January 23, 2023
REPLACEMENT OF BRIDGE NO. 04409
WOOLSON STREET OVER STEELE BROOK
STATE PROJECT NO. 9153-4409

ADDENDUM NO. 3

PRE-BID MEETING

A non-mandatory pre-bid meeting was held at Watertown Town Hall on January 10, 2023 at 10:00 a.m. The meeting minutes are included as a part of this addendum.

QUESTIONS & ANSWERS

Q1. Item No. 0924002 Concrete Driveway Ramp is paid by the CY per the schedule of prices. Can you please verify that the quantity and/or unit is correct for this item?
A1. Item No. 0924002 Concrete Driveway Ramp is measured per cubic yard. The quantity has been updated.

Q2. Are there any existing plans for rating reports available for this bridge?
A2. The bridge is estimated to have been originally constructed in 1929. Plans of the existing bridge are not available. No load rating report was found to be on file with CTDOT. The 2021 Bridge Inspection Report has been provided for reference.

Q3. Please clarify how the bridge rail is going to be paid.
A3. The bridge rail is to be paid under the item “Metal Bridge Rail (Combination) in accordance with the plans and specifications. The Schedule of Values has been corrected.

Q4. CHRO set-aside goals are based on the state funded portion of the project, can that amount be provided so we can figure the correct amount of set-aside?
A4. The project is being funded under the Connecticut Department of Transportation State Local Bridge Program which will fund 50% of the construction costs.

Q5. Item #0975002A Mobilization and Project Closeout - Is a Field Office or Anti-tracking Pad required under this Item?
A5. A field office is to be provided under Item No. 0969060A Construction Field Office, Small. The project does not call for anti-tracking pads.

Q6. Where is the specification for the benches? How do they get paid?
A6. The benches are not included in the contract. The intent is for the benches to be donated through a Town program.

Q7. Plan sheet #18/General Sidewalk and Ramp Note #9 – The Detectable Warning Strip shall be paid under item “Detectable Warning Surface”. No such item exists. How do these warning strips get paid?
Q7. Detectable Warning Surface is the correct item. The schedule of values has been revised.
Q8. Plan Sheet #22 - Concrete Distribution Chart for Substructure and Footings doesn't seem to match up with the Item Quantities for that work. Can you check into that?

A8. *The bid is based on the quantities in the schedule of values. The quantities on the bid forms are correct. The table on sheet 22 has been updated, however, this is concrete distribution which will not directly correlate with the items or bid quantities.*

Q9. Is there a DBE, SBE, WBE or MBE set aside Goal for this Project?

Yes. *CHRO language was included in the first addendum.*

The Bid Proposal Form has been revised to reflect these changes.

There will be no change in the number of calendar days due to this Addendum.

The foregoing is hereby made a part of the contract.
TOWN OF WATERTOWN  
REPLACEMENT OF BRIDGE NO. 04409  
WOOLSON STREET OVER STEELE BROOK  
PRE-BID MEETING  
Notes from Meeting held on: January 10, 2023  
SLR #141.11452.00013

<table>
<thead>
<tr>
<th>ATTENDEES</th>
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<tbody>
<tr>
<td>Jerry Lukowski</td>
<td>Town of Watertown (Town)</td>
</tr>
<tr>
<td>Paul Bunevich</td>
<td>Town of Watertown</td>
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<tr>
<td>Donna Ford</td>
<td>Town of Watertown</td>
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<tr>
<td>Tom Dering</td>
<td>Arborio Corp.</td>
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<td>Matt Dayton</td>
<td>Dayton Construction</td>
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<tr>
<td>Ed Hellauer</td>
<td>Guerrera Construction</td>
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<tr>
<td>Luke St. Amour</td>
<td>Hemlock Construction</td>
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<tr>
<td>John McLaughlin</td>
<td>Xenelis Construction</td>
</tr>
<tr>
<td>Ryan Giguiere</td>
<td>NJR Construction</td>
</tr>
<tr>
<td>Shelley Plude, PE</td>
<td>SLR International Corporation (SLR)</td>
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Pre-Bid Meeting Minutes

On January 10, 2023, a pre-bid meeting was held at the Watertown Town Hall in the Public Works Conference Room beginning at 10:00 a.m. with representatives from the Town of Watertown and SLR. A number of plan holders were also in attendance.

The purpose of this meeting was to give a general overview of the project and to allow contractors an opportunity to ask questions.

Final bids are due on February 1, 2023, at 11:00 a.m. and are to be submitted to the Office of the Town Purchasing Agent, Town Hall, 61 Echo Lake Road, Watertown, Connecticut.

The following is a summary of the meeting:

SLR provided an overview of the proposed project. The replacement of the Woolson Street bridge over Steele Brook will be funded under the Connecticut Department of Transportation (CTDOT) State Local Bridge Program (State Project Number 9153-4409). The existing bridge is to be replaced with a 33’-5.625” by 6’-0” precast concrete rigid frame on concrete pedestal abutments founded on bedrock. The proposed replacement structure will be extended downstream from the existing bridge to facilitate intersection sight lines and to provide space for future connection of a multiuse trail.

- Utility relocations are required for this project and are shown on the plans. A pole relocation plan has been coordinated with the owners of the aerial utilities. The lines over the top of the
bridge will be relocated. Based on the proposed relocations, the anticipated crane location is on the north side of the bridge.

Underground conduit is present south of the bridge. The utility companies have indicated that they may wait until the contractor is on site and has begun excavations to remove the underground lines. Pole CL&P C4894 located on the south side of Merriam Lane will be relocated, however, will still require temporary support when the contractor is excavating for the wingwall.

Eversource Gas has developed plans to temporarily remove the section of gas main over the bridge. Following installation of the precast concrete rigid frame, the gas main will be installed over the top of the new structure. The contractor will be required to coordinate the final installation of the gas main with Eversource.

Water and sewer are also present at the site and will not be relocated. A 36-inch-diameter concrete transmission water main runs through the site. On the Woolson Street approach, the water main is located generally in the eastern shoulder then crosses the roadway, traverses under Steele Brook, then travels north in the western shoulder of Northfield Road. The water main is highly sensitive. The proposed placement of the crane on the north side of the bridge is in part to prevent heavy loads from being stored on top of the main. The existing stone masonry wingwalls are proposed to be reconstructed to avoid potentially impacting the sewer main.

The 8-inch sewer main comes down along the centerline of Northfield Road, turns to the west around the existing bridge, crosses below the streambed, turning back towards the centerline of Woolson Street before existing the roadway to the southeast.

The 8-inch water main comes down Merriam Lane and Northfield Road, connecting at the intersection before turning and crossing Steele Brook below the channel. The water main is located along the western curb line on Woolson Street south of the bridge. Due to the proximity of the water and sewer mains to the northern abutment, temporary support of these utilities will be required.

- Continuous flow is present in the storm drainage system that runs along the eastern side of Northfield Road. The contractor shall expect to encounter flows throughout the project and will be required to handle stormwater while working on the storm drainage improvements in that area.

- Construction of the proposed culvert will require a full bypass of the channel and road closure. The road closure should be scheduled after July 4, 2023, with a limited closure window of 2 weeks. The intent is to perform the majority of the work during the closure and reopen the roadway to traffic, with additional work completed after the roadway is reopened. It is anticipated that the winter shutdown will be utilized to procure materials, submit shop drawings, and coordinate the utility relocations.
• Woolson Street, Northfield Road, and Merriam Lane will be closed to through traffic during construction; however, the contractor is expected to maintain a minimum of one lane through the construction site to accommodate emergency services as shown in the contract documents. On the Detour Plan, Hopkins Road is signed one way (westbound). The driveway at the southwestern corner of the existing bridge may be closed during construction. Pavement of the shared driveway to the southwest is shown to provide an alternative entrance/exit to the property.

• Due to scouring of the existing bridge, the majority of the channel within the bridge has been stabilized with concrete. Given that the underside of the bridge may not be visible upon inspection of the site, SLR wanted to ensure contractors are aware there will be demolition of concrete within the channel as well as removal of the abutments.

Questions

1. (Q): Do we know the elevation on the water main?

   (A): The location is shown based on best available mapping. The elevation of either water main is unknown other than both utilities are below the channel bed where they cross upstream of the bridge.

2. (Q): Will the contractor be required to coordinate with the utilities?

   (A): Yes. While the Town and SLR have coordinated extensively with the utilities and developed relocation plans, the exact timing of the relocation plans is yet to be determined. The contractor should expect to coordinate with the utilities. At a minimum, coordination will be required to complete the gas main relocation as well as temporary support of a utility pole and the water and sewer mains. The relocation of the underground conduit on the southern side of the bridge may also take place after construction has begun.
Date of Bid Opening: ___________ Time: ___________

Note: The bidder shall fill in, under the column "Unit Prices Bid," the unit prices, written in words and in numbers, for which he proposes to perform the various items of work called for, and under the column headed "Amount," the amount of each of the items at the unit prices bid. After the proposal is opened and read, the quantities will be extended and totaled in accordance with the written bid prices and the bid will be verified or corrected.

| Item No. | Item Description                                      | Unit | Approximate Quantities | Unit Prices Bid | Amount          |
|----------|-------------------------------------------------------|------|------------------------|------------------|----------------|-----------------|
| 0201001  | Clearing and Grubbing                                 | LS   | 1                      |                  |                |
| 0202000  | Earth Excavation                                      | CY   | 1,840                  |                  |                |
| 0202216A | Excavation and Reuse of Existing Channel Bottom Material | CY   | 50                     |                  |                |
| 0202217A | Supplemental Streambed Material                       | EST  | 1                      | $13,000.00       | Thirteen thousand dollars and zero cents |
| 0202452A | Test Pits                                             | EA   | 1                      |                  |                |
| 0202529  | Cut Bituminous Concrete Pavement                      | LF   | 83                     |                  |                |
| 0202574  | Reset Monument                                        | EA   | 1                      |                  |                |
| 0203000  | Structure Excavation - Earth (Complete)               | CY   | 1,300                  |                  |                |
| 0203100  | Structure Excavation - Rock (Complete)                | CY   | 30                     |                  |                |
| 0204151A | Handling Water                                        | LS   | 1                      |                  |                |
| 0209001  | Formation of Subgrade                                 | SY   | 1,566                  |                  |                |
| 0212000  | Subbase                                               | CY   | 435                    |                  |                |
| 0213100  | Granular Fill                                         | CY   | 20                     |                  |                |
| 0216000  | Pervious Structure Backfill                           | CY   | 1,230                  |                  |                |
| 0219001  | Sedimentation Control System                          | LF   | 930                    |                  |                |
| 0219011A | Sediment Control System at Catch Basin                | EA   | 11                     |                  |                |
| 0286001.10 | Rock in Drainage Trench Excavation 0'-10' Deep      | CY   | 4                      |                  |                |
| 0304002  | Processed Aggregate Base                              | CY   | 286                    |                  |                |
| 0406010-1 | Bituminous Concrete, Class 1                          | TON  | 460                    |                  |                |
| 0406010-2 | Bituminous Concrete, Class 2                          | TON  | 460                    |                  |                |
| 0406236  | Material for Tack Coat                                | Gal. | 174                    |                  |                |
| 0406303A | Sawing and Sealing Joints                             | LF   | 85                     |                  |                |
| 0406999A | Asphalt Adjustment Cost (Estimated Cost)              | EST  | 1                      | $5,000.00        | Five thousand dollars and zero cents |
| 0503001  | Removal of Superstructure                             | LS   | 1                      |                  |                |
| 0586001.10 | Type 'C' Catch Basin - 0'-10' Deep                   | EA   | 4                      |                  |                |

Kindly insert here the total amount of your Bid.: $________

It is understood that the unit prices shall govern in the case of a discrepancy between the unit prices and this amount.

This bid includes addenda no.:________
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<tr>
<th>Item No.</th>
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<th>Unit</th>
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<th>Unit Prices Bid (Figures)</th>
<th>Amount (Figures)</th>
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<td>Conservation Seeding for Slopes SY</td>
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<td>0969060A</td>
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<td>0971001A</td>
<td>Maintenance and Protection of Traffic LS</td>
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<td>LS</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>0976002</td>
<td>Barricade Warning Lights - High Intensity DAYS</td>
<td>DAYS</td>
<td>5,273</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0979003</td>
<td>Construction Barricade Type III EA</td>
<td>EA</td>
<td>11</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0980020</td>
<td>Construction Surveying LS</td>
<td>LS</td>
<td>1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1208931</td>
<td>Sign Face - Sheet Aluminum (Type IX Retroreflective Sheeting) SF</td>
<td>SF</td>
<td>10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1210102</td>
<td>4&quot; Yellow Epoxy Resin Pavement Markings LF</td>
<td>LF</td>
<td>785</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1210105</td>
<td>Epoxy Resin Pavement Markings, Symbols and Legends SF</td>
<td>SF</td>
<td>215</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1210106</td>
<td>12&quot; White Epoxy Resin Pavement Markings LF</td>
<td>LF</td>
<td>15</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1220027</td>
<td>Construction Signs SF</td>
<td>SF</td>
<td>504</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Kindly insert here the total amount of your Bid: $___

It is understood that the unit prices shall govern in the case of a discrepancy between the unit prices and this amount.

This bid includes addenda no.:___
BRIDGE NO. 04409

80490 - WATERTOWN
Woolson Street
over
Steele Brook

Routine Inspection
8/09/2021
Inspected by: Team 1
# TABLE OF CONTENTS

<table>
<thead>
<tr>
<th>Section</th>
<th>Page Number</th>
</tr>
</thead>
<tbody>
<tr>
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<td>1</td>
</tr>
<tr>
<td>Structure Inventory and Appraisal (BRI-19)</td>
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<tr>
<td>Inspection Data (BRI-18)</td>
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<td>National Bridge Elements</td>
<td>12</td>
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<td>Sketches</td>
<td>13</td>
</tr>
<tr>
<td>Pictures</td>
<td>35</td>
</tr>
</tbody>
</table>
STRUCTURE INVENTORY & APPRAISAL

INSPECTION

Structurally Deficient: Y
Functionally Obsolete: N

Sufficiency Rating: 58.9

(90) Inspection Date: 08/09/2021
(91) Frequency: 24
Indepth Insp: No
Proposed next Indepth Year: 

Deck Survey Date: 1/1/1900
Class: 01
Access: 0 - None
Flagman: 0

Fracture
Underwater
Special

STRUCTURE TYPE & MATERIALS

(43) Structure Type, Main
A) Material: 3 - Steel
B) Design Type: 02 - Stringer/Multi-beam or Girder

(44) Structure Type, Approach
A) Material: 0 - Other
B) Design Type: 00 - Other

(45) Number of Spans, Main Unit: 002
(46) Number of Approach Spans: 0000
(107) Deck Structure Type: 1 - Concrete Cast-in-Place

(108) Wearing Surface/Protection Systems
A) Type of Wearing Surface: 6 - Bituminous
B) Type of Membrane: 0 - None
C) Type of Deck Protection: 0 - None

Substructure
A) Material: 1 - STONE
B) Design Type: 1 - FULL HEIGHT STEM

Paint
Type: 
Year: 
Comment: 

IDENTIFICATION

Bridge Name: 04409
Town Code - Name: 80490 - WATERTOWN

(5) Inventory Route
(A) Record Type: 1: Route carried "on" the structure
(B) Signing Prefix: 5 - CITY STREET
(C) Level of Service: 0 - NONE OF THE BELOW
(D) Route Number: 00000
(E) Dir Suffix: 0 - NOT APPLICABLE

(6A) Featured Intersected: STEELE BROOK
(6B) Critical Facility Indicator: 

(7) Facility Carried: WOOLSON STREET

(9) Location: 0.2 MILE EAST OF ROUTE 63
(11) Mile Post: 0.2
(16) Latitude: 41 Deg. 36 Min. 45.18 Sec.
(17) Longitude: -73 Deg. 7 Min. 9.77 Sec.

(98) Border Bridge
(A) State Code: 
(B) Percent Responsibility: 
(C) Border Town Name: 

GEOMETRIC DATA

(48) Length of Maximum Span: 12 ft.
(49) Structure Length: 33 ft.
(50) Curb or Sidewalk Widths
A) Left: 0 ft. 0 in.
B) Right: 0 ft. 0 in.
(51) Bridge Roadway Width: Curb to Curb: 29 ft. 0 in.
(52) Deck Width, Out to Out: 31 ft. 4 in.
(32) Approach Roadway Width: 

(47) Bridge Width, Out to Out: 
(49) Structure Length: 
(50) Curb or Sidewalk Widths
A) Left: 
B) Right: 
(51) Bridge Roadway Width: Curb to Curb: 
(52) Deck Width, Out to Out: 
(32) Approach Roadway Width: 

2
### Form: BRI-19, Rev. 2/15

**Inspection type:** Routine  
**Inspection Date:** 8/09/2021  
**Inspected by:** Team 1

---

#### AGE AND SERVICE

- **Year Built:** 1929
- **(106) Year Reconstructed:**

#### Type of Service

- **A) On:** 5 - Highway-pedestrian
- **B) Under:** 5 - Waterway

---

#### Number of Lanes

- **A) On:** 02
- **B) Under:** 00

---

#### Average Daily Traffic

- **Is Above Half ADT?:** No

#### Precent Truck

- **(109) Precent Truck:** 2%

#### Years of ADT

- **(30) Years of ADT:** 2019

#### Bypass, Detour Length

- **(19) Bypass, Detour Length:** 1 Miles

---

#### CONDITION

- **(58) Deck:** 5
- **(59) Superstructure:** 4
- **(60) Substructure:** 4
- **(61) Channel & Channel Protections:** 5
- **(62) Culverts:**

#### Structural Evaluation

- **(67) Structural Evaluation:** 4

#### Deck Geometry

- **(68) Deck Geometry:** 5

#### Underclearances, Vert. & Horiz.

- **(69) Underclearances, Vert. & Horiz.:** N

#### Waterway Adequacy

- **(71) Waterway Adequacy:** 6

#### Approach Roadway Alignment

- **(72) Approach Roadway Alignment:** 4

#### Scour Critical

- **(113) Scour Critical:** 5

---

#### WATERWAY

- **Drainage Basin Waterway:** 6912 - Steele Brook

#### Navigation Control

- **(38) Navigation Control:** 0 - No navigation control on waterway (bridge permit not required)

#### Navigation Vertical Clearance

- **(39) Navigation Vertical Clearance:** 0 ft.


#### Pier/Abutment Navigation

- **(111) Pier/Abutment Navigation:**

#### Vert-Lift Brg Nav Min

- **(116) Vert-Lift Brg Nav Min:** 0 ft. 0 in.

---

#### CLASSIFICATION

- **(112) NBIS Bridge Length:** Yes
- **(104) Highway System:** 0 - Structure/Route is NOT on NHS

#### Functional Class

- **(26) Functional Class:** 17 - Urban - Collector

#### Defense Highway

- **(100) Defense Highway:** 0 - Not a STRAHNET route

#### Parallel Structure

- **(101) Parallel Structure:** N - No parallel structure

#### Direction of Traffic

- **(102) Direction of Traffic:** 2 - 2-way traffic

---

#### COMMENTS

- **(29) ADT from DOT Traffic Monitoring Station WATT-187**

---

% println()
Form: BRI-19, Rev. 2/15
Inspection type: Routine
Inspection Date: 8/09/2021
Inspected by: Team 1

Bridge No 04409

Inspection Date: 8/09/2021

(103) Temporary Structure
(110) Designated National Non-NHS
Network
(20) Toll 3 - On Free Road
(21) Maintain 03 - Town or Township Highway Agency
(22) Owner 03 - Town or Township Highway Agency
Report Class L - LOCAL
(37) Historical Significance 5 - Not eligible for National Register

PROPOSED IMPROVEMENTS

(75A) Type of Work Proposed 31 - Replacement - Load/Geometry
(75B) Work Done By 1 - Work to be done by contract
(76) Length of Structure Improvement
(94) Bridge Improvement Cost $
(95) Roadway Improvement Cost $
(96) Total Project Cost $2,696
(97) Year of Improvement Estimate 2016
(114) Future ADT 1486
(115) Year of Future ADT 2039

POSTED SIGNS

Other Posted Sign 1
Other Posted Sign 2
Posted Load Single Unit Truck Actual Recomended tons tons
Posted Load Semi-Trailer Truck
Posted Load 4 Axle Truck
Posted Load 3S2 Truck
All Vehicles
Posted Vert. Clearance on Bridge ft. in.
Posted Vert. Underclearance ft. in.
Posted Speed Limit on Bridge m.p.h.

LOAD RATING & POSTING

(31) Design Load 0 - Unknown
(63) Operating Rating Type 0 - Field evaluation and documented engineering judgment
(64) Operating Rating 58
(65) Inventory Rating Type 0 - Field evaluation and documented engineering judgment
(66) Inventory Rating 34
Evaluation Code J - Judgement Rating
Year of Evaluation 2002
(70) Bridge Posting 5 - Equal to or above legal loads
(41) Structure Status A - Open

OTHER FEATURES

Fence Required No
Fence Present No
Fence Type Blank
Fence Height
Fence Material Blank
Fence Top Type Blank
Barrel Ladders No
Stand Pipes No
Catwalks No
Moveable Inspection System No
Haunches Present over Roadway NO
Utilities 1 | Gas

Town: WATERTOWN
Carried: WOOLSON STREET
Crossed: STEELE BROOK
Inventory Route: Non-NHS

DOT Bridge Program List No SLBP
Project No 9153-4409
Advertised Date 02/01/2020
Form: BRI-19, Rev. 2/15
Inspection type: Routine
Inspection Date: 8/09/2021
Inspected by: Team 1

Town: WATERTOWN
Carried: WOOLSON STREET
Crossed: STEELE BROOK
Inventory Route: Non-NHS

INSPECTOR'S SIGNATURES:

1) Date: 08/16/2021
   
2) Date: 08/16/2021
   
3) Date:
   
4) Date:

P.E. SIGNATURE:

Date:

P.E. #

Reviewed By: Date: 09/28/2021

Ned T. Statchen
### FIELD INSPECTION REPORT

**Location:** 0.2 MILE EAST OF ROUTE 63  
**Year Built:** 1929  
**Year Rebuilt:**  
**Non-NHS:**  
**Main Material:** 3 - Steel  
**Main Design:** 02 - Stringer/Multi-beam or  

**Inspectors:**  
- **Lead Inspector:** Andrew Ferrara  
- **Area,01**  
- **Ferrara,Andrew**  
- **Weir,Kirk**  

**Visits:**  
- **Visit Date:** 08/09/2021  
- **Temp:** 68  
- **Start Time:** 07:20 AM  
- **End Time:** 08:55 AM  

#### 58. DECK:

**Inspected west to east, north is the inlet.**  

**Overall Rating:** 5

**Rating**

- **Overlay:** 3  
  - Bituminous concrete wearing surface has no known membrane and exhibits:
  - Numerous bituminous patches, longitudinal and transverse cracks up to 1-1/2" wide at random locations.
  - Random potholes up to 1 sf x 1" deep.
  - The bituminous is delaminated throughout.

- **Deck - Str. Condition:** 5  
  - Deck Underside exhibits:
  - Transverse hairline cracks with and without efflorescence, light moss growth and light to heavy scaling up to full bay width x full bay length at random locations.
  - Hollow areas with potential spalls up to 6' long x 2' wide and spalls up to 40" long x 36" wide x up to 3" deep with exposed rusted wire mesh at random locations.
  - Several areas of active leakage noted during this inspection in both spans.

- **Curbs:** N  
- **Median:** N  

- **Sidewalks:** 5  
  - Sidewalk at south side only, covered mostly with bituminous.
  - The sidewalk is partially exposed at the southeast end and at short section along the parapet base line.

- **Parapet:** 5  
  - Parapets exhibit:
  - Random full height isolated vertical cracks with and without efflorescence and random small surface spalls up to 6" diameter x 1" deep.
  - North fascia parapet inside face has moderate scaling up to 8' long x full height and hollow areas up to 5' long x full width near pier in Span 2.
  - South fascia parapet at the east end is missing concrete cap for 3' long.

- **Railing:** N  
- **Paint:** N
**Form:** BRI-18, Rev. 1/14  
**Inspection type:** Routine  
**Inspection Date:** 8/09/2021  
**Inspected by:** Team 1  

**Bridge No:** 04409  
**Carried:** WOOLSON STREET  
**Crossed:** STEELE BROOK  
**Inventory Route:** Non-NHS  
**Town:** WATERTOWN

---

<table>
<thead>
<tr>
<th>Fence</th>
<th>N</th>
</tr>
</thead>
<tbody>
<tr>
<td>Drains</td>
<td>N</td>
</tr>
<tr>
<td>Lighting Standard</td>
<td>N</td>
</tr>
</tbody>
</table>

**Overall Utility Condition Rating:** 7 - Good  
**Utility Type/Size**

<table>
<thead>
<tr>
<th>Utility Type/Size</th>
<th>Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gas</td>
<td>4” gas line located in Span 1, Bay 7 and continues into Span 2, Bay 8.</td>
</tr>
</tbody>
</table>

**Construction Joints:** N  
**Expansion Joint:** N Paved over joints.  
**Haunches Present over travelway?** NO

---

**APPROACH CONDITION:**

<table>
<thead>
<tr>
<th>Rating</th>
<th>Overall Rating:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Approach Slab</td>
<td>N</td>
</tr>
<tr>
<td>Relief Joints</td>
<td>N</td>
</tr>
<tr>
<td>Approach Guide Rail</td>
<td>5</td>
</tr>
</tbody>
</table>
| MBR exhibits: | Random minor scrapes, dents, few tipped posts and minor rust at all corners.  
Northwest and southeast have newer sections of metal beam rails.  
Southwest has 2 cable guide rail beyond metal beam rail with loose cables and one broken post. |
| Approach Pavement | 4 |
| Approach bituminous exhibits: | East approach pavement has numerous cracks up to 1-1/4" wide, bituminous patches and random small pothole up to 1/2” deep.  
West approach has “D” cracking adjacent to the deck end with minor spalling.  
There is a 48" long x 15" wide x 28" deep void at the northeast corner adjacent to A-2 and WW 2A. The void has encroached into the roadway 10” in front of the MBR and has undermined the bituminous 6” creating a hazard, a traffic cone was left in the void. |
| Approach Embankment | 4 |
| On 09/02/2021 Senior Engineer N. Statchen did a field check, he states the town made adequate repairs to the condition mentioned below. See photos 13 and 14. (09/13/21 A Ferrara)  The Northeast embankment behind wingwall 2A has a 6’ long x 2’ wide x 2’ deep area of heavy erosion (covered by heavy vegetation growth) causing erosion along the edge of bituminous up to 48” long x 15” wide x 28” deep. Additionally, this condition is affecting the top and vertical face of the wingwall adjacent to the structure. There is a 4’ long x up to 28” high x 20” deep area of missing wing cap and loose and shifting stones on the vertical face with voids. |

**Traffic Safety Features**

| Bridge Railings | 0 |
| Transitions | 0 |
| Approach Guardrails | 0 |
| Approach Guardrail Ends | 0 |

---

**59. SUPERSTRUCTURE:**

<table>
<thead>
<tr>
<th>Rating</th>
<th>Overall Rating:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bearing Devices</td>
<td>N</td>
</tr>
</tbody>
</table>

---

7
There are 10 \( \text{span # 1} \) and 11 \( \text{span # 2} \) concrete encased I-beams which exhibit:

Concrete encasements are missing at numerous locations exposing the bottom flanges and isolated webs of the girders.

Exposed bottom flanges of the I-beams have laminar rust (negligible section loss) at random locations.

Concrete encasements have light moss growth, numerous longitudinal cracks, horizontal cracks open up to 1/2" wide, some with efflorescence at random locations.

Moderate to heavy scaling up to full height and full length (span 2, beam 3 south face) at random locations.

Hollow areas up to full length x full width (span 1, beam 4 bottom flange).

There are encasement spalls up to full-length x full width x 2" deep (span 2, beam 8 bottom flange).

The stone masonry abutments exhibits:

Abutments have moderate moss growth and light efflorescence.

Stone masonry has missing joint mortar and cracks in the mortar at random locations.

Abutment # 1 has deteriorated/missing cement bags along the base of the stem causing a void up to 18' long x 28' high x up to 2' deep. There is a 10' long x 2' high section of missing concrete filled bags at the...
<table>
<thead>
<tr>
<th>Location</th>
<th>Condition Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Abutments - Backwall</td>
<td>Concrete end diaphragms exhibit: Moderate to heavy scaling with light efflorescence and random horizontal cracks with and without efflorescence. There are edge spalls around the utility in bay 7 of span 1.</td>
</tr>
<tr>
<td>Abutments - Footings</td>
<td>See “Abutment-Stem” item above.</td>
</tr>
<tr>
<td>Abutments - Settlement</td>
<td>See &quot;Abutments-Wingwalls&quot; item below.</td>
</tr>
<tr>
<td>Abutments - Wingwalls</td>
<td>Masonry wingwalls exhibit: Wingwalls have light moss growth and loose/missing joint mortars. There are voids in the masonry up to 2’ long x 8” high x 28” deep. Wingwall 1B is missing stones with voids up to 13” high x 15” wide x 20” deep. Wingwalls 1B &amp; 2A has heavy vegetation and vine growth. Wingwall 2B has a section of cap missing 48” long x 15” wide x 28” deep, below this area the vertical face has ± 100 sf of loose and shifting stones.</td>
</tr>
<tr>
<td>Piers/Bents - Caps</td>
<td>Concrete pier exhibits: The pier has moderate moss growth and heavy efflorescence with rust stains from previous leakages. There is moderate graffiti on west face of pier. Areas of medium to heavy scale up to 26” high along base. The base step out portions have up to 36” long x 9” high x up to 7” deep severe scaling and voids up to 10” long x 8” high x 7” deep. Pier Nose has heavy scaling up to 36” long x 16” high x 3” deep and up to 60” long x 9” high x up to 9” deep at the step out base. Random diaphragms have horizontal cracks with efflorescence and a 10” long x 3” high x 1.5” deep spall in bay 7, span 2.</td>
</tr>
<tr>
<td>Piers/Bents - Pile Bent</td>
<td>N</td>
</tr>
<tr>
<td>Piers/Bents - Columns</td>
<td>N</td>
</tr>
<tr>
<td>Piers/Bents - Footings</td>
<td>Pier Scour walls/footings: Footing shows light to medium scale thru-out with pockets of heavy scale. Isolated vertical crack in vertical face of footing extending into top of footing open up to 3/4”+/- under bay 5 in span 2, no change.</td>
</tr>
<tr>
<td>Erosion - Scour</td>
<td>Span 2 concrete invert has collapsed at the inlet end causing abutment 2 stones to displace creating a void up to 44” deep. See “Abutment Stem” item above. See “Channel Scour” item below.</td>
</tr>
<tr>
<td>Concrete Crack - Spall</td>
<td>See above items.</td>
</tr>
<tr>
<td>Steel Corrosion</td>
<td>Steel angle at inlet of pier nose shows pitting up to 8” high with section loss.</td>
</tr>
</tbody>
</table>
61. CHANNEL AND CHANNEL PROTECTION:

<table>
<thead>
<tr>
<th>Rating</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Channel - Scour: 5</td>
<td>Scour hole at the inlet end of Span 2, up to 10' long x 15' wide x 24&quot; deep and undermining the invert up to 30&quot; deep at inlet end, note there is ledge at this location. Span 1 downstream channel has a scour hole 10' long x 8' wide x up to 42&quot; deep. Random areas around the scour hole at Span 1 outlet appears to have partially filled with silt and sand. Span 1 has a concrete invert and Span 2 a partial concrete floor and ledge along abutment 2. Span 2 invert at the outlet has undermining up to 12&quot; deep.</td>
</tr>
<tr>
<td>Embankment - Erosion: 6</td>
<td>Some erosion with roots exposed, mostly downstream and southeast embankment has undermining up to 2' deep near outlet.</td>
</tr>
<tr>
<td>Debris: 6</td>
<td>There is a concrete apron at the Northwest corner with a 10&quot; steel pipe in the apron. Light encroachment at the inlet end.</td>
</tr>
<tr>
<td>Vegetation: 6</td>
<td>Channel is well vegetated with tree overhanging the channel both upstream and downstream.</td>
</tr>
<tr>
<td>Channel Change: 5</td>
<td>Channel flow enters along northwest due to heavy encroachment at northeast and the stream flow is divided at the pier. Span 1 has a concrete invert that extends upstream and Span 2 has a partial concrete invert and ledge outcroppings. Confirmed by adjacent land owner; the structure was overtopped in August of 1994. See “Substructure Erosion /Scour”.</td>
</tr>
</tbody>
</table>

62. CULVERTS AND RETAINING WALLS:

<table>
<thead>
<tr>
<th>Rating</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Barrel: N</td>
<td></td>
</tr>
<tr>
<td>Concrete: N</td>
<td></td>
</tr>
<tr>
<td>Steel: N</td>
<td></td>
</tr>
<tr>
<td>Timber: N</td>
<td></td>
</tr>
<tr>
<td>Headwall: N</td>
<td></td>
</tr>
<tr>
<td>Cutoff Wall: N</td>
<td></td>
</tr>
<tr>
<td>Debris: N</td>
<td></td>
</tr>
<tr>
<td>Retaining Wall System: N</td>
<td></td>
</tr>
<tr>
<td>Footing: N</td>
<td></td>
</tr>
</tbody>
</table>

LOAD POSTING:
Form: BRI-18, Rev. 1/14
Inspection type: Routine
Inspection Date: 8/09/2021
Inspected by: Team 1

Town: WATERTOWN
Carried: WOOLSON STREET
Crossed: STEELE BROOK
Inventory Route: Non-NHS

<table>
<thead>
<tr>
<th>Rating</th>
</tr>
</thead>
<tbody>
<tr>
<td>Single Unit (Tons):</td>
</tr>
<tr>
<td>Semi Trailer (Tons):</td>
</tr>
<tr>
<td>4 Axle (Tons):</td>
</tr>
<tr>
<td>3S2 (Tons):</td>
</tr>
<tr>
<td>All Vehicles:</td>
</tr>
<tr>
<td>Advanced Warning:</td>
</tr>
<tr>
<td>Warning At Bridge:</td>
</tr>
<tr>
<td>Legibility:</td>
</tr>
<tr>
<td>Visibility:</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>VERTICAL CLEARANCE POSTING</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min. Vert Under Clearance:</td>
</tr>
<tr>
<td>Posted Clearance Under Bridge:</td>
</tr>
<tr>
<td>Posted Clearance On Bridge:</td>
</tr>
<tr>
<td>Advanced Warning:</td>
</tr>
<tr>
<td>Warning At Bridge:</td>
</tr>
<tr>
<td>Legibility:</td>
</tr>
<tr>
<td>Visibility:</td>
</tr>
</tbody>
</table>

NOTES / COMMENTS:

- Character of Traffic: Moderate volume with mixed vehicle weights.
- Additional Notes:
  - Bridge ID was stenciled at the west end of the left fascia parapet during inspection, faded.
  - Bridge is logged from west to east with beam 1 on north side and flow from north to south.
  - Field Senior Ned Statchen inspected bridge on 9/2/2021 and found repair by Town was done at the NE corner.

- Additional Comments:
  - Bridge is in Local Bridge Program - SLBP #9153 - 4409; ADV = 2/1/2020 [ There is no update available on the CPD tab although there are notes that say otherwise - NTS 9/27/2021 ]
  - There are no components that require an In-depth inspection. - NTS
<table>
<thead>
<tr>
<th>Environment</th>
<th>Total Quantity</th>
<th>Units</th>
<th>Condition State 1</th>
<th>Condition State 2</th>
<th>Condition State 3</th>
<th>Condition State 4</th>
</tr>
</thead>
<tbody>
<tr>
<td>12 - Reinforced Concrete Deck</td>
<td>Mod.</td>
<td>1272 sq. ft.</td>
<td>1148</td>
<td>41</td>
<td>83</td>
<td>0</td>
</tr>
<tr>
<td>1080 - Delamination/Spall/Patched Area</td>
<td></td>
<td>57</td>
<td>0</td>
<td>3</td>
<td>54</td>
<td>0</td>
</tr>
<tr>
<td>1090 - Exposed Rebar</td>
<td></td>
<td>13</td>
<td>0</td>
<td>3</td>
<td>10</td>
<td>0</td>
</tr>
<tr>
<td>1120 - Efflorescence/Rust Staining</td>
<td></td>
<td>5</td>
<td>0</td>
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<td>0</td>
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<tr>
<td>1190 - Abrasion/Wear (PSC/RC)</td>
<td></td>
<td>49</td>
<td>0</td>
<td>30</td>
<td>19</td>
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<tr>
<td>510 - Wearing Surfaces</td>
<td></td>
<td>1272 sq. ft.</td>
<td>0</td>
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<tr>
<td>3230 - Effectiveness (Wearing Surface)</td>
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<td>1272</td>
<td>0</td>
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<tr>
<td>107 - Steel Open Girder/Beam</td>
<td>Mod.</td>
<td>295 ft.</td>
<td>230</td>
<td>47</td>
<td>18</td>
<td>0</td>
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<tr>
<td>1000 - Corrosion</td>
<td></td>
<td>65</td>
<td>0</td>
<td>47</td>
<td>18</td>
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<tr>
<td>210 - Reinforced Concrete Pier Wall</td>
<td>Mod.</td>
<td>33 ft.</td>
<td>0</td>
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<tr>
<td>1190 - Abrasion/Wear (PSC/RC)</td>
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<td>33</td>
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<tr>
<td>217 - Masonry Abutment</td>
<td>Mod.</td>
<td>63 ft.</td>
<td>4</td>
<td>0</td>
<td>59</td>
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<tr>
<td>1610 - Mortar Breakdown (Masonry)</td>
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<td>15</td>
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<tr>
<td>1640 - Masonry Displacement</td>
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<td>42</td>
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<tr>
<td>6000 - Scour</td>
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<td>2</td>
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<td>0</td>
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<tr>
<td>331 - Reinforced Concrete Bridge Railing</td>
<td>Mod.</td>
<td>66 ft.</td>
<td>28</td>
<td>0</td>
<td>38</td>
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<tr>
<td>1080 - Delamination/Spall/Patched Area</td>
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<td>12</td>
<td>0</td>
<td>0</td>
<td>12</td>
<td>0</td>
</tr>
<tr>
<td>1120 - Efflorescence/Rust Staining</td>
<td></td>
<td>9</td>
<td>0</td>
<td>0</td>
<td>9</td>
<td>0</td>
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<tr>
<td>1130 - Cracking (RC and Other)</td>
<td></td>
<td>17</td>
<td>0</td>
<td>0</td>
<td>17</td>
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</table>
Approach bituminous with "D" cracking adjacent to the deck end, some with spalling.

**Void at edge of Rdwy 48" long x 15" wide x 28" deep**

**Void is ±10" out from MBR potential hazard, traffic cone left in void**

**Moderate scaling 8'L x FH**

**4'L x FW HA**

**Collison Scapes**

**1" W Crack**

**Retrofitted concrete cap layer is missing 3'L x FW**

**22"L x 15"W x 2-3/4"DP**

**37"H x 17"W x 3/4"DP**

**Paved over concrete sidewalk with 36 sq.ft. of pavement scaled off with bear concrete exposed**

**Top of Deck**

**General Notes:**
- Overlay has numerous bituminous patches, longitudinal and transverse cracks up to 1-1/2" wide.
- Parapets have random vertical cracks up to full height, some with efflorescence and small surface spalls.
- Approachment metal beam guide rail at all corners have minor scrapes, dents, tipped posts and minor rust.
- East approach pavement is cracked up to 1-1/4" wide, bituminous patches and random potholes up to 1" deep.
**Sketches**

**Inspection type:** Routine  
**Inspection Date:** 8/09/2021  
**Inspected by:** Team 1

---

**Bridge No:** 04409  
**Carried:** WOOLSON STREET  
**Crossed:** STEELE BROOK  
**Inventory Route:** Non-NHS

---

**CREW:** PAJ, PKU  
**DATE:** 06/02/2017  
**BRIDGE NO.:** 04409

---

**LOG DIRECTION**  
**FLOW**

---

**UNDE RSIDE OF DECK - SPAN 1**

**GENERAL NOTES:**
- UNDERSIDE OF DECK HAS HAIRLINE CRACKS SOME WITH EFFLO, RUST STAINS AND MOD TO HYV SCALING  
- SEVERAL HOLLOW AREAS AND SPALLS EXPOSING THE WIRE MESH AT RANDOM LOCATIONS
Sketches
Inspection type: Routine
Inspection Date: 8/09/2021
Inspected by: Team 1

Town: WATERTOWN
Carried: WOOLSON STREET
Crossed: STEELE BROOK
Inventory Route: Non-NHS

CREW: PAJ, PKU
DATE: 06/02/2017
BRIDGE NO.: 04409

UNDERSIDE OF DECK - SPAN 2

GENERAL NOTES:
- See underside of deck span 1 general notes.
Sketches

Inspection type: Routine
Inspection Date: 8/09/2021
Inspected by: Team 1

Town: WATERTOWN
Carried: WOOLSON STREET
Crossed: STEELE BROOK
Inventory Route: Non-NHS

CREW: PAJ, PKU
DATE: 06/02/2017
BRIDGE NO.: 04409

NORTH FACE (TOP)
PIER
ABUTMENT 1

HA 5'L x 10"H
BOTTOM FLANGE

PIER
SMALL SPALLS
A 8'L x 9"W

SOUTH FACE (TOP)
ABUTMENT 1
PIER
A 2'L x 5"W x 2-1/8"DP

SPAN 1 - BEAM 1

NORTH FACE (TOP)
PIER
ABUTMENT 1

BOTTOM FLANGE

PIER

ABUTMENT 1

SPAN 1 - BEAM 2

GENERAL NOTES:
- THE CONCRETE ENCASEMENT HAS SPALLS, HOLLOW AREAS, HEAVY SCALING AND CRACKS THROUGHOUT. SIZES ARE NOT RECORDED AT ALL LOCATIONS.

REVISED DATE: 06/23/2019
CREW: Team 1

REVISED DATE: 08/09/21
CREW: Team 1
Sketches
Inspection type: Routine
Inspection Date: 8/09/2021
Inspected by: Team 1

Town: WATERTOWN
Carried: WOOLSON STREET
Crossed: STEELE BROOK
Inventory Route: Non-NHS

Crew: PAJ, PKU

Date: 06/02/2017
Bridge No.: 04409

Span 1 - Beam 3

North Face (Top)

Abutment

Crack open up to 1/8"

Span 1 - Beam 4

General Notes:
- See Span 1 Beams 1 and 2 General Notes.

Revision: 06/26/2019
Crew: Team 1

Revision: 08/09/21
Crew: Team 1
Sketches

Inspection type: Routine
Inspection Date: 8/09/2021
Inspected by: Team 1

Town: WATERTOWN
Carried: WOOLSON STREET
Crossed: STEELE BROOK
Inventory Route: Non-NHS

CREW: PAJ, PKU
DATE: 06/02/2017
BRIDGE NO.: 04409

SPAN 1 - BEAM 7

2 SF HEAVY SCALE

SPAN 1 - BEAM 8

GENERAL NOTES:
- SEE SPAN 1 - BEAM 1 AND 2 GENERAL NOTES SHEET.
Sketches

Inspection type: Routine
Inspection Date: 8/09/2021
Inspected by: Team 1

Town: WATERTOWN
Carried: WOOLSON STREET
Crossed: STEELE BROOK
Inventory Route: Non-NHS

CREW: PAJ, PKU    DATE: 06/02/2017    BRIDGE NO.: 04409

SPAN 1 - BEAM 9

SPAN 1 - BEAM 10

GENERAL NOTES:
- SEE SPAN 1-BEAM 1 AND 2 GENERAL NOTES SHEET.
Sketches
Inspection type: Routine
Inspection Date: 8/09/2021
Inspected by: Team 1

Town: WATERTOWN
Carried: WOOLSON STREET
Crossed: STEELE BROOK
Inventory Route: Non-NHS

Crew: PAJ, PKU  Date: 06/02/2017  Bridge No.: 04409

**SPAN 2 - BEAM 1**

**SPAN 2 - BEAM 2**

GENERAL NOTES:
- SEE SPAN 1 -BEAM 1 AND 2 GENERAL NOTES SHEET.
Sketches

Inspection type: Routine
Inspection Date: 8/09/2021
Inspected by: Team 1

Bridge No: 04409

Town: WATERTOWN
Carried: WOOLSON STREET
Crossed: STEELE BROOK
Inventory Route: Non-NHS

CREW: PAJ, PKU  DATE: 06/02/2017  BRIDGE NO.: 04409

MODERATE TO HEAVY SCALE

ABUTMENT 2

NORTH FACE (TOP)

PIER

MODERATE TO HEAVY SCALE

ABUTMENT 2

BOTTOM FLANGE

ENCASMENT DELAMINATION
36"L x 10"W

SOUTH FACE (TOP)

PIER

ABUTMENT 2

24"L x 5"H x 2-1/2"DP ENCASMENT

SPAN 2 - BEAM 3

6"DIA

1 SF HA

ABUTMENT 2

NORTH FACE (TOP)

HEAVY SCALE

PIER

SPAN 2 - BEAM 4

BOTTOM FLANGE

ABUTMENT 2

ENCASMENT
26"L x 18"W x 2"DP W/ LAMINAR RUST

HEAVY SCALE

SOUTH FACE (TOP)

PIER

ABUTMENT 2

GENERAL NOTES:
SEE SPAN 1 - BEAM 1 AND 2 GENERAL NOTES SHEET.
Sketches
Inspection type: Routine
Inspection Date: 8/09/2021
Inspected by: Team 1

Bridge No: 04409

Town: WATERTOWN
Carried: WOOLSON STREET
Crossed: STEELE BROOK
Inventory Route: Non-NHS

CREW: PAJ, PKU
DATE: 06/02/2017
BRIDGE NO.: 04409

**SPAN 2 - BEAM 5**

NORTH FACE (TOP)
- Encasement
- Crack Open 1/16"

SOUTH FACE (TOP)
- Heavy laminar rust on bottom flange with negligible section loss

**SPAN 2 - BEAM 6**

GENERAL NOTES:
- See Span 1 - Beam 1 and 2 General Notes Sheet.

LEGEND:
- Hollow area
- Shallow rebar
- Spall area
- Spall area with exposed rebar
- Nodules
- Hairline cracks
- Honeycomb area
- Efflorescence present
- With exposed rusted bottom flange

REVISION DATE: 06/26/2019 CREW: Team 1
REVISION DATE: 08/09/21 CREW: Team 1
**Sketches**

**Inspection type:** Routine  
**Inspection Date:** 8/09/2021  
**Inspected by:** Team 1  

**Bridge No:** 04409  
**Town:** WATERTOWN  
**Carried:** WOOLSON STREET  
**Crossed:** STEELE BROOK  
**Inventory Route:** Non-NHS  

---

**Crew:** PAJ, PKU  
**Date:** 06/02/2017  
**Bridge No.:** 04409

---

**Span 2 - Beam 7**

**North Face (Top)**

- ABUTMENT 2
- PIER
- ENCASEMENT 54"L

**Bottom Flange**

- ABUTMENT 2
- PIER
- ENCASEMENT 54"L x FW x 2"DP WITH LAMINAR RUST AND NEGLIGIBLE SECTION LOSS

**South Face (Top)**

- PIER
- ABUTMENT 2
- ENCASEMENT 36"L x UP TO 5"H x 2"DP

---

**Span 2 - Beam 8**

**North Face (Top)**

- ABUTMENT 2
- PIER

**Bottom Flange**

- ABUTMENT 2
- PIER
- ENCASEMENT FL x FW x 2"DP WITH LAMINAR RUST

**South Face (Top)**

- PIER
- ABUTMENT 2
- LIGHT TO MODERATE SCALE

---

**General Notes:**

- SEE SPAN 1 - BEAM 1 AND 2 GENERAL NOTES SHEET.
Sketches

**Inspection type:** Routine
**Inspection Date:** 8/09/2021
**Inspected by:** Team 1

Town: WATERTOWN
Carried: WOOLSON STREET
Crossed: STEELE BROOK
Inventory Route: Non-NHS

---

**CREW:** PAJ, PKU  
**DATE:** 06/02/2017  
**BRIDGE NO.:** 04409

---

**NORTH FACE (TOP)**

- ABUTMENT 2

**ENCASEMENT 40"L x 7"H**

**BOTTOM FLANGE**

- ABUTMENT 2

- PIER

**SOUTH FACE (TOP)**

- PIER

- ABUTMENT 2

**ENCASEMENT 30"L x 10"W x 2"DP**

**14"L x 5"H x 5"DP**

**SPAN 2 - BEAM 11**

---

**GENERAL NOTES:**
- SEE SPAN 1 - BEAM 1 AND 2 GENERAL NOTES SHEET.
**Sketches**

Inspection type: Routine
Inspection Date: 8/09/2021
Inspected by: Team 1

**Bridge No:** 04409
**Town:** WATERTOWN
**Carried:** WOOLSON STREET
**Crossed:** STEELE BROOK
**Inventory Route:** Non-NHS

---

**Crew:** PAJ, PKU
**Date:** 06/02/2017
**Bridge No.:** 04409

---

**Credits:**

**WINGWALL 1B**

**WINGWALL (RETAINING WALL) 1A**

**ABUTMENT 1**

**General Notes:**

- Abutments and wingwalls have have light to moderate vegetation growth and moderate moss growth at random locations.
- Abutments and wingwalls have missing mortar, cracks, void in mortar, and missing stones at random locations.
- Diaphragms/backwall have moderate to heavy scale.

---

**Revision**

**Date:** 06/26/2019
**Crew:** Team 1

**Revision**

**Date:** 08/09/21
**Crew:** Team 1
**Sketches**

**Inspection type:** Routine
**Inspection Date:** 8/9/2021
**Inspected by:** Team 1

---

**Sketched Notes:**

- **Town:** WATERTOWN
- **Carried:** WOOLSON STREET
- **Crossed:** STEELE BROOK
- **Inventory Route:** Non-NHS

---

**Crew:** PAJ, PKU
**Date:** 06/02/2017
**Bridge No.:** 04409

---

**General Notes:**

- PIER HAS MODERATE MOSS GROWTH, HEAVY EFFLO. WITH RUST STAINS FROM PREVIOUS LEAKAGE AND MODERATE GRAFFITI.
- AREAS OF MODERATE TO HEAVY SCALES ALONG THE BASE AND VOIDS AT STEP OUT BASE.
Sketches

**Inspection type:** Routine
**Inspection Date:** 8/09/2021
**Inspected by:** Team 1

**Town:** WATERTOWN
**Carried:** WOOLSON STREET
**Crossed:** STEELE BROOK
**Inventory Route:** Non-NHS

<table>
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<tr>
<th>CREW: PAJ, PKU</th>
<th>DATE: 06/02/2017</th>
<th>BRIDGE NO.: 04409</th>
</tr>
</thead>
</table>

**NORTH PIER NOSE**

- **STEEL NOSE GUARD**
  - RUSTED WITH LARGE PERFS
  - 60"L x 9"H UP TO 9" DP SEVERE SCALE

- **36"L x 16"H UP TO 2.5" DP SEVERE SCALE**

**SOUTH PIER NOSE**

- **33"L x 9"H x UPTO 2" DP SEVERE SCALE**
  - 54"L x 13"H x 2" DP SEVERE SCALE

**PIER NOSE**

**GENERAL NOTES:**
- SEE PIER (WEST ELEVATION) GENERAL NOTES.

**LEGEND:**
- HOLLOW AREA
- SHALLOW REBAR
- SMALL AREA
- SMALL AREA WITH EXPOSED REBAR
- MORTARPACKS
- HAIRLINE CRACKS
- HONEYCOMB AREA
- SCALE AREA
- EFLORESCENCE PRESENT

**REVISIONS**
- **DATE:** 08/09/21
  - CREW: Team 1
- **DATE:** 08/26/19
  - CREW: Team 1
Sketches
Inspection type: Routine
Inspection Date: 8/09/2021
Inspected by: Team 1

Crew: PAJ, PKU
Date: 06/02/2017
Bridge No.: 04409

Efflorescence and rust stains typical under beams
3"H x 10"W x up to 1-1/2" DP spall
Beam 1, 2, 3 close together flared structure

Heavy eff.

Bands of moderate to heavy scale

42"L x 4"H x up to 8" severe scale

10"L x 8"H x up to 6" DP rust

Vertical crack open 3/4"

PieR (East-elevation)

General Notes:
- See Pier (West-elevation) General Notes

Legend:
- Hollow area
- Shallow rebar
- Spall area
- Spall area with exposed rebar
- Hairline cracks
- Honeycomb area
- Scale area
- Efflorescence present

Revision Date: 06/28/2019
Crew: Team 1
Revision Date: 08/09/21
Crew: Team 1
Sketches
Inspection type: Routine
Inspection Date: 8/09/2021
Inspected by: Team 1

Crew: PAJ, PKU
Date: 06/02/2017
Bridge No.: 04409

Cracks, loose and missing mortar with voids up to 15" deep

Heavy vegetation with tree growing

Loose and shifting stones 4"L x 18"H

Void on wing adjacent to A-2, 48" wide x 28" high x 20" deep, note this void is causing an undermined area of the roadway.

CRACKS, LOOSE AND MISSING MORTAR WITH VOIDS UP TO 8" DEEP

Utility

MISSING STONE

A 30 sf area of voids with loose and shifting stones.

6' x 12' H x 36' 44" D void

8' x 2' H x 32' D void

Ledge

Void 3'L x 4'H up to 18" DP

WINGWALL 2A

WINGWALL (RETAINING WALL) 2B

ABUTMENT 2

General Notes:
- See Abutment 1 General Notes

Legend:
- hollow area
- shallow rebar
- small area
- small area with exposed rebar
- map cracks
- mainline cracks
- honeycomb area
- scale area
- efflorescence present
- heavy scale
- moderated scale

Revision Date: 06/26/2019
Crew: Team 1

Revision Date: 08/09/21
Crew: Team 1
CONCRETE FLOOR AND LEDGE IN SPAN 2, PART OF FLOOR HAS COLLAPSED AT INLETS

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<thead>
<tr>
<th>DATE</th>
<th>FB1</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>FB2</th>
<th>D</th>
<th>E</th>
<th>F</th>
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<td>10'0&quot;</td>
<td>10'6&quot;</td>
<td>8'5&quot;</td>
<td>8'9&quot;</td>
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<td>10'8&quot;</td>
<td>10'2&quot;</td>
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<td>10'02&quot;</td>
<td>10'09&quot;</td>
<td>10'06&quot;</td>
<td>8'07&quot;</td>
<td>8'08&quot;</td>
<td>8'07&quot;</td>
<td>8'10&quot;</td>
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<td>8'08&quot;</td>
<td>8'07&quot;</td>
<td>8'10&quot;</td>
</tr>
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</table>

-WATER DEPTHS IN SPAN 1 DUE TO FLOOR AND IN SPAN 2 MEASUREMENT WERE TAKEN FROM BOTTOM SIDE OF BEAM TO STREAMBED.
-FREE BOARD MEASUREMENTS WERE TAKEN FROM BOTTOM SIDE OF BEAM TO WATER LINE.

**CHANNEL CROSS-SECTION**
Form: Asset Photos
Inspection type: Routine
Inspection Date: 8/09/2021
Inspected by: Team 1

Town: WATERTOWN
Carried: WOOLSON STREET
Crossed: STEELE BROOK
Inventory Route: Non-NHS

Bridge No: 04409

Photo Number: 1
Photo Taken: 08/09/2021
Top view of structure from the Northwest.

Photo Number: 2
Photo Taken: 08/09/2021
General bituminous concrete wearing surface with numerous patches and cracks.
A closer view of the bituminous concrete wearing surface.

Looking Westbound over the structure from the East approach.
Form: Asset Photos
Inspection type: Routine
Inspection Date: 8/09/2021
Inspected by: Team 1

Bridge No 04409

Town: WATERTOWN
Carried: WOOLSON STREET
Crossed: STEELE BROOK
Inventory Route: Non-NHS

Photo Number: 5
Looking Eastbound over the structure from the West approach.

Photo Number: 6
Lead inspector investigating undermining of Bituminous concrete at the Northwest corner of structure.

Photo Taken: 08/09/2021
View of the undermining of roadway at the Northwest corner.

A closer view of the undermining of roadway at the Northwest corner.
Photo Number: 9
Wooden stick ruler measuring the length of undermining of the bituminous at the Northwest corner
(48 inches.)

Photo Number: 10
Lead inspector measuring the width of undermining of roadway at the Northwest corner.
(15 inches.)
Form: Asset Photos
Inspection type: Routine
Inspection Date: 8/09/2021
Inspected by: Team 1

Town: WATERTOWN
Carried: WOOLSON STREET
Crossed: STEELE BROOK
Inventory Route: Non-NHS

Bridge No 04409

Lead inspector measuring depth of the undermining of roadway at the Northwest corner of structure. (28 inches.)

Repairs made to the Northeast roadway embankment 09/02/2021.
Repairs made to the Northeast roadway embankment 09/02/2021.

Loose and missing stones at the top Northeast wing-wall (2-A) adjacent to undermining of roadway at the Northwest corner.
Form: Asset Photos
Inspection type: Routine
Inspection Date: 8/09/2021
Inspected by: Team 1

Bridge No 04409

Town: WATERTOWN
Carried: WOOLSON STREET
Crossed: STEELE BROOK
Inventory Route: Non-NHS

Photo Number: 15
Photo Taken: 08/09/2021
Inlet elevation. {North}

Photo Number: 16
Photo Taken: 08/09/2021
Looking up stream from the pier at inlet.

42
Looking downstream from the pier at the outlet.

Looking through span #1 from the outlet end.
Typical missing concrete at the bottom flange of beam in span # 1.

Abutment # 1. {West}
Void at the base of abutment #1 near the inlet end.

West side of the pier.
Bridge No: 04409

Town: WATERTOWN
Carried: WOOLSON STREET
Crossed: STEELE BROOK
Inventory Route: Non-NHS

Inspection type: Routine
Inspection Date: 8/09/2021
Inspected by: Team 1

Photo Number: 23
Taking Date: 8/09/2021
Looking through span #2 from the inlet end.

Photo Number: 24
Taking Date: 8/09/2021
The East side of pier.
Looking through span # 2 from the outlet end.

Typical missing concrete at the bottom flange's of beams in span # 2.
Photo Number: 27
Rust stains and discoloration in the underside of the last bay in span # 2.  {Underside of the sidewalk at South side.}

Photo Number: 28
Abutment # 2.  {East}  Looking from the inlet end.
Six foot the length of large void at the base of abutment #2 near the inlet end.

Stick ruler measuring the depth of void near the inlet end of abutment #2.
Form: Asset Photos
Inspection type: Routine
Inspection Date: 8/09/2021
Inspected by: Team 1

Bridge No: 04409
Town: WATERTOWN
Carried: WOOLSON STREET
Crossed: STEELE BROOK
Inventory Route: Non-NHS

Photo Number: 31
Photo Taken: 08/09/2021
Northwest wing-wall. 1-A

Photo Number: 32
Photo Taken: 08/09/2021
Southwest wing-wall. 1-B
Form: Asset Photos
Inspection type: Routine
Inspection Date: 8/09/2021
Inspected by: Team 1

Town: WATERTOWN
Carried: WOOLSON STREET
Crossed: STEELE BROOK
Inventory Route: Non-NHS

Photo Number: 33
Photo Taken: 08/09/2021
Northwest wing-wall. 2-A

Photo Number: 34
Photo Taken: 08/09/2021
The Southeast wing-wall. 2-B