



**Connecticut Department of
Transportation**



**Local Transportation Capital
Improvement Program Application**

Municipality:	<u>Vernon, CT</u>	COG:	<u>CRCOG</u>								
Route/Road:	<u>Dart Hill Road</u>										
Project Title:	<u>Reconstruction of Dart Hill Road Bridge (Bridge No. 03936)</u> <u>over the Hockanum River</u>										
Roadway Functional Classification (if applicable):	<u>Urban Collector</u>										
COG Contact Information:	<table><tr><td><u>Rob Aloise</u></td><td><u>Principal Transportation Engineer</u></td></tr><tr><td>Name</td><td>Title</td></tr><tr><td><u>860-522-2217 x-4214</u></td><td><u>raloise@crcog.org</u></td></tr><tr><td>Phone Number</td><td>Email</td></tr></table>			<u>Rob Aloise</u>	<u>Principal Transportation Engineer</u>	Name	Title	<u>860-522-2217 x-4214</u>	<u>raloise@crcog.org</u>	Phone Number	Email
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Municipal Contact Information:	<table><tr><td><u>David A. Smith, P.E., L.S.</u></td><td><u>Town Engineer</u></td></tr><tr><td>Name</td><td>Title</td></tr><tr><td><u>860-870-3663</u></td><td><u>dasmith@vernon-ct.gov</u></td></tr><tr><td>Phone Number</td><td>Email</td></tr></table>			<u>David A. Smith, P.E., L.S.</u>	<u>Town Engineer</u>	Name	Title	<u>860-870-3663</u>	<u>dasmith@vernon-ct.gov</u>	Phone Number	Email
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The applicant must answer the questions below which are intended to address basic issues about existing conditions, project management, project costs, impacts on private property, utilities, wetlands, etc. **You may provide your answers in the space provided below or submit separate answer sheets. It is important that the application be as thorough as possible as missing information will delay the review process. All project-related sections must be completely filled out or the application will be returned and will require resubmittal.**

The intent of the application is to establish eligibility, service life, and to ensure the municipality is considering all pertinent aspects associated with major infrastructure improvements consistent with the purpose and needs of the project.

(A) Project Information

1. Select the type of proposed improvement (select all that apply):

Please note: The entire application must be completed for all projects in addition to any necessary supplemental sections (K through P) as determined by the type of project.

☐ Roadway Geometric Improvement

☐ Stand-Alone Sidewalks

☐ Bicycle/Pedestrian Improvement, including Multi-Use Trail Facilities

☐ Intersection Improvement

Provide additional information as required in section K

☒ Bridge Rehabilitation/Replacement

Provide additional information as required in section L

☐ Major Drainage Improvement

Provide additional information as required in section M

☐ Pavement Structure Improvement

Provide additional information as required in section N

☐ Traffic Signal Replacement/Upgrade/New Installation/Coordination

Provide additional information as required in section O

☐ Other (please specify): _____

Provide additional information as required in section P

2. Describe the purpose and need of the project (i.e. what are the problems to be corrected?). Please provide adequate detail to clearly convey the nature of the problem(s) to be corrected. Provide photographs to document the existing conditions and support the purpose and need.

This bridge was constructed in 1938. All of the concrete members of this structure show signs of scaling, mostly between moderate and severe. There are sections in the South parapet wall that has exposed rusted rebars. Some of the metal beam rail anchor bolts are no longer embedded in concrete, due to the scaling. The sidewalk on the north side of the bridge is a separate structure from the vehicular bridge. It is supported by the wingwalls of the vehicular bridge. In October of 2013, the Vernon Public Works Department made emergency temporary repairs to the sidewalk, due to the deteriorated support members. The surface of the existing sidewalk now is constructed with pressure treated lumber, and should now be permanently repaired.

3. Provide a project description which specifically describes how the proposed improvements will correct the problem(s) identified in the purpose and need. Describe what alternative(s) were considered.

Replacing this bridge will correct numerous deficiencies with this bridge. All concrete members will be restored to a new condition. A new concrete sidewalk, which will be incorporated in this structure, will fix the problem of having to continually maintaining the wooden walkway that was installed four years ago as an emergency temporary repair. A new bridge will bring the metal beam rail and fencing up to current standards. A new bridge will have a service life of over 20 years.

4. Provide concept plans of the proposed improvement. The plans must be sufficiently developed and provide enough detail on a scaled drawing (including aerial photography base mapping if possible) to identify the following:

Inc. N/A

- | | | |
|-------------------------------------|-------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------|
| <input checked="" type="checkbox"/> | | Project Location |
| <input checked="" type="checkbox"/> | | Limits of Project |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Approximate limits and extent of any pavement widening or realignment |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Proposed number of lanes, widths, and arrangements |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Approximate limits and extent of any anticipated ROW acquisitions (based on available ROW information from Assessors maps, GIS data, etc.) |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Structures (i.e. retaining walls, bridges) |
| <input checked="" type="checkbox"/> | <input type="checkbox"/> | Watercourses |
| <input type="checkbox"/> | <input checked="" type="checkbox"/> | Typical Cross Sections including lane and shoulder widths, pavement structure, etc. |

5. Have the improvements at this location been submitted to the Department previously for funding? ☒ No ☐ Yes

If yes, when and under what program?

6. Does the project impact any State-owned Facilities (i.e. roads, bridges, etc.)?

☒ No ☐ Yes

If yes, describe the impacts:

7. In the area of the project, are there any known proposed developments?

☒ No ☐ Yes

If yes, describe the proposed developments:

8. Design Standards to be used:

- ☒ Established municipal standards
- ☒ AASHTO Policy on Geometric Design of Highways and Streets
- ☒ Connecticut Department of Transportation Highway Design Manual
- ☒ AASHTO LRFD Bridge Design Specifications and Connecticut Department of Transportation Bridge Design Manual
- ☐ Other, please specify: _____

(B) Rights of Way

1. Are there any Right of Way (ROW) impacts anticipated? ☒ No ☐ Yes

If yes, describe the nature, extent, and type of impacts:

2. If ROW acquisitions will be required, who does the municipality plan to have perform acquisition activities?

☐ Municipal staff ☐ Consultant hired by municipality ☒ State

3. If ROW acquisitions are to be performed by the municipality's staff or their consultant, will the municipality be seeking reimbursement for ROW costs?

☐ No ☐ Yes

(C) Utilities

1. List all utilities within the project area, including their owners.

<u>Overhead</u>	<u>Underground</u>
Electric – Eversource	Gas - Eversource
Telephone – Frontier	Water – Connecticut Water Company
Cable – Comcast	Sanitary Sewer – Town of Vernon

2. Are any utility impacts anticipated? ☒ No ☐ Yes

If yes, describe the nature and extent of the impacts:

Note: Costs associated with utility betterments/upgrades that are not required to accommodate the proposed transportation improvements are not eligible project costs.

3. Have the utility companies been contacted to identify any plans to expand or improve existing utilities that would compromise the service life of the proposed improvements?

☒ No ☐ Yes

If yes, describe any proposed improvements and their schedule:

(D) Storm water drainage system and underdrains

1. Do any existing storm water drainage problems exist? ☒ No ☐ Yes

If yes, describe the problem(s):

2. Is any storm water drainage system work anticipated, including any new or modified drainage outlets? ☒ No ☐ Yes

If yes, explain the nature and extent of the improvements:

3. Are there any existing watercourse crossings that are proposed to be modified, rehabilitated, or replaced as part of this project? ☐ No ☒ Yes

If yes, indicate the type of improvement needed and the reason for it. Please also indicate if any existing watercourse crossings have inadequate hydraulic capacity:

This project consists of replacing a bridge (No. 03936), which carries Dart Hill Road over the Hockanum River. The bridge has been deteriorating since it was constructed in 1938.

(E) Rail Crossings

1. Are there any railroad crossings that are likely to be impacted as part of the project?

☒ No ☐ Yes

☐ At-grade

☐ Grade Separated

If yes, describe impacts and necessary modifications:

(F) Pedestrian/Bicycle Safety and Mobility

1. Complete and attach the Department's Bicycle and Pedestrian Needs Assessment Form to this application (a copy of this form is included in Appendix D). In accordance with Connecticut General Statutes, Section 13a-153f, and the Department's focus on accommodating non-motorized travel modes, accommodation of all users shall be a routine part of the planning, design, construction, and operating activities of all highways. The need for inclusion of accommodations for bicycles and pedestrians, including those with disabilities, must be reviewed for every project, regardless of funding source.

(G) Traffic

The information below needs to be provided or reviewed (as specified) by the designer for all project types except for stand-alone-sidewalk projects and bicycle/pedestrian improvements, and multi-use trail facilities that do not involve pedestrian crossings

1. Volumes

Provide existing and 20-year Projected ADT's and Turning Volumes. Refer to the Preliminary Engineering/Preliminary Design section for guidance on traffic volumes.

2. Accident Experience

Provide a summary of accident experience (most current three years data. An accident diagram is preferred.)

3. Traffic Signals

Review the existing traffic signal plans for projects involving signalized intersections

4. Speed Data

Provide 85th percentile speeds in the project area

Provide all posted speed limits in the project area

(H) Environmental Resource Involvement

Refer to Application Process/Preliminary Project Submittals – Information provided by the Department for more information.

1. Parks, Cemeteries, Historic Structures

- a. Are there any parks, cemeteries, or historic structures that are likely to

be affected by the project? ☒ No ☐ Yes

If yes, describe the type and extent of the anticipated impact.

2. Wetlands

- a. Are there any wetlands that are likely to be affected by the project?

☒ No ☐ Yes

If yes, describe the type and extent of the anticipated impact.

3. Hazardous or Contaminated Sites

a. Has the potential for hazardous or contaminated sites and materials

in the project area been investigated? ☒ No ☐ Yes

If yes, describe the type and extent of the anticipated impact.

(I) Public Involvement

Refer to Preliminary Engineering/Project Design – Public Involvement section for more information.

1. Has public involvement been conducted? ☒ No ☐ Yes

If yes, was there significant public opposition to the project? Describe below:

(J) Cost Estimate

1. Attach a preliminary cost estimate identifying:

- a. Approximate quantities and assumed unit prices of the major contract items
- b. An allowance for minor items (percentage of a)
- c. Standard lump sum items (i.e. clearing and grubbing, mobilization, construction staking, maintenance and protection of traffic) as applicable (percentage of a+b)
- d. Total contract items
- e. Contingencies (10% of d)
- f. Incidentals to construction, (i.e. construction inspection, materials testing) (10% of d)
- g. Rights of way costs

- h. Eligible utility relocation costs (in accordance with CGS 13a-98f)
Note: Costs associated with utility betterment/upgrades that are not required to accommodate the proposed transportation improvement are not eligible project costs
- i. Total project costs (d + e + f + g + h)

Sample cost estimate form provided in Appendix M

Refer to the Department's most current Cost Estimating Guidelines for cost estimate guidance or use town generated unit prices. The anticipated costs for each phase of the project shall be well documented and based on reasonable costs.

The guidelines are located at: <http://www.ct.gov/dot/cwp/view.asp?a=3194&q=484094>

ADDITIONAL INFORMATION TO BE PROVIDED BASED ON IMPROVEMENT TYPE SELECTED IN SECTION (A) 1:

(K) Intersection Improvements

Capacity Analyses (For build and no-build conditions using existing and projected traffic volumes).*

(L) Bridge Rehabilitation/Replacement

Latest Condition Report

(M) Major Drainage Improvement

Material, Age, Hydraulic adequacy assessment of existing drainage system (Condition Report, post-cleaning is preferred)

(N) Pavement Structure Improvement

The level of investigation will be dependent upon the proposed improvements. Cores or test pits must be performed such that a representative sample of the existing roadway condition is obtained. If varying pavement conditions exist along the roadway indicating the possibility of different pavement conditions, a test pit should be performed in each roadway section. Pavement thickness and type, sub-base thickness and type, and the presence of fines and/or groundwater should be noted. Attach the data obtained. If full depth reconstruction is proposed, cores or test pits are not required.

Approximate percentage of heavy vehicles: _____

What is the existing pavement type, condition, and thickness?

What is the anticipated pavement design? Describe the type and depth of each course including the base that is suitable for the ADT and percentage of heavy vehicles. Does it meet current design standards? Describe the cross-section (i.e. lanes and shoulder widths, etc.).

Describe how the service life requirement for the proposed pavement design was determined:

(O) Traffic Signal Replacement/Upgrade/New Installation/Coordination

Who is/will be responsible for ownership, maintenance, and electrical costs

Age of existing signals

Capacity Analyses (For build and no-build conditions using existing and projected traffic volumes).*

Warrant Analysis for new signals

System Engineering Analysis Form (SEAFORM) for Intelligent Transportation Systems (ITS) projects

(P) Other

To be determined based on type of improvement proposed

***Capacity Analysis:** For the purposes of this application, a simplified analysis may be performed for signalized intersections that do not require detailed assumptions, proprietary software or specialized traffic engineering skills. The "Quick Estimation Method" is described in detail in the 2010 Highway Capacity Manual, with accompanying worksheets that can be completed by hand. A brief description of the method is also described in Section 3.3.6 of the FHWA Signal Timing Manual, where it is referred to as a "Critical Movement Analysis." The relevant section of the FHWA publication can be accessed at: <http://ops.fhwa.dot.gov/publications/fhwahop08024/chapter3.htm#3.3>. This simplified analysis will yield an approximate critical volume/capacity ratio that can be used to assess overall operation of the intersection. The build and no-build conditions should be analyzed for the existing and projected traffic volumes.

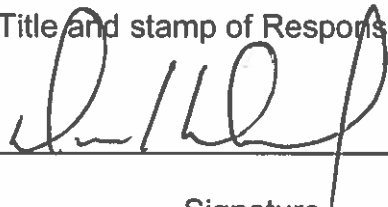
APPLICATION SUBMISSION

This application and supporting documents must be submitted by the municipality to their COG. At such time when the application is to be forwarded to the Department of Transportation by the COG, it must be addressed to:

Mr. Hugh H. Hayward, P.E.
Department of Transportation
2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546

Prepared by: DAVID A. Smith Date: 9/25/17

Name, Title and stamp of Responsible P.E. (Municipal or Consultant)


Signature

(Stamp)

Reviewed/Recommended by: _____ Date: _____

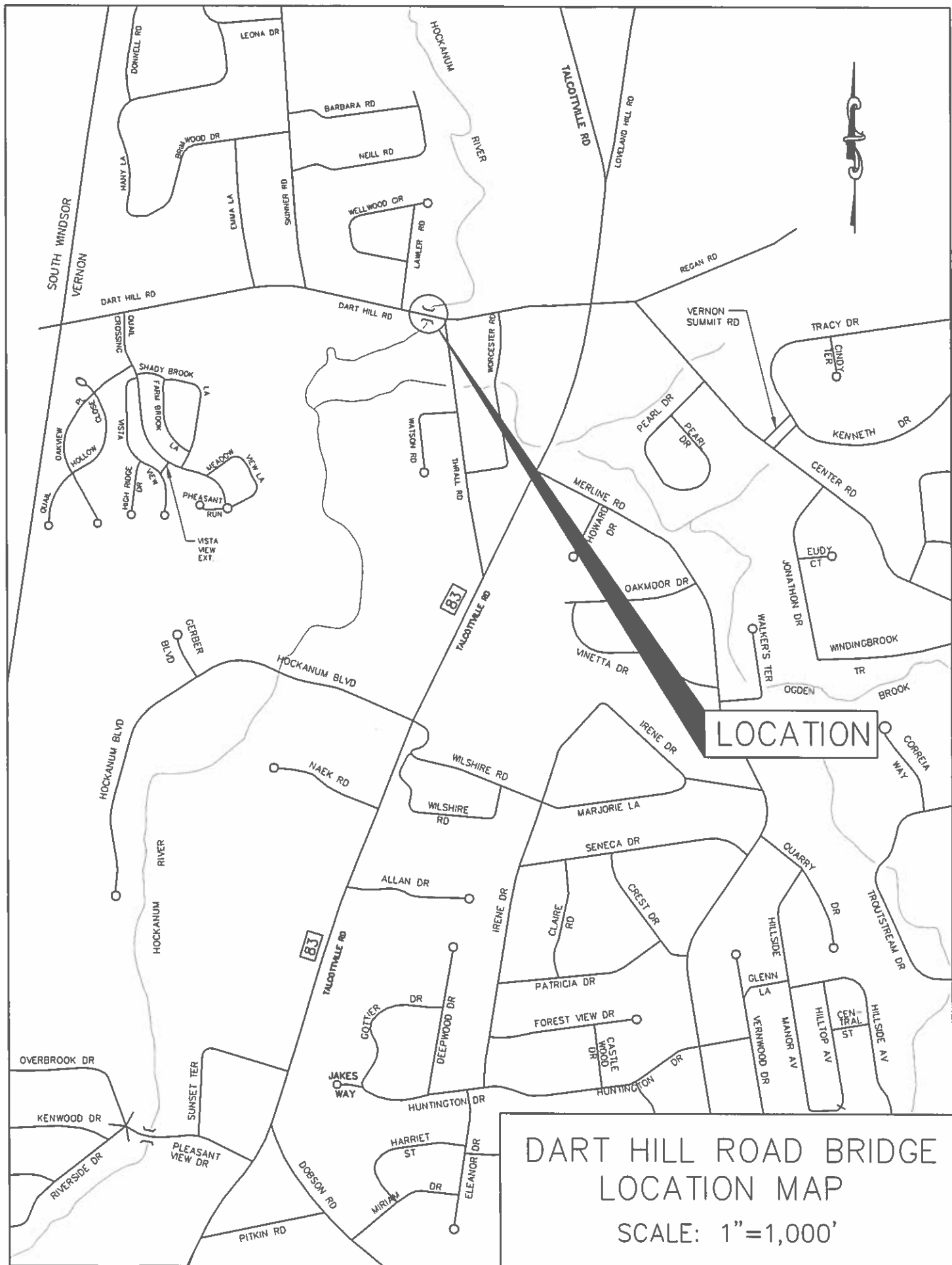
Name & Title of Municipal Chief Administrative Officer

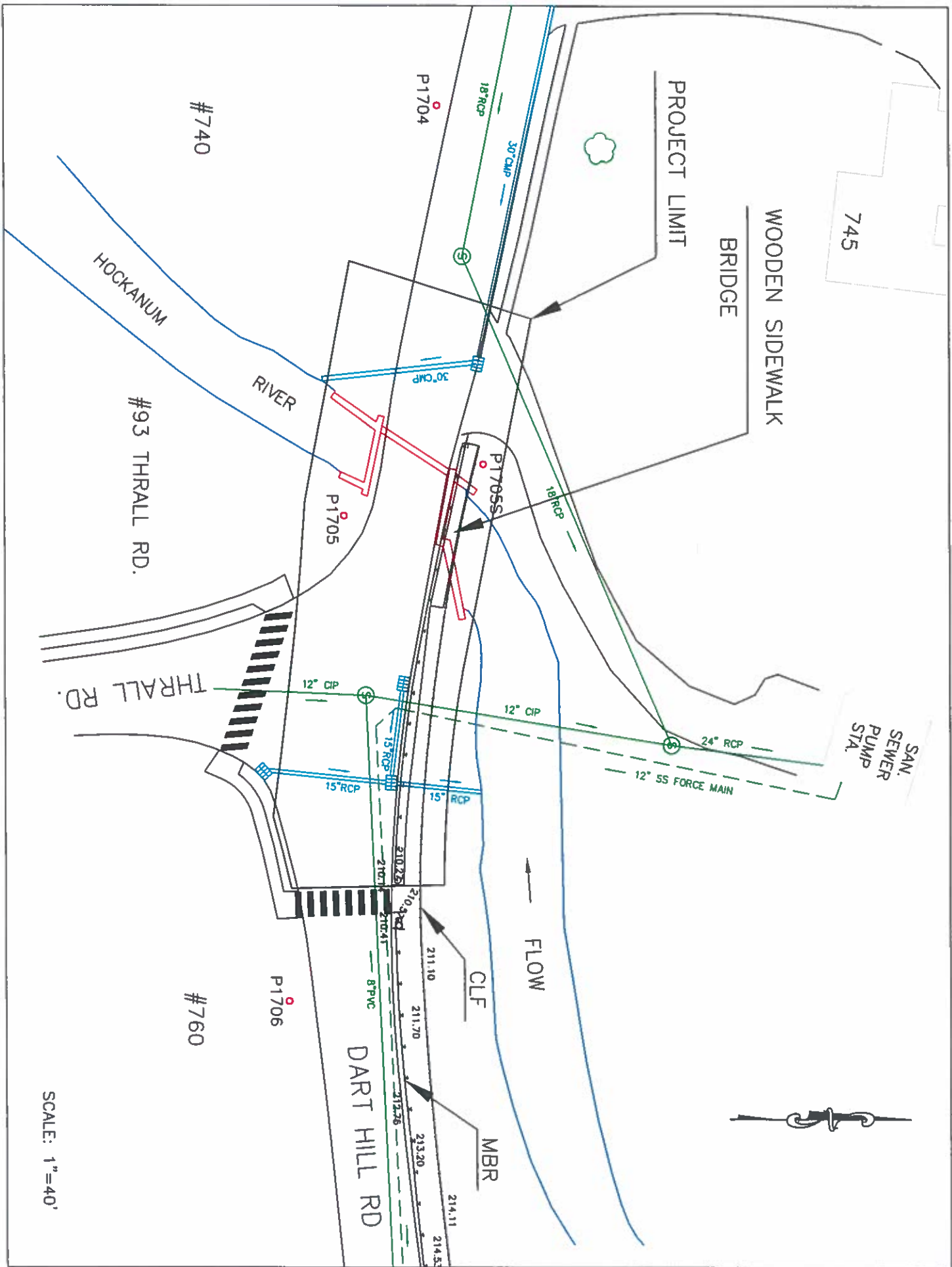
Signature

Endorsed/Recommended by: _____ Date: _____

Name & Title of COG Executive Director

Signature





LOTICIP Project Costs Summary		
Contract Cost Estimate (Line "G")		\$ 1,679,000
Contingencies (10% for all LOTICIP projects)	10%	\$ 167,900
Incidentals (10% for all LOTICIP projects)	10%	\$ 167,900
ROW	LS	N/A
Utilities	LS	N/A
TOTAL PROJECT COST		\$ 2,014,800



South Elevation – Gas Main



South Parapet Wall



South Parapet



Deteriorated Sidewalk support



Sidewalk Support - After Repair



Sidewalk Looking West



Sidewalk Looking East

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BICYCLE AND PEDESTRIAN TRAVEL NEEDS ASSESSMENT FORM

In accordance with Connecticut General Statutes, Section 13a-153f, and the Department's focus on accommodating non-motorized travel modes, accommodations of all users shall be a routine part of the planning, design, construction and operating activities of all highways. The need for inclusion of accommodations for bicyclists and pedestrians, including those with disabilities, must be reviewed for every project. This form provides the documentation and information needed to make decisions on the need and extent of bicycle and pedestrian features. This form is not intended to dictate what features should be included in a project design – guidance on those questions can be found in numerous other reference documents. This form should be completed to the extent practical (at least Sections 1-3) during the Project scoping phase and fully complete no later than at the completion of the Preliminary Design and attached to the Preliminary Design Statement.

Project Number(s): 146-TBD
 Type of work: Bridge Replacement
 Municipality(s): Town of Vernon
 Route(s): Dart Hill Road
 Planning Region(s): Capitol Region Council of Governments

SECTION 1 – APPLICABILITY

Although bicycle and pedestrian accommodations should be considered for all projects, certain types of projects (e.g. bridge deck Patching, culvert re-lining, projects on expressway mainlines) do not typically provide reasonable opportunity to provide improvements for these travel modes. If this project falls into this category, please explain why below, then skip to Conclusions section on the last page, sign this section, go to Section 2 and complete the rest of the form.

One component included in the replacement of the Dart Hill Road Bridge will be the replacement of the sidewalk. In October of 2013, The Vernon Public Works Department had to perform emergency temporary repairs to the sidewalk, due to the deteriorated steel support members. The steel members were reinforced with pressure treated lumber, and the sidewalk surface was replaced with pressure treated lumber as well. That was to be a temporary repair, and it has not been permanently fixed. Having a 5' wide concrete sidewalk as part of this project is critical, since there are many students who walk to Skinner Road School and Rockville High School who have to cross that bridge twice every day.

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BICYCLE AND PEDESTRIAN TRAVEL NEEDS ASSESSMENT FORM

SECTION 2 – EXISTING CONDITIONS

1. What is the suitability of the project area for bicycle travel according to the ConnDOT Bicycle Map website (<http://www.ctbikemap.org/bikemap.html>)? For town roads, is any portion of the project located on a road identified in a Regional Planning Organization, or Municipal Bicycle Plan? If the route is designated as “less suitable” or “least suitable”, would it be feasible to include improvements in the project to improve these ratings?

Currently, Dart Hill Road has an ADT of 8,500 with a 1’ shoulder. This makes the road classified as less suitable. Since we are planning to replace the entire bridge, this may be a good opportunity to look into improving the shoulder to a suitable condition.

2. Describe any existing bicycle and pedestrian facilities within or just beyond the project limits, including features such as sidewalks (including width and material type), shoulder widths, bicycle markings/signs. And bike racks. Also describe any current or proposed features that hinder bicycle or pedestrian travel and the practicality of removing any such obstacles.

The existing sidewalk at the bridge is in dire need of replacement, which will be included in this project. Also, the town is currently working on a “Safe Routes to Schools” project which will be replacing the narrow uneven bituminous concrete sidewalks with 5’ wide concrete sidewalks along Dart Hill Road on both sides of the bridge, and also will be installing a new bike rack at Skinner Road School.

3. Is the project located on, or in close proximity to, a route identified in the Department’s Americans with Disabilities Act (ADA) Transition Plan?

http://www.ct.gov/dot/lib/dot/documents/ddbe/ADATransition_Plan_March_2011.pdf

This project is not located in or near a route identified in the Department’s Americans with Disabilities Act (ADA) Transition Plan

4. Is there a history of bicycle or pedestrian crashes/incidents in the project area? If so, provide details. In addition to ConnDOT crash records, crash information can be found at ctcrash.uconn.edu.

There is no history of bicycle or pedestrian crashes/incidents in the project area.

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BICYCLE AND PEDESTRIAN TRAVEL NEEDS ASSESSMENT FORM

SECTION 3 – ASSESSMENT OF CURRENT AND FUTURE NEEDS

Using a location map or aerial photograph, indicate the location of any of the following currently existing or planned typical bicycle and/or pedestrian generators, using the letters indicated (for planned facilities, precede the letter with a P). If the preparer's knowledge of the area is insufficient, consult with appropriate municipal officials. Generally, any facilities within approximately one-half mile of the project limits should be noted. Use this information to answer the following questions.

- Residential Areas (R): Indicate any general areas of dense residential housing
- Parks (P): Include areas that would attract people, whether officially designated as a park or not
- Recreation Areas (RA): Examples include athletic fields, dog parks
- Religious facilities (C)
- Schools (S)
- Town Centers (TC): typically would include areas where Town Halls, Libraries, and other public facilities exist
- Shopping Centers (M): especially centers with businesses where non-motorized customers might be expected (restaurants, bookstores, drug stores, etc.)
- Large Employment Businesses (E): Factories, large office buildings, hospitals, government offices
- Bus Stops (B)
- Public Transit Facilities (T): train/bus stations, airports
- Other (O): other known facilities expected to generate or attract non-motorized users

5. Does the project provide unique or primary access (defined as access which is not otherwise available within approximately one-half mile of this project:

- | | Yes | No |
|-------------------------------------------------------------------------------|-------------------------------------|-------------------------------------|
| a. Across a river, highway corridor or other natural and/or man-made barrier? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Into or out of the bicycle and pedestrian generators listed above? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Between communities? | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

6. Characterize the existing and future anticipated pedestrian and bicycle travel within the study area, with emphasis on locations and corridors of high demand.

There are many school children who depend on the sidewalk on this bridge as they walk to and from school every day. There are also many businesses on Talcottville Road that is a short walking distance from this bridge.

**CONNECTICUT DEPARTMENT OF TRANSPORTATION
BICYCLE AND PEDESTRIAN TRAVEL NEEDS ASSESSMENT FORM**

**SECTION 4 – EVALUATION OF BICYCLE AND
PEDESTRIAN ACCOMMODATION**

7. Describe any bicycle/pedestrian accommodation features that were considered for inclusion in the project, including benefits, approximate costs and other factors that were considered (e.g. environmental effects, feasibility).

The main bicycle/pedestrian accommodation feature considered for this project is the new concrete sidewalk on the north side of the bridge. It will connect with new concrete sidewalks presently being designed under a "Safe Routes to School" project. The cost has been included in the construction estimate.

8. Summarize the results of any coordination with stakeholders and general public outreach with regards to bicycle and pedestrian needs, including accommodations proposed during construction. Some of the stakeholder organizations that may be considered for coordination include: Regional Planning Organization, Local Municipalities, ConnDOT Non-Motorized Transportation Coordinator, ConnDOT Bureau of Public Transportation, CT Department of Public Health, Bike Walk Connecticut, and Board of Education Services for the Blind (BESB).

To date, there has been no public information meeting or coordination with any of the stakeholders. A public meeting will be planned in the near future.

SECTION 5 – CONCLUSION

Describe how the anticipated bicycle/pedestrian travel, including those with disabilities, will be accommodated through existing infrastructure, project-proposed features and features that are planned for the future. If no bicycle/pedestrian features are proposed to be included, explain the reasons for not including them (e.g. project scope applicability from Section 1, excessive environmental or social impacts or costs, safety concerns, etc.).

The inclusion of a new concrete sidewalk as a part of this project is critical, as the existing sidewalk was constructed with pressure treated lumber as an emergency repair by the Vernon Public Works Department in 2013.

Prepared by: David F. Good Date Prepared: 9/21/17
Project Engineer

Prepared by: Dan Ullrich Date Approved: 9/21/17
Project Manager *Team Engineer*

CONNECTICUT DEPARTMENT OF TRANSPORTATION
BICYCLE AND PEDESTRIAN TRAVEL NEEDS ASSESSMENT FORM

GUIDELINES FOR COMPLETING THIS FORM:

Section 1: If the type of improvement does not lend itself to include bicycle and/or pedestrian improvements, describe that condition in this section. This section does not apply to reasons such as the project limits are felt to be too short to include meaningful improvements, there is an absence of need, the cost would be too high or the impacts would be too severe.

Section 2, Question 1: For projects on roads that are deemed to be suitable, designers should consider that the volume of bike traffic is already likely to be significant. For projects on roads deemed “less suitable” or “least suitable”, designers should consider what factors have led to this rating and consider whether the project could improve these ratings.

Question 2: Describe in general terms the existing bicycle and pedestrian facilities (i.e. “Five foot wide concrete sidewalks are provided throughout the project limits within the exception of _____ to _____ where no sidewalks exist”). Also, describe any existing hindrances to bicycle and/or pedestrian travel (such as a narrow bridge, steep side slopes, busy commercial driveways, etc.) and the feasibility of removing or improving the hindrances.

Question 3: If the project is on or close to a route identified in the Department’s ADA Transition Plan, coordination with those improvements is required. Leo Fontaine is in charge even if the project is not on one of these routes.

Question 7: List bicycle and/or pedestrian features that were considered for inclusion in the project, regardless of whether or not they were actually included in the design. Describe why these features were, or were not, included.

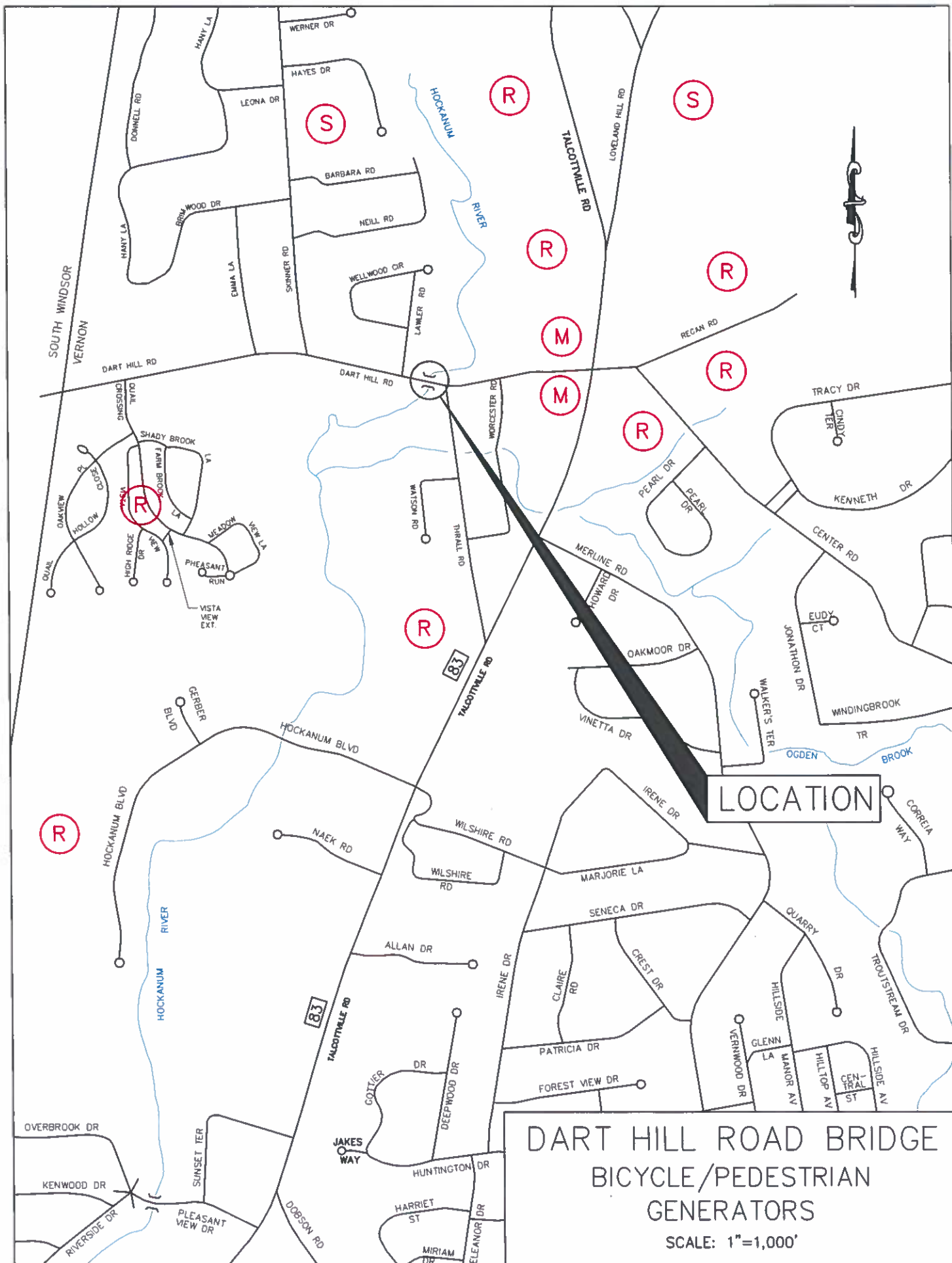
Question 8: List the stakeholders the designers coordinated with regarding bicycle and pedestrian accommodations. The stakeholders listed are some suggestions. It is not necessary to contact all of these groups and there also may be other groups that could provide useful information.

Section 5: Summarize the results of this form by describing the methods in which bicycle and pedestrian travel is accommodated. For projects described in Section 1 as not being conducive to including these accommodations, describe why.

Bicycle Suitability

Average Daily Traffic (# vehicles)	Shoulder Width			
	0 Feet	1 - 3 Feet	3 - 6 Feet	Greater than 6 Feet
Less than 2,500	Least Suitable	More Suitable	Most Suitable	Most Suitable
2,500 - 5,000	Least Suitable	Suitable	More Suitable	Most Suitable
5,000 - 7,500	Least Suitable	Less Suitable	More Suitable	Most Suitable
7,500 - 10,000	Least Suitable	Less Suitable	Suitable	Most Suitable
Greater than 10,000	Least Suitable	Less Suitable	Suitable	More Suitable

<u>ROAD</u>	<u>ADT</u>	<u>SHOULDER</u>	<u>SUITABILITY</u>
Dart Hill Rd.	8,500	2'	Less Suitable



Inspection Type: Routine



BRIDGE NO. 03936

78250 - VERNON
DART HILL ROAD
over
HOCKANUM RIVER

Routine Inspection

10/08/2015

Inspected by: Team 3



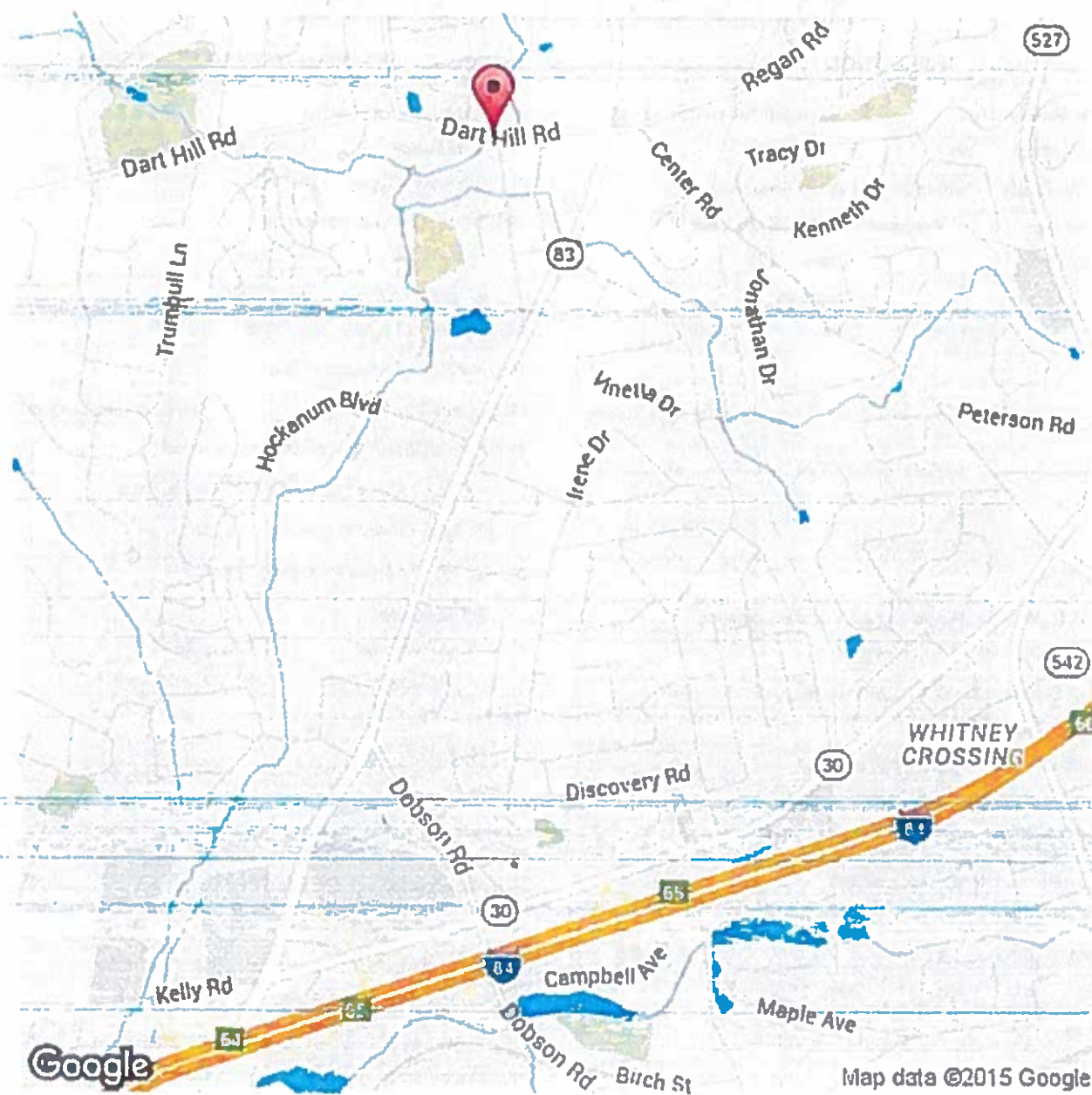
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Form: Location
Inspection type: Routine
Inspection Date: 10/08/2015
Inspected by: Team 3

Bridge No: 03936

Town: VERNON
Carried: DART HILL ROAD
Crossed: HOCKANUM RIVER
Inventory Route: Non-NHS



Location Map # 1

Form: BRI-19, Rev. 2/15
Inspection type: Routine
Inspection Date: 10/08/2015
Inspected by: Team 3

Bridge No: 03936

Town: VERNON
Carried: DART HILL ROAD
Crossed: HOCKANUM RIVER
Inventory Route: Non-NHS

STRUCTURE INVENTORY & APPRAISAL

INSPECTION

Structurally Deficient Functionally Obsolete
Sufficiency Rating
(90) Inspection Date (91) Frequency
Indepth Insp Proposed next Indepth Year
Deck Survey Date Class
Access Flagman

	Frequency	Date	Type
Fracture	<input type="text"/>	<input type="text"/>	<input type="text"/>
Underwater	<input type="text"/>	<input type="text"/>	<input type="text"/>
Special	<input type="text"/>	<input type="text"/>	<input type="text"/>

IDENTIFICATION

Bridge Name
Town Code - Name
(5) Inventory Route
(A) Record Type
(B) Signing Prefix
(C) Level of Service
(D) Route Number
(E) Dir Suffix
(6A) Featured Intersected
(6B) Critical Facility Indicator
(7) Facility Carried
(9) Location
(11) Mile Post Miles
(16) Latitude Deg. Min. Sec.
(17) Longitude Deg. Min. Sec.
(98) Border Bridge
(A) State Code (B) Percent Responsibility %
(C) Border Town Name
(99) Border Bridge Structure No.

STRUCTURE TYPE & MATERIALS

(43) Structure Type, Main
A) Material
B) Design Type
(44) Structure Type, Approach
A) Material
B) Design Type
(45) Number of Spans, Main Unit
(46) Number of Approach Spans
(107) Deck Structure Type
(108) Wearing Surface/Protection Systems
A) Type of Wearing Surface
B) Type of Membrane
C) Type of Deck Protection
Substructure
A) Material
B) Design Type
Paint
Type
Year
Comment

GEOMETRIC DATA

(48) Length of Maximum Span ft.
(49) Structure Length ft.
(50) Curb or Sidewalk Widths
A) Left ft. in. B) Right ft. in.
(51) Bridge Roadway Width Curb to Curb ft. in.
(52) Deck Width, Out to Out ft. in.
(32) Approach Roadway Width ft.

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(33) Bridge Median
Deck Area sq. ft.
(34) Skew Angle deg.
(35) Structure Flared
(10) Inv. Rte. Min. Vert. Clearance ft. in.
(47) Inv. Rte. Total Horiz. Clr. ft. in.
Log Inv. Rte. Total Horiz. Clr. ft. in.
RLog Inv. Rte. Total Horiz. Clr. ft. in.
(53) Min. Vert. Clearance Over Bridge ft. in.
(54) Log-Min. Vert. Underclearance ref. ft. in.
(55) Min. Lat Underclearance on Right ref. ft. in.
(56) Min. Lat Underclearance on Left ft. in.

CONDITION

(58) Deck
(59) Superstructure
(60) Substructure
(61) Channel & Channel Protections
(62) Culverts
(36) Traffic Safety Features
A) Bridge Railings
B) Transitions
C) Approach Guardrail
D) Approach Guardrail Ends

WATERWAY

Drainage Basin Waterway
(38) Navigation Control
(39) Navigation Vertical Clearance ft.
(40) Navigation Horiz. Clr. ft.
(111) Pier/Abutment Navigation
(116) Vert-Lift Brg Nav Min ft. in.

AGE AND SERVICE

Year Built (106) Year Reconstructed
(42) Type of Service
A) On
B) Under
(28) Number of Lanes
A) On B) Under
(29) Average Daily Traffic
Is Above Half ADT?
(109) Percent Truck %
(30) Years of ADT
(19) Bypass, Detour Length Miles

APPRAISALS

(67) Structural Evaluation
(68) Deck Geometry
(69) Underclearances, Vert. & Horiz.
(71) Waterway Adequacy
(72) Approach Roadway Alignment
(113) Scour Critical

COMMENTS

CLASSIFICATION

(112) NBIS Bridge Length
(104) Highway System
(26) Functional Class
(100) Defense Highway
(101) Parallel Structure
(102) Direction of Traffic

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(103) Temporary Structure
(110) Designated National Network
(20) Toll
(21) Maintain
(22) Owner
Report Class
(37) Historical Significance

POSTED SIGNS

Other Posted Sign 1
Other Posted Sign 2

	Actual	Recommended	
Posted Load Single Unit Truck	<input type="text"/>	<input type="text"/>	tons
Posted Load Semi-Trailer Truck	<input type="text"/>	<input type="text"/>	tons
Posted Load 4 Axle Truck	<input type="text"/>	<input type="text"/>	tons
Posted Load 3S2 Truck	<input type="text"/>	<input type="text"/>	tons
All Vehicles	<input type="text"/>	<input type="text"/>	tons

Posted Vert. Clearance on Bridge ft. in.
Posted Vert. Underclearance ft. in.
Posted Speed Limit on Bridge m.p.h.

OTHER FEATURES

Fence Required
Fence Present
Fence Type
Fence Height
Fence Material
Fence Top Type
Barrel Ladders
Stand Pipes
Catwalks
Moveable Inspection System
Haunches Present over Roadway
Utilities

PROPOSED IMPROVEMENTS

(75A) Type of Work Proposed
(75B) Work Done By
(76) Length of Structure Improvement ft.
(94) Bridge Improvement Cost \$
(95) Roadway Improvement Cost \$
(96) Total Project Cost \$
(97) Year of Improvement Estimate
(114) Future ADT
(115) Year of Future ADT
DOT Bridge Program List No
Project No
Advertised Date

LOAD RATING & POSTING




(31) Design Load
(63) Operating Rating Type
(64) Operating Rating
(65) Inventory Rating Type
(66) Inventory Rating
Evaluation Code
Year of Evaluation
(70) Bridge Posting
(41) Structure Status

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INSPECTOR'S SIGNATURES:

1)		Date: 10/13/2015	P.E. SIGNATURE	Date:
2)		Date: 10/15/2015	P.E. #	
3)		Date:	Reviewed By: 	Date: 10/16/2015
4)		Date:		

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Inventory Route: Non-NHS

FIELD INSPECTION REPORT

Location: 1000 FT WEST OF ROUTE 83 Year Built: 1932
Main Material: 1 - Concrete Year Rebuilt
Main Design: 01 - Slab

Snooper Required: ☐
Snooper Used: ☐

Inspectors:

Lead Inspector:	James Jones
Inspector:	Task:
Jaronczyk, Steve	BSE - Inspector
Jones, James	BSE - Inspector
Taddonio, Adam	BSE - TE3

Visits:

Visit Date:	Temp:	Start Time:	End Time:
10/08/2015	70	08:45 AM	10:00 AM

58. DECK:

Bituminous concrete wearing surface over reinforced concrete slab.

Overall Rating: N

Rating

Overlay: 8 New overlay.
Deck - Str. Condition: N See girders.

Curbs: N -
Median: N -
Sidewalks: 3

There a pedestrian bridge adjacent to the bridge that is supported by the northwest and northeast wingwalls. The sidewalk is not connected to the superstructure slab.

There is moderate to heavy rusting on the sidewalk stringers and diaphragms with section loss and perforations up to full height and up to 3" wide x up to knife edge remaining on the bottom flange of the south sidewalk stringer.

There is a 6' long web plate added to the south sidewalk stringer between diaphragms 1 and 2 from the west abutment.

The north sidewalk stringer near the west end has heavy rusting with multiple perforations up to 2' long and up to full height. A timber stringer was installed to support the load since the steel stringer is severely deteriorated.

Also the vertical steel channel section supporting the north sidewalk stringer at the northwest wingwall, has section loss on the flanges and a 4" high x 3" wide hole in web.

New sidewalk planks installed since last inspection.

There is significant deflection of the sidewalk mainly on the north side from only one pedestrian live load. The span of the north stringer is greater than the south stringer due to the flared wingwall supports.

Parapet: 4 The concrete rail base/parapet along both fascias has isolated transverse and vertical hairline cracks with and without efflorescence and moderate to heavy scaling at isolated locations.

The north fascia of the north parapet adjacent to the south sidewalk stringer has up to 15' long x up to 6" high x up to 3" deep scaling and the south face has a 2' long x 8" high x 3" deep scaling.

The south fascia of the south parapet has heavy scaling on both ends up to 6' long x up to 6" high x 2" deep with exposed rebar. The scaling extends up to full width x full height on the north face of the parapet resulting in the undermining of the W-beam post anchor bolts, up to full height on both ends.

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Curb reveals South 7 inches
North 9 inches

Railing: 4 The original two pipe rail system is still in place along both fascias with only posts remaining and missing pipe rails along the south fascia. The pipe rail system has peeling paint with light surface rust.

In addition, the metal beam rail attached to W-beam posts are carried over the bridge parapet from the approach roadway along both fascias. The north railing has single metal beam rail and the W-beam posts are bolted on the top of the parapets. No rails on the south.

The W-beam post at the west end of the south parapet has all 4 anchor bolts missing. In addition, the remaining 3 of 4 W-beam posts have undermining of the anchor bolts up to full height with light rusting and several anchor bolt nuts are not fully engaged and backed off up to 3/4".

Paint: N -

Fence: 4 The 4' high chain link fence along the north end of the sidewalk has light rust on the horizontal rails and posts. The chain link fence posts over the river is supported by the W-shape steel section which is welded to the web of the sidewalk stringers. The W-shape sections have section loss including perforations in the web.

Drains: N -

Lighting Standard: N -

Overall Utility Condition Rating 8 - Good
Utility Type/Size

2 | Water

There is a 12" diameter insulated water main adjacent to the south fascia.

Construction Joints: N -

Expansion Joint: N -

Haunches Present over travelway?

APPROACH CONDITION:

Bituminous concrete approach pavements.

Overall Rating: 8

Rating

Approach Slab: N -

Relief Joints: N -

Approach Guide Rail: 5 There are metal beam approach guiderails along both sides of each approach. The southeast approach guiderail has moderate collision damage and the northeast approach guiderail has minor collision damage.

Approach Pavement: 8 New overlay.

Approach Embankment: 7 There is an erosion behind the southeast wingwall up to 15' long x 4' wide x up to 1.5' deep.

Traffic Safety Features

Bridge Railings: 0 Bridge Railing Retrofit.

Open horizontal metal bridge rail with W-beam across entire bridge.

Transitions: 0 Do not comply RB-350 standards.

Approach Guardrails: 0 Do not comply RB-350 standards.

Approach Guardrail Ends: 0 Do not meet clear zone criteria.

59. SUPERSTRUCTURE:

Reinforced concrete slab.

Overall Rating: 8

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Inventory Route: Non-NHS

Rating

Bearing Devices: N -

Stringers: N -

Girders: 6 The underside of the slab has light scaling at isolated locations and random longitudinal cracks with efflorescence especially near the south edge. Both fascias have horizontal and vertical hairline cracks with efflorescence and the south fascia has moderate to heavy scaling up to full length x full height x up to 3" deep with exposed rebar.

Floor Beams: N -

Trusses - General: N -

Trusses - Portals: N -

Trusses - Bracing: N -

Paint: N -

Rust: N -

Machinery Movable Span: N -

Rivets & Bolts: N

Welds - Cracks: N

Timber Decay: N

Concrete Cracking: 6 See "GIRDERS" above.

Collision Damage: 8 -

Member Alignment: N -

Deflection Under Load: N -

Vibration Under Load: N -

Stand Pipes: N -

Barrel Ladders: N -

Are Barrel Ladders OSHA Compliant?

60. SUBSTRUCTURE:

Overall Rating: 6

Rating

Abutments - Stem: 6 Both abutment stems have light scaling at random locations, moderate scaling up to 3' high x 1/2" deep above the waterline and a full height vertical crack near mid-span ranging from hairline to 1/8" wide.

The east abutment stem has heavy scaling up to 3" deep at the bottom near mid-span. In addition there is an 18" long x 4" high x 1" deep spall at the top near mid-span and an 18" long diagonal crack at the top at the north end.

The west abutment stem has a 12' long x 6" high scale and hollow area at the top near mid-span. In addition, there is a 6" diameter outlet pipe near the bottom of the stem and there is heavy scaling up to 18" diameter x 2" deep below the pipe.

Abutments - Backwall: N -

Abutments - Footings: 6 The east abutment footing is exposed at the north end for 6' long x 18" wide x up to 6" deep. The south end isn't exposed during this inspection.

The west abutment footing is also exposed at the north end for up to 13' long x 18" wide x 1" deep.

Abutments - Settlement: 8 -

Abutments - Wingwalls: 6 All wingwalls have light scaling at isolated locations, moderate scaling up to 3' high x 1/2" deep above the waterline for full length and random horizontal and vertical cracks ranging from hairline to 1/8" wide except for the southeast wingwall.

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In addition, all wingwalls have moderate to heavy edge scaling up to 5' long x 2' high x 6" deep and a 1' diameter x up to 3" deep spall on the cap at the top of the southwest and the southeast wingwall. The southwest wingwall has a 1' long x 10" high x 10" deep spall near the bottom at the south end.

Piers/Bents - Caps: N -
Piers/Bents - Pile Bent: N -
Piers/Bents - Columns: N -
Piers/Bents - Footings: N -
Piers/Bents - Settlement: N -
Erosion - Scour: 6
Concrete Crack - Spall: 6
Steel Corrosion: N -
Paint: N -
Timber Decay: N -
Collision Damage: 8
Debris: N -

The east abutment footing is exposed at the north end for 6' long x 18" wide x up to 6" deep.

The west abutment footing is exposed at the north end for up to 13' long x 18" wide x 1" deep.

See "ABUTMENTS-STEM" above.

61. CHANNEL AND CHANNEL PROTECTION:

The channel is in satisfactory condition.

Overall Rating: 6

Rating

Channel - Scour: 6 There is a 6' wide strip of scour along the middle of the channel averaging 15" to 28" deep.
Embankment - Erosion: 6 All embankments show moderate erosion and undercutting up to 2' high with exposed tree roots. There is light encroachment along the northwest and the southwest banks.
Debris: 6 Minor timber debris along northeast wingwall.
Vegetation: 6 All banks are well vegetated.
Channel Change: 6 There is light meandering of the channel noted along the structure inlet due to its alignment. The scour along the middle of the channel and the light embankment encroachment at the northwest and the southwest banks results in slight channel change.
Fender - System: N -
Spur Dikes and Jetties: N -
Rip Rap: 8 There is light rip rap placed along the inlet and at the outlet of the channel and along the portion of the east abutment.

62. CULVERTS AND RETAINING WALLS:

Overall Rating: N

Rating

Barrel:
Concrete: N
Steel: N
Timber: N
Headwall: N
Cutoff Wall: N
Debris: N
Retaining Wall System: N

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Footing: N

LOAD POSTING:

Rating

Single Unit (Tons):

Semi Trailer (Tons):

4 Axle (Tons):

3S2 (Tons):

All Vehicles:

Advanced Warning:

Warning At Bridge:

Legibility:

Visibility:

VERTICAL CLEARANCE POSTING

Min. Vert Under Clearance: Ft In

Posted Clearance Under Bridge: Ft In

Posted Clearance On Bridge: Ft In

Advanced Warning: False

Warning At Bridge:

Legibility:

Visibility:

NOTES / COMMENTS:

Character of Traffic: Light to Moderate/Mixed

Additional Notes:

The bridge is logged west to east and the Hockanum River flows from north to south.

Additional Comments:

National Bridge Elements
Inspection type: Routine
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Inspected by: Team 3

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Carried: DART HILL ROAD
Crossed: HOCKANUM RIVER
Inventory Route: Non-NHS

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
38 - Reinforced Concrete Slab	Mod.	621	sq. ft.	575	0	46	0
1080 - Delamination/Spall/Patched Area		46				46	
215 - Reinforced Concrete Abutment	Mod.	62	ft.	0	60	2	0
1130 - Cracking (RC and Other)		2				2	
1190 - Abrasion/Wear (PSC/RC)		60			60		
330 - Metal Bridge Railing	Mod.	46	ft.	31	15	0	0
7000 - Damage		15			15		

Sketches

Inspection type: Routine

Inspection Date: 10/08/2015

Inspected by: Team 3

Bridge No: 03936

Town: VERNON

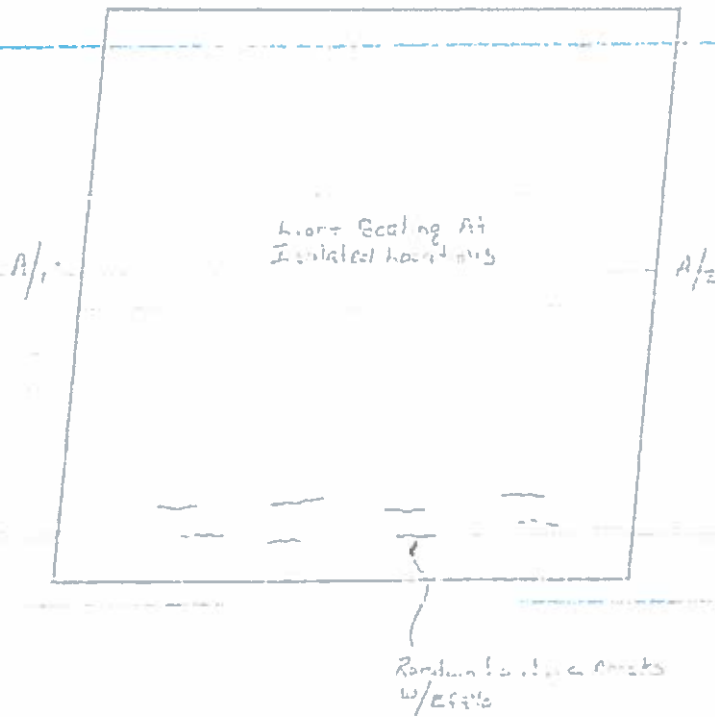
Carried: DART HILL ROAD

Crossed: HOCKANUM RIVER

Inventory Route: Non-NHS



1/2
10/2



Underside of Deck

Sketches

Inspection type: Routine

Inspection Date: 10/08/2015

Inspected by: Team 3

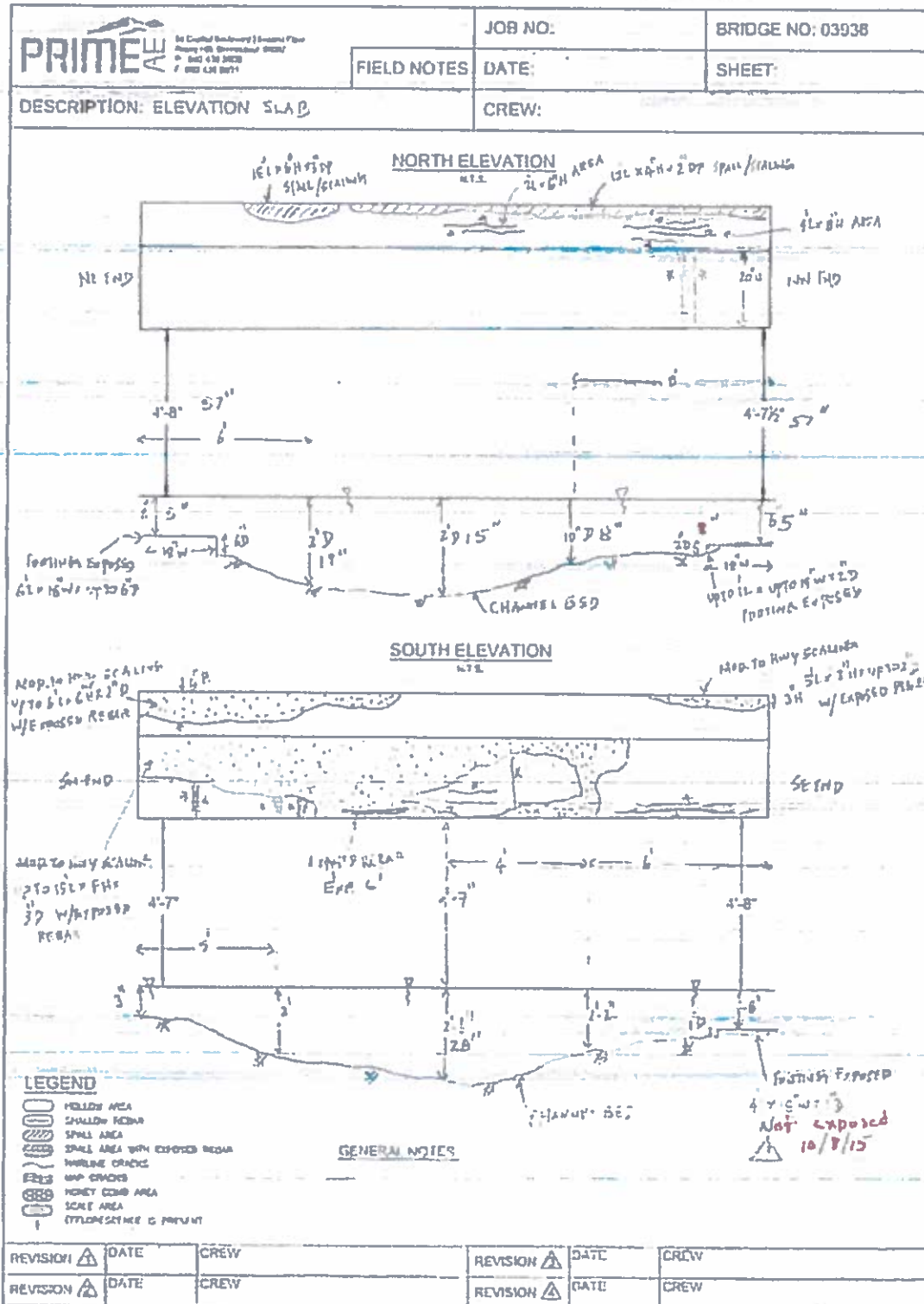
Bridge No: 03936

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Inventory Route: Non-NHS



Sketches

Inspection type: Routine

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Town: VERNON

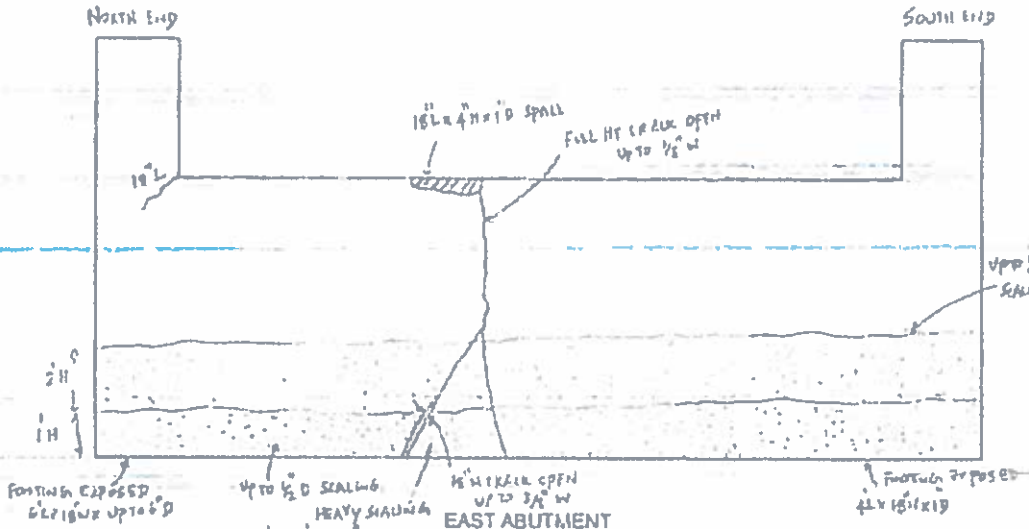
Carried: DART HILL ROAD

Crossed: HOCKANUM RIVER

Inventory Route: Non-NHS

 <small>PRIME Engineering & Consulting 1000 Highway 101, Suite 100 Vernon, VT 05477 Tel: 802.241.1000 Fax: 802.241.1001</small>		JOB NO:	BRIDGE NO: 03936
FIELD NOTES		DATE:	SHEET:
DESCRIPTION, SUBSTRUCTURE		CREW:	

EAST ABUTMENT
NTS



18' x 4' x 1' D SPALL
FULL HT CRACK OPEN UP TO 1/8\"

12' x 6' H LIMITED / HOLLOW AREA
3' x 6' H x 1/2\"

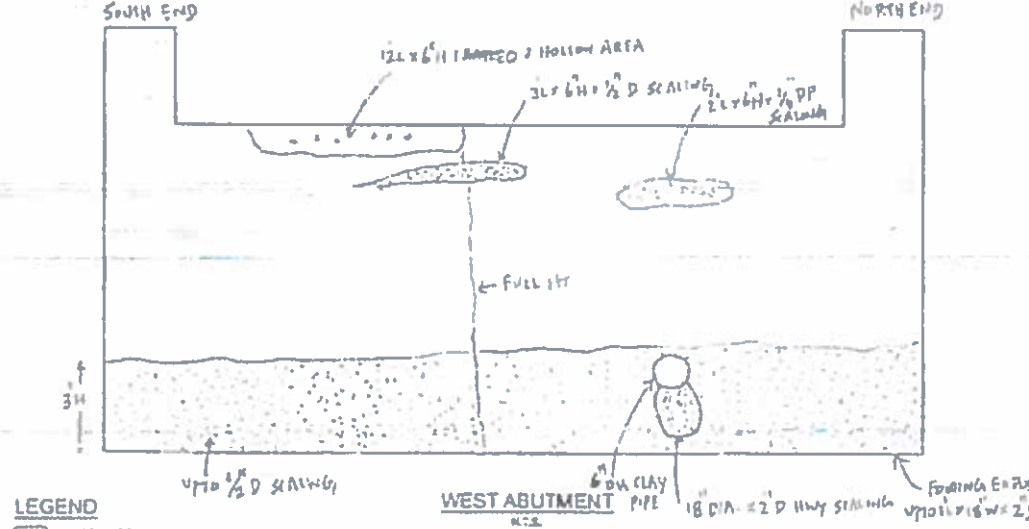
12' x 6' H x 1/2\"

18' DIA x 2' D HWY SEALING

6\"

18' DIA x 2' D HWY SEALING

WEST ABUTMENT
NTS



12' x 6' H LIMITED / HOLLOW AREA
3' x 6' H x 1/2\"










12' x 6' H x 1/2\"

18' DIA x 2' D HWY SEALING


6\"


18' DIA x 2' D HWY SEALING


LEGEND


-  HOLLOW AREA
-  SHALLOW REPAIR
-  SPALL AREA
-  SPALL AREA WITH EXPOSED REBAR
-  CRACKING
-  MAP CRACKS
-  HONEY COMB AREA
-  SCALE AREA
-  FLUORESCENCE IS PRESENT

GENERAL NOTES

REVISION  DATE: CREW:

REVISION  DATE: CREW:

REVISION  DATE: CREW:

REVISION  DATE: CREW:

Sketches

Inspection type: Routine

Inspection Date: 10/08/2015

Inspected by: Team 3

Bridge No: 03936

Town: VERNON

Carried: DART HILL ROAD

Crossed: HOCKANUM RIVER

Inventory Route: Non-NHS



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Crossed: HOCKANUM RIVER
Inventory Route: Non-NHS

PRIME AE
 10000 Highway 100, Suite 100
 Denver, CO 80231
 (303) 751-1000

DESCRIPTION: SUBSTRUCTURE

FIELD NOTES

JOB NO: _____

DATE: _____

CREW: _____

SHEET: _____

BRIDGE NO. 03636

LEGEND

- HOLLOW AREA
- SHELL AREA
- SMALL AREA WITH EXPOSED PYRAM
- WINDING CRACKS
- W/ CRACKS
- MOISTURE CORROSION
- SCALE AREA
- DISCREPANCY IS PRESENT

GENERAL NOTES:

- ALL WINGWALLS HAVE LT. TO MOD. SCALING AT HOUSING LOCATIONS AND UP TO 5' HX UP TO 1/2" SCALING ABOVE WATERLINE FOR FULL LENGTH

NORTHEAST WINGWALL
 K.T.A.

SOUTHWEST WINGWALL
 K.T.A.

SOUTHEAST WINGWALL
 K.T.A.

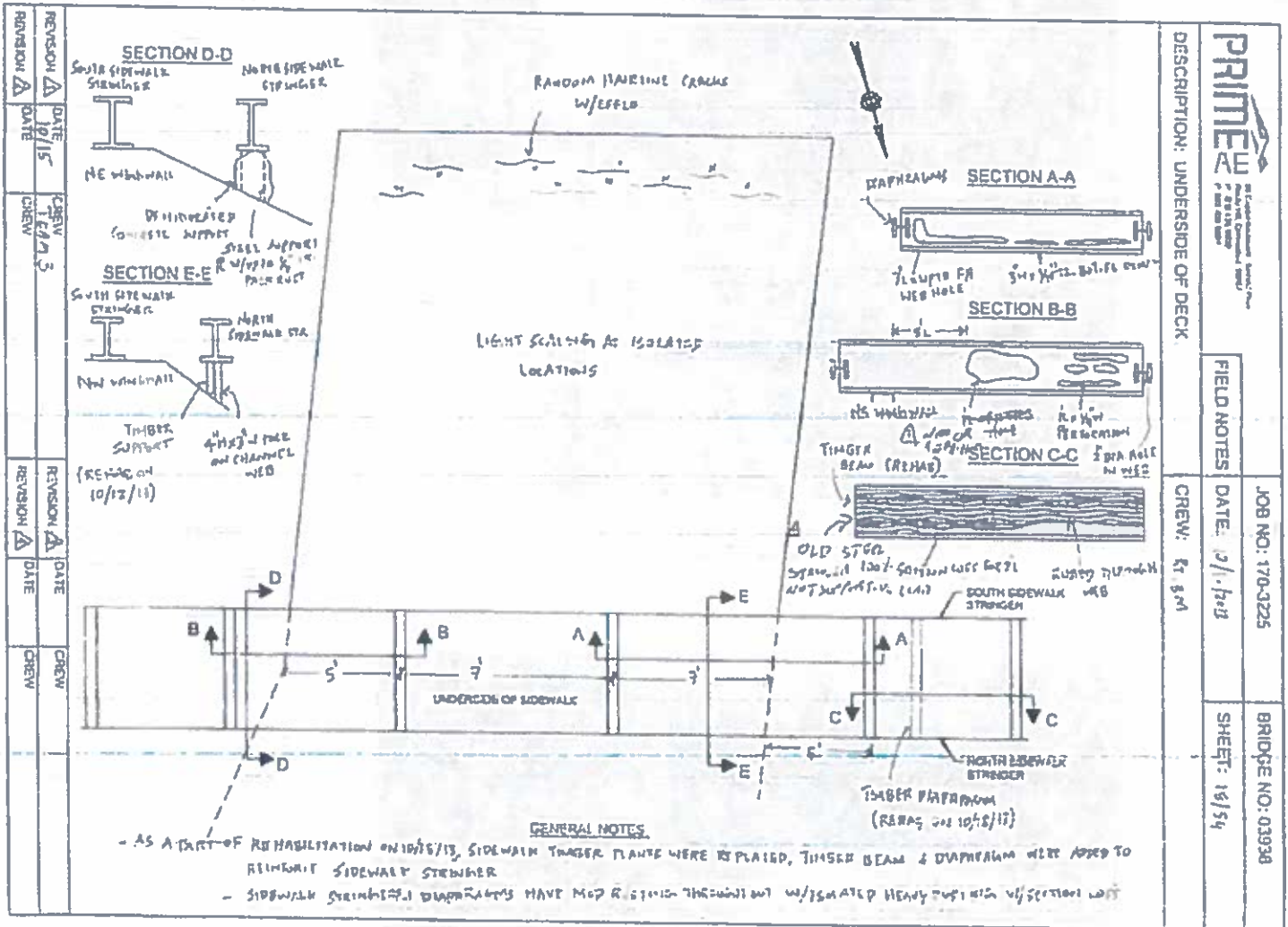
NORTHWEST WINGWALL
 K.T.A.

Sketches

Inspection type: Routine
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Form: Asset Photos
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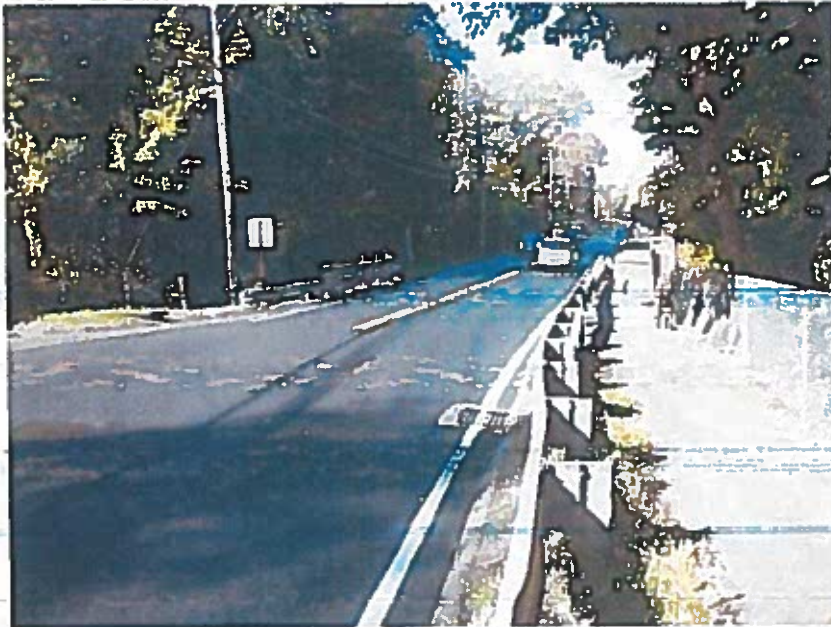


Photo Number: 1

Looking west

Photo Taken: 10/08/2015



Photo Number: 2

Looking east

Photo Taken: 10/08/2015

Form: Asset Photos
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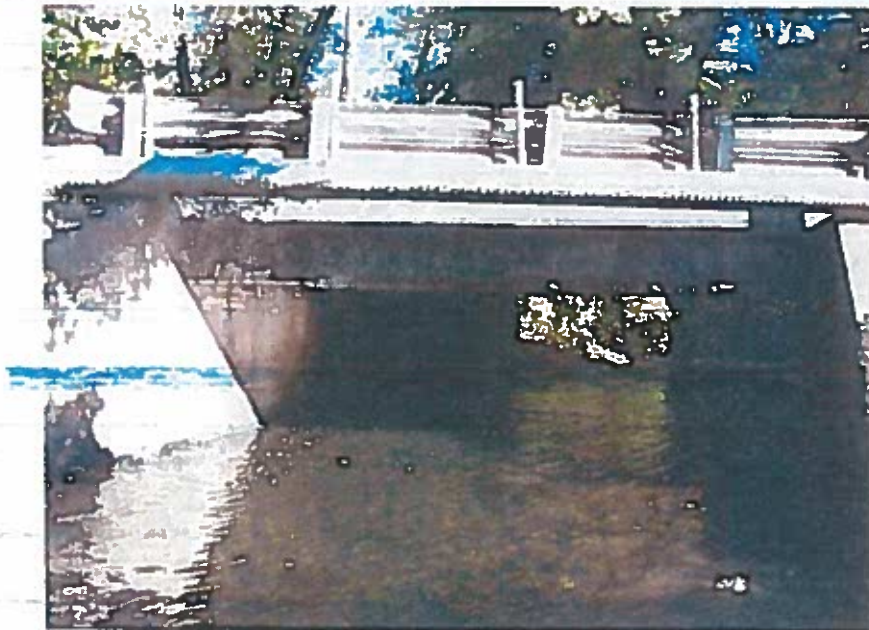


Photo Number: 3

South elevation

Photo Taken: 10/08/2015



Photo Number: 4

North elevation

Photo Taken: 10/08/2015

Form: Asset Photos

Inspection type: Routine

Inspection Date: 10/08/2015

Inspected by: Team 3

Bridge No: 03936

Town: VERNON

Carried: DART HILL ROAD

Crossed: HOCKANUM RIVER

Inventory Route: Non-NHS



Photo Number: 5

New Overlay

Photo Taken: 10/08/2015



Photo Number: 6

General view of sidewalk

Photo Taken: 10/08/2015

Form: Asset Photos
Inspection type: Routine
Inspection Date: 10/08/2015
Inspected by: Team 3

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Photo Number: 7

Severe scale on south railbase

Photo Taken: 10/08/2015



Photo Number: 8

H - post on south railbase studs are exposed

Photo Taken: 10/08/2015

Form: Asset Photos
Inspection type: Routine
Inspection Date: 10/08/2015
Inspected by: Team 3

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Crossed: HOCKANUM RIVER
Inventory Route: Non-NHS



Photo Number: 9

Photo Taken: 10/08/2015

Severe scale with exposed rebar on south railbase



Photo Number: 10

Photo Taken: 10/08/2015

New timber sidewalk planks.

Form: Asset Photos
Inspection type: Routine
Inspection Date: 10/08/2015
Inspected by: Team 3

Bridge No: 03936

Town: VERNON
Carried: DART HILL ROAD
Crossed: HOCKANUM RIVER
Inventory Route: Non-NHS



Photo Number: 11

Underside of sidewalk

Photo Taken: 10/08/2015

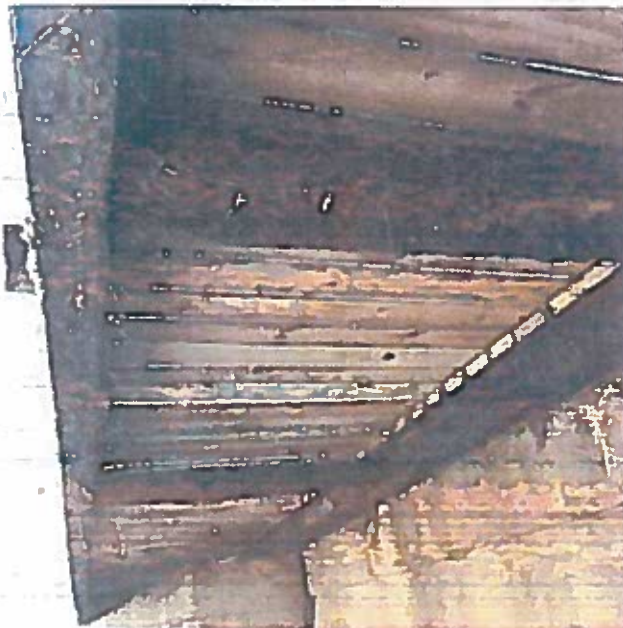


Photo Number: 12

Underside of sidewalk

Photo Taken: 10/08/2015

Form: Asset Photos
Inspection type: Routine
Inspection Date: 10/08/2015
Inspected by: Team 3

Bridge No: 03936

Town: VERNON
Carried: DART HILL ROAD
Crossed: HOCKANUM RIVER
Inventory Route: Non-NHS



Photo Number: 13

South stringer perfs

Photo Taken: 10/08/2015



Photo Number: 14

North stringer west end with perfs and add'l timber beam supporting load

Photo Taken: 10/08/2015

Form: Asset Photos
Inspection type: Routine
Inspection Date: 10/08/2015
Inspected by: Team 3

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Inventory Route: Non-NHS



Photo Number: 15

Steel and timber support at NW wing

Photo Taken: 10/08/2015



Photo Number: 16

Collision damage at southeast MBR

Photo Taken: 10/08/2015

Form: Asset Photos
Inspection type: Routine
Inspection Date: 10/08/2015
Inspected by: Team 3

Bridge No: 03936

Town: VERNON
Carried: DART HILL ROAD
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Inventory Route: Non-NHS



Photo Number: 17

Collision damage at southeast

Photo Taken: 10/08/2015

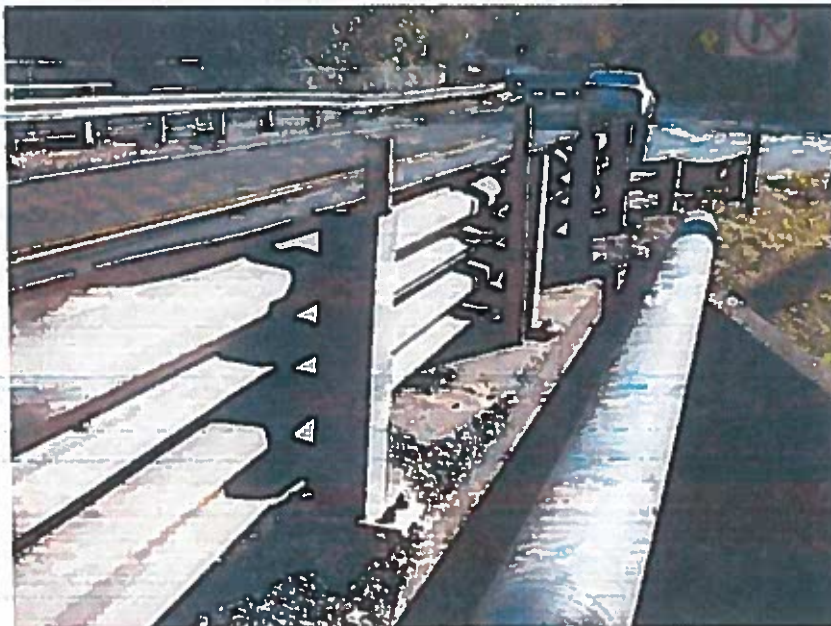


Photo Number: 18

Utility along south fascia.

Photo Taken: 10/08/2015

Form: Asset Photos
Inspection type: Routine
Inspection Date: 10/08/2015
Inspected by: Team 3

Bridge No: 03936

Town: VERNON
Carried: DART HILL ROAD
Crossed: HOCKANUM RIVER
Inventory Route: Non-NHS

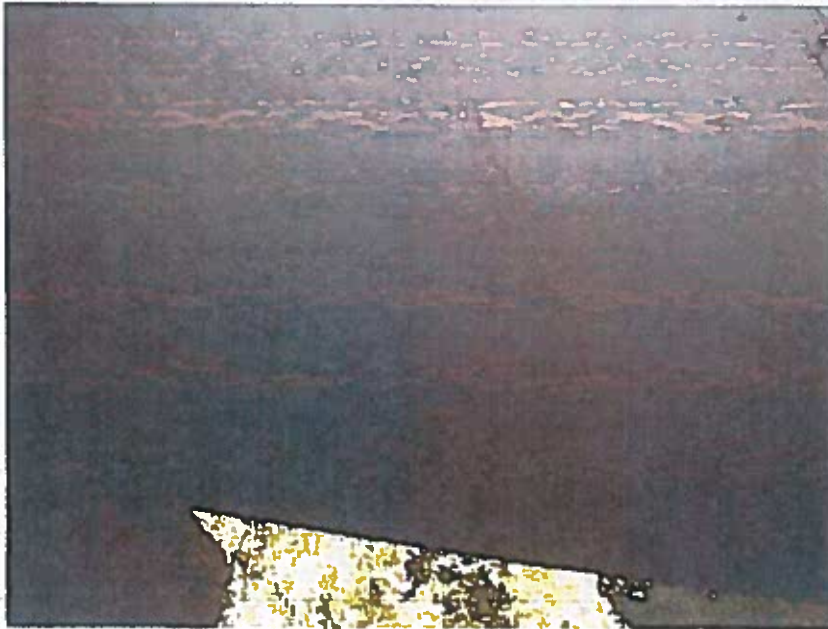


Photo Number: 19

General underside

Photo Taken: 10/08/2015



Photo Number: 20

South fascia of slab severe scale with punky concrete exposed rebar

Photo Taken: 10/08/2015

Form: Asset Photos
Inspection type: Routine
Inspection Date: 10/08/2015
Inspected by: Team 3

Bridge No: 03936

Town: VERNON
Carried: DART HILL ROAD
Crossed: HOCKANUM RIVER
Inventory Route: Non-NHS



Photo Number: 21

Exposed rebar at southwest edge of slab.

Photo Taken: 10/08/2015



Photo Number: 22

Abutment # 1

Photo Taken: 10/08/2015

Form: Asset Photos
Inspection type: Routine
Inspection Date: 10/08/2015
Inspected by: Team 3

Bridge No: 03936

Town: VERNON
Carried: DART HILL ROAD
Crossed: HOCKANUM RIVER
Inventory Route: Non-NHS



Photo Number: 23

Crack in abutment # 2

Photo Taken: 10/08/2015



Photo Number: 24

Diagonal crack in top of northwest wingwall.

Photo Taken: 10/08/2015

Form: Asset Photos

Inspection type: Routine

Inspection Date: 10/08/2015

Inspected by: Team 3

Bridge No: 03936

Town: VERNON

Carried: DART HILL ROAD

Crossed: HOCKANUM RIVER

Inventory Route: Non-NHS

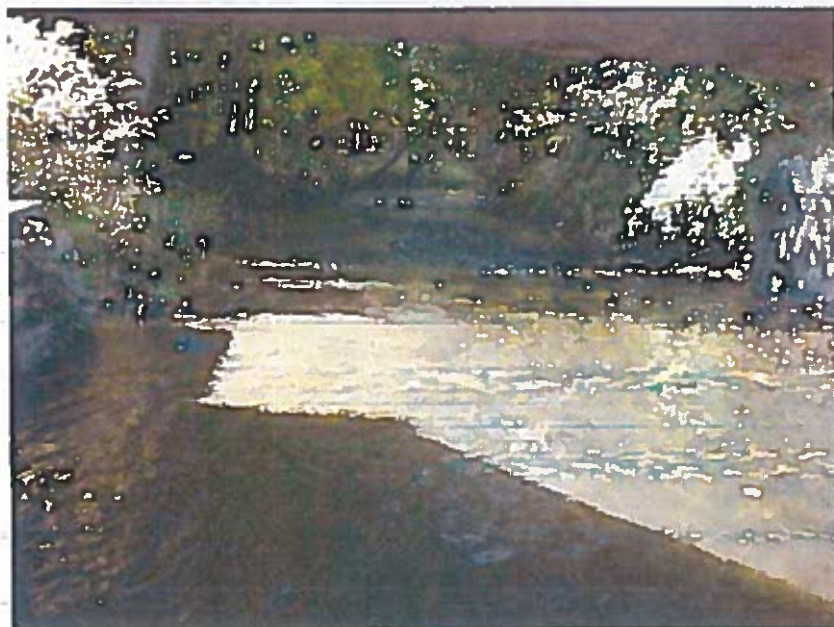


Photo Number: 25

Looking downstream

Photo Taken: 10/08/2015