STRUCTURES INSPECTION FIELD REPORT

ROUTINE & SPECIAL MEMBER INSPECTION

2-DIST	B.I.N.	BR. DEPT. NO.
01	0FN	A-13-014

CITY/TOWN	8.-STRUCTURE NO.	11-Kilo. POINT	41-STATUS	90-ROUTINE INSP. DATE
ASHFIELD	A13014-0FN-MUN-NBI	000.000	P:POSTED	JUL 22, 2025

07-FACILITY CARRIED	MEMORIAL NAME/LOCAL NAME	27-YR BUILT	106-YR REBUILT	YR REHAB'D (NON 106)
HWY APPLE VALLEY	WILLIS BR. NO. 12	1938	0000	0000

06-FEATURES INTERSECTED	26-FUNCTIONAL CLASS	DIST. BRIDGE INSPECTION ENGINEER M. P.E. McCabe
WATER UPPR BR CLESSON BK	Rural Local	Michael P E McCabe

43-STRUCTURE TYPE	22-OWNER	21-MAINTAINER	TEAM LEADER K. Trunfio	PROJ MGR Michael Baker Intl Inc
302 : Steel Stringer/Girder	Town Agency	Town Agency		

107-DECK TYPE	WEATHER	TEMP. (air)	TEAM MEMBERS
1 : Concrete Cast-in-Place	Sunny	24°C	M. MAZZU

ITEM 58 — DECK: 6

		DEF
1.Wearing Surface	8	-
2.Deck Condition	6	M-P
3.Stay in Place Forms	N	-
4.Curbs	6	M-P
5.Median	N	-
6.Sidewalks	N	-
7.Parapets	N	-
8.Railing	4	S-A
9.Anti Missile Fence	N	-
10.Drainage System	N	-
11.Lighting Standards	N	-
12.Utilities	N	-
13.Deck Joints	N	-
14.	N	-
15.	N	-
16.	N	-

CURB REVEAL (In millimeters)	E	W
	110	120

APPROACHES

		DEF
a. Appr. Pavement Condition	8	-
b. Appr. Roadway Settlement	8	-
c. Appr. Sidewalk Settlement	N	-
d.	N	-

OVERHEAD SIGNS (Attached to bridge) (Y/N): N

		DEF
a. Condition of Welds	N	-
b. Condition of Bolts	N	-
c. Condition of Signs	N	-

ITEM 59 — SUPERSTRUCTURE: 4

			DEF
1.Stringers		N	-
2.Floorbeams		N	-
3.Floor System Bracing		N	-
4.Girders or Beams		4	S-A
5.Trusses - General		N	-
a. Upper Chords	N		-
b. Lower Chords	N		-
c. Web Members	N		-
d. Lateral Bracing	N		-
e. Sway Bracings	N		-
f. Portals	N		-
g. End Posts	N		-
6.Pin & Hangers		N	-
7.Conn Plt's, Gussets & Angles		7	-
8.Cover Plates		N	-
9.Bearing Devices		5	M-P
10.Diaphragms/Cross Frames		7	-
11.Rivets & Bolts		7	-
12.Welds		N	-
13.Member Alignment		8	-
14.Paint/Coating		4	S-P
15.		N	-

Year Painted	X

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

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

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

Any Fracture Critical Member: (Y/N) N

Any Cracks: (Y/N) N

ITEM 60 — SUBSTRUCTURE: 6

	Dive	Cur		DEF
1. Abutments			6	
a. Pedestals	N	6		M-P
b. Bridge Seats	N	5		M-P
c. Backwalls	N	7		-
d. Breastwalls	N	6		M-P
e. Wingwalls	N	6		M-P
f. Slope Paving/Rip-Rap	N	N		-
g. Pointing	N	N		-
h. Footings	N	7		-
i. Piles	N	N		-
j. Scour	N	7		-
k. Settlement	N	8		-
l.	N	N		-
m.	N	N		-
2. Piers or Bents			N	
a. Pedestals	N	N		-
b. Caps	N	N		-
c. Columns	N	N		-
d. Stems/Webs/Pierwalls	N	N		-
e. Pointing	N	N		-
f. Footing	N	N		-
g. Piles	N	N		-
h. Scour	N	N		-
i. Settlement	N	N		-
j.	N	N		-
k.	N	N		-
3. Pile Bents			N	
a. Pile Caps	N	N		-
b. Piles	N	N		-
c. Diagonal Bracing	N	N		-
d. Horizontal Bracing	N	N		-
e. Fasteners	N	N		-

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

COLLISION DAMAGE:
None (X) Minor ( ) Moderate ( ) Severe ( )

SCOUR: *Please explain*
None (X) Minor ( ) Moderate ( ) Severe ( )

I-60 (Dive Report): N *I-60 (This Report):* 6

93B-U/W (DIVE) Insp 00/00/0000

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

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FN**	**A-13-014**	**A13014-0FN-MUN-NBI**	**JUL 22, 2025**

ITEM 61 — CHANNEL & CHANNEL PROTECTION — 5

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

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

ITEM 61 (Dive Report): N ***ITEM 61 (This Report):*** 5

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

ITEM 36 — *TRAFFIC SAFETY*

	36	COND	DEF
A. Bridge Railing	0	4	S-A
B. Transitions	0	7	-
C. Approach Guardrail	0	5	M-P
D. Approach Guardrail Ends	0	5	M-P

WEIGHT POSTING — *Not Applicable* ☐

	H	3	3S2	Single
Actual Posting	15	17	25	N
Recommended Posting	15	17	25	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	Other Advance N	Other Advance S
	Y	Y	N	Y
	9 / 9	9 / 9	/	6 / 4

CLEARANCE POSTING

Not Actual Field Measurement X

Posted Clearance

	E ft	E in	W ft	W in	meter
		0		0	
		0		0	

Signs In Place (Y=Yes,N=No, NR=Not Required) / Legibility/ Visibility	At bridge E	At bridge W	Advance E	Advance W
	/	/	/	/

ACCESSIBILITY (Y/N/P)

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

TOTAL HOURS 78

PLANS (Y/N): Y

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

TAPE#: _____

List of field tests performed:
D-Meter, Visual and Hands-on

RATING

Rating Report (Y/N): Y

Date: 05/01/2020

Inspection data at time of existing rating
I 58: **7** I 59: **6** I 60: **7** Date : 07/17/2019

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

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

REASON: Advanced section loss at beam ends and midspan of Beam 6

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

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

DEFICIENCY REPORTING GUIDE

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

CATEGORIES OF DEFICIENCIES:

M= Minor Deficiency Deficiencies which are minor in nature, generally do not impact the structural integrity of the bridge and could easily be repaired. Examples include but are not limited to: Spalled concrete, Minor pot holes, Minor corrosion of steel, Minor scouring, Clogged drainage, etc.

S= Severe/Major Deficiency Deficiencies which are more extensive in nature and need more planning and effort to repair. Examples include but are not limited to: Moderate to major deterioration in concrete, Exposed and corroded rebars, Considerable settlement, Considerable scouring or undermining, Moderate to extensive corrosion to structural steel with measurable loss of section, etc.

C-S= Critical Structural Deficiency A deficiency in a structural element of a bridge that poses an extreme unsafe condition due to the failure or imminent failure of the element which will affect the structural integrity of the bridge.

C-H= Critical Hazard Deficiency A deficiency in a component or element of a bridge that poses an extreme hazard or unsafe condition to the public, but does not impair the structural integrity of the bridge. Examples include but are not limited to: Loose concrete hanging down over traffic or pedestrians, A hole in a sidewalk that may cause injuries to pedestrians, Missing section of bridge railing, etc.

URGENCY OF REPAIR:

I = Immediate- [Inspector(s) immediately contact District Bridge Inspection Engineer (DBIE) to report the Deficiency and to receive further instruction from him/her].

A = ASAP- [Action/Repair should be initiated by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) upon receipt of the Inspection Report].

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

STRUCTURES INSPECTION FIELD REPORT
ROUTINE & SPECIAL MEMBER INSPECTION

2-DIST	B.I.N.	BR. DEPT. NO.
01	0FN	A-13-014

CITY/TOWN	8.-STRUCTURE NO.	11-Kilo. POINT	90-ROUTINE INSP. DATE	93*-SPEC. MEMB. INSP. DATE
ASHFIELD	A13014-0FN-MUN-NBI	000.000	Jul 22, 2025	Jul 22, 2025

07-FACILITY CARRIED	MEMORIAL NAME/LOCAL NAME	27-YR BUILT	106-YR REBUILT	*YR REHAB'D (NON 106)
HWY APPLE VALLEY	WILLIS BR. NO. 12	1938	0000	0000

06-FEATURES INTERSECTED	26-FUNCTIONAL CLASS	DIST. BRIDGE INSPECTION ENGINEER M. P.E. McCabe
WATER UPPR BR CLESSON BK	Rural Local	Michael P E McCabe

43-STRUCTURE TYPE	22-OWNER	21-MAINTAINER	TEAM LEADER K. Trunfio	PROJ MGR Michael Baker Intl Inc
302 : Steel Stringer/Girder	Town Agency	Town Agency		

107-DECK TYPE	WEATHER	TEMP. (air)	TEAM MEMBERS
1 : Concrete Cast-in-Place	Sunny	24°C	M. MAZZU

WEIGHT POSTING — *Not Applicable* ☐

	H	3	3S2	Single
Actual Posting	15	17	25	N
Recommended Posting	15	17	25	N

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

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

	At bridge N	At bridge S	Advance N	Advance S
Signs In Place	Y	Y	N	Y
Legibility/ Visibility	9/9	9/9	/	6/4

PLANS (Y/N): Y

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

TAPE#:

RATING

Rating Report (Y/N): Y Date: 05/01/2020

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

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

REASON: Advanced section loss at beam ends and midspan of Beam 6

Inspection data at time of existing rating

I 58: 7 I 59: 6 I 60: 7 I 62: - Date :07/17/2019

SPECIAL MEMBER(S):

	MEMBER	CRACK (Y/N):	WELD'S CONDITION (0-9)	LOCATION OF CORROSION, SECTION LOSS (%), CRACKS, COLLISION DAMAGE, STRESS CONCENTRATION, ETC.	CONDITION PREVIOUS (0-9)	CONDITION PRESENT (0-9)	INV. RATING OF MEMBER FROM RATING ANALYSIS H-20	3	3S2	Deficiencies
A	Item 59.4 - Girders or Beams	N	N	See remarks in comments section.	5	4	15	17	25	S-A
B										
C										
D										
E										

List of field tests performed:
D-Meter, Visual and Hands-on

	I-58	I-59	I-60	I-62
(Overall Previous Condition)	6	5	7	-
(Overall Current Condition)	6	4	6	-

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

CATEGORIES OF DEFICIENCIES:

M= Minor Deficiency Deficiencies which are minor in nature, generally do not impact the structural integrity of the bridge and could easily be repaired. Examples include but are not limited to: Spalled concrete, Minor pot holes, Minor corrosion of steel, Minor scouring, Clogged drainage, etc.

S= Severe/Major Deficiency Deficiencies which are more extensive in nature and need more planning and effort to repair. Examples include but are not limited to: Moderate to major deterioration in concrete, Exposed and corroded rebars, Considerable settlement, Considerable scouring or undermining, Moderate to extensive corrosion to structural steel with measurable loss of section, etc.

C-S= Critical Structural Deficiency A deficiency in a structural element of a bridge that poses an extreme unsafe condition due to the failure or imminent failure of the element which will affect the structural integrity of the bridge.

C-H= Critical Hazard Deficiency A deficiency in a component or element of a bridge that poses an extreme hazard or unsafe condition to the public, but does not impair the structural integrity of the bridge. Examples include but are not limited to: Loose concrete hanging down over traffic or pedestrians, A hole in a sidewalk that may cause injuries to pedestrians, Missing section of bridge railing, etc.

URGENCY OF REPAIR:

I = Immediate- [Inspector(s) immediately contact District Bridge Inspection Engineer (DBIE) to report the Deficiency and to receive further instruction from him/her].

A = ASAP- [Action/Repair should be initiated by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) upon receipt of the Inspection Report].

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

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

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FN**	**A-13-014**	**A13014-0FN-MUN-NBI**	**JUL 22, 2025**

REMARKS

BRIDGE ORIENTATION
BIN 0FN is oriented from south to north and the elevations are west and east. The Upper Branch of Clesson Brook flows from west to east. The orientation is consistent with the plans, previous inspection reports and 2020 Rating Report.

GENERAL REMARKS
Structure A-13-014 (0FN) carries Apple Valley Road over the Upper Branch of Clesson Brook in the Town of Ashfield **(Sketch 1)**. The bridge is a simple single span structure comprised of six (6) steel beams, supporting a reinforced concrete deck overlaid with an asphalt wearing surface.

The beams are designated as Beam 1 though 6 from west to east. The bays are numbered Bay 1 through Bay 5 from west to east, upstream to downstream. The substructure consists of two (2) reinforced concrete abutments labeled North Abutment and South Abutment **(Sketch 2 and Photos 1-8)**.

WORK ACCESS
The underside of the deck, superstructure and substructure elements were inspected during daytime hours on foot. Waders and a 16' ladder were utilized to inspect the underside.

WEIGHT POSTING
The bridge has a posted weight restriction for 15 tons on two axles, 17 tons on three axles and 25 tons on five axles. There is an At-Bridge weight posting sign at both approaches **(Photos 3 and 5)**. The Advance weight posting sign at the South Approach is not at the preceding intersection, is bent, too low and tipped to the east **(Photo 9)**. The Advance weight posting sign at the North Approach (Scott Rd) is missing.

CHANNEL PROFILES
Channel profile measurements are taken on the upstream and downstream fascia of the bridge from the top of the rail base to the ground **(Chart 1)**.

ITEM 58 - DECK

Item 58.2 - Deck Condition
The deck has scattered transverse hairline and mapcracks, with and without efflorescence and isolated rust stains. There are concentrated areas of hairline and mapcracking with efflorescence along Beam 1 in Bay 1 and along Beam 6 in Bay 5. There are isolated honeycomb areas and spalls with and without exposed rebar (negligible section loss unless otherwise noted). See the following for specific locations and conditions:

- Bay 1, between Diaphragms 1 and 2: 6" diameter x 1" deep spall.
- Bay 3, 4 and 5, at North Abutment: Up to 8" diameter x 1" deep spalls with exposed rebar.
- Bay 4, south of Diaphragm 1: 1'-0" diameter x 1" deep honeycomb.
- Bay 5, at North Abutment: 1'-6" long x 4" wide x 1" deep spall with exposed rebar **(Photo 10)**.

Item 58.4 - Curbs
The West Rail Base has scattered areas of scale up to 1'-0" diameter x 1" deep.

Item 58.8 - Railing
DEF = S-A: There is up to heavy rust typically in the posts around the railings and isolated rust holes in the posts and railing.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FN**	**A-13-014**	**A13014-0FN-MUN-NBI**	**JUL 22, 2025**

REMARKS

The railings have areas of peeling paint and moderate rust throughout. There are isolated undersized bolts at the baseplates. The anchor bolt nuts typically have up to 25% section loss with isolated locations up to 100% section loss **(Photo 11)**. See the following for specific locations and conditions:

West Railing

- **DEF = S-A: 1st post from south at web below top rail: Up to 2" high x 1/2" wide rust hole with adjacent knife edge remaining (Photo 12)**.
- **DEF = S-A: 1st and 2nd post from south at base of flange: Up to 2" high x 1/2" wide rust hole with adjacent knife edge remaining (Photo 13)**.
- 1st and 2nd post from south at base plate: Undersized bolts.
- **DEF = S-A: 2nd rail from south (bottom rail) near Post 3: Up to 3" long x 1-1/2" wide rust hole (Photo 14)**.

ITEM 59 - SUPERSTRUCTURE

Item 59.4 - Girders or Beams
DEF = S-A: Beams 1 & 6 have isolated areas of up to heavy rust with up to 100% section loss over the abutments.

The beams have scattered areas of light to moderate rust throughout. See the following for specific locations and conditions:

Beam 1

- Web and bottom flange near North and South Abutment: Section loss **(Sketch 3 and Photo 15)**.

Beam 6

- Web and bottom flange near South Abutment: Section loss **(Sketch 4 and Photos 16-17)**.
- Web and bottom flange near North Abutment and Midspan: Section loss **(Sketch 5 and Photo 18)**.
- Top 12" of web at North Abutment: Minor out of plane bending to the east **(Photo 19)**.

Item 59.9 - Bearing Devices
Scattered bearings have heavy rust with up to 3/16" deep section loss to the masonry and sole plates. Isolated anchor bolt nuts have up to 90% section loss. There is an isolated backed off anchor bolt nut and an isolated bearing that is undermined due to scale. See the following for specific locations and conditions:

South Abutment

- Bearing 1: Heavy rust with up to 3/16" section loss to masonry and sole plate.
- Bearing 6, west and east side: Anchor bolt nut with section loss up to 90% **(Photo 20)**.
- Bearing 6: Heavy rust with up to 3/16" section loss to masonry and sole plate.

North Abutment

- Bearing 1, west side: Anchor bolt nut with section loss up to 90%.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FN**	**A-13-014**	**A13014-0FN-MUN-NBI**	**JUL 22, 2025**

REMARKS

- Bearing 1: Heavy rust with up to 3/16" section loss to masonry and sole plate.
- Bearing 4, west side: Anchor bolt nut backed off 1-1/2" high.
- Bearing 5: Heavy rust with up to 3/16" section loss to masonry and sole plate **(Photo 21)**.
- Bearing 6, southeast corner: 1" long x 1" wide undermining from scale **(Photo 22)**. See **Item 60.1.b - Bridge Seats** for additional comments.
- Bearing 6: Heavy rust with up to 3/16" section loss to masonry and sole plate.
- Bearing 6, west and east side: Anchor bolt nut with section loss up to 90%.

Item 59.14 - Paint/Coating
There is typically scattered freckled rust throughout the superstructure with isolated locations of failed paint **(Photos 8 and 15-18)**. The remaining paint is chalked. See **Item 59.4 - Girders and Beams** for additional comments.

ITEM 60 - SUBSTRUCTURE

Item 60.1 - Abutments
Item 60.1.a - Pedestals
There are full height x up to 3/16" wide cracks in the Beam 4 pedestal at the North Abutment **(Photo 23)**.

Item 60.1.b - Bridge Seats
The bridge seats have heavy debris buildup at all four corners **(Photo 24)**. There are scattered areas of scale. See the following for specific locations and conditions:

South Abutment
- Below Beam 1: 1'-0" long x 2" high x 2" deep scale.
- Below Beam 6: 1'-0" long x 4'-6" wide x 4" high (onto the breastwall face) x 2" deep scale.

North Abutment
- Below east overhang: 1'-0" long x 2" high x 2" deep scale.
- Below Beam 6: 2'-8" long x 1-1/2" high x 7" wide scale **(Photo 24)**.

Item 60.1.d - Breastwalls
The reinforced concrete abutments have concrete bump outs designated as curtain walls at the lower portion of the the breastwalls. There are scattered shrinkage cracks and isolated vertical hairline cracks with and without efflorescence. There are isolated areas of scale typically at the water line or below the weep holes. See the following for specific locations and conditions:

South Breastwall
- Curtain wall below Bay 1: Full height vertical hairline crack with efflorescence.
- Curtain wall below Beam 1, at bottom: 4'-0" wide x 1'-6" high x 5" deep scale partially hidden by debris build up **(Photo 25)**.
- Curtain wall below Beam 6, at bottom: 4'-6" long (north face) x 1'-4" wide (east face) x up to 5" high x up to 3" deep abrasion/undermining **(Photo 26)**.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FN**	**A-13-014**	**A13014-0FN-MUN-NBI**	**JUL 22, 2025**

REMARKS

North Breastwall

- Bay 1, below west weep hole: 5'-3" long x up to 2'-6" high x up to 6" deep abrasion/undermining **(Photo 27)**.
- Bay 5, below east weep hole: Minor scale.

Item 60.1.e - Wingwalls
There are isolated diagonal cracks up to 1/8" wide with efflorescence, some with spalled areas. See the following for specific locations and conditions:

Southwest Wingwall

- Near the top: 4'-0" wide x 1'-0" high x 1/2" deep scale with adjacent diagonal hairline crack with efflorescence.

Northwest Wingwall

- At the cheekwall: Two (2) diagonal cracks, with efflorescence, up to 1/8" wide x full height with spalled areas up to 2" wide x 8" high x 1" deep **(Photo 28)**.

Item 60.1.h - Footings
Both abutments are founded on ledge.

Item 60.1.j - Scour
See **Item 60.1.d - Breastwalls** for comments.

ITEM 61 - CHANNEL AND CHANNEL PROTECTION

Item 61.1 - Channel Scour
The stream favors the south side of the channel, which is up to 2' deeper than the north **(Chart 1)**.

Item 61.2 - Embankment Erosion
The southeast and southwest embankments are eroded and cut back, up to 10' high x 6' deep **(Photo 29)**.

Item 61.3 - Debris
In the upstream channel, there are several small downed trees. There is debris build up along the South Breastwall below Beam 1.

Item 61.6 - Rip-Rap/Slope Protection
Along the southeast and southwest wingwalls, the rip-rap has been removed by high flows **(Photo 29)**.

TRAFFIC SAFETY

Item 36a - Bridge Railing
The bridge rails consist of two steel pipe rails, mounted through steel I-posts bolted to the reinforced concrete rail bases. See **Item 58.8 - Railing** for additional comments.

Item 36b - Transitions
The northwest, northeast, and southeast transitions consist of single steel W-beam panels mounted on steel posts with steel blockouts, not tied into the bridge railing, spaced at 6'.

There is no transition at the southwest corner of the bridge.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FN**	**A-13-014**	**A13014-0FN-MUN-NBI**	**JUL 22, 2025**

REMARKS

Item 36c - Approach Guardrail

The northwest, northeast, and southeast approach guardrails consist of single steel W-beam panels mounted on steel posts with steel blockouts, spaced at 6'.

The southwest section has no guardrail **(Photos 3 & 4)**.

All guardrails have minor collision damage.

Item 36d - Approach Guardrail Ends

The northwest, northeast, and southeast approach guardrails have terminal ends, not swept from traffic.

The southwest guardrail has no end treatment.

All guardrail ends have moderate to heavy collision damage **(Photo 30)**.

Sketch / Chart / Photo Log

Sketch 1 : Location Map.
Sketch 2 : Framing Plan.
Sketch 3 : Beam 1, West Elevation: Section loss.
Sketch 4 : Beam 6, South Abutment, East Elevation: Section Loss.
Sketch 5 : Beam 6, North Abutment, East Elevation: Section Loss.
Chart 1 : Channel Profile Measurement.
Photo 1 : East Elevation of bridge.
Photo 2 : West Elevation of bridge.
Photo 3 : Bridge from South Approach, looking northwest.
Photo 4 : South Approach from Bridge, looking southeast.
Photo 5 : Bridge from North Approach, looking southeast.
Photo 6 : North Approach from Bridge, looking northwest.
Photo 7 : Typical wearing surface, looking northwest.
Photo 8 : Typical underside, looking south.
Photo 9 : Advanced weight posting sign at south approach is bent, too low and tipped to the east.
Photo 10 : Bay 5 at North Abutment, spall with exposed rebar.
Photo 11 : East Railing, 2nd post from south with section loss to anchor bolt nuts.
Photo 12 : West Railing, 1st post from south with rust hole in web.
Photo 13 : West railing, 1st post from south, with rust hole at base of flange.
Photo 14 : West Railing, 2nd rail from south near Post 3 with rust hole.
Photo 15 : Beam 1, west face at South Abutment with section loss to web and bottom flange.
Photo 16 : Beam 6, east face at South Abutment with section loss to web and bottom flange.
Photo 17 : Beam 6, west face, 11' from South Abutment with section loss to bottom flange.
Photo 18 : Beam 6, east face at North Abutment with section loss to web and bottom flange.
Photo 19 : Beam 6, east face at North Abutment with minor out of plane bending at top of web.
Photo 20 : Bearing 6 at South Abutment, west anchor bolt nut with section loss.
Photo 21 : Bearing 5 at North Abutment with heavy rust and section loss to masonry and sole plate.
Photo 22 : Bearing 6 at North Abutment, southeast corner undermined due to scale.
Photo 23 : Beam 4 pedestal at North Abutment with wide cracks.
Photo 24 : North Abutment bridge seat below Beam 6 with heavy debris buildup and scale.
Photo 25 : Curtain wall, below Beam 1, at bottom with scale partially hidden by debris.
Photo 26 : Curtain wall, below Beam 6, at bottom with abrasion/undermining.
Photo 27 : North Breastwall, Bay 1, below west weep hole with abrasion/undermining.
Photo 28 : Northwest Wingwall with diagonal cracks, efflorescence and spalls.
Photo 29 : Southwest Embankment with erosion and missing rip-rap.

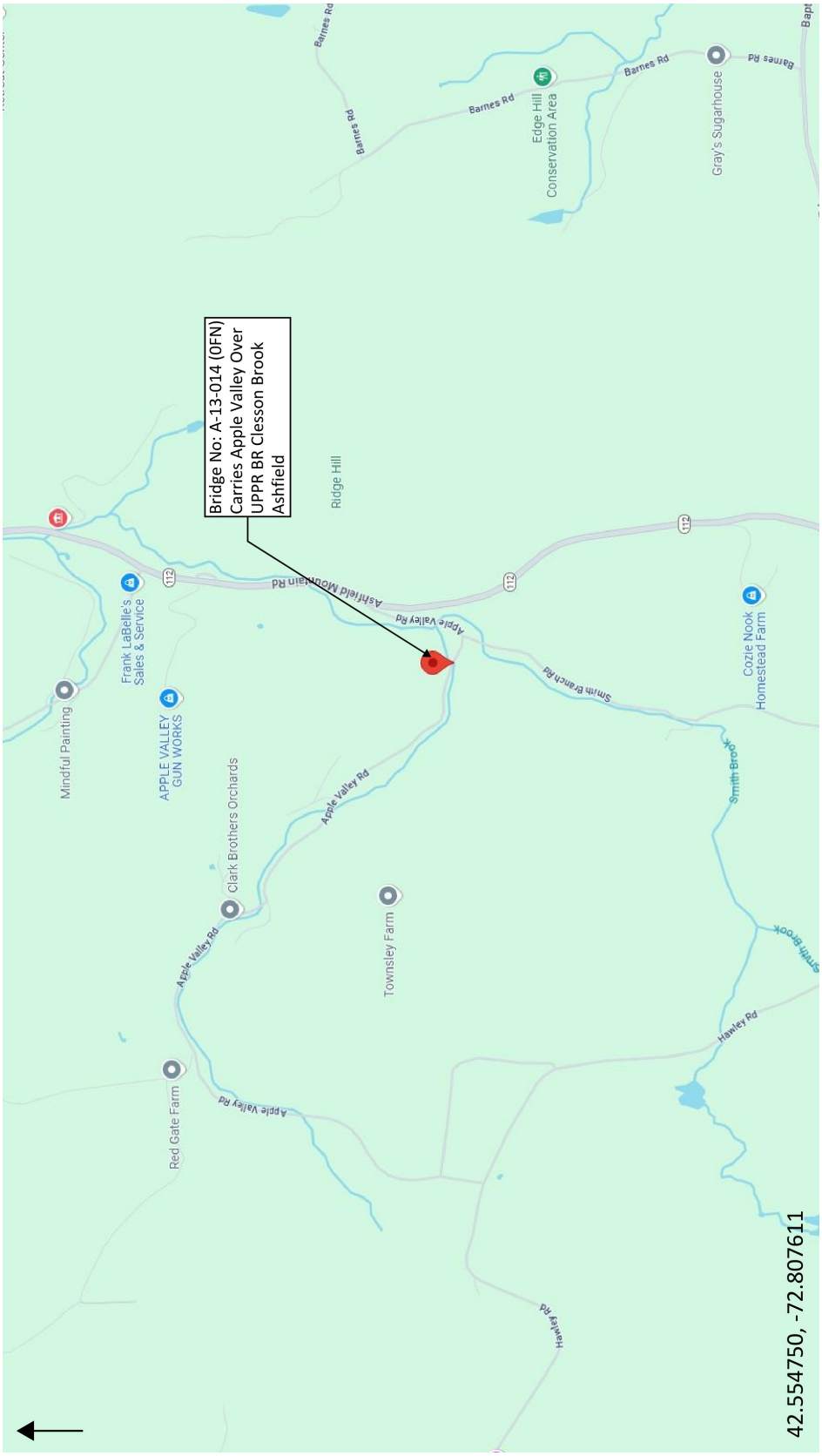
CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FN**	**A-13-014**	**A13014-0FN-MUN-NBI**	**JUL 22, 2025**

REMARKS

Photo 30 : Southeast Approach Guardrail with collision damage.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FN**	**A-13-014**	**A13014-0FN-MUN-NBI**	**JUL 22, 2025**

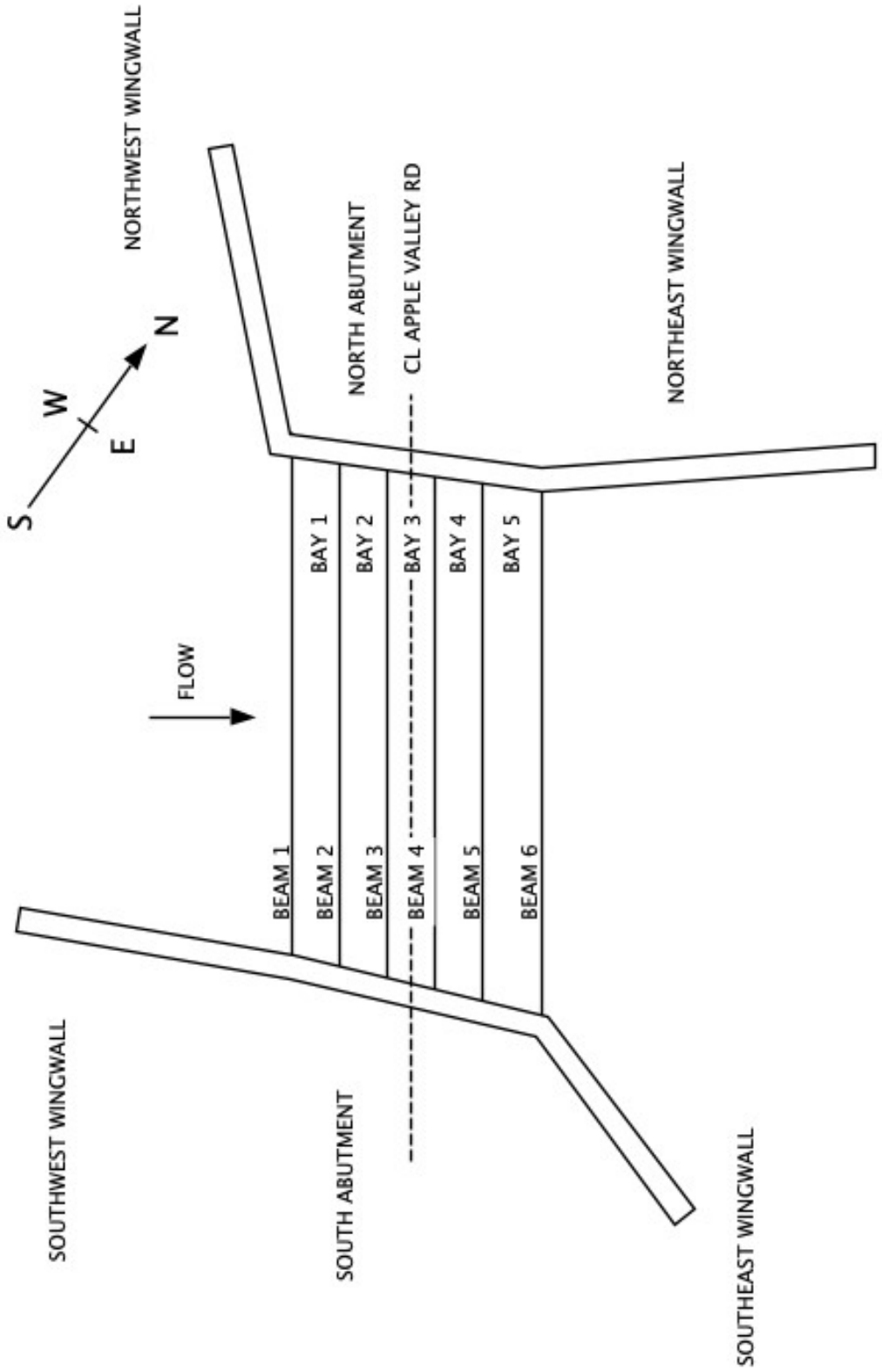
SKETCHES



Sketch 1: Location Map.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FN**	**A-13-014**	**A13014-0FN-MUN-NBI**	**JUL 22, 2025**

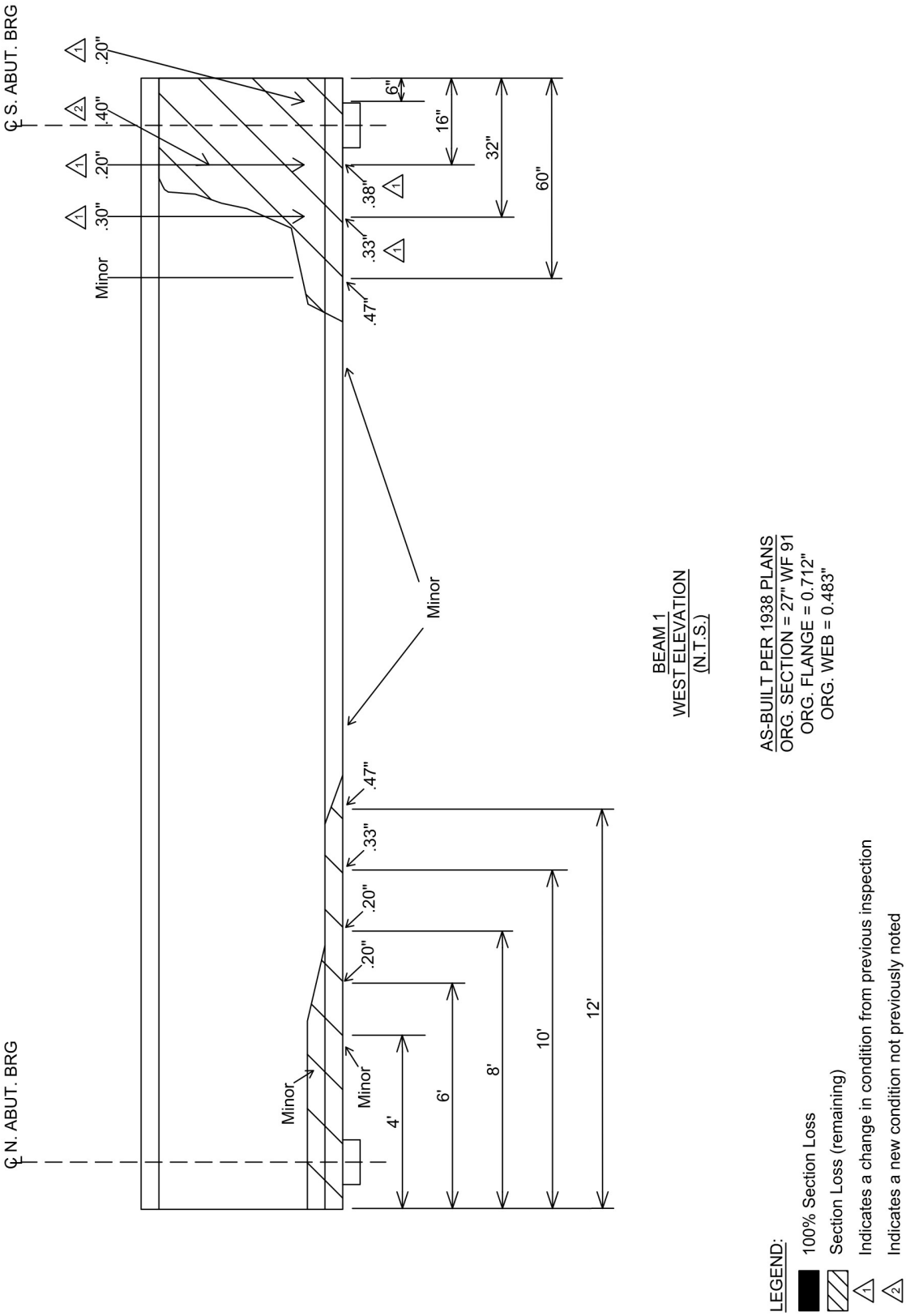
SKETCHES



Sketch 2: Framing Plan.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FN**	**A-13-014**	**A13014-0FN-MUN-NBI**	**JUL 22, 2025**

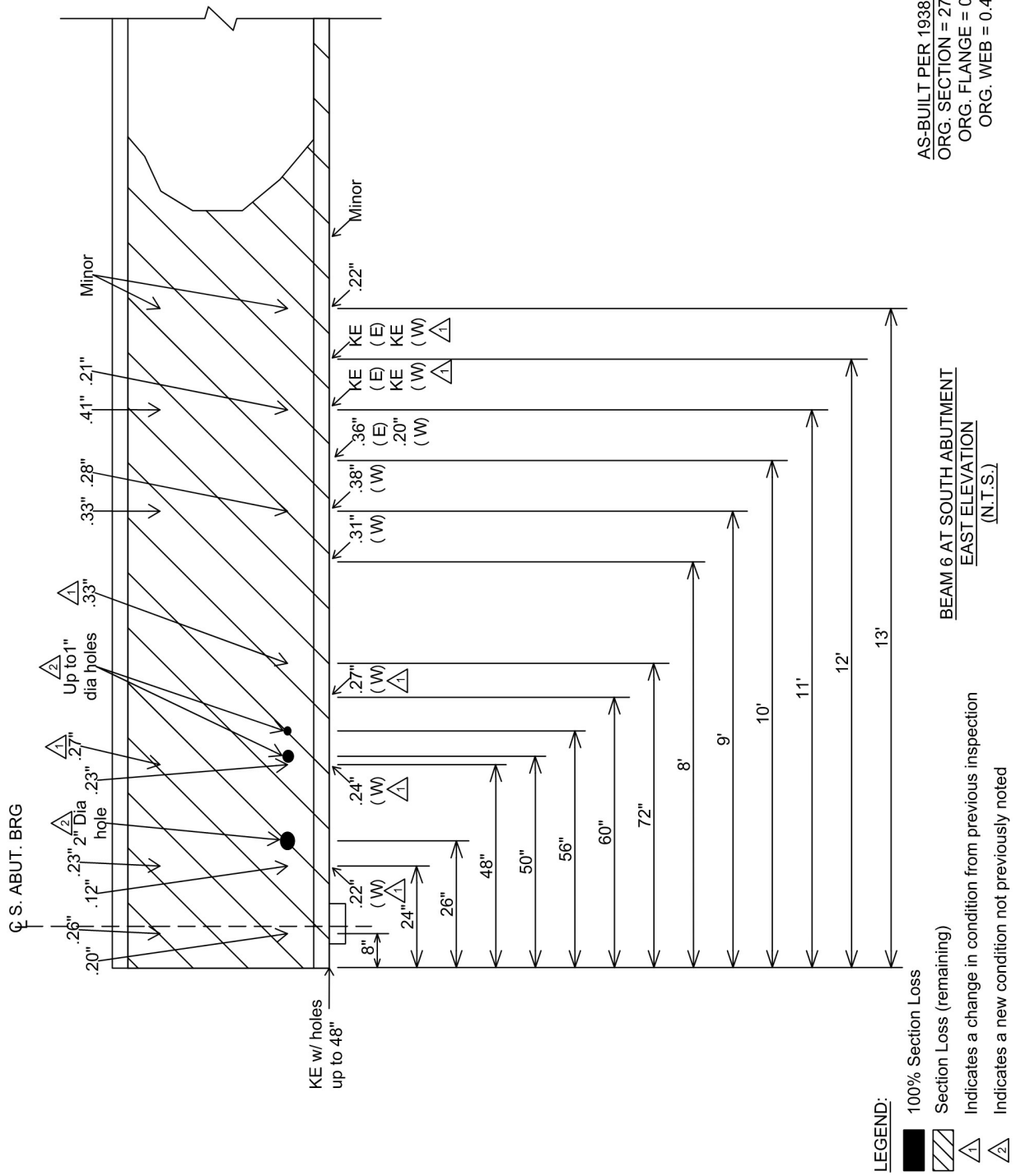
SKETCHES



Sketch 3: Beam 1, West Elevation: Section loss.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FN**	**A-13-014**	**A13014-0FN-MUN-NBI**	**JUL 22, 2025**

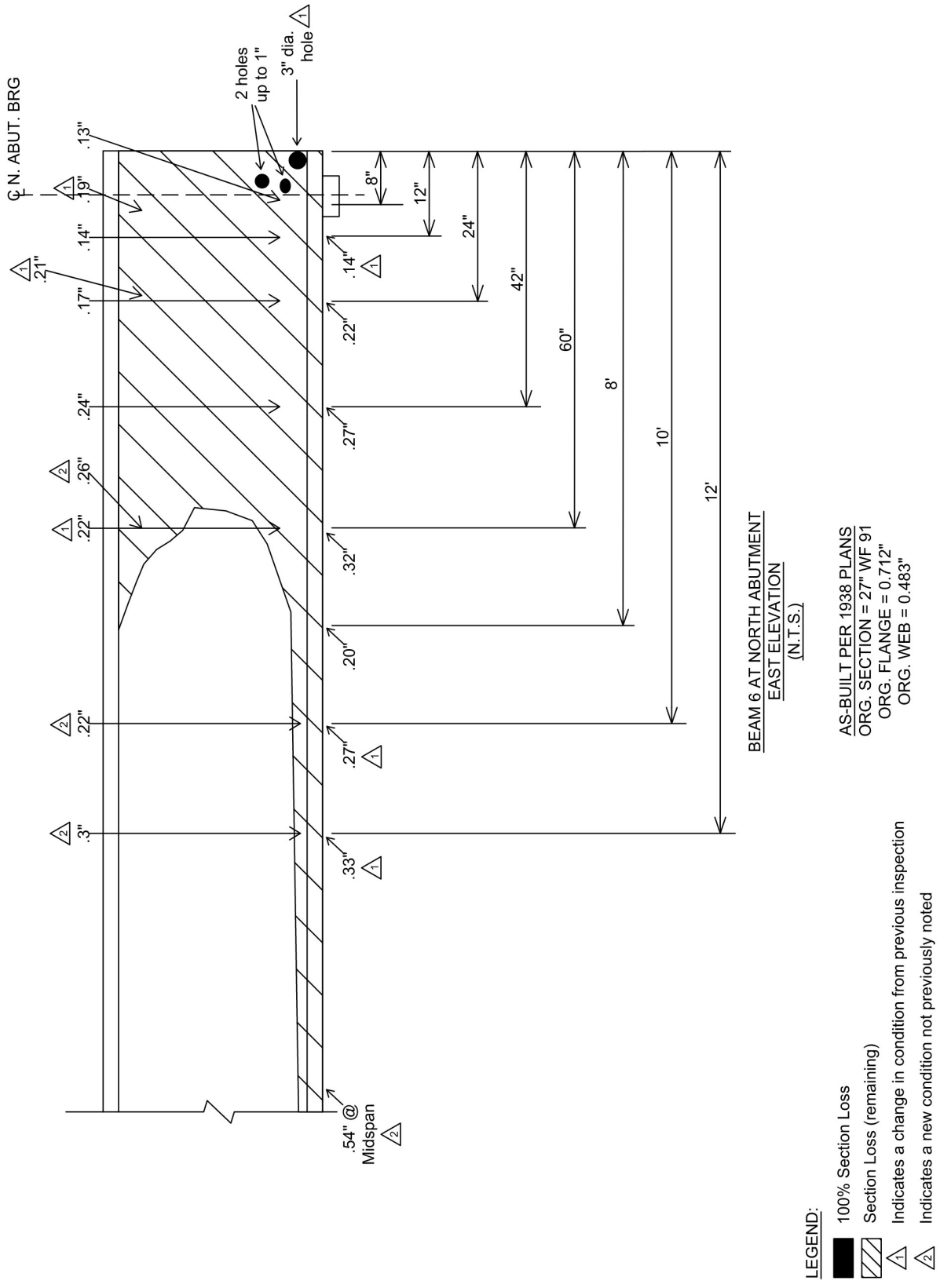
SKETCHES



Sketch 4: Beam 6, South Abutment, East Elevation: Section Loss.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FN**	**A-13-014**	**A13014-0FN-MUN-NBI**	**JUL 22, 2025**

SKETCHES



Sketch 5: Beam 6, North Abutment, East Elevation: Section Loss.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FN**	**A-13-014**	**A13014-0FN-MUN-NBI**	**JUL 22, 2025**

CHARTS

BIN 0FN - Channel Profile Readings												
	East Fascia						West Fascia					
DATE	N. Abut.	3rd Post	4th Post	5th Post	S. Abut.	FB @ 5th Post	N.Abut.	3rd Post	4th Post	5th Post	S. Abut.	FB @ 4th Post
7/7/2023	12.3'	15.1'	16.2'	16.3'	15.6'	N/A	14.0'	15.3'	15.5'	15.9'	15.4'	N/A
7/22/2025	12.2'	15.3'	16'	16.5'	14.7'	16'	13.7	14.7'	15.7'	15.5'	15.2'	15.5'

NOTES:
* All readings taken from streambed to top of railbase.
* All readings in decimal feet.
* Posts labeled from north

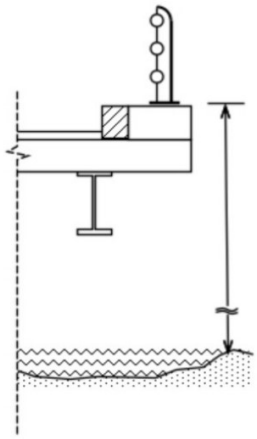


Chart 1: Channel Profile Measurement.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FN**	**A-13-014**	**A13014-0FN-MUN-NBI**	**JUL 22, 2025**

PHOTOS

Photo 1: East Elevation of bridge.

Photo 2: West Elevation of bridge.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FN**	**A-13-014**	**A13014-0FN-MUN-NBI**	**JUL 22, 2025**

PHOTOS

Photo 3: **Bridge from South Approach, looking northwest.**

Photo 4: **South Approach from Bridge, looking southeast.**

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FN**	**A-13-014**	**A13014-0FN-MUN-NBI**	**JUL 22, 2025**

PHOTOS

Photo 5: **Bridge from North Approach, looking southeast.**

Photo 6: **North Approach from Bridge, looking northwest.**

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FN**	**A-13-014**	**A13014-0FN-MUN-NBI**	**JUL 22, 2025**

PHOTOS

Photo 7: **Typical wearing surface, looking northwest.**

Photo 8: **Typical underside, looking south.**

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	0FN	A-13-014	A13014-0FN-MUN-NBI	JUL 22, 2025

PHOTOS

Photo 9: **Advanced weight posting sign at south approach is bent, too low and tipped to the east.**

Photo 10: **Bay 5 at North Abutment, spall with exposed rebar.**

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	0FN	A-13-014	A13014-0FN-MUN-NBI	JUL 22, 2025

PHOTOS

Photo 11: East Railing, 2nd post from south with section loss to anchor bolt nuts.

Photo 12: West Railing, 1st post from south with rust hole in web.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	0FN	A-13-014	A13014-0FN-MUN-NBI	JUL 22, 2025

PHOTOS

Photo 13: West railing, 1st post from south, with rust hole at base of flange.

Photo 14: West Railing, 2nd rail from south near Post 3 with rust hole.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FN**	**A-13-014**	**A13014-0FN-MUN-NBI**	**JUL 22, 2025**

PHOTOS

Photo 15: **Beam 1, west face at South Abutment with section loss to web and bottom flange.**

Photo 16: **Beam 6, east face at South Abutment with section loss to web and bottom flange.**

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FN**	**A-13-014**	**A13014-0FN-MUN-NBI**	**JUL 22, 2025**

PHOTOS

Photo 17: **Beam 6, west face, 11' from South Abutment with section loss to bottom flange.**

Photo 18: **Beam 6, east face at North Abutment with section loss to web and bottom flange.**

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	0FN	A-13-014	A13014-0FN-MUN-NBI	JUL 22, 2025

PHOTOS

Photo 19: **Beam 6, east face at North Abutment with minor out of plane bending at top of web.**

Photo 20: **Bearing 6 at South Abutment, west anchor bolt nut with section loss.**

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FN**	**A-13-014**	**A13014-0FN-MUN-NBI**	**JUL 22, 2025**

PHOTOS

Photo 21: **Bearing 5 at North Abutment with heavy rust and section loss to masonry and sole plate.**

Photo 22: **Bearing 6 at North Abutment, southeast corner undermined due to scale.**

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FN**	**A-13-014**	**A13014-0FN-MUN-NBI**	**JUL 22, 2025**

PHOTOS

Photo 23: Beam 4 pedestal at North Abutment with wide cracks.

Photo 24: North Abutment bridge seat below Beam 6 with heavy debris buildup and scale.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	0FN	A-13-014	A13014-0FN-MUN-NBI	JUL 22, 2025

PHOTOS

Photo 25: Curtain wall, below Beam 1, at bottom with scale partially hidden by debris.

Photo 26: Curtain wall, below Beam 6, at bottom with abrasion/undermining.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	0FN	A-13-014	A13014-0FN-MUN-NBI	JUL 22, 2025

PHOTOS

Photo 27: North Breastwall, Bay 1, below west weep hole with abrasion/ undermining.

Photo 28: Northwest Wingwall with diagonal cracks, efflorescence and spalls.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	0FN	A-13-014	A13014-0FN-MUN-NBI	JUL 22, 2025

PHOTOS

Photo 29: Southwest Embankment with erosion and missing rip-rap.

Photo 30: Southeast Approach Guardrail with collision damage.