

2-DIST  
**01**

B.I.N.  
**5CV**

**STRUCTURES INSPECTION FIELD REPORT**

**CLOSED/REHABILITATION INSPECTION**

BR. DEPT. NO.  
**A-13-029**

CITY/TOWN <b>ASHFIELD</b>	8-STRUCTURE NO. <b>A13029-5CV-MUN-BRI</b>	11-Kilo. POINT <b>000.000</b>	90-ROUTINE INSP. DATE <b>JUL 18, 2023</b>	93*- INSPECTION DATE <b>AUG 8, 2024</b>
07-FACILITY CARRIED <b>HWY SMITH BR RD</b>	MEMORIAL NAME/LOCAL NAME	27-YR BUILT <b>1939</b>	106-YR REBUILT <b>1964</b>	YR REHAB'D (NON 106) <b>0000</b>
06-FEATURES INTERSECTED <b>WATER SMITH BROOK</b>	26-FUNCTIONAL CLASS <b>Rural Local</b>	DIST. BRIDGE INSPECTION ENGINEER <b>M. P.E. McCabe</b> <i>Michael P.E. McCabe</i>		
43-STRUCTURE TYPE <b>302 : Steel Stringer/Girder</b>	22-OWNER <b>Town Agency</b>	21-MAINTAINER <b>Town Agency</b>	TEAM LEADER <b>R. Mancari</b> <i>Reed Mancari</i>	
107-DECK TYPE <b>1 : Concrete Cast-in-Place</b>	WEATHER <b>Sunny</b>	TEMP. (air) <b>15°C</b>	TEAM MEMBERS <b>Gabriel A. Kotski</b> <i>Gabriel Kotski</i>	

<b>ITEM 58 DECK</b>	<b>6</b>	<b>ITEM 41 STRUCTURE OPEN, POSTED OR CLOSED</b>																						
<b>ITEM 59 SUPERSTRUCTURE</b>	<b>3</b>	<b>K:CLOSED</b>		Date : <b>08/08/2024</b>																				
<b>ITEM 60 SUBSTRUCTURE</b>	<b>7</b>	<b>ITEM 36 TRAFFIC SAFETY</b>																						
<b>ITEM 60 - (From U/W Report)</b>	<b>N</b>	<table border="1"> <thead> <tr> <th></th> <th>36</th> <th>COND</th> <th>DEF</th> </tr> </thead> <tbody> <tr> <td>A. Bridge Railing</td> <td>0</td> <td>6</td> <td>M-P</td> </tr> <tr> <td>B. Transitions</td> <td>0</td> <td>0</td> <td>S-A</td> </tr> <tr> <td>C. Approach Guardrail</td> <td>0</td> <td>0</td> <td>S-A</td> </tr> <tr> <td>D. Approach Guardrail Ends</td> <td>0</td> <td>0</td> <td>S-A</td> </tr> </tbody> </table>			36	COND	DEF	A. Bridge Railing	0	6	M-P	B. Transitions	0	0	S-A	C. Approach Guardrail	0	0	S-A	D. Approach Guardrail Ends	0	0	S-A	TOTAL HOURS <b>4</b>
	36	COND	DEF																					
A. Bridge Railing	0	6	M-P																					
B. Transitions	0	0	S-A																					
C. Approach Guardrail	0	0	S-A																					
D. Approach Guardrail Ends	0	0	S-A																					
<b>ITEM 61 CHANNEL</b>	<b>6</b>	PLANS (Y/N)		<b>Y</b>																				
<b>ITEM 61 - (From U/W Report)</b>	<b>N</b>	(V.C.R.) (Y/N)		<b>N</b>																				
<b>ITEM 62 CULVERT</b>	<b>N</b>	TAPE#:																						
<b>ITEM 62 - (From U/W Report)</b>	<b>N</b>	Pedestrian Access (Y/N) <b>N</b>		Barricades In Place (Y/N) <b>Y</b>																				
		Roadway Abandoned (Y/N) <b>N</b>		TYPE: <b>JERSEY</b>																				

SIGNS  Not Applicable

Legend: **ROAD CLOSED**

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

At bridge		Advance	
N	S	N	S
Y	N	Y	Y
8	8	8	8

To be filled out by District Bridge Inspection Engineer

1) This bridge is scheduled for:  
 Replacement ( ) Rehabilitation ( ) Repair ( ) Removal ( ) Unknown (X)

2) If under construction please answer the following:

Contract Number:	Amount:	Completion Date:
Contractor:	Resident Engineer:	
Scope of Work:		
Remarks:		

ACCESSIBILITY (Y/N)		Needed	Used
Lift Bucket	N	N	N
Ladder	N	N	N
Boat	N	N	N
Wader	Y	Y	Y
Inspector 50	N	N	N
Rigging	N	N	N
Staging	N	N	N
Traffic Control	N	N	N
RR Flagger	N	N	N
Police	N	N	N
Other:	-	-	-

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

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## REMARKS

### **BRIDGE ORIENTATION**

Smith Branch Road travels north and south. Smith Brook flows west to east. This single span structure consists of five steel beams supporting a reinforced concrete deck with a gravel wearing surface. The beams and bays are numbered west to east, upstream to downstream, in accordance with the 2015 Bridge Inspection Handbook. See sketch 1.

### **GENERAL REMARKS**

This inspection was conducted to confirm the closure of A-13-029 to vehicular traffic. The bridge remains open to pedestrian traffic. Both approaches have been barricaded with concrete jersey barriers and the North "At Bridge" and both "Advanced" signs are in place. See photos 1 - 4.

### **TRAFFIC SAFETY**

#### **Item 36a - Bridge Railing**

Throughout both railings, there is peeling paint and minor rusting. Both rail bases are covered with gravel.

All baseplates and anchor bolts have moderate to heavy rusting. The anchor nuts have heavy rusting, with up to 100% section loss.

All posts, along the bottom, have moderate to heavy rusting, up to 12" high, with minor section loss. The worst case is at the west rail, the second I-post from the south, with 100% section loss, 4" high x 2" wide.

The west railing has minor misalignment.

#### **Item 36b - Transitions**

There are no transitions in place.

#### **Item 36c - Approach Guardrail**

There are no approach guardrails in place

#### **Item 36d - Approach Guardrail Ends**

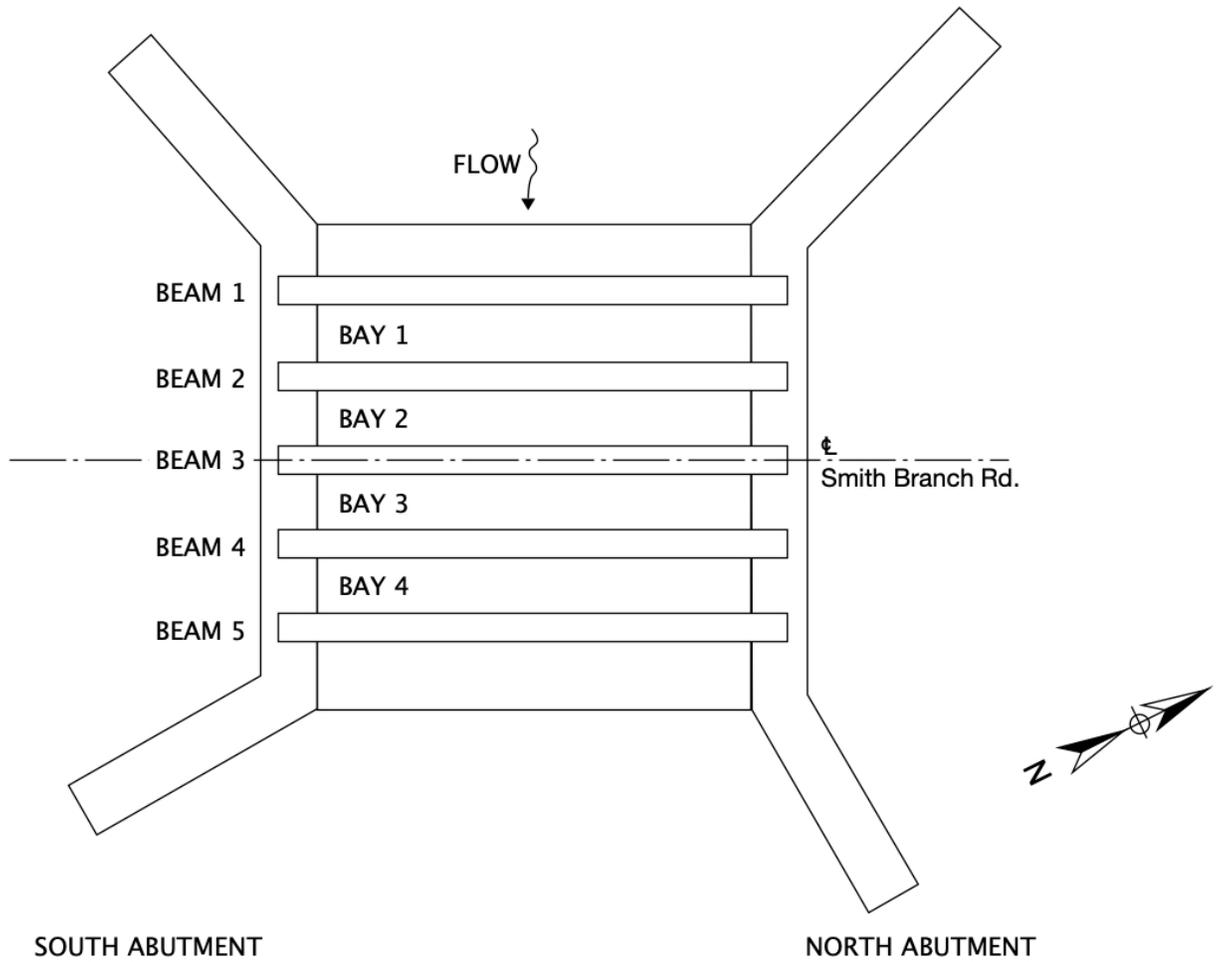
There are no approach guardrails in place.

### **Sketch / Photo Log**

- Sketch 1 : Framing plan.
- Photo 1 : North "Advanced" signage at Apple Valley Road intersection.
- Photo 2 : North "At Bridge" signage and barrier in place.
- Photo 3 : South "Advanced" signage at Smith Road intersection.
- Photo 4 : South "At Bridge" barrier. No signage in place.

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**SKETCHES**



**Sketch 1: Framing plan.**

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**PHOTOS**



**Photo 1: North "Advanced" signage at Apple Valley Road intersection.**



**Photo 2: North "At Bridge" signage and barrier in place.**

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**PHOTOS**



**Photo 3: South "Advanced" signage at Smith Road intersection.**



**Photo 4: South "At Bridge" barrier. No signage in place.**