

Structure No. 03290

Route 9 North Bound

over

Nedobity Road

Haddam

Mile Point 18.66

Routine Inspection

on

27-Feb-07

Inspected By Team No. 7

For Area No. 10

TEAM: Forwarded to T.E. 3: D PAWLAKOWSKI Date: 5.18.07

T.E. 3: Reviewed By T.E. 3: D PAWLAKOWSKI Date: 5.22.07

BMM Required NO  
Town Structure NO  
Rating <= 5 {Item Nos. 58, 59, 60, 61 or 62} YES

Forwarded to Supervisor: S KOZLOWSKI Date: 5.22.07

Forwarded to "To Be Copied Drawer" ✓ Date: May 22 2007

Date BRI-19 Entered 5.22.07

SUPERVISOR: Reviewed By Supervisor: J Chafetz Date: May 22 2007

Support: Date Copies Made: 6/1/07 BMM No. \_\_\_\_\_  
Town Letter: \_\_\_\_\_ Memo: TRAMS

NBIS: Yes

Last Inspection: September 31, 2004

Structure No.	03290	Town	HADDAM
Inspection Date	2/27/2007	Inspectors	Team 7

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**Comments:**

Bridge Number **03290**

STATE OF CONNECTICUT  
DEPARTMENT OF TRANSPORTATION  
BRIDGE SAFETY & EVALUATION

90) Inspection Date <b>022707</b>	Inspection Team <b>707</b>	91) Frequency Class 24 01
Indepth Insp 9/9/2002	Deck Survey	Access Flagman 0 0

CRITICAL FEATURE INSPECTIONS			
Type	Frequency	Team	Date
Fracture:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Uwater:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Special:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

RED FLAG

Inspected By: [Signature] & [Signature]

Sufficiency Rating **76**  
Previous Inspection Date **8/31/2004**

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

BS&E Received  Data Entry By: DP SHEET      OF      (INSP. REPORT)  
Copies Made  Data Entry Date: 5.22.07

**IDENTIFICATION**

Bridge Name **HADDAM** Town Code **35230**

5) Inventory Route:  
 A) Record Type **1** B) Signing Prefix **3** State Highway C) Level of Service **1** Mainline  
 D) Route Number **00009** E) Directional Suffix **0** NA NORTH

6) Feature Intersected **NEDOBITY ROAD**

7) Facility Carried **ROUTE 9 NORTHBOUND**

9) Location **.25 MI WEST OF ROUTE 154**

11) Milepoint **18.66** Miles

16) Latitude **41 deg 30 min 18.00 sec** deg  min  sec  
 17) Longitude **72 deg 35 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 **3**  
 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 SHIFT  
 C) Type of Deck Protection **0** None

**AGE AND SERVICE**

27) Year Built **1965** 106) Year Reconstructed **0000**

42) Type of Service:  
 A) On **1** Highway B) Under **1** HIGHWAY

28) Number of Lanes:  
 A) On **3** B) Under **2**

29) Average Daily Traffic **16500** Half ADT?: **Yes**

109) Percent Truck **6%**

30) Year of ADT **2003**

19) Bypass, Detour Length **0** miles

**GEOMETRIC DATA**

48) Length of Max Span **57 ft 57.17 FT**

49) Structure Length **139 ft 138.64 FT**

50) Curb or Sidewalk Widths:  
 A) Left **1.5 ft** B) Right **1.5 ft**

51) Brg Rdwy width, curb-curb **42.0 ft 42.00 FT**

52) Deck Width, Out-Out **47.5 ft 47.50 FT**

32) Approach Roadway Width **42 ft**

33) Bridge Median **0** No Median  
 Deck Area **138.64 FT** **6602** sqft **65' 85.45 FT**

34) Skew Angle **20 deg 20°-00'-00"**

35) Structure Flared **0**

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

47) Log Inv. Rte. Total Horiz Clr.: **42.0 ft 42.00 FT**

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

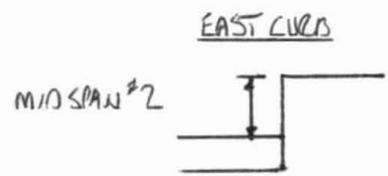
53) Min Vert Clearance Over Bridge **99 ft 99 in**

54) Min Vert Under Clearance **H Ref 15 ft 0 in Ref**

55) Min Lat Under Clearance on Right **H Ref 10.8 ft Ref 11.0 ft**

56) Min Lat Under Clearance on Left **0.0 ft**

**BRIDGE COMMENTS**



**CLASSIFICATION**

112) NBIS Bridge Length	Yes		
104) Highway System	1	On System	
26) Functional Class	12	Urban Principal Arterial - Other	
100) Defense Highway	1	Defense Highway	
101) Parallel Structure	R	Right structure of parallel bridges	
102) Direction of Traffic	1	1-way traffic	
103) Temporary Structure			
110) Designated National Network	1	On national network	
20) Toll	3	On Free Road	
21) Maintain	1	State Highway Agency	
22) Owner	1	State Highway Agency	
Report Class	S	STATE	
37) Historical Significance	5	Bridge is not eligible for National Register	

**STRUCTURE EVALUATION**

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

Bridge Number	03290	NBIS Length	
Town Name	HADDAM	Yes	139
Facility Carried	ROUTE 9 NORTHBOUND		
Feature Crossed	NEDOBITY ROAD		

SHEET \_\_\_\_ OF \_\_\_\_ (INSP. REPORT)

Inspected By: A J & A. GYRAL (SU)

**LOAD RATING AND POSTING**

34) Design Load	5	Evaluation Code	L
63) Operating Rating Type	1	Year of Evaluation	1999
64) Operating Rating	62.1	70) Bridge Posting	5
65) Inventory Rating Type	1	41) Structure Status	A
66) Inventory Rating	37.3	Open, no restriction	

**WATERWAY**

DrainageBasinCode			
38) Navigation Control			
39) Navigation Vert Clr.			
116) Vert-Lift Brg Nav Min			
111) Pier Abutment Protection			
40) Navigation Horiz Clr.			

**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. <u>99</u>	Project No.	Advised

**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
Rec. P.L. Single Unit Truck	tons		Rec. P.L. 4Axle Truck
Actual P.L. Semi-Trailer Truck	tons		Actual P.L. 3S2 Truck
Rec. P.L. Semi-Trailer Truck	tons		Rec. P.L. 3S2 Truck
Rec. P.L. All Vehicles	tons		Actual P.L. All Vehicles
Posted Vert Clearance On Bridge	ft	in	
Posted Vert Under Clearance	ft	in	
Posted Speed Limit	mph		
Utility			

**CONDITION**

58) Deck	7	
59) Superstructure	6	
60) Substructure	6	
61) Channel & Chan. Protection	N	
62) Culverts	N	

Rating By

7	/ ML
6	/ ML
6	/ ML
N	/ ML
N	/ ML

**APPRAISALS**

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

Rating By

6	5/20
2	/ ML
6	/ ML
N	/ ML
8	/ ML

Items 58 Thru 72 Checked By: [Signature]

36) Traffic Safety Features:

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

**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	2012	
Senior Supervisor	debishopk	
	kozlowskijc	

REVIEWED BY [Signature] Date 5.22.07

# Connecticut Department of Transportation

## Bridge Inspection Report BRI-18

**BRIDGE #:** 03290

**INSPECTION DATE:** 2/27/2007

**INSPECTION TYPE:** Routine    **PREVIOUS INSPECTION DATE** 8/31/2004    **SNOOPER REQUIRED:** No  
**INSPECTION PERFORMED BY:** Team 7    **SNOOPER USED:** No

**TOWN:** HADDAM    **FEATURE CARRIED:** ROUTE 9 NORTHBOUN    **YEAR BUILT:** 1965  
**LOCATION:** .25 MI WEST OF ROUTE 15    **FEATURE INTERSECTED** NEDOBITY ROAD    **YEAR REBUILT:** 0  
**MAIN MATERIAL:** Steel    **MAIN DESIGN:** Stringer/Multi-beam or Gird

**INSPECTION VISITS:**

**Inspection Date:** 2/27/2007    **Start Time:** 9:10 AM  
**Temperature:** 34 °F    **End Time:** 11:20 AM

**INSPECTORS:**

**Inspector:** M. Long    **Task:**   
**Inspector:** M. Glynn    **Task:**

**58. DECK** OVERALL RATING 7

	RATING	
OVERLAY	<span style="border: 1px solid black; padding: 2px;">6</span>	BITUMINOUS CONCRETE OVER MEMBRANE - RANDOM, TRANSVERSE AND LANE JOINT CRACKS. - RAVELING.
DECK STR. CONDITION	<span style="border: 1px solid black; padding: 2px;">7</span>	UNDERSIDE - CURING TYPE CRACKS. - TRANSVERSE HAIRLINE CRACKS.  JOINT UNDERSIDES - LARGE SURFACE SPALLS, 4 SQUARE FEET TOTAL.
CURBS	<span style="border: 1px solid black; padding: 2px;">7</span>	SAFETYWALKS WITH GRANITE CURBS - SNOW COVER AT THIS TIME, COMMENTS FROM PREVIOUS REPORT. - MINOR AREAS OF LIGHT SCALE. - TRANSVERSE AND VERTICAL HAIRLINE CRACKS.
MEDIAN	<span style="border: 1px solid black; padding: 2px;">N</span>	
SIDEWALKS	<span style="border: 1px solid black; padding: 2px;">N</span>	
PARAPET	<span style="border: 1px solid black; padding: 2px;">7</span>	- TRANSVERSE AND VERTICAL HAIRLINE CRACKS. - AREAS OF LIGHT SCALE.
RAILING	<span style="border: 1px solid black; padding: 2px;">7</span>	STANDARD (2) PIPE (GALVANIZED) - AREAS OF GALVANIZE WORN OFF WITH LIGHT RUST.  WEST RAIL - SPAN #1, (1) RAIL CLIP HAS HEAVY LAMINAR RUST WITH HEAVY SECTION LOSS.
PAINT	<span style="border: 1px solid black; padding: 2px;">N</span>	
FENCE	<span style="border: 1px solid black; padding: 2px;">N</span>	
DRAINS	<span style="border: 1px solid black; padding: 2px;">7</span>	BLIND P.V.C. WEEP PIPES - PIPE ADJACENT TO BEAM #7 OVER PIER #2 DRAINING ONTO SEAT. - WEEPS OVER ABUTMENT #1 SHORT AND DRAINING ONTO SEAT.
LIGHTING STANDARD	<span style="border: 1px solid black; padding: 2px;">N</span>	
UTILITIES TYPE/SIZE	<span style="border: 1px solid black; padding: 2px;">N</span>	
CONSTRUCTION JOINTS	<span style="border: 1px solid black; padding: 2px;">N</span>	
EXPANSION JOINTS	<span style="border: 1px solid black; padding: 2px;">6</span>	ABUTMENT #1 -SAWCUT, IS NOT LOCATED AT DECK END. - BITUMINOUS SKIM COAT OVER JOINT IN TRAVEL LANES. - TRANSVERSE CRACKS. - BITUMINOUS SPALL IN HIGH SPEED LANE, 16 IN. LONG X 4 IN. WIDE.  BOTH PIERS AND ABUTMENT #2 - CONCRETE HEADERS WITH COMPRESSION SEALS.

1st 99

**Connecticut Department of Transportation  
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**BRIDGE #:** 03290

**INSPECTION DATE:** 2/27/2007

**58. DECK**

**OVERALL RATING** **7**

- FAILED SEALS AT ALL JOINTS.  
- HEADERS, TRAFFIC WEAR AND MINOR CHIPPING ALONG EDGES.

PIER #1 - CLIMBING LANE, SEVERE SCALE 5 FT. LONG X 4 IN. WIDE X 1 1/2 IN. DEEP.  
- SLOW LANE, LARGE SURFACE SPALL 24 IN. X 10 IN. X 1 1/2 IN. DEEP (PARTIALLY PATCHED).

PIER #2 - BITUMINOUS PATCHED AREAS.  
- HOLLOW AREAS WITH POTENTIAL SPALLS, SEVERE SCALE AREAS AND LARGE SURFACE SPALLS 11 FT. LONG TOTAL X UP TO 5 IN. WIDE X UP TO 3 IN. DEEP. SOME SPALLS PARTIALLY BITUMINOUS PATCHED.

ABUTMENT #2 - POTENTIAL SPALL IN CENTER LANE, 3 SQUARE FEET.  
- SEVERE SCALE IN SLOW LANE 21 IN. X 2 IN. X UP TO 4 IN. DEEP.  
- SEVERE SCALE AREA IN RIGHT SHOULDER 41 IN. LONG X 4 IN. WIDE X 2 IN. DEEP.

**59. SUPERSTRUCTURE**

**OVERALL RATING** **6**

BEARING DEVICES RATING  
**6**

PIER #1 AND BOTH ABUTMENTS - CURVED SOLE PLATE.  
- ABUTMENTS, LIGHT RUST.  
- PIER #1, HEAVY LAMINAR RUST WITH 1/8 IN. IMPACTED RUST.

ABUTMENT #2 - ANCHOR BOLTS TIPPED TO THE SOUTH.  
- BEARING #2, MASONRY PLATE TIPPED TO THE SOUTH LEAVING A 3/8 IN. GAP AT BACK OF BEARING. GAP IS FILLED WITH IMPACTED RUST WHICH COULD HAVE BEEN A PLATE ADDED UNDER BEARING IN THE PAST.

PIER #2 - SPAN #2, BRONZE SLIDING PLATES.  
- HEAVY LAMINAR AND IMPACTED RUST (1/8 IN.).  
- KEEPER PLATES ON BEARINGS.

STRINGERS **N**

GIRDERS **6**

ROLLED BEAMS - HEAVY LAMINAR RUST IN RANDOM BEAM ENDS OVER PIERS.

PIERS - ALL BEAM ENDS HAVE APPROXIMATELY 3/16 IN. PITTING TYPE SECTION LOSS IN BOTTOM FLANGES, TOP AND BOTTOM OF WEBS AND BASE OF STIFFENERS.

FLOOR BEAMS **N**

TRUSSES-GENERAL **N**

TRUSSES-PORTALS **N**

TRUSSES-BRACING **N**

PAINT **5**

SEE ABOVE ITEMS.

RUST **6**

SEE ABOVE ITEMS.

MACHINERY MOV SPAN **n**

**Connecticut Department of Transportation  
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**BRIDGE #:** 03290

**INSPECTION DATE:** 2/27/2007

<b>59. SUPERSTRUCTURE</b>		<b>OVERALL RATING</b> <span style="border: 1px solid black; padding: 2px;">6</span>
RIVETS & BOLTS	<span style="border: 1px solid black; padding: 2px;">N</span>	
WELDS & CRACKS	<span style="border: 1px solid black; padding: 2px;">8</span>	ALL OOVERPLATES CHECKED HANDS ON.
TIMBER DECAY	<span style="border: 1px solid black; padding: 2px;">N</span>	
CONCRETE CRACKING	<span style="border: 1px solid black; padding: 2px;">N</span>	
COLLISION DAMAGE	<span style="border: 1px solid black; padding: 2px;">8</span>	
MEMBER ALIGNMENT	<span style="border: 1px solid black; padding: 2px;">8</span>	
DEFLECT. UNDER LOAD	<span style="border: 1px solid black; padding: 2px;">N</span>	NORMAL.
VIBR. UNDER LOAD	<span style="border: 1px solid black; padding: 2px;">N</span>	NORMAL.
STAND PIPES	<span style="border: 1px solid black; padding: 2px;">N</span>	
BARREL LADDERS	<span style="border: 1px solid black; padding: 2px;">N</span>	
ARE BARREL LADDERS OSHA COMPLIANT?		<span style="border: 1px solid black; padding: 2px;">NA</span>

<b>60. SUBSTRUCTURE</b>		<b>OVERALL RATING</b> <span style="border: 1px solid black; padding: 2px;">6</span> <i>500</i>
	<b>RATING</b>	
ABUTMENTS-STEM	<span style="border: 1px solid black; padding: 2px;">7</span>	- CONCRETE PATCHED AREAS..  ABUTMENT #1 - UNDER BAY #2, HOLLOW AREA 1 SQUARE FOOT.
ABUTMENTS-BACKWALL	<span style="border: 1px solid black; padding: 2px;">4</span>	- LARGE AREAS OF POTENTIAL SPALLS WITH SPALLING AROUND EDGES UP TO 10 IN. DEEP. - SEE ATTACHED SKETCHES - OLD CONDITION WHICH HAS EXISTED FOR APPROXIMATELY 15 YEARS.
ABUTMENTS-FOOTINGS	<span style="border: 1px solid black; padding: 2px;">N</span>	NOT VISIBLE.
ABUT.-SETTLEMENT	<span style="border: 1px solid black; padding: 2px;">8</span>	
ABUTMENTS-WINGWALLS	<span style="border: 1px solid black; padding: 2px;">8</span>	
PIERS/BENTS-CAPS	<span style="border: 1px solid black; padding: 2px;">7</span>	- CONCRTE PATCHED AREAS. - LIGHT SCALE. - MINOR HAIRLINE CRACKS IN CAPS AND RANDOM BEARING PADS. - SEE ATTACHED SKETCHES.
PIERS/BENTS-PILE BENT	<span style="border: 1px solid black; padding: 2px;">N</span>	
PIERS/BENTS-COLUMN	<span style="border: 1px solid black; padding: 2px;">7</span>	- VERTICAL HAIRLINE CRACKS. - LIGHT SCALE. - CONCRETE PATCHED AREAS, SOME WITH CURING TYPE CRACKS. - SEE ATTACHED SKETCHES.
PIERS/BENTS-FOOTINGS	<span style="border: 1px solid black; padding: 2px;">N</span>	NOT VISIBLE.
PIERS/BENTS-SETTLEMENT	<span style="border: 1px solid black; padding: 2px;">8</span>	
EROSION-SCOUR	<span style="border: 1px solid black; padding: 2px;">8</span>	
CONCRETE CRACK-SPALL	<span style="border: 1px solid black; padding: 2px;">4</span>	SEE BACKWALLS.
STEEL CORROSION	<span style="border: 1px solid black; padding: 2px;">6</span>	
PAINT	<span style="border: 1px solid black; padding: 2px;">N</span>	
TIMBER DECAY	<span style="border: 1px solid black; padding: 2px;">N</span>	
COLLISION DAMAGE	<span style="border: 1px solid black; padding: 2px;">8</span>	

**Connecticut Department of Transportation  
Bridge Inspection Report BRI-18**

**BRIDGE #:**

**INSPECTION DATE:**

**60. SUBSTRUCTURE**  **OVERALL RATING**  5.00  
5.27.07  
**DEBRIS**

**61. CHANNEL & CHANNEL PROTECTION**  **OVERALL RATING**

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

**APPROACH CONDITION**  **OVERALL RATING**

**RATING**

**APPROACH SLAB**

**RELIEF JOINTS**

**APPROACH GUIDE RAIL**

**APPROACH PAVEMENT**

**APPROACH EMBANKMENT**

**TRAFFIC SAFETY FEATURES:**

**BRIDGE RAILINGS**

**TRANSITIONS**

**APPROACH GUARDRAILS**

**APPR. GUARDRAIL ENDS**

**LOAD POSTING**

**SINGLE UNIT (TONS)**

**HS (TONS)**

**4 AXLE (TONS)**

**3S2 (TONS)**

**ADVANCE WARNING Y/N**

**LEGIBILITY**

**VISIBILITY/LOCATION**

**MISC.**

**MIN VERT. UNDERCLR.** ' "

**POSTED CLR. UNDER BRIDGE** ' "

**POSTED CLR. ON BRIDGE** ' "

**ADVANCE WARNING (Y/N)**

**SPEED LIMIT (IF ANY)**  MPH

**CHARACTER OF TRAFFIC**

Connecticut Department of Transportation  
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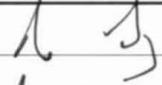
BRIDGE #: 03290

INSPECTION DATE: 2/27/2007

ADDITIONAL NOTES

INVENTORY DIRECTION SOUTH TO NORTH.

ADDITIONAL COMMENTS:

Inspectors' Signatures: 1)  Date: 02/27/07  
2) A. Glynn (CUL) Date: 02/27/07  
3) \_\_\_\_\_ Date: \_\_/\_\_/\_\_  
4) \_\_\_\_\_ Date: \_\_/\_\_/\_\_

P.E. Signature:  Date: 5/12/07  
P.E.#: 20857

Reviewed by:  CDOT Date: 5/12/07



### 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
UNIT0	302/3	Compressn Joint Seal	(LF)	128	0 %	0	100 %	128	0 %	0	0 %	0	0 %	0
UNIT0	311/3	Moveable Bearing	(EA)	21	33 %	7	67 %	14	0 %	0	0 %	0	0 %	0
UNIT0	313/3	Fixed Bearing	(EA)	21	33 %	7	67 %	14	0 %	0	0 %	0	0 %	0
UNIT0	330/3	Metal Rail Uncoated	(LF)	272	73 %	200	27 %	72	0 %	0	0 %	0	0 %	0
UNIT0	359/3	Soffit Smart Flag	(EA)	1	0 %	0	100 %	1	0 %	0	0 %	0	0 %	0

## JOINT MEASUREMENT

Form BRI-17, Rev 6/99

Bridge #: 03290 Location: ROUTE 9 NB OVER NEDOBITY RD.

Town Of: HADDAM

Deck Joint Location	Deck Joint Type	Effect Span (ft.)	Winter Measurement		Summer Measurement		Differential Movements			Comment	Difference between Actual & Calc. Movements			
			TEMP deg	Date.. 02/27/07		TEMP deg	Date.. 08/31/04		Actual		by Formula	Left (in)	Right (in)	
				Left (in)	Right (in)		Left	Right						
ABUT 1	SAWCUT	42.0	34	1- 1/16	1- 5/16	85	1- 1/16	1- 4/16	0	1/16	0		0	0
PIER 1	HEADER	0.0	34	11/16	14/16	85	11/16	15/16	0	- 1/16	0		0	- 1/16
PIER 2	HEADER	55.0	34	1- 2/16	1- 4/16	85	13/16	13/16	5/16	7/16	4/16		1/16	3/16
ABUT 2	HEADER	42.0	34	1- 5/16	1- 5/16	85	1- 6/16	1- 5/16	- 1/16	0	3/16		- 4/16	- 3/16
									0	0	0		0	0
									0	0	0		0	0

## JOINT MEASUREMENT

Form BRI-17, Rev 6/99

Bridge #: 03290

Location: Route 9 North Bound over Nedobity Road

Town Of: Haddam

Difference between  
Actual & Calc.  
Movements

Deck Joint Location	Deck Joint Type	Effect Span (ft.)	Winter Measurement			Summer Measurement			Differential Movements			Comment	Difference between Actual & Calc. Movements	
			TEMP deg	Date.. 12/19/00		TEMP deg	Date.. 08/31/04		Actual		by Formula		Left (in)	Right (in)
				Left (in)	Right (in)		Left	Right						
A-1	S & S	0.00	29	1- 1/16	1- 5/16	85	1- 1/16	1- 4/16	0	1/16	0	fix	0	1/16
P-1	C.H.	36.75	29	11/16	13/16	85	11/16	15/16	0	- 2/16	3/16	exp/fix	- 3/16	- 5/16
P-2	C.H.	57.17	29	1- 3/16	1- 4/16	85	13/16	13/16	6/16	7/16	4/16	exp/fix	2/16	3/16
A-2	C.H.	36.75	29	1- 6/16	1- 5/16	85	1- 6/16	1- 5/16	0	0	3/16	exp	- 3/16	- 3/16

\* 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.

Prepared By: David Pawlikowski, P.E. on September 24, 2004

C.H. - Concrete Header w/ Compression Seal  
 S. & S. - Sawed & Sealed

## JOINT MEASUREMENT

Form BRI-17, Rev 6/99

Bridge #: 03290

Location: Route 9 North Bound over Nedobity Road

Town Of: Haddam

Difference between  
Actual & Calc.  
Movements

Deck Joint Location	Deck Joint Type	Effect Span (ft.)	Winter Measurement			Summer Measurement			Differential Movements			Comment	Difference between Actual & Calc. Movements	
			TEMP deg	Date.. 02/27/07		TEMP deg	Date.. 08/31/04		Actual		by Formula		Left (in)	Right (in)
				Left (in)	Right (in)		Left	Right						
A-1	S & S	0.00	34	1- 1/16	1- 5/16	85	1- 1/16	1- 4/16	0	1/16	0	fix	0	1/16
P-1	C.H.	36.75	34	11/16	14/16	85	11/16	15/16	0	- 1/16	2/16	exp/fix	- 2/16	- 3/16
P-2	C.H.	57.17	34	1- 2/16	1- 4/16	85	13/16	13/16	5/16	7/16	4/16	exp/fix	1/16	3/16
A-2	C.H.	36.75	34	1- 5/16	1- 5/16	85	1- 6/16	1- 5/16	- 1/16	0	2/16	exp	- 3/16	- 2/16

\* 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.

Prepared By: David Pawlikowski, P.E. on May 22, 2007

C.H. - Concrete Header w/ Compression Seal  
 S. & S. - Sawed & Sealed

Bridge No: 03290

Town of Haddam  
Route 9 NB over Nedobity Rd

27-Feb-07

CONCRETE DETERIORATION WORKSHEET

Form BRI-10, Rev. 12/04

Deterioration Type	Deterioration by Span - in Square Feet			
	Span No. 1	Span No. 2	Span No. 3	Span No. 4
Spalled and Delaminated Areas	Top: 0.0	Top: 0.0	Top: 0.0	Top: 0.0
	Bottom: 2.0	Bottom: 0.0	Bottom: 7.0	Bottom: 0.0
Scale {Moderate to Severe Only}	Top: 0.0	Top: 0.0	Top: 0.0	Top: 0.0
	Bottom: 0.0	Bottom: 0.0	Bottom: 0.0	Bottom: 0.0
Cracks with Efflorescence {use 6 inch width X length}	<i>CTDOT - IS PAWLICKI, PE</i> <i>BRIDGE SAFETY</i>			
	Bottom: 3.5	Bottom: 7.0	Bottom: 0.0	Bottom: 0.0
Cracks without Efflorescence {use 3 inch width X length}	Top: 0.0	Top: 0.0	Top: 0.0	Top: 0.0
	Bottom: 10.5	Bottom: 13.0	Bottom: 9.0	Bottom: 0.0
Map Cracking with Efflorescence {use full area}				
	Bottom: 0.0	Bottom: 0.0	Bottom: 0.0	Bottom: 0.0
Map Cracking without Efflorescence {use 50% area}	Top: 1/2 Area 0.0 0.0	Top: 1/2 Area 0.0 0.0	Top: 1/2 Area 0.0 0.0	Top: 1/2 Area 0.0 0.0
	Bottom: 1/2 Area 0.0 8.0	Bottom: 1/2 Area 0.0 5.0	Bottom: 1/2 Area 0.0 3.0	Bottom: 1/2 Area 0.0 0.0
Honeycomb Area {only areas more than 1 1/2 inches deep}				
	Bottom: 0.0	Bottom: 0.0	Bottom: 0.0	Bottom: 0.0
Totals:	24	25	19	
% Surface Scaling {up to 1/2 inch deep} on Top	Top: 0.0	Top: 0.0	Top: 0.0	Top: 0.0
% Spalled & Delaminated on Top	Top: 0.0	Top: 0.0	Top: 0.0	Top: 0.0
% Deterioration on Bottom	Bottom: 1.3	Bottom: 0.9	Bottom: 1.1	Bottom: 0.0
Span Area	1781.0	2790.0	1781.0	0.0

**REVISIONS**  
MAY 9 2007

1781.0      2790.0      1781.0  
 1897.2 SF      2791.1 SF      1897.2 SF

Prepared By: AREA 7

Bridge No: 03290

Town of Haddam  
Route 9 North Bound over Nedobity Road

CONCRETE DETERIORATION WORKSHEET

Form BRI-10, Rev. 12/04

Deterioration Type	Deterioration by Span - in Square Feet			
	Span No. 1	Span No. 2	Span No. 3	
Spalled and Delaminated Areas	Top: 0.0	Top: 0.0	Top: 0.0	Top:
	Bottom: 2.0	Bottom: 0.0	Bottom: 7.0	Bottom:
Scale {Moderate to Severe Only}	Top: 0.0	Top: 0.0	Top: 0.0	Top:
	Bottom: 0.0	Bottom: 0.0	Bottom: 0.0	Bottom:
Cracks with Efflorescence {use 6 inch width X length}	Bottom: 3.5	Bottom: 7.0	Bottom: 0.0	Bottom:
	Top: 0.0	Top: 0.0	Top: 0.0	Top:
Cracks without Efflorescence {use 3 inch width X length}	Bottom: 10.5	Bottom: 13.0	Bottom: 9.0	Bottom:
	Top: 0.0	Top: 0.0	Top: 0.0	Top:
Map Cracking with Efflorescence {use full area}	Bottom: 0.0	Bottom: 0.0	Bottom: 0.0	Bottom:
	Top: 0.0	Top: 0.0	Top: 0.0	Top:
Map Cracking without Efflorescence {use 50% area}	Bottom: 16.0	Bottom: 10.0	Bottom: 6.0	Bottom:
	Top: 0.0	Top: 0.0	Top: 0.0	Top:
Honeycomb Area {only areas more than 1 1/2 inches deep}	Bottom: 0.0	Bottom: 0.0	Bottom: 0.0	Bottom:
	Top: 0.0	Top: 0.0	Top: 0.0	Top:
Totals: Bottom	24.0	25.0	19.0	
% Surface Scaling {up to 1/2 inch deep} on Top	0.0	0.0	0.0	
% Spalled & Delaminated on Top	0.0	0.0	0.0	
% Deterioration on Bottom	1.3	0.9	1.0	
Span Area	1897.2	2791.1	1897.2	

Prepared By: David Pawlikowski, P.E. on May 22, 2007

DATE PREPARED

7-10-92

PREPARED BY

DDJ + SJ

DES. 3 REV. 5-90  
DEPARTMENT OF TRANSPORTATION  
BUREAU OF HIGHWAYS  
STATE OF CONNECTICUT  
COMPUTATION SHEET

ORGANIZATION UNIT NO.

1307

WORK ORDER NO.

Notes 1 of 5

SHEET NO.

6 of 4

SUBJECT: B2-3290 RT 9 North bound -> USdebility rd.

Haddam

Abmt 2

Pr. 2

Pr. 1

Abmt 1

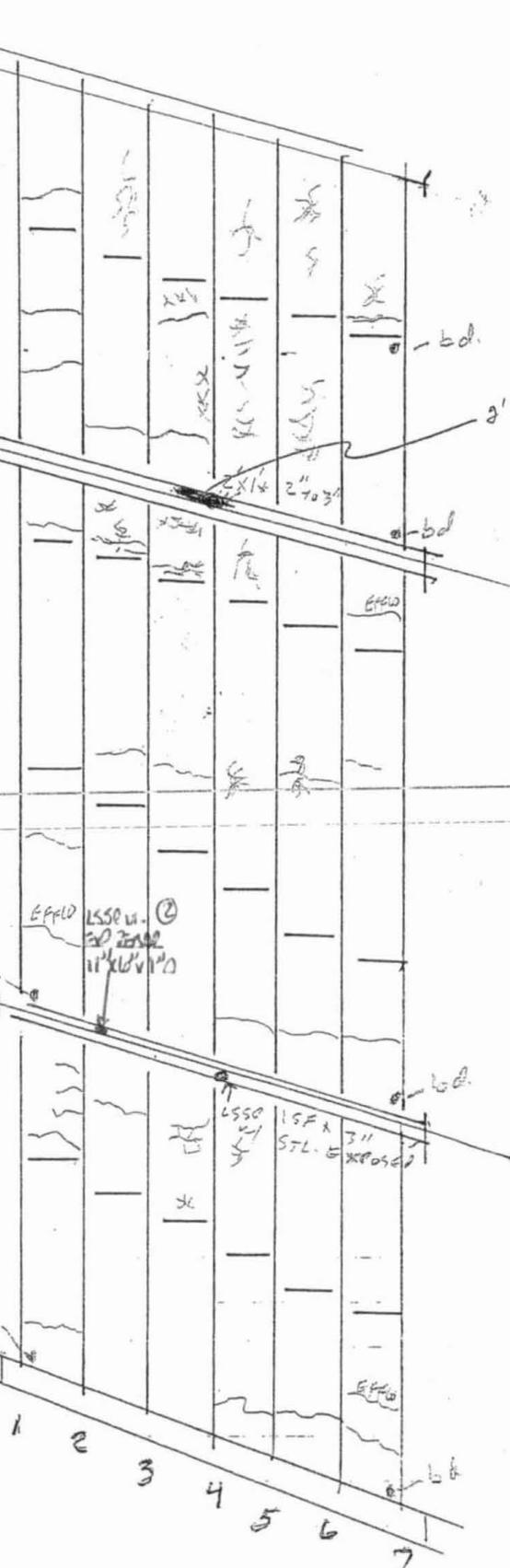
3' Spall + 5' H<sub>2</sub>O flow cmc. 

	9-9-02	T-10
2	2/27/97	NOTE CHANGE
NO.	DATE	DESCRIPTION
REVISIONS		



LIGHT RUST  
IN THIS AREA IS  
TYPICAL ON BEAMS

- bd = blind drains
- ~ = TV HLC
- \* = MP HLC
- ⊙ = SPALL



# CONNECTICUT DEPARTMENT OF TRANSPORTATION FRACTURE CRITICAL MEMBERS/FATIGUE PRONE DETAILS INSPECTION DATA SHEET

Form BR112, Rev 9/97

*ILLUSTRATIVE EXAMPLE 7*

MEMBER/DETAIL TYPE # 7

Member/Detail Type: PARTIAL LENGTH COVER PLATES

Fracture Critical

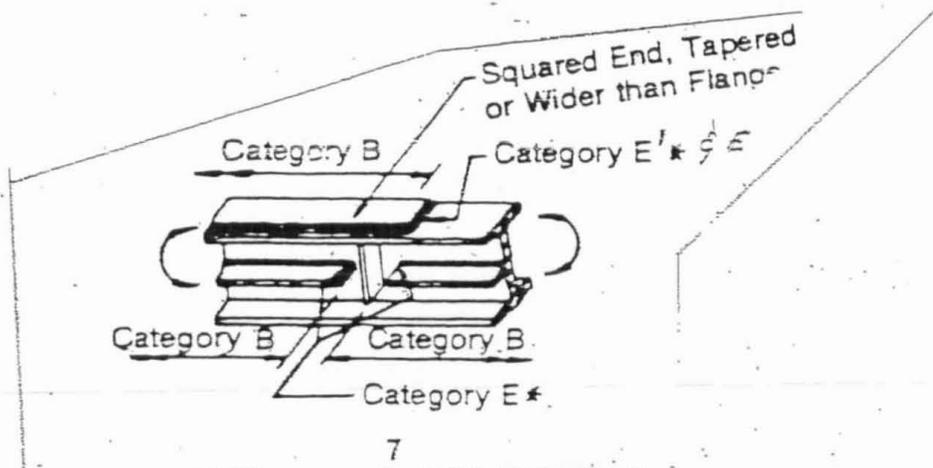
Fatigue Category: E Steel Type:

Fatigue Prone

Description: COVER PLATE END WELDS. - FILLET WELDS.

Inspection Procedure: HANDS ON

Built-Up Members	Base metal and weld metal in members of built-up plates or shapes (without attachments) connected by continuous full penetration groove welds (with backing bars removed) or by continuous fillet welds parallel to the direction of applied stress.	T or Rev	B	3,4,5,7
	Base metal and weld metal in members of built-up plates or shapes (without attachments) connected by continuous full penetration groove welds with backing bars not removed, or by continuous partial penetration groove welds parallel to the direction of applied stress.	T or Rev	B'	3,4,5,7
	Calculated flexural stress at the toe of transverse stiffener welds on girder webs or flanges.	T or Rev	C	6
	Base metal at ends of partial length welded coverplates with high-strength bolted slip-critical end connections. (See Note f)	T or Rev	B	22
	Base metal at ends of partial length welded coverplates narrower than the flange having square or tapered ends, with or without welds across the ends, or wider than flange with welds across the ends:			
	(a) Flange thickness $\leq 0.8$ in.	T or Rev	E	7
	(b) Flange thickness $> 0.8$ in.	T or Rev	E'	7
	Base metal at ends of partial length welded coverplates wider than the flange without welds across the ends.	T or Rev	E'	7

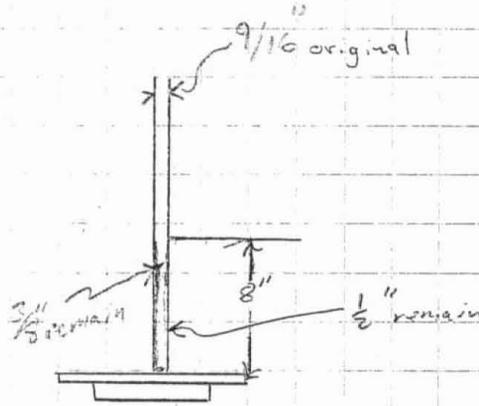


DATE PREPARED 9-9-02	PREPARED BY ARF	State of Connecticut Department of Transportation Bureau of Engineering & Highway Operations DES-003 REV 1-93 (302-06-0225) COMPUTATION SHEET	ORGANIZATION UNIT NO. 1317	WORK ORDER NO. Notes
DATE CHECKED	CHECKED BY			SHEET NO. 2 of 5

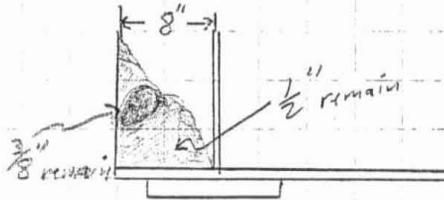
SUBJECT:

Bridge # 03290 Rt 9 Northbound of Nedolbity Rd.

Beam # 5 over Pier 1 Span 2



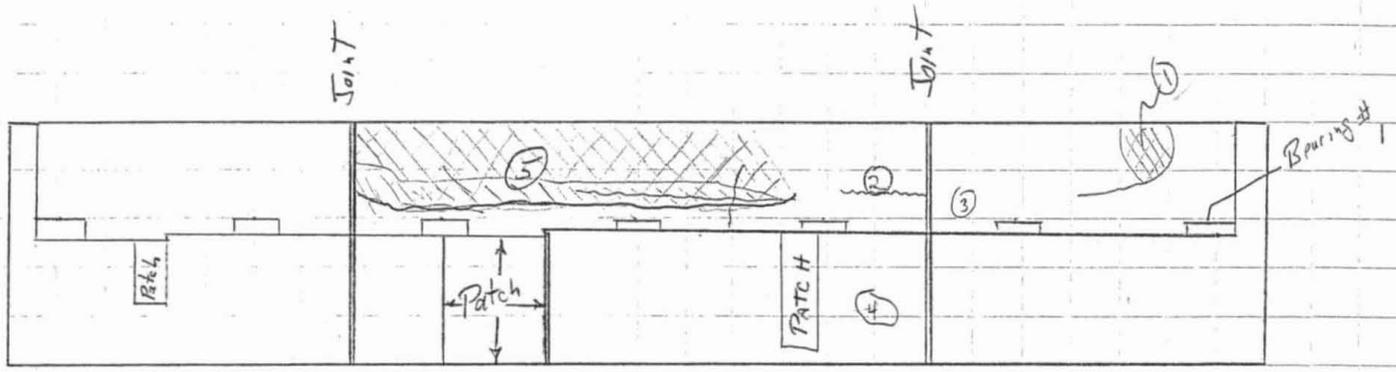
NOT TO SCALE



1	2/27/02	NO CHANGE
NO.	DATE	DESCRIPTION
REVISIONS		

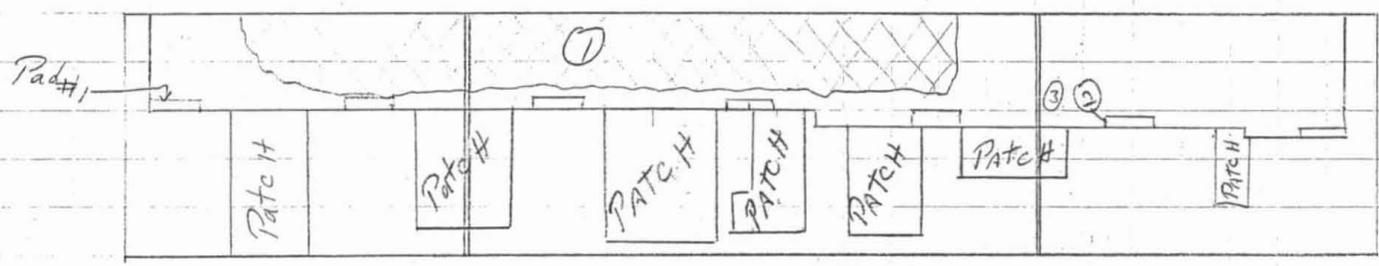
SUBJECT: BR 3290 RT 9 NORTHBOUND -> NEEDHAM ROAD, HADDON NOT TO SCALE

Abut. # 1



- ① Crack w/ leakage and hollow conc. ± 2 sq.ft.
- ② HLC ± 4' L by 6" W hollow conc. w/ some efflo and leakage.
- ③ minor area of efflo stains
- ④ Hollow conc. ± 1' Diameter.
- ⑤ Crack and Hollow Conc. ± 20 Feet Long - Potential spall ± 2 to 2.5' wide  
① 5" dia. 12' L x 12" dia. 12' L x 12" dia. 12' L x 12" dia.

Abut. 2

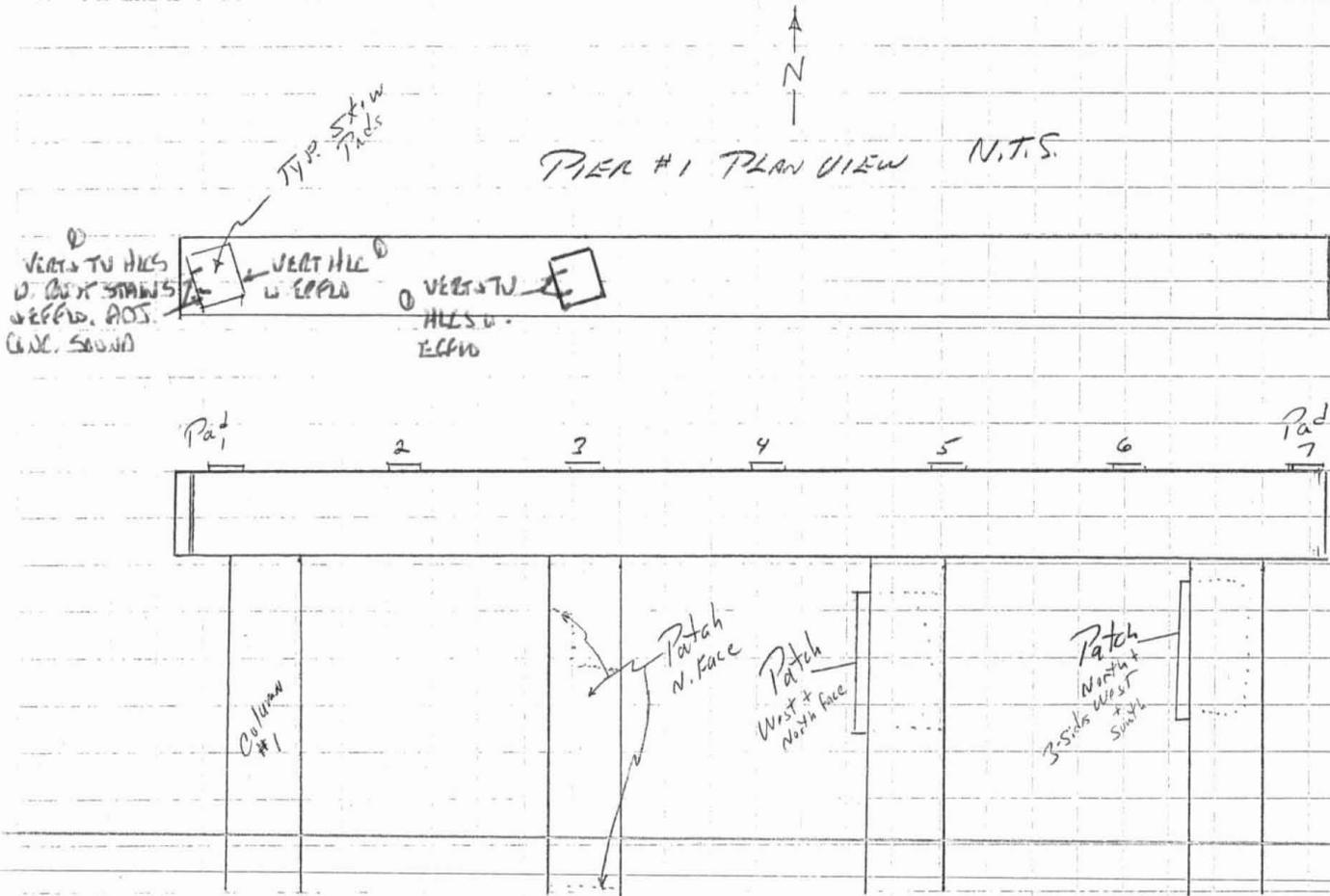


- ① Potential spall ± 26' Long by 2 1/2' wide x 18" dia. w. spalling along edges ①
- ② minor corner spall @ edge of Patch ① west face 13" L x 5 1/2" x 1 1/2" dia w. exp. CORAL.
- ③ minor efflo stains.

1	2/27/07	XOTE CHANGES
NO.	DATE	DESCRIPTION
<b>REVISIONS</b>		

SUBJECT:

BR 3290 RT 9 NORTHBOUND - 0-NEDOBITY ROAD, HADDAM



Pier #1 South ELEV.

General note. Some shallow wire construction debris embedded in Column, 10ft off sketch for sketch clarity

1	2/27/02	NOTE CHANGES
NO.	DATE	DESCRIPTION
REVISIONS		

DATE PREPARED  
9-9-02  
DATE CHECKED

PREPARED BY  
Trotterhand  
CHECKED 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.  
1707

WORK ORDER NO.  
Notes  
SHEET NO.  
4 of 5

SUBJECT:

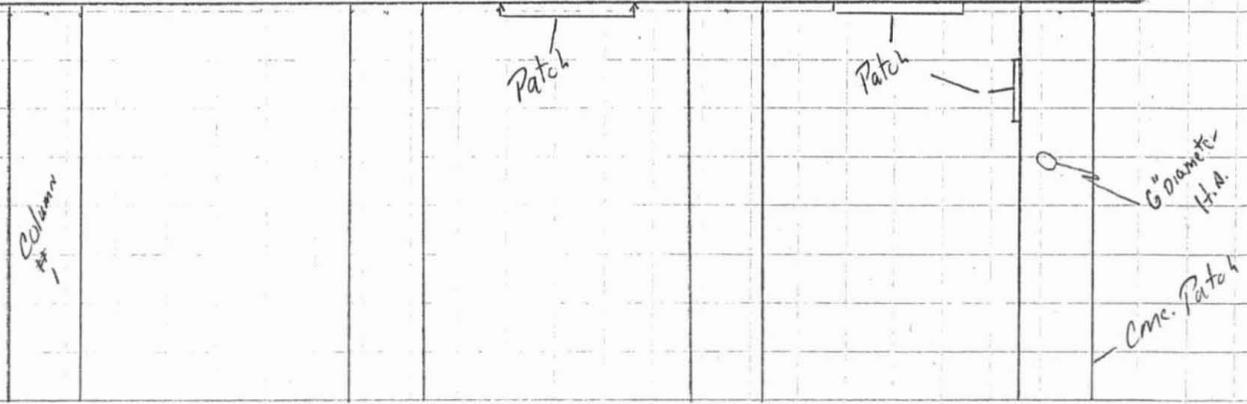
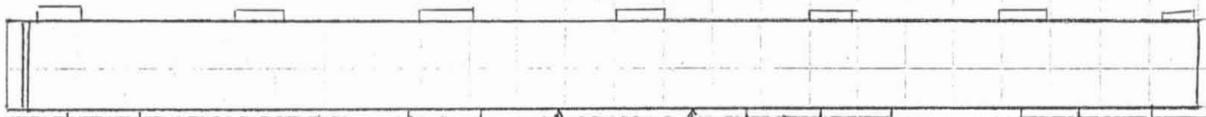
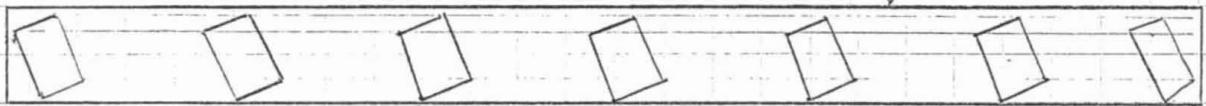
3290 RT 9 NORTHBOUND -- NEEDSBY ROAD, HADDAM

Pier 2



PLAN VIEW N.T.S.

± 3' H.C. (Horiz)  
below top chord



South Face N.T.S.

General note: Column show some minor shallow form wire debris embedded, left off sketch for sketch clarity

1	2/27/03	NO CHANGE
NO.	DATE	DESCRIPTION
<b>REVISIONS</b>		

DATE PREPARED

9-9-02

PREPARED BY

Trotter

State of Connecticut  
Department of Transportation  
Bureau of Engineering & Highway Operations  
DES-003 REV 1-93  
(302-06-0225)  
COMPUTATION SHEET

ORGANIZATION UNIT NO.

1307

WORK ORDER NO.

DATE CHECKED

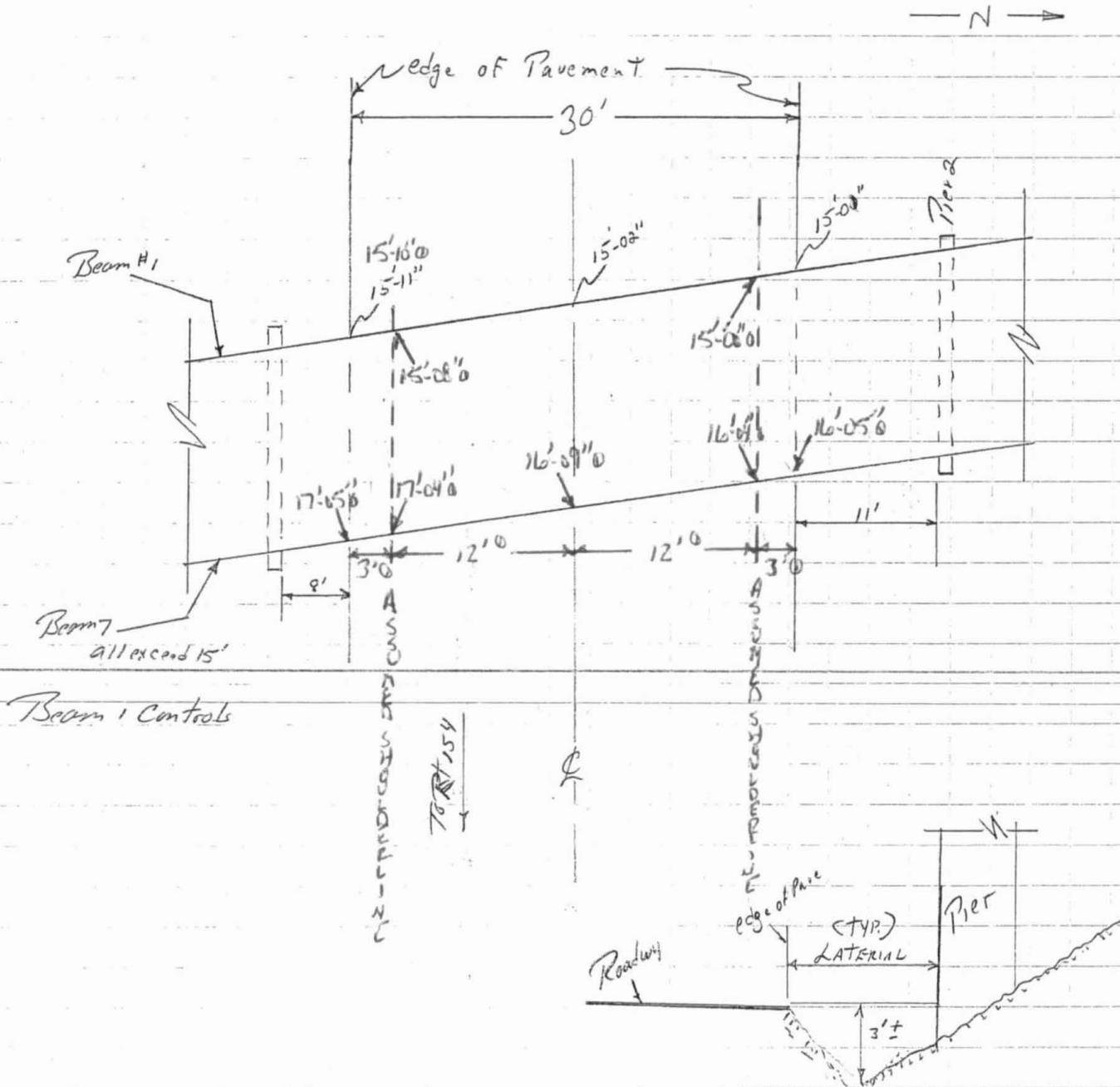
CHECKED BY

SHEET NO.

SUBJECT:

BR 3290 RT 9 Northbound -> NEDOBITY ROAD, HADRAM

UNDERCLEARANCE DIAGRAM, N.T.S.



1	2/27/02	REV CHANGES
NO.	DATE	DESCRIPTION
REVISIONS		

CONNECTICUT DEPARTMENT OF TRANSPORTATION  
FRACTURE CRITICAL MEMBERS/FATIGUE PRONE DETAILS  
INSPECTION DATA SHEET

Form BRI12, Rev 9/97

Bridge No: 03290

Fracture Critical Inspection Date:

Year Built: 1965

FC Insp Freq:  Months FC Type Code:

Town: HANOVER

ADT:  Year of ADT:

Facility Carried: ROUTE 9 NB

Structure Type: 302 % Truck:

Feature Intersected: NORTON ROAD

Access Equipment Needed:

Traffic Control Required:

Reference to Plans: PROJECT NO 82-118 BRIDGE SHEET NOS. 1, 8, 9 & 11

CONNECTICUT DEPARTMENT OF TRANSPORTATION  
FRACTURE CRITICAL MEMBERS/FATIGUE PRONE DETAILS  
INSPECTION DATA SHEET

Form BRI12, Rev 9/97

MEMBER/DETAIL TYPE #

Member/Detail Type:

Fracture Critical

Fatigue Category:

Steel Type:

Fatigue Prone

Description:

Inspection Procedure:

FLANGE THICKNESS  
W 88 x 130  
7/8 inches  
(0.875 inches)

MEMBER/DETAIL TYPE

Member/Detail Type:

Fracture Critical

Fatigue Category:

Steel Type:

Fatigue Prone

Description:

Inspection Procedure:

## GENERAL NOTES

Specifications: Conn. State Highway Department Form 808 (Jan. 1955) and Special Provisions.

Design Specifications: Standard Specifications for Highway Bridges (A.A.S.H.O. 1957) except as modified by the Bureau of Public Roads "Policy on Interstate System Projects." (Aug. 1956) and as supplemented by the Conn. State Highway Department Bridge Manual July 1961.

Live Load: H20-516-44. Alt. 24,000\* dual axle at 4'-0" o.c.

Future Paving Allowance: 25\* p.s.f.

Composite Construction: No temporary, intermediate supports shall be used during the pouring and setting of the concrete deck slab. Temporary supports may be used for structural steel erection only. Live and superimposed dead loads shall be permitted when directed by the Engineer but not less than 10 days after the slab has been poured.

Class "A" Concrete: Class "A" concrete shall be used for the entire substructure. See Special Provisions.

Class "C" Concrete: Class "C" concrete shall be used for bridge decks including concrete curbs and parapets. See Special Provisions.

Exposed Edges: Exposed edges shall be beveled 1"x1" unless dimensioned otherwise.

Reinforcing Steel: See Special Provision for Deformed Steel Bars.

Structural Steel: See Bridge Sheets No. 7 and 8 for A.S.T.M. designations.

Welding & Weld Inspection: See Special Provisions for Structural Steel.

Painting: See Special Provisions for Structural Steel and Metal Bridge Rail.

Joint Seal: See Special Provisions.

Felt: The cost of furnishing and placing 15 lb. Felt is included in the item for class "A" concrete.

Paraffin: The cost of furnishing and applying paraffin is included in the item for class "C" concrete.

Foundation Pressures: The various Group Loadings noted on the substructure plan sheets refer to the Group Loads as given in subsection 1.4.1 of A.A.S.H.O. Standard Specifications for Highway Bridges.

FED. AID PROJ. NO. F-57 (11)

CONNECTICUT  
STATE HIGHWAY DEPARTMENT  
TOWN OF HADDAM  
RELOCATION OF ROUTE 9  
OVER  
RELOCATED NEDOBITY ROAD  
@ STA. 335+89.00  
GENERAL PLAN

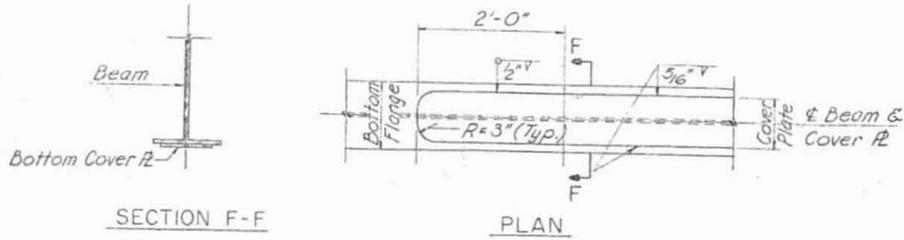
REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY	JAMES P. PURCELL ASSOCIATES	
SCALES	As Noted	PROJECT NO.
MADE BY	LAC & GJZ	DATE 12-20-61
CHECKED BY	PLREY G	DATE 12-20-61
APPROVED	<i>[Signature]</i>	DATE 12-20-61
		BRIDGE SHEET NO.
		1 of 12

RK  
NS  
HE  
DF

343.01

97

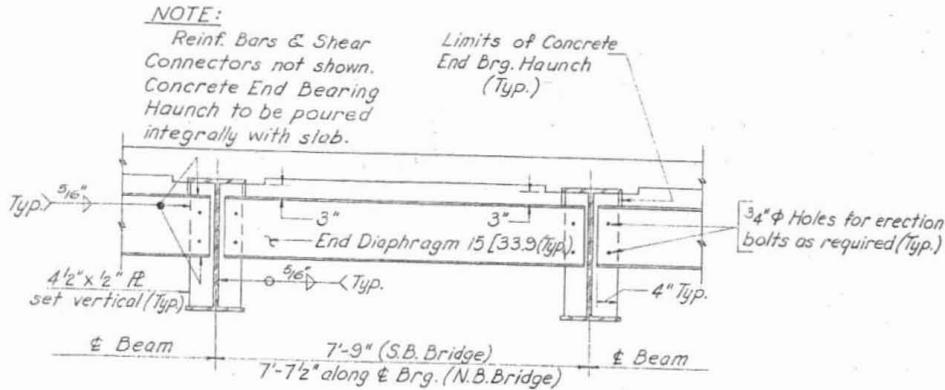


SECTION F-F

PLAN

**BOTTOM FLANGE COVER PLATE END DETAIL**

No Scale



**NOTE:**

Reinf. Bars & Shear Connectors not shown. Concrete End Bearing Haunch to be poured integrally with slab.

Limits of Concrete End Brg. Haunch (Typ.)

SECTION E-E

(Typical of End Diaphragms)

No Scale

**NOTES:**

For General Notes see Bridge Sheet No. 1 of 12.  
 For Section A-A see Bridge Sheet No. 11 of 12.  
 For Sections B-B, C-C, & D-D see Bridge Sheet No. 10 of 12.  
 For Section E-E see Bridge Sheet No. 9 of 12.  
 Camber shall be in conformance with the requirements of the Special Provision entitled "Steel Bridges".  
 Spiral lengths given do not include any allowance for laps. For welding of spirals, studs and cover plates to beams see Bridge Sheet No. 9 of 12.  
 All diaphragm connection plates and ends of beams shall be vertical when beams are in final erected position.  
 Do not paint top and sides of top flange or any other surface in contact with concrete.  
 All steel shall conform to A.S.T.M. A-36-G2T unless otherwise noted. See Special Provisions.

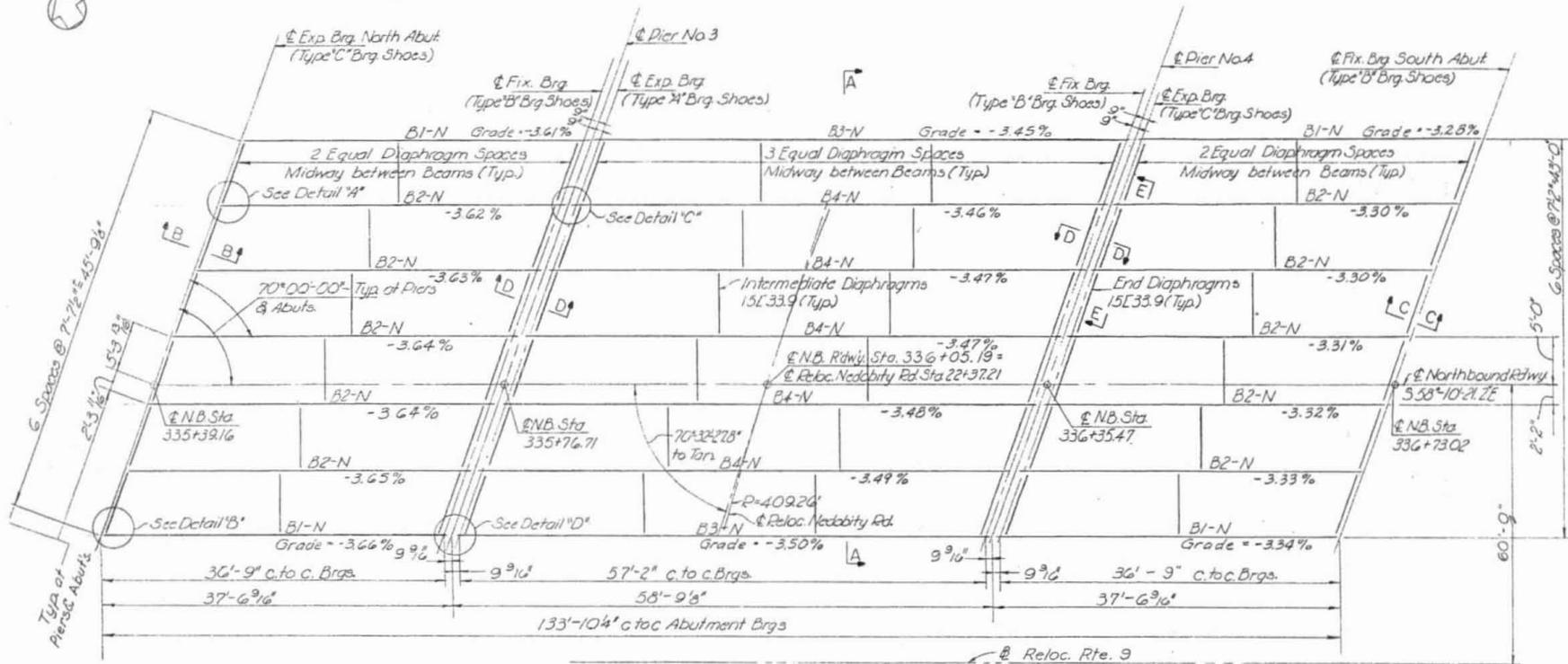
FED. AID PROJ. NO. F-57(11)

CONNECTICUT  
 STATE HIGHWAY DEPARTMENT  
 TOWN OF HADDAM  
 RELOCATION OF ROUTE 9  
 OVER  
 RELOCATED NEDOBITY ROAD  
 B. STA. 335 + 89.00  
 NORTHBOUND BRIDGE  
 FRAMING PLAN AND DETAILS

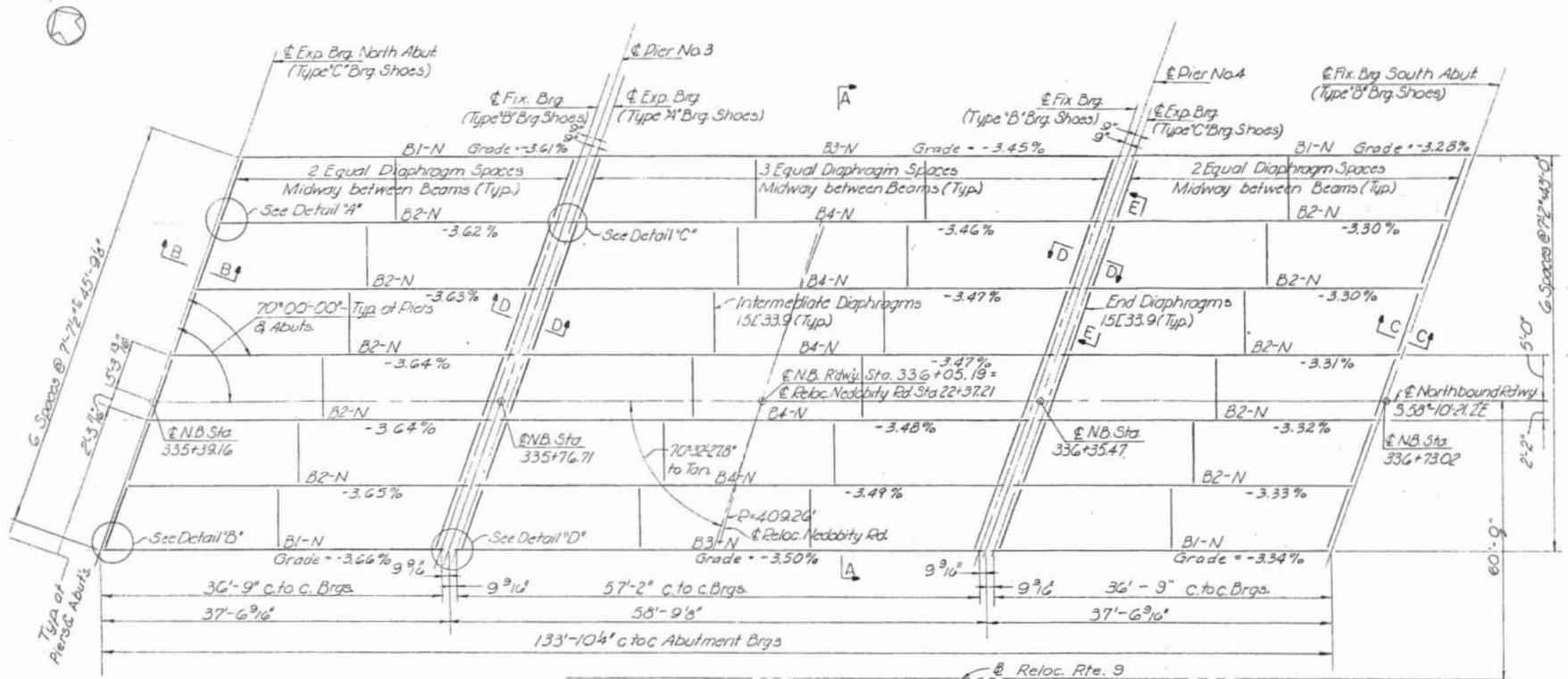
REVISIONS		
NO.	DATE	DESCRIPTION

DESIGNED BY	JAMES P. PURCELL ASSOCIATES	
SCALES	As Noted	PROJECT NO. 82-118
MADE BY	L.A.C. & G.U.Z.	DATE 12-20-01
CHECKED BY	B.L.R.	DATE 12-20-01
APPROVED	<i>[Signature]</i>	DATE 12-20-01
		BRIDGE SHEET NO. 8 of 12

M 242 01



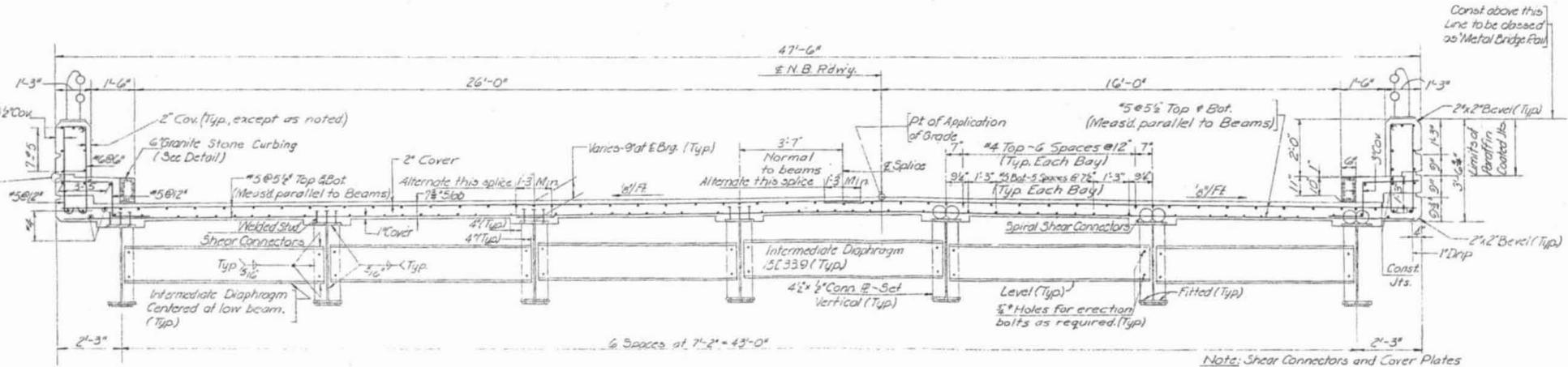
**FRAMING PLAN**  
 Scale: 1/8" = 1'-0"



**FRAMING PLAN**  
 Scale: 1/8" = 1'-0"



See Flushing Detail



SECTION A-A  
Scale: 2"=1'-0"

Note: Shear Connectors and Cover Plates shown are for Center Span only.  
Curbs & Parapets shall be poured not less than 10 days after slab pour in Center Span & 7 days after slab pour in End Spans

Const above this line to be closed as Metal Bridge Rail

2" x 2" Bevel (Typ)  
1" Drop  
Const Jts.

<b>Bridge No.</b>	<b>03290</b>	<b>Inspected by:</b>	<b>MIKE LONG</b>
<b>Town:</b>	<b>HADDAM</b>	<b>Inspected by:</b>	<b>MIKE GLYNN</b>
<b>Feature Carried:</b>	<b>ROUTE 9 NORTHBOUND</b>	<b>Date Inspected:</b>	<b>2/27/07</b>
<b>Feature Crossed:</b>	<b>NEDOBITY ROAD</b>	<b>Project No.:</b>	



**PHOTO # 1 GENERAL VIEW LOOKING SOUTH.**

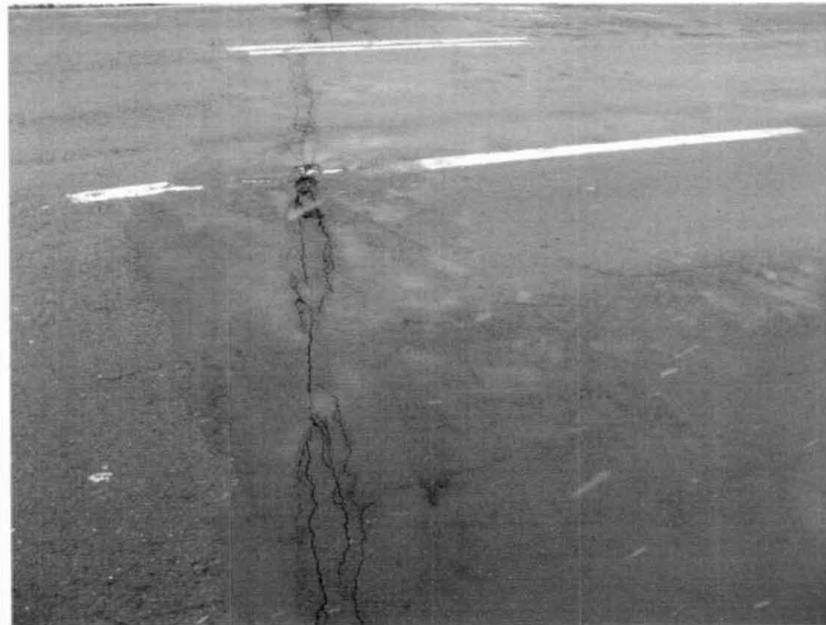


**PHOTO # 2 GENERAL VIEW LOOKING NORTH.**

<b>Bridge No.</b>	<b>03290</b>	<b>Inspected by:</b>	<b>MIKE LONG</b>
<b>Town:</b>	<b>HADDAM</b>	<b>Inspected by:</b>	<b>MIKE GLYNN</b>
<b>Feature Carried:</b>	<b>ROUTE 9 NORTHBOUND</b>	<b>Date Inspected:</b>	<b>2/27/07</b>
<b>Feature Crossed:</b>	<b>NEDOBITY ROAD</b>	<b>Project No.:</b>	

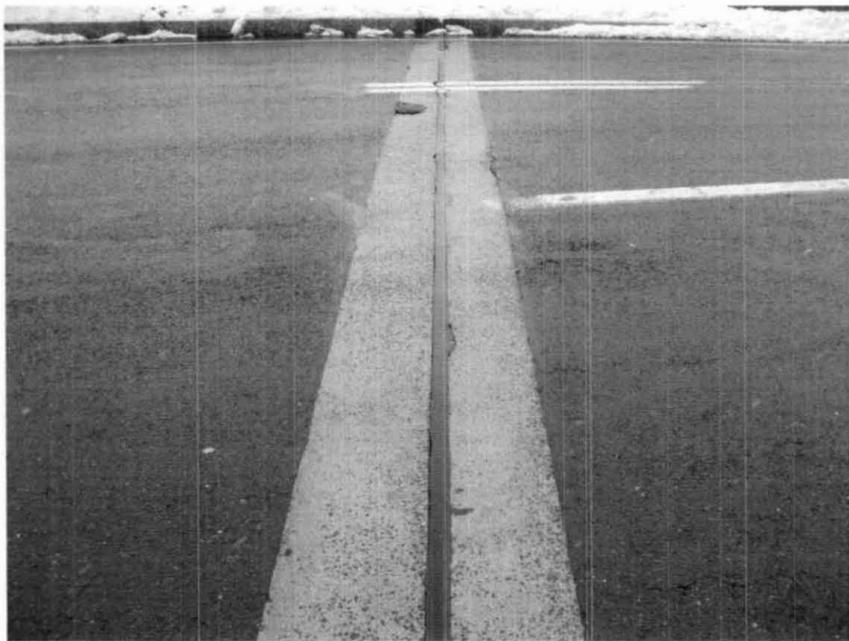


**PHOTO # 3 GENERAL CONDITION OF BITUMINOUS OVERLAY.**



**PHOTO # 4 GENERAL CONDITION OF JOINT OVER ABUTMENT #1.**

<b>Bridge No.</b>	<b>03290</b>	<b>Inspected by:</b>	<b>MIKE LONG</b>
<b>Town:</b>	<b>HADDAM</b>	<b>Inspected by:</b>	<b>MIKE GLYNN</b>
<b>Feature Carried:</b>	<b>ROUTE 9 NORTHBOUND</b>	<b>Date Inspected:</b>	<b>2/27/07</b>
<b>Feature Crossed:</b>	<b>NEDOBITY ROAD</b>	<b>Project No.:</b>	

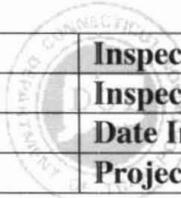


**PHOTO # 5 GENERAL CONDITION OF JOINT OVER PIER #1.**



**PHOTO # 6 TYPICAL APPROACH RAIL ROADSIDE (LEADING ENDS ONLY).**

<b>Bridge No.</b>	<b>03290</b>	<b>Inspected by:</b>	<b>MIKE LONG</b>
<b>Town:</b>	<b>HADDAM</b>	<b>Inspected by:</b>	<b>MIKE GLYNN</b>
<b>Feature Carried:</b>	<b>ROUTE 9 NORTHBOUND</b>	<b>Date Inspected:</b>	<b>2/27/07</b>
<b>Feature Crossed:</b>	<b>NEDOBITY ROAD</b>	<b>Project No.:</b>	



**PHOTO # 7 TYPICAL APPROACH RAIL BACKSIDE (LEADING ENDS ONLY).**



**PHOTO # 8 GENERAL CONDITION OF JOINT OVER PIER #2.**

<b>Bridge No.</b>	<b>03290</b>	<b>Inspected by:</b>	<b>MIKE LONG</b>
<b>Town:</b>	<b>HADDAM</b>	<b>Inspected by:</b>	<b>MIKE GLYNN</b>
<b>Feature Carried:</b>	<b>ROUTE 9 NORTHBOUND</b>	<b>Date Inspected:</b>	<b>2/27/07</b>
<b>Feature Crossed:</b>	<b>NEDOBITY ROAD</b>	<b>Project No.:</b>	

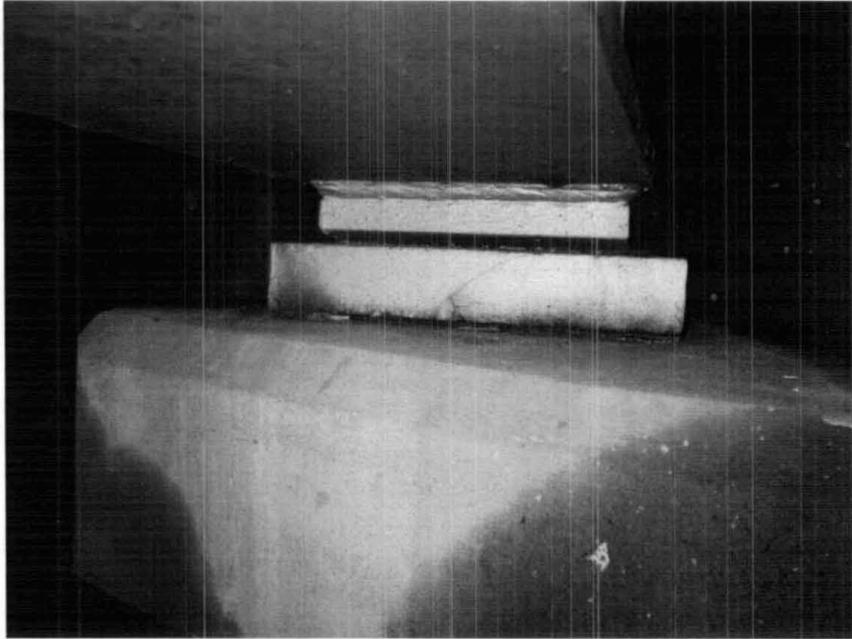
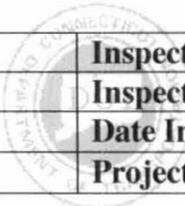


**PHOTO # 9 GENERAL CONDITION OF JOINT OVER ABUTMENT #2.**



**PHOTO # 10 TYPICAL CONDITION OF ABUTMENTS.**

<b>Bridge No.</b>	<b>03290</b>	<b>Inspected by:</b>	<b>MIKE LONG</b>
<b>Town:</b>	<b>HADDAM</b>	<b>Inspected by:</b>	<b>MIKE GLYNN</b>
<b>Feature Carried:</b>	<b>ROUTE 9 NORTHBOUND</b>	<b>Date Inspected:</b>	<b>2/27/07</b>
<b>Feature Crossed:</b>	<b>NEDOBITY ROAD</b>	<b>Project No.:</b>	

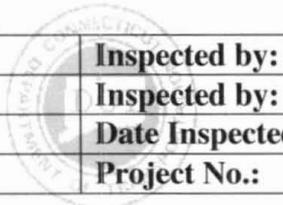


**PHOTO # 11 GENERAL CONDITION OF BEARINGS OVER ABUTMENTS.**



**PHOTO # 12 SPALLING AND HOLLOW AREAS IN BACKWALLS.**

<b>Bridge No.</b>	<b>03290</b>	<b>Inspected by:</b>	<b>MIKE LONG</b>
<b>Town:</b>	<b>HADDAM</b>	<b>Inspected by:</b>	<b>MIKE GLYNN</b>
<b>Feature Carried:</b>	<b>ROUTE 9 NORTHBOUND</b>	<b>Date Inspected:</b>	<b>2/27/07</b>
<b>Feature Crossed:</b>	<b>NEDOBITY ROAD</b>	<b>Project No.:</b>	



**PHOTO # 13 GENERAL CONDITION OF UNDERSIDE.**

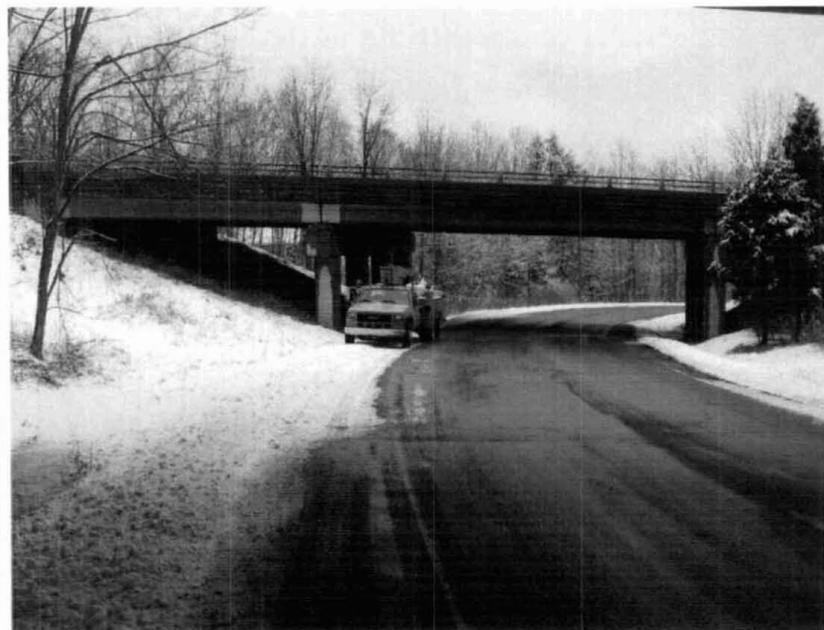


**PHOTO # 14 TYPICAL CONDITION OF PIERS.**

<b>Bridge No.</b>	<b>03290</b>	<b>Inspected by:</b>	<b>MIKE LONG</b>
<b>Town:</b>	<b>HADDAM</b>	<b>Inspected by:</b>	<b>MIKE GLYNN</b>
<b>Feature Carried:</b>	<b>ROUTE 9 NORTHBOUND</b>	<b>Date Inspected:</b>	<b>2/27/07</b>
<b>Feature Crossed:</b>	<b>NEDOBITY ROAD</b>	<b>Project No.:</b>	

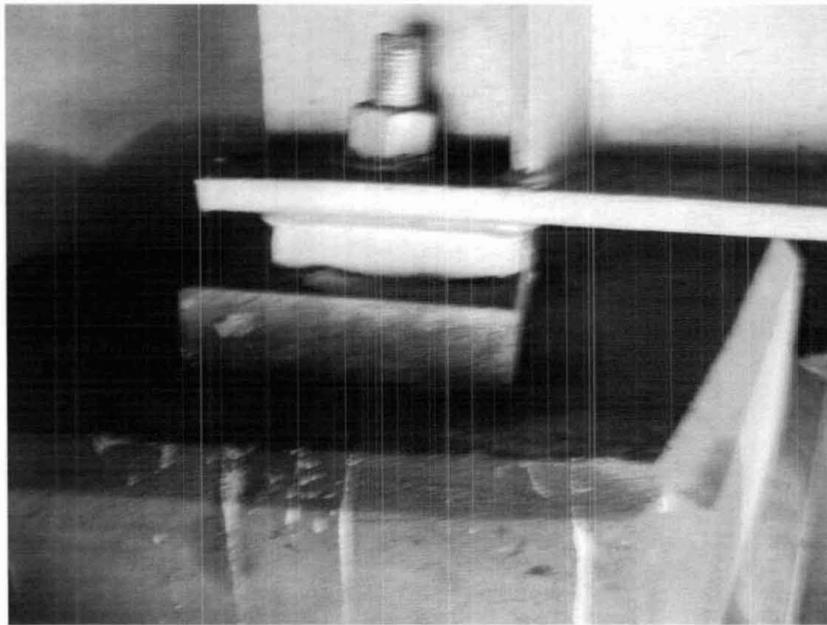


**PHOTO # 15 EAST ELEVATION.**



**PHOTO # 16 WEST ELEVATION.**

<b>Bridge No.</b>	<b>03290</b>	<b>Inspected by:</b>	<b>MIKE LONG</b>
<b>Town:</b>	<b>HADDAM</b>	<b>Inspected by:</b>	<b>MIKE GLYNN</b>
<b>Feature Carried:</b>	<b>ROUTE 9 NORTHBOUND</b>	<b>Date Inspected:</b>	<b>2/27/07</b>
<b>Feature Crossed:</b>	<b>NEDOBITY ROAD</b>	<b>Project No.:</b>	

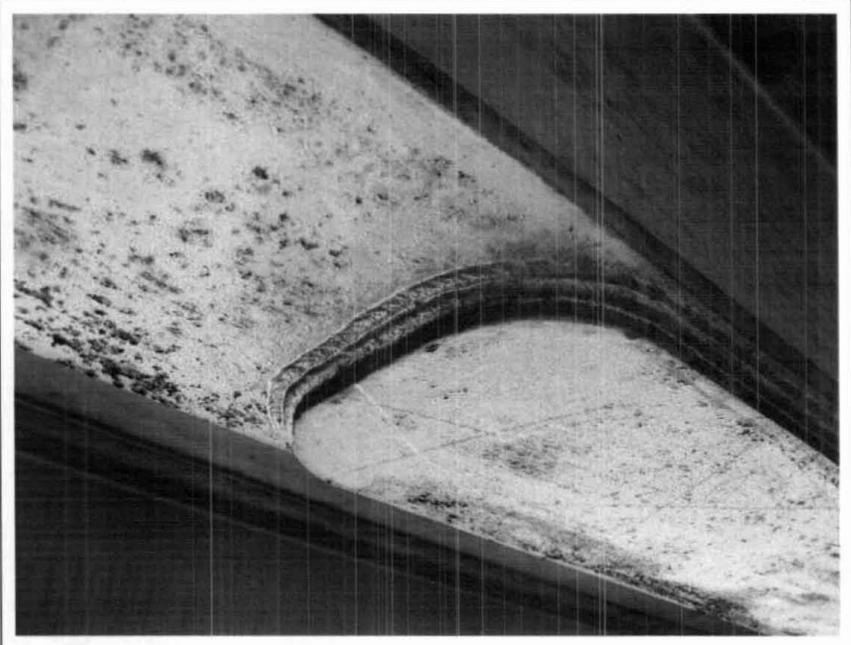
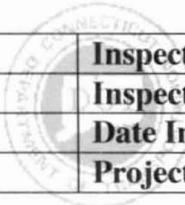


**PHOTO # 17 BEARING #2 OVER ABUTMENT #2 –  
TIPPED TO THE SOUTH,**



**PHOTO # 18 TYPICAL CONDITION OF BEAM ENDS  
AND BEARINGS OVER PIERS.**

<b>Bridge No.</b>	<b>03290</b>	<b>Inspected by:</b>	<b>MIKE LONG</b>
<b>Town:</b>	<b>HADDAM</b>	<b>Inspected by:</b>	<b>MIKE GLYNN</b>
<b>Feature Carried:</b>	<b>ROUTE 9 NORTHBOUND</b>	<b>Date Inspected:</b>	<b>2/27/07</b>
<b>Feature Crossed:</b>	<b>NEDOBITY ROAD</b>	<b>Project No.:</b>	



**PHOTO # 19 TYPICAL COVERPLATE ENDS.**