STRUCTURES INSPECTION FIELD REPORT

CULVERT INSPECTION

2-DIST	B.I.N.	BR. DEPT. NO.
01	C42	A-13-043

CITY/TOWN	8.-STRUCTURE NO.	11-Kilo. POINT	41-STATUS	90-ROUTINE INSP. DATE
ASHFIELD	A13043-C42-MUN-BRI	000.000	A:OPEN	MAR 21, 2025

07-FACILITY CARRIED	MEMORIAL NAME/LOCAL NAME	27-YR BUILT	106-YR REBUILT	YR REHAB'D (NON 106)
HWY PFERSICK RD		1987	0000	0000

06-FEATURES INTERSECTED	26-FUNCTIONAL CLASS	DIST. BRIDGE INSPECTION ENGINEER M. P.E. McCabe
WATER SIDS BROOK	Rural Local	Michael P E McCabe

43-STRUCTURE TYPE	22-OWNER	21-MAINTAINER	TEAM LEADER R. Mancari
319 : Steel Culvert	Town Agency	Town Agency	Reed Mancari

107-DECK TYPE	WEATHER	TEMP. (air)	TEAM MEMBERS
N : Not applicable	Cloudy	1°C	E. GEMINDER Eli Gemander

TYPE OF CULVERT:

SHAPE:	PIPE
MATERIAL:	STEEL, CORRUGATED
COATING:	GALVANIZED

BARRELS: (In Meters)

SIZE:	*NUMBER:*
0.90Wx0.90H	3

DEPTH OF COVER (To the nearest tenth of a meter) — E: 1.2, W: 1.2

CURB REVEAL (In millimeters) — N, N

ITEM 62 *CULVERT & RETAINING WALLS* — 7

I62 (Dive Report): N — I62 (This Report): 7

	Dive Rpt.	This Rpt.	DEF		Dive Rpt.	This Rpt.	DEF		Dive Rpt.	This Rpt.	DEF
1. Roof	N	N	-	7.Protective Coating	N	6	-	13.Member Alignment	N	7	-
2. Floor	N	N	-	8.Embankment	N	7	-	14.Deformation	N	7	-
3. Walls	N	N	-	9.Wearing Surface	N	7	-	15.Scour	N	7	-
4. Headwall	N	N	-	10.Railing	N	N	-	16.Settlement	N	7	-
5. Wingwall	N	N	-	11.Sidewalks	N	N	-	17.	N	N	-
6. Pipe	N	7	-	12.Utilities	N	N	-	18.	N	N	-

UNDERMINING (Y/N) If YES please explain: N

COLLISION DAMAGE: *Please explain* — None (X) Minor ( ) Moderate ( ) Severe ( )

LOAD VIBRATION: *Please explain* — None (X) Minor ( ) Moderate ( ) Severe ( )

ITEM 61 *CHANNEL & CHANNEL PROTECTION* — 7

	Dive Rpt.	This Rpt.	DEF		Dive Rpt.	This Rpt.	DEF
1.Channel Scour	N	7	-	5. Utilities	N	N	-
2.Embankment Erosion	N	7	-	6. Rip-Rap/Slope Protection	N	N	-
3.Debris	N	7	-	7. Aggradation	N	7	-
4.Vegetation	N	7	-				

STREAM FLOW VELOCITY: Tidal ( ) High ( ) Moderate ( ) Low (X)

ITEM 61 (Dive Report): N

ITEM 61 (This Report): 7

93b- U/W INSP DATE: 00/00/0000

APPROACH CONDITION

		DEF
a. Appr. Pavement Condition	7	-
b. Appr. Roadway Settlement	7	-
c. Appr. Sidewalk Settlement	N	-
d.	N	-

WEIGHT POSTING

Not Applicable X

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

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

Signs In Place (Y=Yes,N=No, NR=NotRequired)

Legibility/ Visibility

At bridge N	At bridge S	Advance N	Advance S

ITEM 36 *TRAFFIC SAFETY*

	36	COND	DEF
A. Bridge Railing	N	N	-
B. Transitions	N	N	-
C. Approach Guardrail	N	N	-
D. Approach Guardrail Ends	N	N	-

ACCESSIBILITY (Y/N/P):

	Needed	Used		Needed	Used
Ladder	N	N	Other:		
Boat	N	N			
Waders	Y	Y			

TOTAL HOURS: 6

PLANS (Y/N): N

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

TAPE#:

RATING

Rating Report (Y/N): N

Date: 00/00/0000

Inspection data at time of existing rating

I 62: - Date : 00/00/0000

Recommend for Rating or Rerating (Y/N): N

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

REASON:

X=UNKNOWN N=NOT APPLICABLE H=HIDDEN/INACCESSIBLE R=REMOVED

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REMARKS, PHOTOS & SKETCHES

BRIDGE ORIENTATION

Pfersick Road travels north and south. Sids Brook flows from west and east. This culvert consists of three corrugated steel pipes, each 3' diameter, supporting fill with an asphalt wearing surface. The pipes are numbered from south to north, and report notes are taken from west to east, upstream to downstream, in accordance with the 2015 Bridge Inspection Handbook. **See sketch 1 and photos 1 & 2.**

ITEM 62 - CULVERT

Item 62.6 - Pipe

Portions of the bottoms of all pipes are hidden by sediment.

All pipes, at the west end, have impact damage, 2' long. **See photo 3.**

In pipe 2, at the west end, 1' from the end, there is a separation in the pipe sections, 12" high.

Item 62.7 - Protective Coating

In the bottom half of the pipe, the coating has failed. **See photo 2.**

Item 62.8 - Embankment

The east embankment, over the pipes 1 & 2, has several trees growing, up to 1' diameter.

CONDITION RATING GUIDE

	CODE	CONDITION	DEFECTS
	N	NOT APPLICABLE	Use if structure is not a culvert.
G	9	EXCELLENT	No deficiencies.
G	8	VERY GOOD	No noticeable or noteworthy differences which affect the condition of the culvert. Insignificant scrape marks caused by drift.
G	7	GOOD	Shrinkage cracks, light scaling, and insignificant spalling, which does not expose reinforcing steel. Insignificant damage caused by drift with not misalignment and not requiring corrective action. Some minor scouring has occurred near curtain walls, wingwalls, or pipes. Metal culverts have a smooth symmetrical curvature with superficial corrosion and no pitting.
F	6	SATISFACTORY	Deterioration or initial disintegration, minor chloride contamination, cracking with some leaching, or spalls on concrete or masonry walls and slabs. Local minor scouring at curtain walls, wingwalls, or pipes. Metal culverts have a smooth curvature, non-symmetrical shape, significant corrosion or moderate pitting.
F	5	FAIR	Moderate to major deterioration, or disintegration, extensive cracking and leaching, or spalls on concrete or masonry walls and slabs. Minor settlement or misalignment. Noticeable scouring or erosion at curtain walls, wingwalls, or pipes. Metal culverts have significant distortion and deflection in one section, significant corrosion or deep pitting.
P	4	POOR	Large spalls, heavy scaling, wide cracks, considerable efforescence, or opened construction joints permitting loss of backfill. Considerable settlement or misalignment. Considerable scouring or erosion at curtain walls, wingwalls, or pipes. Metal culverts have significant distortion and deflection throughout, extensive corrosion or deep pitting.
P	3	SERIOUS	Any condition described in Code 4 but which is excessive in scope. Severe movement or differential settlement of the segments, or loss of fill. Holes may exist in walls or slabs. Integral wingwalls, nearly severed from culvert. Severe scour or erosion at curtain walls, wingwalls, or pipes. Metal culverts have extreme distortion and deflection in one section, extensive corrosion, or deep pitting with scattered perforations.
C	2	CRITICAL	Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.
C	1	"IMMINENT" FAILURE	Bridge closed. Corrective action may put back in light service.
	0	FAILED	Bridge closed. Replacement necessary.

DEFICIENCY REPORTING GUIDE

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

CATEGORIES OF DEFICIENCIES:

M= Minor Deficiency - (Examples include but are not limited to: Spalled concrete, minor to moderate corrosion to steel culverts, minor settlement or misalignment, minor scouring, minor damage to guardrail, etc.)

S= Severe/Major Deficiency - (Examples include but are not limited to: Large spalls, wide cracks, moderate to major deterioration in concrete, considerable settlement, considerable scouring or undermining, extensive corrosion and deflection in steel culverts, etc.)

C-S= Critical Deficiency - A deficiency in a structural component or element of a bridge that poses an extreme hazard or unsafe condition to the public. (Follow-up Critical Deficiency Report must be submitted separately)

URGENCY OF REPAIR:

I = Immediate- [Inspector(s) stay at the bridge until the District Maintenance crew or the responsible Agency crew(if not a State bridge) show up and corrective action is taken.]

A = ASAP- [Action will be taken by the District Maintenance Engineer or the Responsible Agency (if not a State owned bridge) upon receipt of the Inspection Report].

P = Prioritize- [Shall be prioritized by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) and repairs made when funds and/or manpower is available].

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REMARKS

ITEM 61 - CHANNEL AND CHANNEL PROTECTION

Item 61.1 - Channel Scour
The upstream channel has minor migration to the north.

At the east outlet, at pipe 3, there is a minor scour hole.

For channel profile readings, refer to **Chart 1.**

Item 61.2 - Embankment Erosion
In the northwest embankment, there is moderate undercutting, up to 24" high x up to 24" deep.

Item 61.3 - Debris
At the west end of the pipes, there is a buildup of debris. **See photo 3.**

Item 61.7 - Aggradation
Refer to Item 62.6 - Pipe.

TRAFFIC SAFETY

Item 36a - Bridge Railing
There are no railings in place over this structure.

Item 36b - Transitions
There are no transitions in place at this structure.

Item 36c - Approach Guardrail
There are no approach guardrails in place at this structure.

Item 36d - Approach Guardrail Ends
There are no approach guardrail ends in place at this structure.

Sketch / Chart / Photo Log
Sketch 1 : Framing Plan.
Chart 1 : Channel profile readings.
Photo 1 : General topside, looking south.
Photo 2 : General underside, looking west, pipe 2 shown.
Photo 3 : West end of the pipes with impact damage and debris buildup.

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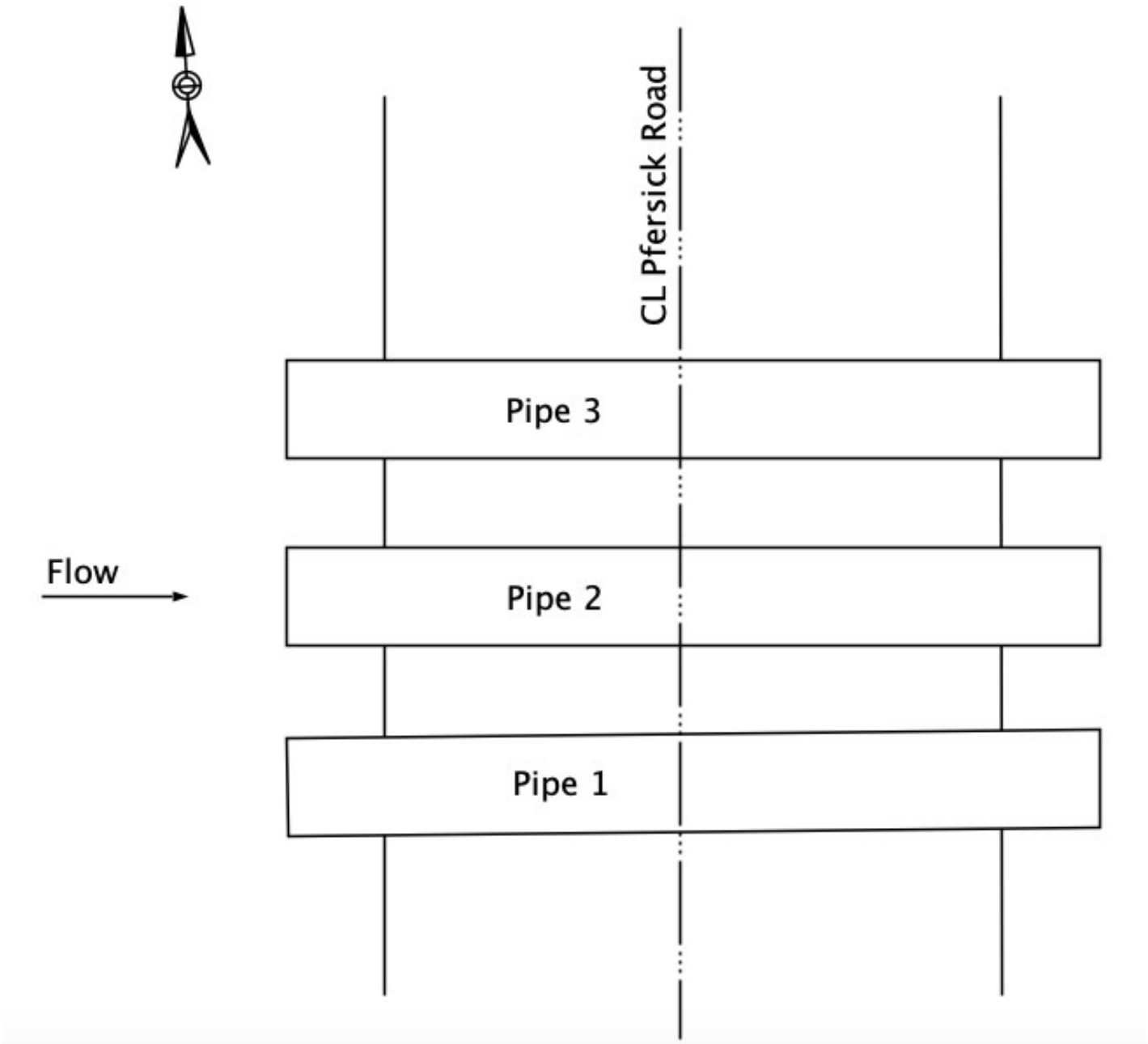
SKETCHES



Sketch 1: Framing Plan.

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CHARTS

A13043 Channel Profile Readings						
	West Fascia			East Fascia		
DATE	**Pipe 1**	**Pipe 2**	**Pipe 3**	**Pipe 1**	**Pipe 2**	**Pipe 3**
3/21/2025	C=2.5; S=N; U=N	C=3.2; S=N; U=N	C=3.8; S=N; U=N	C=2.5; S=N; U=N	C=2.5; S=N; U=N	C=2.5; S=N; U=N

NOTES:

***All readings in decimal feet to highest part of deformed pipe.**

**** C=Clearance S=Scour U=Undermining**

***** N = not applicable / not present**

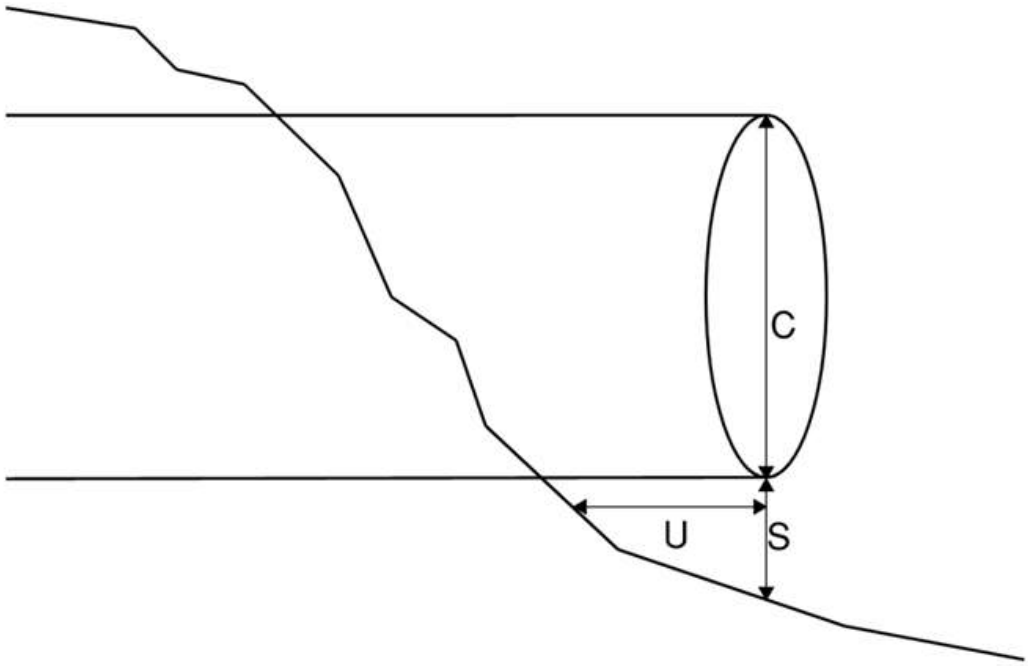

Chart 1: Channel profile readings.

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PHOTOS

Photo 1: General topside, looking south.

Photo 2: General underside, looking west, pipe 2 shown.

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PHOTOS

Photo 3: West end of the pipes with impact damage and debris buildup.