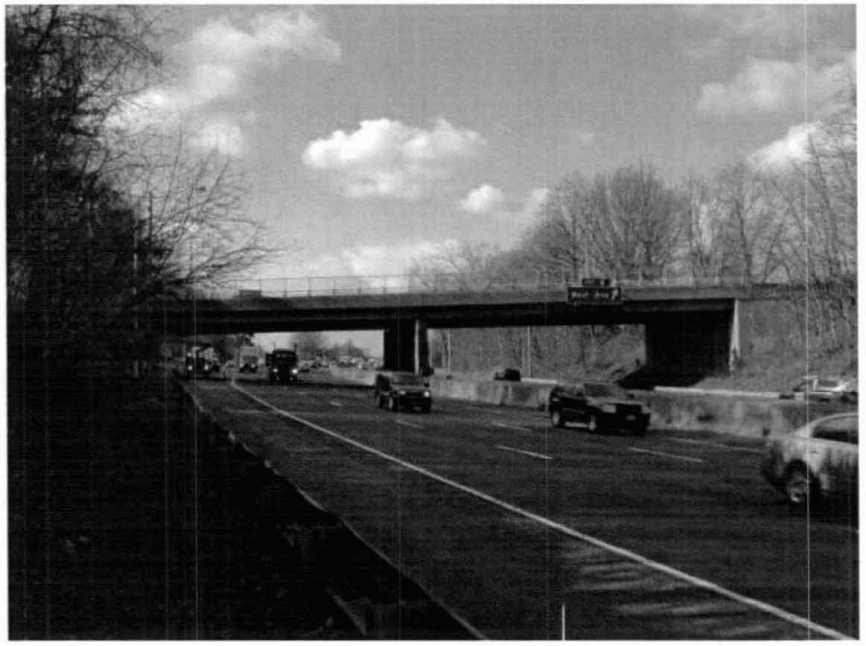


Photo 2: East Elevation

Bridge No.	00024	**Inspected by 1:**	Jay Messier
Town:	Stamford	**Inspected by 2:**	David Locke
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Photo 3: West Elevation

Photo 4: Bridge from the south approach

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Feature Carried:	Wilson Avenue	**Date Inspected:**	12/4/06
Feature Crossed:	Interstate 95	**Project No.:**	170-2357

Photo 5: South approach from the bridge

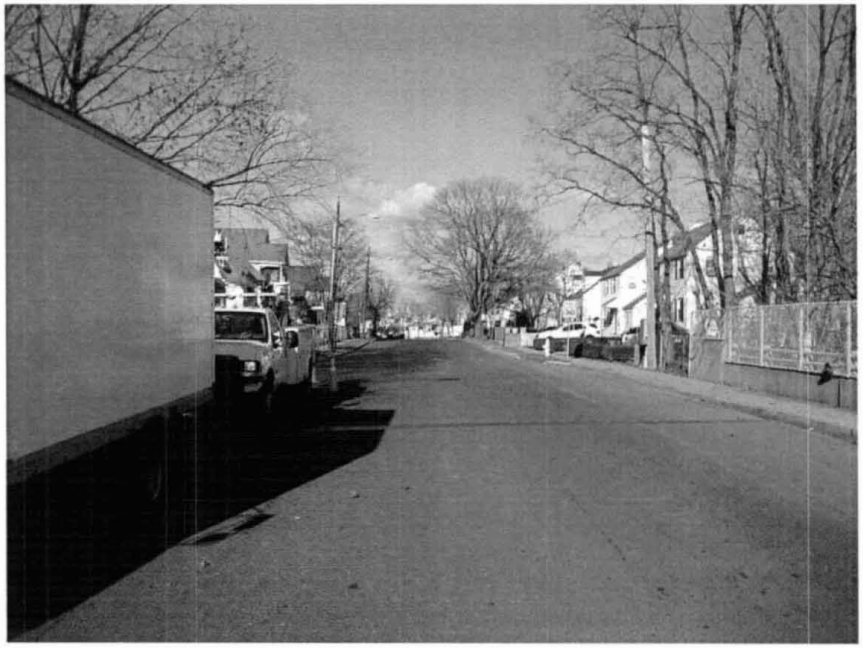

Photo 6: North approach from the bridge

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Feature Crossed:	Interstate 95	**Project No.:**	170-2357

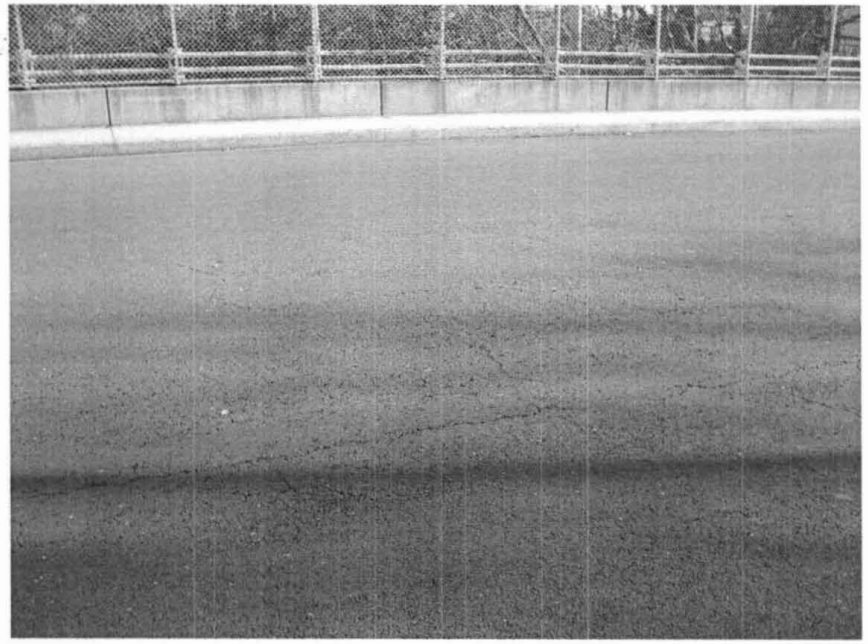

Photo 7: Typical condition of the overlay

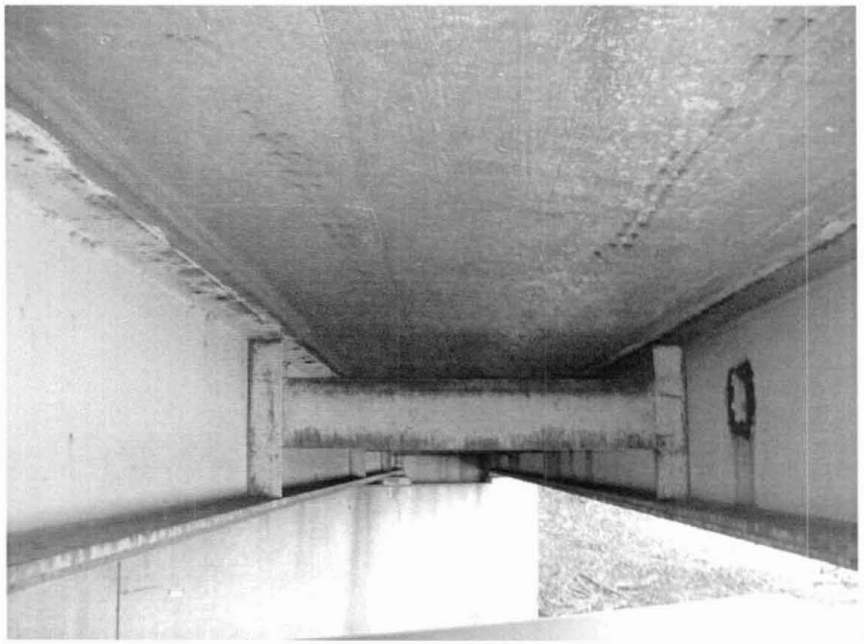

Photo 8: Typical condition of the underside of the deck.

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Photo 9: Span 1, Bay 6 with several spalls up to 1' Ø x 2" with exposed rebar.

Photo 10: Span 2 Bay 6 hollow areas and several spalls with exposed rebar.

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Feature Crossed:	Interstate 95	**Project No.:**	170-2357

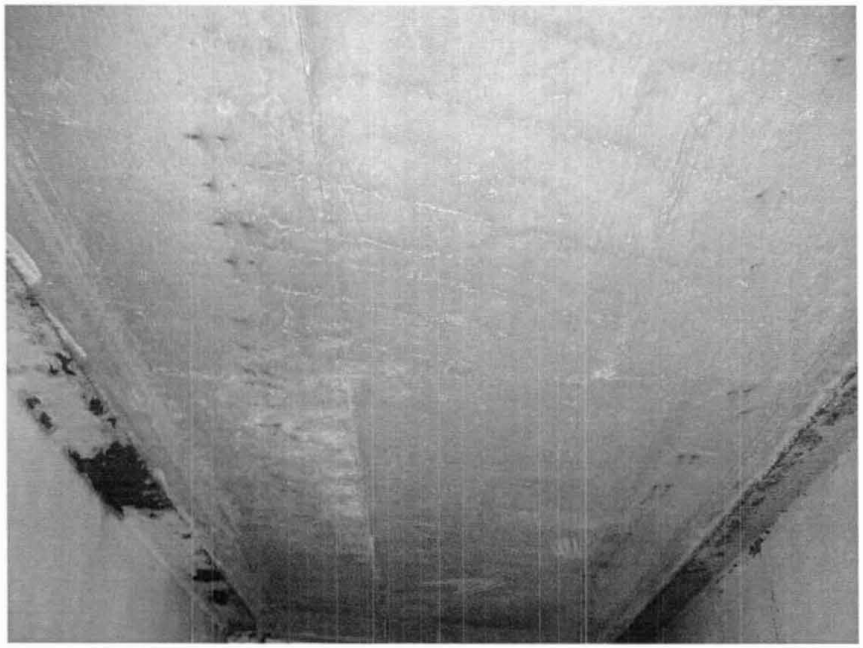

Photo 11: Previously labeled mapcracking is actually dust/pollution that can be wiped off.

Photo 12: Settlement of sidewalk at the northeast approach.

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Photo 13: Bituminous ramp at southeast approach has settled.

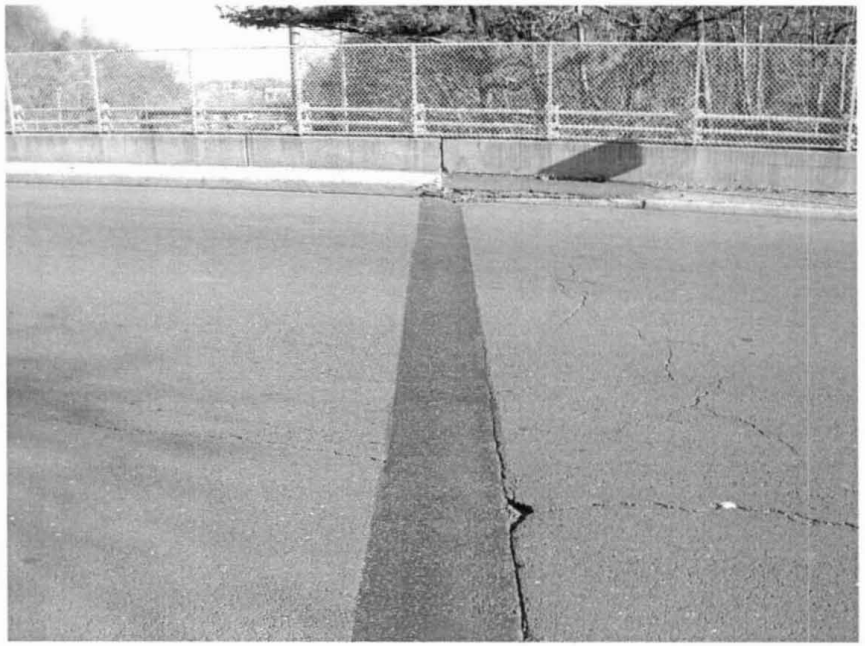

Photo 14: Asphaltic plug joint at the south abutment.

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Feature Carried:	Wilson Avenue	**Date Inspected:**	12/4/06
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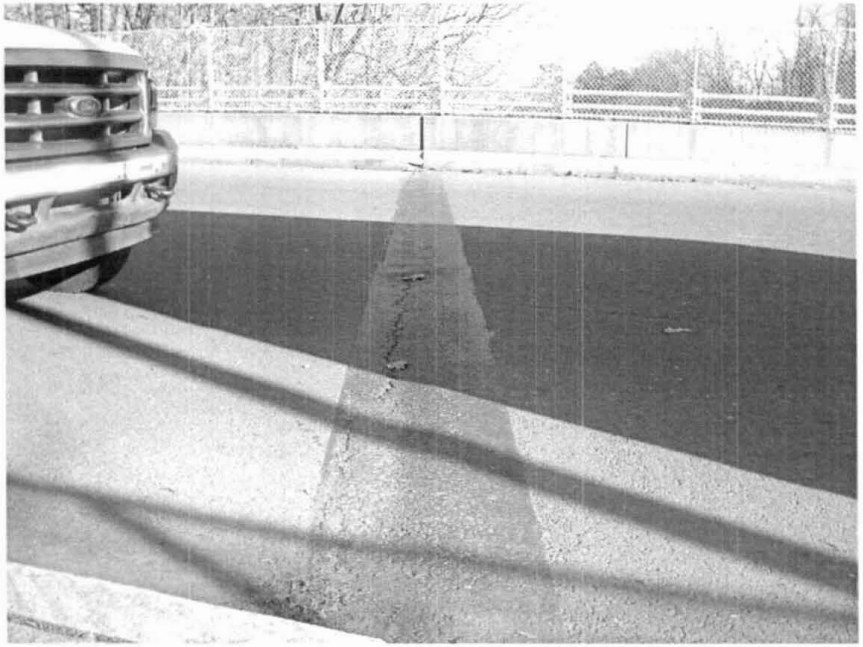

Photo 15: Asphaltic plug joint at the north abutment with cracks open to 1/2".

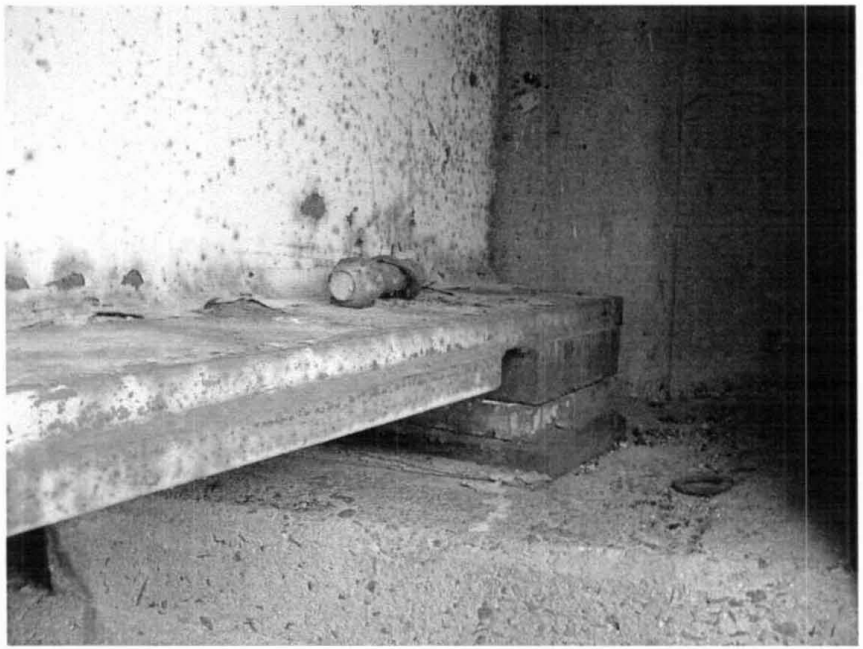

Photo 16: Bearing 1 at the south abutment with west side anchor bolt broken.

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Feature Crossed:	Interstate 95	**Project No.:**	170-2357

Photo 17: Bearing 5 at the south abutment with missing anchor bolt nut and pigeon poop.

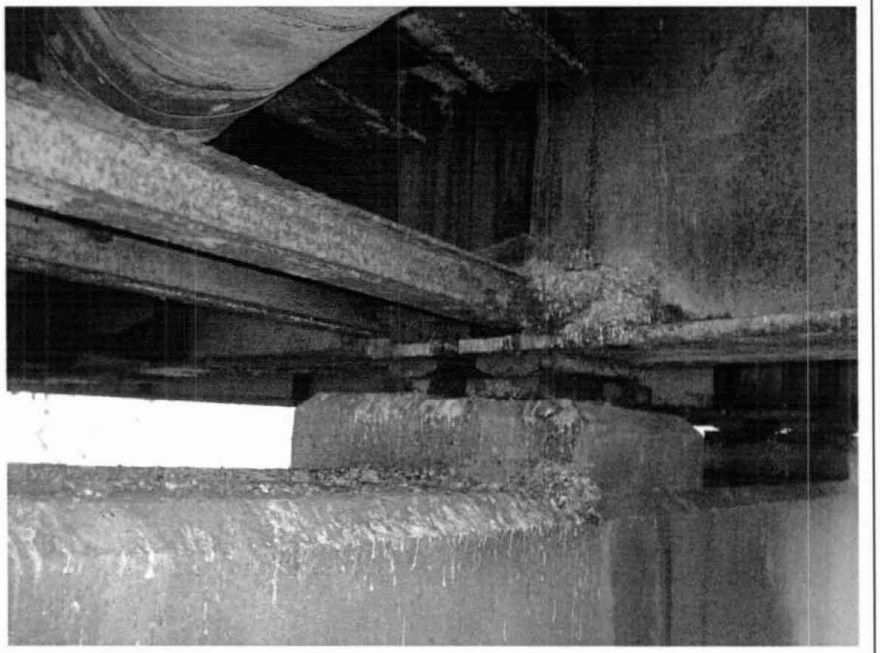

Photo 18: Typical bearing at the pier with pigeon poop.

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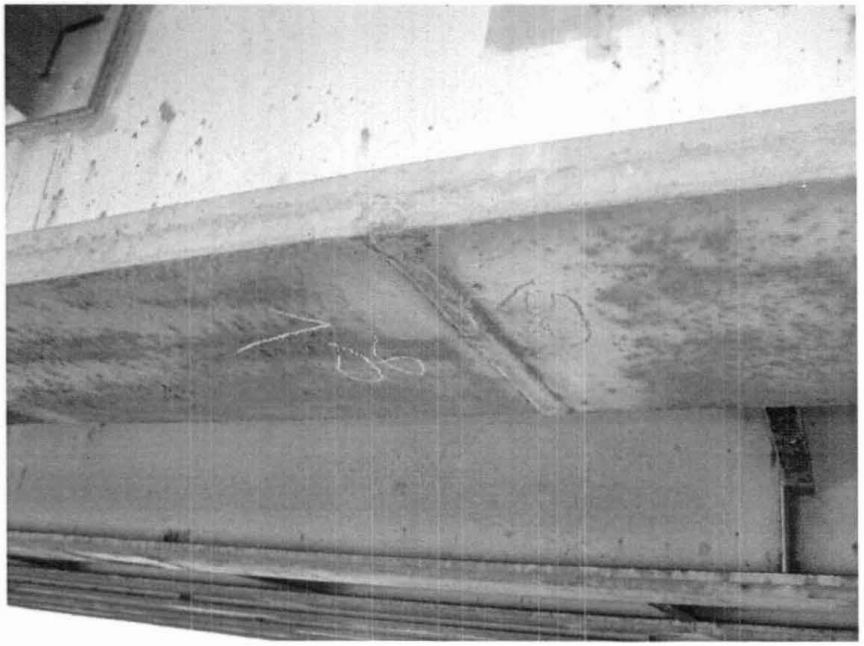

Photo 19: Typical butt weld in bottom flange coverplate.

Photo 20: Impact damage on the bottom flange of Girder 1 in Span 1.

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Photo 21: Spall with exposed rebar on the south abutment seat between Girders 5 and 6.

Photo 22: Typical spall with exposed rebar on the south abutment pedestals.

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Photo 23: Typical horizontal crack in pedestals of the north abutment.

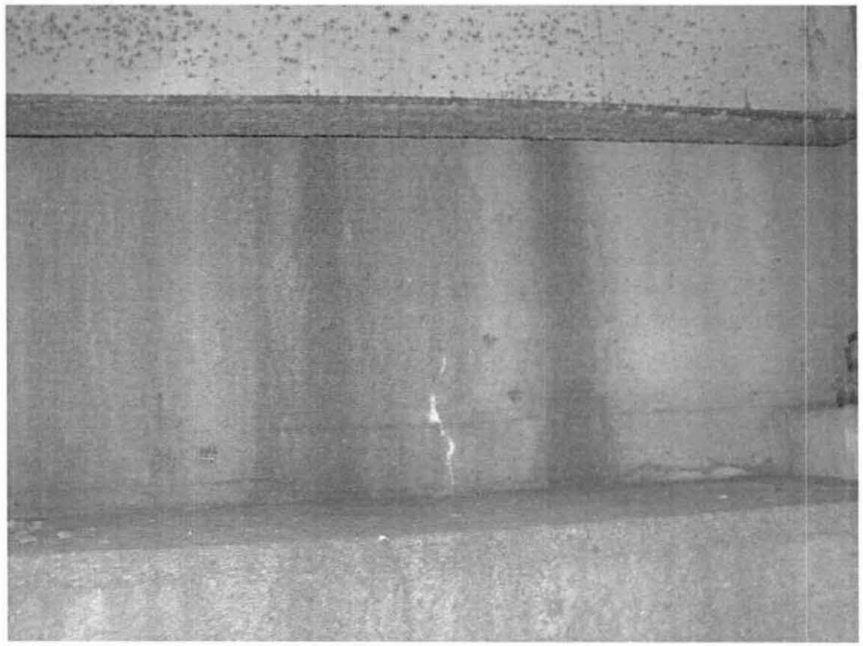

Photo 24: Vertical crack and evidence of leakage on the north abutment backwall.

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Feature Carried:	Wilson Avenue	**Date Inspected:**	12/4/06
Feature Crossed:	Interstate 95	**Project No.:**	170-2357

Photo 25: Debris on the north abutment seat.

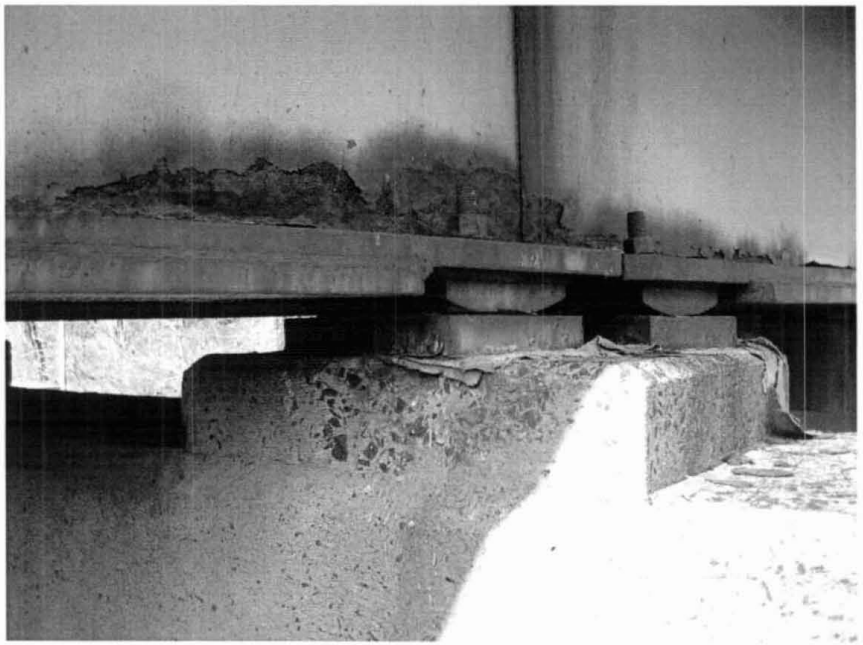

Photo 26: Pedestal for Bearing 7, Span 1 with spall.

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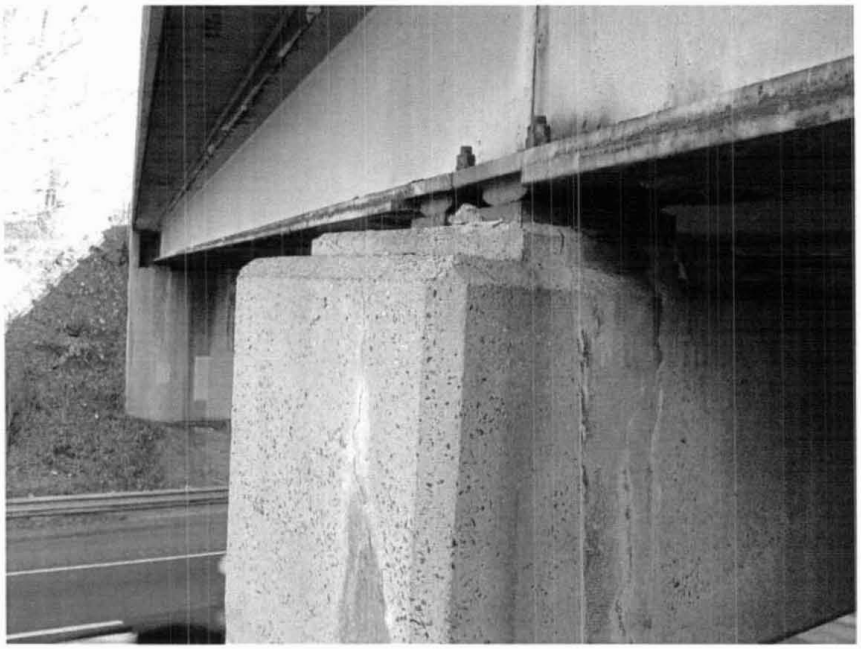

Photo 27: Southwest corner of the pier with vertical cracks on each face.

Photo 28: Tree growing in the joint between the north abutment and the northeast wingwall.