

STRUCTURES INSPECTION FIELD REPORT

BR. DEPT. NO.

S-26-004

2-DIST

01

B.I.N.

02M

ROUTINE INSPECTION

CITY/TOWN STOCKBRIDGE	8-STRUCTURE NO. S26004-02M-MUN-NBI	11-Kilo. POINT 000.000	41-STATUS A:OPEN	90-ROUTINE INSP. DATE JUN 28, 2022
07-FACILITY CARRIED HWY GLENDALE MDL	MEMORIAL NAME/LOCAL NAME	27-YR BUILT 1978	106-YR REBUILT 0000	YR REHAB'D (NON 106) 0000
06-FEATURES INTERSECTED WATER HOUSATONIC RIVER	26-FUNCTIONAL CLASS Urban Minor Arterial	DIST. BRIDGE INSPECTION ENGINEER L. A. Briggs		
43-STRUCTURE TYPE 505 : Prestressed Concrete Box Beam or Girders - Multiple	22-OWNER Town Agency	21-MAINTAINER Town Agency	TEAM LEADER M. P.E. McCabe Michael PE McCabe	
107-DECK TYPE 2 : Concrete Precast Panels	WEATHER Sunny	TEMP. (air) 24°C	TEAM MEMBERS G. A. KOTSKI, M. RANZONI	

ITEM 58 DECK <table border="1"> <tr> <td>1. Wearing Surface</td> <td>5</td> <td>S-A</td> </tr> <tr> <td>2. Deck Condition</td> <td>5</td> <td>S-A</td> </tr> <tr> <td>3. Stay in Place Forms</td> <td>N</td> <td>-</td> </tr> <tr> <td>4. Curbs</td> <td>6</td> <td>-</td> </tr> <tr> <td>5. Median</td> <td>N</td> <td>-</td> </tr> <tr> <td>6. Sidewalks</td> <td>7</td> <td>-</td> </tr> <tr> <td>7. Parapets</td> <td>N</td> <td>-</td> </tr> <tr> <td>8. Railing</td> <td>5</td> <td>M-P</td> </tr> <tr> <td>9. Anti Missile Fence</td> <td>N</td> <td>-</td> </tr> <tr> <td>10. Drainage System</td> <td>N</td> <td>-</td> </tr> <tr> <td>11. Lighting Standards</td> <td>N</td> <td>-</td> </tr> <tr> <td>12. Utilities</td> <td>7</td> <td>-</td> </tr> <tr> <td>13. 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e. Pointing	N	N	-	-																																																																																																																																																																																																																																																																																																																		
f. Footing	H	H	-	-																																																																																																																																																																																																																																																																																																																		
g. Piles	N	N	-	-																																																																																																																																																																																																																																																																																																																		
h. Scour	7	H	-	-																																																																																																																																																																																																																																																																																																																		
i. Settlement	6	7	-	-																																																																																																																																																																																																																																																																																																																		
j.	N	N	-	-																																																																																																																																																																																																																																																																																																																		
k.	N	N	-	-																																																																																																																																																																																																																																																																																																																		
3. Pile Bents			N	-																																																																																																																																																																																																																																																																																																																		
a. Pile Caps	N	N	-	-																																																																																																																																																																																																																																																																																																																		
b. Piles	N	N	-	-																																																																																																																																																																																																																																																																																																																		
c. Diagonal Bracing	N	N	-	-																																																																																																																																																																																																																																																																																																																		
d. Horizontal Bracing	N	N	-	-																																																																																																																																																																																																																																																																																																																		
e. Fasteners	N	N	-	-																																																																																																																																																																																																																																																																																																																		
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X=UNKNOWN

N=NOT APPLICABLE H=HIDDEN/INACCESSIBLE

R=REMOVED

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ITEM 61
CHANNEL & CHANNEL PROTECTION

	Dive	Cur	DEF
1.Channel Scour	7	H	-
2.Embankment Erosion	8	7	-
3.Debris	6	6	M-P
4.Vegetation	8	7	-
5.Utilities	N	N	-
6.Rip-Rap/Slope Protection	7	7	-
7.Aggradation	7	H	-
8.Fender System	N	N	-

STREAM FLOW VELOCITY:
Tidal () High () Moderate (X) Low () None ()

ITEM 61 (Dive Report): 7 **ITEM 61 (This Report):** 7

93b-U/W INSP. DATE: 09/09/2021

ITEM 36 TRAFFIC SAFETY

	36	COND	DEF
A. Bridge Railing	0	5	M-P
B. Transitions	0	5	M-P
C. Approach Guardrail	1	5	M-P
D. Approach Guardrail Ends	0	7	-

WEIGHT POSTING *Not Applicable* ☒

	H	3	3S2	Single
Actual Posting	N	N	N	N
Recommended Posting	N	N	N	N

Waived Date: 00/00/0000 **EJDMT Date:** 00/00/0000

At bridge		Other Advance	
E	W	E	W
[]	[]	[]	[]
[]	[]	[]	[]

CLEARANCE POSTING

	N		S		
	ft	in	ft	in	meter
Actual Field Measurement		0		0	
Posted Clearance		0		0	

Signs In Place
(Y=Yes, N=No, NR=Not Required)
Legibility/Visibility

At bridge		Advance	
N	S	N	S
[]	[]	[]	[]
[]	[]	[]	[]

ACCESSIBILITY (Y/N/P)

	Needed	Used
Lift Bucket	N	N
Ladder	P	N
Boat	P	N
Waders	P	N
Inspector 50	Y	Y
Rigging	N	N
Staging	N	N
Traffic Control	Y	Y
RR Flagger	N	N
Police	Y	Y
Other:		
	N	N

TOTAL HOURS 60

PLANS (Y/N): Y

(V.C.R.) (Y/N): N

TAPE#: _____

List of field tests performed:
Sounding

RATING

Rating Report (Y/N): Y
Date: 02/10/2003
Inspection data at time of existing rating
I 58: 6 I 59: 6 I 60: 7 Date :05/02/2002

Recommend for Rating or Rerating (Y/N): Y
REASON: Rating currently assigned / under review.

If YES please give priority:
HIGH () MEDIUM () LOW ()

CONDITION RATING GUIDE (For Items 58, 59, 60 and 61)

	CODE	CONDITION	DEFECTS
	N	NOT APPLICABLE	
G	9	EXCELLENT	Excellent condition.
G	8	VERY GOOD	No problem noted.
G	7	GOOD	Some minor problems.
F	6	SATISFACTORY	Structural elements show some minor deterioration.
F	5	FAIR	All primary structural elements are sound but may have minor section loss, cracking, spalling or scour.
P	4	POOR	Advanced section loss, deterioration, spalling or scour.
P	3	SERIOUS	Loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.
C	2	CRITICAL	Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
C	1	"IMMINENT" FAILURE	Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put it back in light service.
	0	FAILED	Out of service - beyond corrective action.

DEFICIENCY REPORTING GUIDE

DEFICIENCY: A defect in a structure that requires corrective action.

CATEGORIES OF DEFICIENCIES:
M= Minor Deficiency - Deficiencies which are minor in nature, generally do not impact the structural integrity of the bridge and could easily be repaired. Examples include but are not limited to: Spalled concrete, Minor pot holes, Minor corrosion of steel, Minor scouring, Clogged drainage, etc.
S= Severe/Major Deficiency - Deficiencies which are more extensive in nature and need more planning and effort to repair. Examples include but are not limited to: Moderate to major deterioration in concrete, Exposed and corroded rebars, Considerable settlement, Considerable scouring or undermining, Moderate to extensive corrosion to structural steel with measurable loss of section, etc.
C-S= Critical Structural Deficiency - A deficiency in a structural element of a bridge that poses an extreme unsafe condition due to the failure or imminent failure of the element which will affect the structural integrity of the bridge.
C-H= Critical Hazard Deficiency - A deficiency in a component or element of a bridge that poses an extreme hazard or unsafe condition to the public, but does not impair the structural integrity of the bridge. Examples include but are not limited to: Loose concrete hanging down over traffic or pedestrians, A hole in a sidewalk that may cause injuries to pedestrians, Missing section of bridge railing, etc.

URGENCY OF REPAIR:
I = Immediate- [Inspector(s) immediately contact District Bridge Inspection Engineer (DBIE) to report the Deficiency and to receive further instruction from him/her].
A = ASAP- [Action/Repair should be initiated by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) upon receipt of the Inspection Report].
P = Prioritize- [Shall be prioritized by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) and repairs made when funds and/or manpower is available].

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REMARKS

BRIDGE ORIENTATION

Glendale Middle Road travels east and west. The Houstatonic River flows from north to south. This two span structure consists of ten simply supported prestressed concrete butted box beams per span, which act as the deck, with an asphalt wearing surface. The spans are numbered from west to east and the beams and bays are numbered as shown in sketch 1, in accordance with the plans and the pending 2019 Rating Report. See sketch 1 and photos 1 & 2.

ITEM 58 - DECK

Item 58.1 - Wearing Surface

The wearing surface has widespread sealed mapcracking. Along the longitudinal beam joints, there are sealed reflective cracks. See photo 3.

Along both curbs, there is a buildup of dirt, debris, and vegetation.

Predominantly in the wheel tracks, there are patched areas, up to 3' long x 12" wide.

Along the deck joints, there are potholes and patches, full length of the joint armor. See photo 4.

In span 2, at 6' from the north curb, there is are potholes along a reflective crack, approximately 20' long x up to 3' wide x 3" deep.

Item 58.2 - Deck Condition

Refer to Item 59.4 - Girders or Beams.

Item 58.4 - Curbs

Both curbs have random areas of missing mortar at the joints.

Item 58.6 - Sidewalks

At 10' from the west end, there is a transverse construction joint with efflorescence.

Item 58.8 - Railing

Both railings have random loose panels of balusters, with some that swing outward.

North Railing

At the second post west of the pier, there is a missing anchor bolt and minor traffic scrapes.

Item 58.12 - Utilities

The utility supports in span 2, between beams 10 and 20, have man-made bird habitats.

Item 58.13 - Deck Joints

All deck joint seals are partially covered with sand and debris. At random areas, the seals are pulling away from the armor and depressed. See photo 4 & 5.

The steel armoring angles at the deck joints have areas of gouging and plow damage. See photos 4 & 5.

APPROACHES

Approaches a - Appr. Pavement Condition

In both approaches, there is widespread sealed mapcracking.

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REMARKS

Along the deck joints, there is concentrated cracking and patched potholes.

Approaches b - Appr. Roadway Settlement

In both approaches, along the south curb, the roadway scuppers are approximately 4" lower than the roadway. See photo 6.

Approaches c - Appr. Sidewalk Settlement

The north sidewalk, at both the east and west ends, has settlement up to 1-1/2". See photo 7.

ITEM 59 - SUPERSTRUCTURE

Item 59.4 - Girders or Beams

In both spans, between beams 8 & 9 and 17 & 18, the post tensioning strands are rusted with varying degrees of delamination. There is rust staining leaching from these longitudinal joints.

Span 1

Beam 1

On the north face, over the pier, there is rust staining and heavy efflorescence from the cold joint and deck joint armor.

At the north face, there are minor hairline cracks near the utility brackets.

Beam 2

At 15' from the pier, along the south edge, there is a longitudinal crack, 24" long x 0.06" wide, with a portion of the edge hollow.

Beam 3

At midspan, there is a longitudinal hairline crack, 60" long, with efflorescence.

Beam 7

At the west abutment, there is a spall with one exposed stirrup and one exposed prestressing strand, 72" long x 9" wide x 2" deep, with hollow areas surrounding the spall.

At 20' from the west abutment, there is a spall with one exposed stirrup and one exposed prestressing strand, 60" long x up to 12" wide x up to 3" deep. See photo 8.

At 30' from the pier, there is a spall, 18" long x 5" wide x 1" deep, with an adjacent hollow area, 18" long x 12" wide. See photo 8.

Beam 8

Beams 8 & 9 have rust staining surrounding the beam drains.

At the west abutment, there are two cover spalls, up to 8" diameter x 1" deep, with exposed stirrups.

At 20' from the west abutment, along the north edge, there is a spall with two exposed prestressing strands, 60" long x 15" wide x 2" deep, with adjacent hollow areas. See photo 8.

At 32' from the pier, along the north edge, there is a spall with four exposed prestressing strands, 10' long x 22" wide x up to 3" deep. See photo 8.

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REMARKS

At 30' from the pier, along the south edge, there is a spall with three exposed prestressing strands, 36" long x 15" wide x 3" deep. See photo 8.

At 20' from the pier, along the north edge, there is a spall with four exposed prestressing strands, 11' long x up to 20" wide x up to 5" deep. See photo 8.

At the pier, there is a spall with an exposed stirrup, 10" diameter x 1/2" deep. This spall is partially hidden by the pier seat.

Beam 9

On the south face of the beam, there is a horizontal hairline crack, full length.

At the west abutment, there is a spall with an exposed stirrup, 10" diameter x 1/2" deep.

Over the pier, the end of the beam is spalled, 6" long x 10" high x up to 9" wide x 2-1/2" deep. The remaining concrete has extensive rust staining. See photo 9.

Span 2

Beam 10

On the north face, over the pier, there is rust staining and heavy efflorescence from the cold joint and deck joint.

On the north face, surrounding many of the utility brackets, there are minor hairline cracks.

Beam 12

At 28' from the east abutment, along the north edge, there is a spall with one exposed and severed prestressing tendon, 24" long x 9" wide x 1" deep.

Beam 15

Starting at the pier, there is a spall with six exposed prestressing strands, 35' long x up to 22" wide x up to 4" deep. Three of the strands are severed. See photos 10 & 11.

Beam 16

At the pier, there is a spall with one exposed prestressing strand, 12" diameter x up to 1" deep.

At 20' from the east abutment, along the north edge, there is an area of hairline longitudinal cracking with efflorescence, 6' long.

Beam 17

Beams 17 & 18 have rust staining surrounding many of the beam drains.

Near the pier, there is a hollow area, 20" long x up to 10" wide.

At 30' from the east abutment, there is an area of longitudinal hairline cracking with efflorescence, 6' long. Adjacent to the cracking is a hollow area, 6" wide.

At 20' from the east abutment, there are two spalls with exposed stirrups, up to 12" diameter x 1/2" deep.

Near the east abutment, there is a spall surrounding a beam drain, 16" diameter x 1/2" deep. The plastic portion of the drain is deteriorated.

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REMARKS

At the east abutment, there is an area of longitudinal hairline cracking with efflorescence, 36" long. Adjacent to the cracking is a hollow area, 6" wide.

Beam 18

The bottom face is discolored with rust staining, full length.

Beam 20

On the south face, there is a longitudinal hairline crack, full length.

Item 59.9 - Bearing Devices

At the pier, under beam 18, the spalled section of pier is undermining the bearing pad, 2" long x 2" wide. See photo 9.

Bearing 19, at the pier, and bearing 20, at the east abutment, are bulged.

ITEM 60 - SUBSTRUCTURE

Item 60.1 - Abutments

Item 60.1.b - Bridge Seats

The bridge seats are hidden by design, with the exception of the small portions near the cheekwalls.

At the northwest corner, there is heavy vegetation growth on the bridge seat.

Item 60.1.c - Backwalls

The backwalls are hidden by design except at the utility bays, which have bricks.

Item 60.1.d - Breastwalls

Both breastwalls have random cracking, up to 1/16" wide, with some areas of efflorescence. Also, at and below the waterline, there is minor abrasion.

East Abutment

At the north end, near the top, there is an area of moderate mapcracking, approximately 5' square.

In the south half, along the top, there are several spalls with exposed rebar, up to 24" long x 12" high x 1" deep. Also, in this area, there are vertical cracks, 1/16" wide x full height.

Near the southeast wingwall, there is a spall, 4" diameter x 3" deep.

West Abutment

In the south half, along the top, there is a horizontal crack with several spalls with exposed rebar, up to 36" long x 12" high x 2-1/2" deep. See photo 12.

Adjacent to the southwest wingwall, there is a spall, 8" wide x up to 9" high x 1-1/2" deep.

Item 60.1.e - Wingwalls

The northeast, southeast, northwest, and southwest wingwalls have random minor cracking. Also, there is moderate vegetation growth.

At and below the waterline, there is minor abrasion.

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REMARKS

Refer to Item 60.1.k - Settlement.

Item 60.1.f - Slope Paving/Rip-Rap

The rip-rap is hidden due to the depth of the water.

Item 60.1.h - Footings

The footings are hidden by design.

Item 60.1.j - Scour

The scour is hidden due to the depth of the water. Refer to the Routine Underwater Inspection Report, dated 9/9/2021.

Item 60.1.k - Settlement

The southeast, southwest, northeast, and northwest wingwalls have evidence of settlement. The following measurements were taken at the construction joints:

Northwest, 1.5" open, 1" vertical, and leaning 1/2"

Southwest, 1.25" open, 1" vertical, and leaning 3-1/2"

Northeast, 1-1/2" open

Southeast, 1-3/4" open

Item 60.2 - Piers or Bents

Item 60.2.b - Caps

The cap portion of the pier has random cracking with some efflorescence and rust staining, up to 1/16" wide.

On the west face, at the south end, there are several spalls, up to 24" long x 6" high x 2" deep.

On the south face, there is a spall, up to 36" long x 18" high x 5" deep. A portion of the spall is undermining the bearing for beam 18, 2" long x 2" wide. The remaining concrete has severe mapcracking with efflorescence. See photo 9. Refer to Item 59.9 - Bearing Devices.

Item 60.2.d - Stems/Webs/Pierwalls

Both faces of the pier have random cracking with rust staining and efflorescence, up to 1/16" wide. See photo 13.

At and below the waterline, there is minor abrasion, full length.

At the south end of the pier, near the waterline, there is a spall, 39" high x 12" wide x 3" deep.

On the west face, in the south half, there are several areas of cracking with spalls, up to 24" wide x 48" high.

On the east face, along the center construction joint, there is a spall, 14" wide x 24" high x 1" deep. See photo 13.

On the east face, at the south end, there is a cracked and hollow area with rust staining, 3' wide x nearly full height. See photo 13.

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REMARKS

Item 60.2.f - Footing

The footings are hidden by design.

Refer to the Routine Underwater Inspection Report, dated 9/9/2021.

Item 60.2.h - Scour

The scour is hidden due to the depth of the water.

Refer to the Routine Underwater Inspection Report, dated 9/9/2021.

ITEM 61 - CHANNEL AND CHANNEL PROTECTION

Item 61.1 - Channel Scour

The channel scour is hidden due to the depth of the water.

Refer to the Routine Underwater Inspection Report, dated 9/9/2021.

Item 61.3 - Debris

The debris is hidden due to the depth of the water.

Refer to the Routine Underwater Inspection Report, dated 9/9/2021.

Item 61.7 - Aggradation

The aggradation is hidden due to the depth of the water.

Refer to the Routine Underwater Inspection Report, dated 9/9/2021.

TRAFFIC SAFETY

Item 36a - Bridge Railing

The bridge railings consist of type AL-3 rails, not tied into the blunt concrete end posts. Refer to Item 58.8 - Railing.

Item 36b - Transitions

The transitions consist of nested steel W-beam panels, tied into the blunt concrete end posts, and mounted on timber posts with timber blockouts, spaced at 3'.

The timber posts and blockouts have widespread rot, checking, and splitting. See photo 7.

Item 36c - Approach Guardrail

The approach guardrail consists of single steel W-beam panels mounted on timber posts with timber blockouts, spaced at 6'.

The timber posts and blockouts have widespread rot, checking, and splitting. See photo 7.

Item 36d - Approach Guardrail Ends

The southwest approach guardrail has a buried end swept away from traffic.

The southeast, northeast, and northwest approach guardrails have steel terminal ends, swept from traffic.

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REMARKS

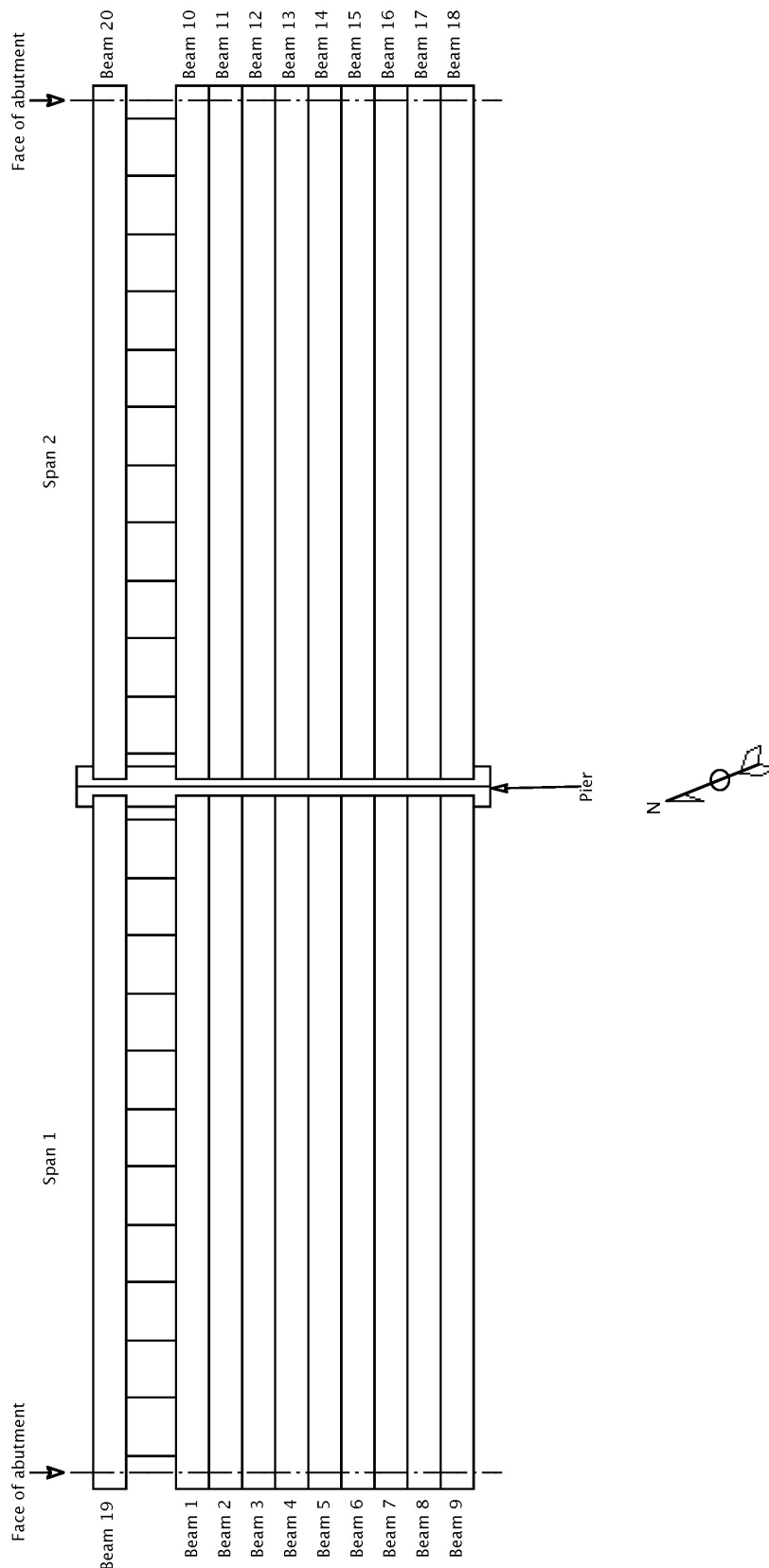
The northeast steel terminal end has been replaced since the previous Routine Inspection Report. See photo 14.

Sketch / Photo Log

- Sketch 1 : Framing Plan.
- Photo 1 : General topside, looking west.
- Photo 2 : Typical underside, looking west (span 2 shown).
- Photo 3 : General overview of the wearing surface, looking west.
- Photo 4 : Patches and potholes along the pier joint armor.
- Photo 5 : Dirt and debris in the east joint. Note the damaged seal at the south end. Also, note the patches and potholes along the armor.
- Photo 6 : Low scupper in the east approach, along the south curb. Also, note the rot visible on the top of the transition and approach guardrail posts.
- Photo 7 : Northeast approach sidewalk settlement.
- Photo 8 : Beams 7 & 8 spalling, looking west. Note the exposed prestressing strands.
- Photo 9 : Spalling on the south face of the pier cap. Also, note the end spalling of beam 9 and the undermining of bearing 18.
- Photo 10 : Overall view of spalling in beam 15, looking west.
- Photo 11 : Close view of the exposed prestressing strands in beam 15 (typical).
- Photo 12 : Cracking, rust staining, spalls along the top of the west abutment, south half.
- Photo 13 : Overall view of the pier, east face.
- Photo 14 : New approach guardrail end treatment at the northeast corner.

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SKETCHES



Sketch 1: Framing Plan.

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PHOTOS

Photo 1: General topside, looking west.



Photo 2: Typical underside, looking west (span 2 shown).

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PHOTOS

Photo 3: General overview of the wearing surface, looking west.



Photo 4: Patches and potholes along the pier joint armor.

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PHOTOS

Photo 5: Dirt and debris in the east joint. Note the damaged seal at the south end. Also, note the patches and potholes along the armor.



Photo 6: Low scupper in the east approach, along the south curb. Also, note the rot visible on the top of the transition and approach guardrail posts.

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PHOTOS

Photo 7: Northeast approach sidewalk settlement.



Photo 8: Beams 7 & 8 spalling, looking west. Note the exposed prestressing strands.

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PHOTOS

Photo 9: Spalling on the south face of the pier cap. Also, note the end spalling of beam 9 and the undermining of bearing 18.



Photo 10: Overall view of spalling in beam 15, looking west.

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PHOTOS

Photo 11: Close view of the exposed prestressing strands in beam 15 (typical).



Photo 12: Cracking, rust staining, spalls along the top of the west abutment, south half.

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PHOTOS

Photo 13: Overall view of the pier, east face.



Photo 14: New approach guardrail end treatment at the northeast corner.