STRUCTURES INSPECTION FIELD REPORT

ROUTINE & SPECIAL MEMBER INSPECTION

2-DIST	B.I.N.	BR. DEPT. NO.
01	0FM	A-13-020

CITY/TOWN	8.-STRUCTURE NO.	11-Kilo. POINT	41-STATUS	90-ROUTINE INSP. DATE
ASHFIELD	A13020-0FM-MUN-NBI	000.000	P:POSTED	JUL 7, 2025

07-FACILITY CARRIED	MEMORIAL NAME/LOCAL NAME	27-YR BUILT	106-YR REBUILT	YR REHAB'D (NON 106)
HWY APPLE VALLEY	SCHOOLHOUSE NO. 13	1939	0000	0000

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

43-STRUCTURE TYPE	22-OWNER	21-MAINTAINER	TEAM LEADER R. Mancari
302 : Steel Stringer/Girder	Town Agency	Town Agency	Reed Mancari

107-DECK TYPE	WEATHER	TEMP. (air)	TEAM MEMBERS
1 : Concrete Cast-in-Place	Cloudy	27°C	M. G. GINIS

ITEM 58 — DECK — 7

		DEF
1.Wearing Surface	8	-
2.Deck Condition	7	-
3.Stay in Place Forms	N	-
4.Curbs	7	-
5.Median	N	-
6.Sidewalks	N	-
7.Parapets	N	-
8.Railing	6	M-P
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
	140	140

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		7	-
14.Paint/Coating		5	M-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 — 4

	Dive	Cur		DEF
1. Abutments			4	
a. Pedestals	N	N		-
b. Bridge Seats	N	7		-
c. Backwalls	N	7		-
d. Breastwalls	N	7		-
e. Wingwalls	N	7		-
f. Slope Paving/Rip-Rap	N	7		-
g. Pointing	N	N		-
h. Footings	N	7		-
i. Piles	N	N		-
j. Scour	N	4		S-A
k. Settlement	N	7		-
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 — Y

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

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

I-60 (Dive Report): N *I-60 (This Report):* 4

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	**0FM**	**A-13-020**	**A13020-0FM-MUN-NBI**	**JUL 7, 2025**

ITEM 61 — CHANNEL & CHANNEL PROTECTION: 4

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

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

ITEM 61 (Dive Report): N ***ITEM 61 (This Report):*** 4

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

ITEM 36 — *TRAFFIC SAFETY*

	36	COND	DEF
A. Bridge Railing	0	6	M-P
B. Transitions	0	0	S-P
C. Approach Guardrail	0	0	S-P
D. Approach Guardrail Ends	0	0	S-P

WEIGHT POSTING — *Not Applicable* ( )

	H	3	3S2	Single
Actual Posting	19	22	36	N
Recommended Posting	19	22	36	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	Y	Y
	8 / 6	8 / 8	8 / 8	8 / 8

CLEARANCE POSTING

Not Actual Field Measurement (X)

Posted Clearance

	E ft	E in	W ft	W in	meter
Not Actual Field Measurement		0		0	
Posted Clearance		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:		
CHESTWADERS	P	Y

TOTAL HOURS 8

PLANS (Y/N): Y

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

TAPE#: _____

List of field tests performed:
D-meter

RATING

Rating Report (Y/N): Y

Date: 04/01/2020

Inspection data at time of existing rating
I 58: **7** I 59: **6** I 60: **7** Date : 09/26/2019

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

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

REASON: Severe section loss at beam 1, south end since last rating.

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	0FM	A-13-020

CITY/TOWN	8.-STRUCTURE NO.	11-Kilo. POINT	90-ROUTINE INSP. DATE	93*-SPEC. MEMB. INSP. DATE
ASHFIELD	A13020-0FM-MUN-NBI	000.000	Jul 7, 2025	Jul 7, 2025

07-FACILITY CARRIED	MEMORIAL NAME/LOCAL NAME	27-YR BUILT	106-YR REBUILT	*YR REHAB'D (NON 106)
HWY APPLE VALLEY	SCHOOLHOUSE NO. 13	1939	0000	0000

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

43-STRUCTURE TYPE	22-OWNER	21-MAINTAINER	TEAM LEADER R. Mancari
302 : Steel Stringer/Girder	Town Agency	Town Agency	Reed Mancari

107-DECK TYPE	WEATHER	TEMP. (air)	TEAM MEMBERS
1 : Concrete Cast-in-Place	Cloudy	27°C	M. G. GINIS

WEIGHT POSTING — *Not Applicable* ☐

	H	3	3S2	Single
Actual Posting	19	22	36	N
Recommended Posting	19	22	36	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	Y	Y
Legibility/ Visibility	8/6	8/8	8/8	8/8

PLANS (Y/N): Y

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

TAPE#:

RATING

Rating Report (Y/N): Y Date: 04/01/2020

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

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

REASON: Severe section loss at beam 1, south end since last rating.

Inspection data at time of existing rating

I 58: 7 I 59: 6 I 60: 7 I 62: - Date : 09/26/2019

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		See remarks in comments section.	6	4	18	24	36	S-A
B	Item 60.1.j - Scour	N		See remarks in comments section.	4	4	Not Rated			S-A
C										
D										
E										

List of field tests performed:

D-meter

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

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

CATEGORIES OF DEFICIENCIES:

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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	**0FM**	**A-13-020**	**A13020-0FM-MUN-NBI**	**JUL 7, 2025**

REMARKS

BRIDGE ORIENTATION
Apple Valley Road travels north and south. Upper Branch of the Clesson Brook flows from west to east. This single span structure consists of five steel beams, supporting a reinforced concrete deck, with an asphalt wearing surface. The beams and bays are numbered from west to east, upstream to downstream, in accordance with the 2018 Repair Plans and the 2020 Rating Report. **See sketch 1 and photos 1 & 2.**

GENERAL REMARKS
The north at bridge posting is partially covered by vegetation and tipped towards the roadway. **See photo 1.**

ITEM 58 - DECK

Item 58.2 - Deck Condition
In bays 1 & 2, at the north end, there is hairline mapcracking with efflorescence, and random damp areas.

In bays 2 & 3, at 10' from the south end, there are several transverse hairline cracks with efflorescence. **See photo 2.**

Item 58.4 - Curbs
In the west curb, at the south end, the curb is scaled, 12" long x 12" wide x up to full height.

Item 58.8 - Railing
Both railings have random minor areas of peeling paint and rusting.

In the west railing, the south post and the fourth post from the south is bent, with the top rail tipped south.

At the east railing the north post is bent to south. **See photo 3.**

ITEM 59 - SUPERSTRUCTURE

Item 59.4 - Girders or Beams
Beam 1, at the south end, there is section loss. **See sketch 2 and photo 4.**

Beam 1, at the north end, beyond the repaired area, there is moderate rusting, with minor delamination and minor section loss.

Beam 1, 12' from the north end, the bottom flange is bent out of plane 10" long x 1/4" high.

The north end of beam 5, the web bowed to the west, 1/8" over the bearing area.

Item 59.9 - Bearing Devices
Along the south abutment bearings, all of the anchor bolts are tipped toward the backwalls.

Bearing 1, at the south abutment, is heavily rusted with delamination and pack rust. **See photo 4.**

Bearing 1, at the north abutment, has painted over section loss, with chipping paint and rust bleeding.

Bearings 3 & 4, at the north abutment, the east anchor bolts have sheared off.

Item 59.14 - Paint/Coating
The entire superstructure is chalked, with areas of peeling paint and rusting. **See photo 2.**

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
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REMARKS

At the beam ends, there is widespread failure. Beam 1 is the worst. **See photo 4.**

ITEM 60 - SUBSTRUCTURE

Item 60.1 - Abutments
Item 60.1.b - Bridge Seats
At all four corners, the bridge seats have a minor accumulation of debris.

Item 60.1.c - Backwalls
At the west end of the north backwall, there is a spall, 12" diameter x 1" deep, with minor cracking and efflorescence surrounding the spall.

Item 60.1.d - Breastwalls
Both breastwalls have random vertical hairline cracks, up to full height.

South Breastwall
There is minor abrasion along the bottom, up to 24" high.

North Breastwall
Below beam 2, there is a vertical crack, 1/32" wide x full height.

Below beam 4, there is a vertical crack, 1/16" wide x full height.

Item 60.1.e - Wingwalls
All wingwalls, have hairline mapcracking with efflorescence.

In both south wingwalls, along the bottom, there is minor abrasion.

Item 60.1.h - Footings
The north footing is hidden by design

The south breastwall and southeast wingwall footings are exposed, full length, with minor abrasion. **See photos 5 - 7.**

Item 60.1.j - Scour
The south footing is exposed, full length with isolated areas of undermining. Most of the previously noted undermining has been filled in since the previous Routine Inspection Report, dated 7/18/2023. **See charts 1 - 3 and photo 5 & 6.**

The southeast wingwall footing is exposed, full length. The previously noted undermining has been filled in since the previous Routine Inspection Report, dated 7/18/2023. **See charts 1 - 3 and photo 7.**

SubStructure Undermining Notes
Refer to Item 60.1.j - Scour and chart 3.

SubStructure Scour Notes
Refer to Item 60.1.j - Scour.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FM**	**A-13-020**	**A13020-0FM-MUN-NBI**	**JUL 7, 2025**

REMARKS

ITEM 61 - CHANNEL AND CHANNEL PROTECTION

Item 61.1 - Channel Scour
The south 1/3 of the channel has scoured out along the south abutment, up to 6' deep, in accordance with the plan. **See charts 1 - 3 and photos 6 & 7.**

The stream favors the south side of the channel. **See photos 6 & 7.**

Item 61.2 - Embankment Erosion
The southwest embankment has moderate erosion, up to 7' high x 5' cut back x 40" deep. **See photo 8.**

The southeast embankment is eroding near the toe of the wingwall, with exposed fill and unstable boulders in this area. **See photo 7.** The Jersey barrier resting on this fill is tipped toward the brook.

Item 61.3 - Debris
At the upstream opening, there are several large logs in the channel.

Item 61.4 - Vegetation
In the north half of the channel, there is vegetation encroaching on the channel. At the northwest corner, there is vegetation growing into the roadway.

Item 61.6 - Rip-Rap/Slope Protection
The boulders (rip-rap) in place at the toe of the southeast wingwall are starting to slough into the brook. **See photo 7.**

Item 61.7 - Aggradation
In the center of the channel, there are large boulders that are causing the stream to favor the south side. **See photo 6.**

TRAFFIC SAFETY

Item 36a - Bridge Railing
The bridge railings consist of steel pipe rails with steel I-posts. Refer to Item 58.8. - Railing.

Item 36b - Transitions
There are no transitions in place. **See photo 1.**

Item 36c - Approach Guardrail
There is no approach guardrail in place. **See photo 1.**

Item 36d - Approach Guardrail Ends
There are no approach guardrail ends in place. **See photo 1.**

Sketch / Chart / Photo Log
Sketch 1 : Framing Plan.
Sketch 2 : Beam 1 south end section loss.
Chart 1 : Dropline readings.
Chart 2 : South footing exposure.
Chart 3 : Undermining of the south abutment.
Photo 1 : General topside, looking south.
Photo 2 : General underside, looking south.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
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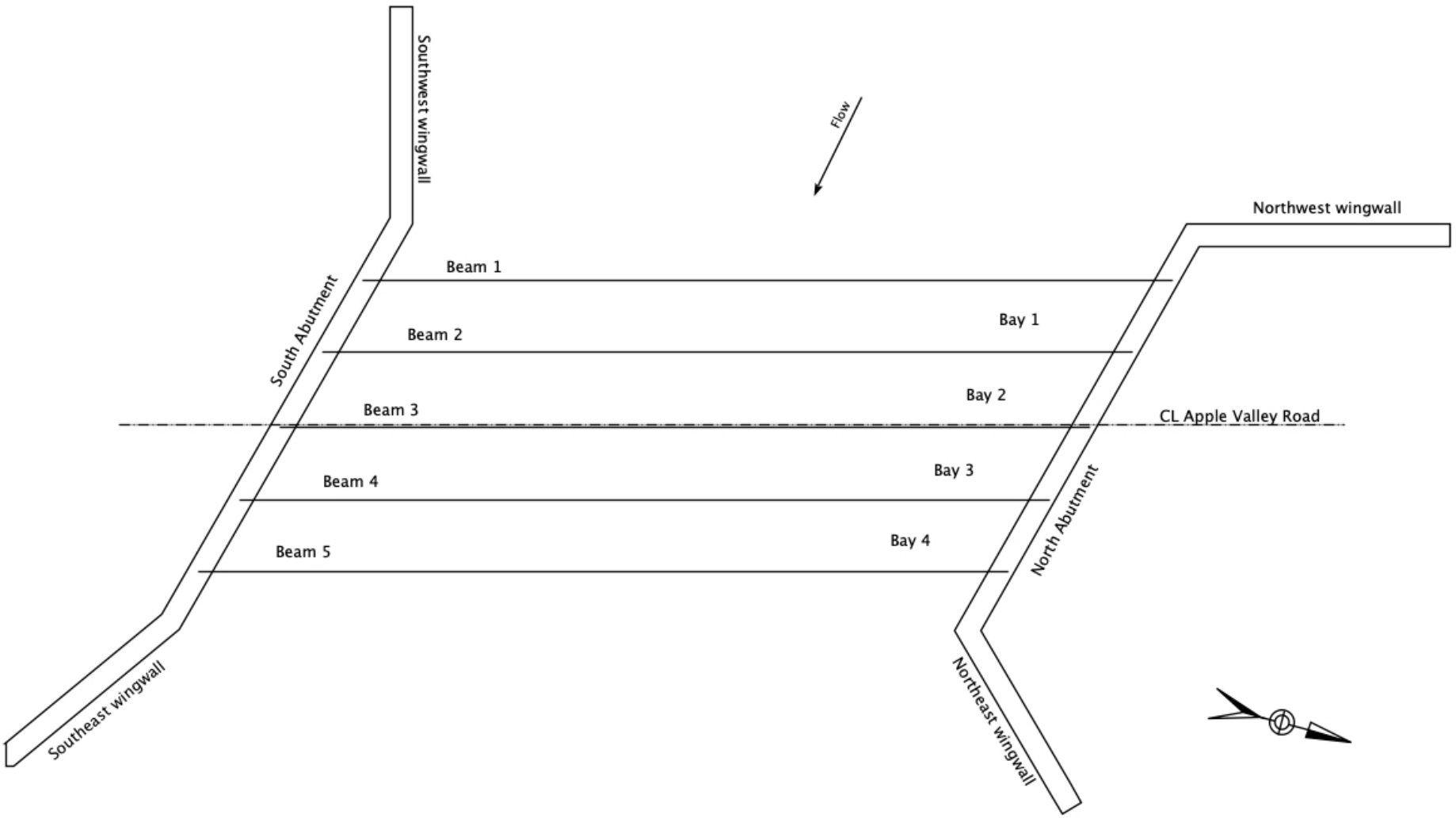
REMARKS

Photo 3 : Bent northeast post.
Photo 4 : Beam 1 south end section loss.
Photo 5 : South footing exposed.
Photo 6 : Overall view of the channel, looking downstream. Note the exposed south footing.
Photo 7 : Settled boulders in the southeast embankment and exposed wingwall footing.
Photo 8 : Erosion along the southwest embankment.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	0FM	A-13-020	A13020-0FM-MUN-NBI	JUL 7, 2025

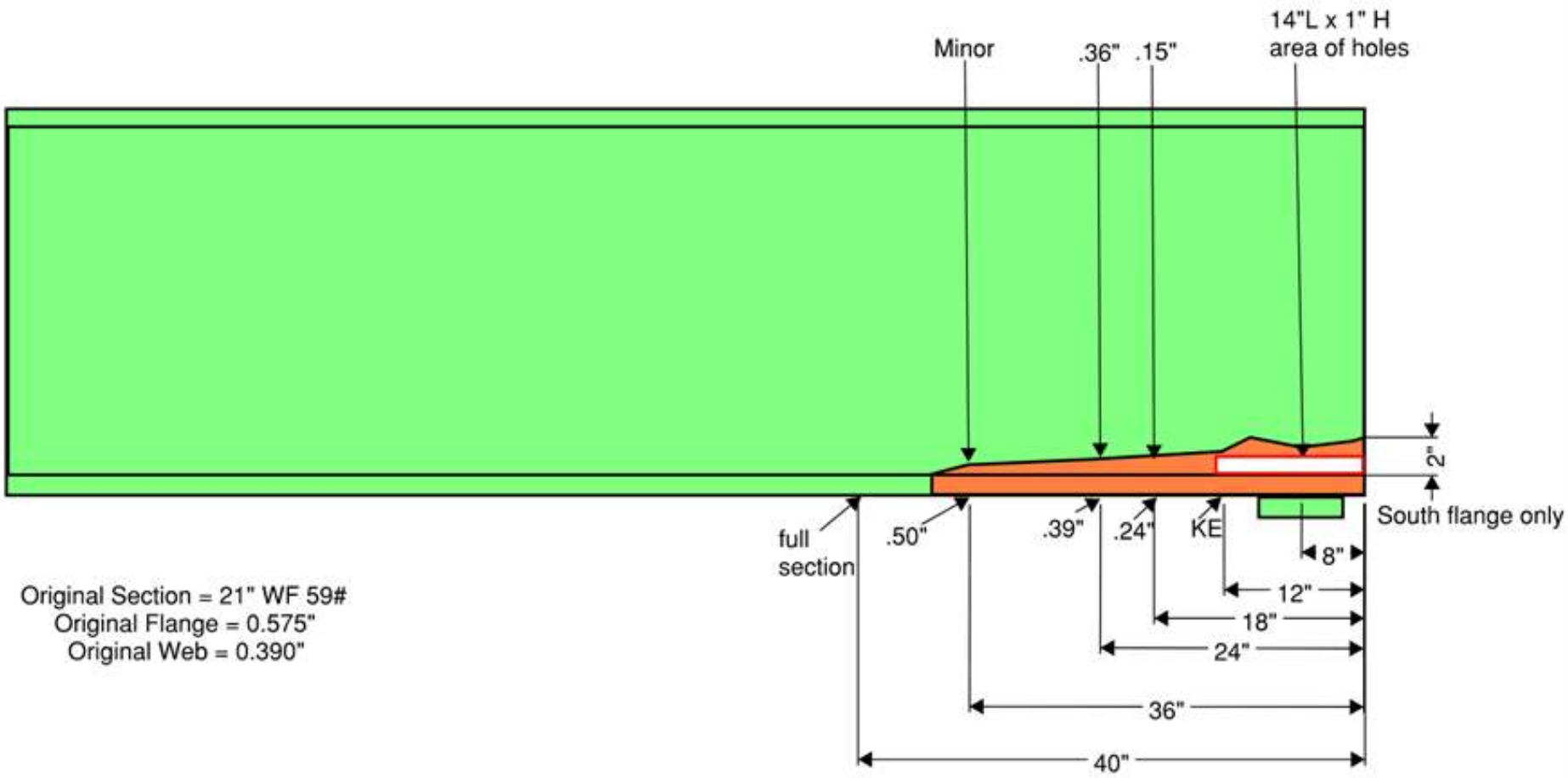
SKETCHES



Sketch 1: Framing Plan.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	0FM	A-13-020	A13020-0FM-MUN-NBI	JUL 7, 2025

SKETCHES



Sketch 2: **Beam 1 south end section loss.**

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
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CHARTS

A13020 Channel Profile Readings

	West Fascia							East Fascia						
DATE	North Abutment	Post 1	Post 2	Post 3	Panel 3	Post 4	South Abutment	North Abutment	Post 1	Post 2	Post 3	Panel 3	Post 4	South Abutment
7/28/2017	8.4	9.1	9.5	9.8	11.1	11.5	10.8	9.4	8.9	8.8	9.8	12.4	13.0	10.7
7/10/2019	8.1	8.4	7.8	8.1	9.5	10.8	10.5	8.7	8.4	9.0	9.0	11.3	12.6	11.0
7/20/2021	8.1	8.4	7.8	8.1	10.0	11.0	10.8	8.7	8.4	9.0	9.0	11.0	12.8	10.7
7/18/2023	8.3	8.7	7.6	9.6	10.8	10.5	10.8	9.0	8.6	9.4	10.1	13.4	14.0	10.7
1/12/2024	8.6	8.5	7.0	9.7	11.2	11.2	10.8	9.0	9.0	9.2	10.2	11.8	12.2	10.7
7/12/2024	8.5	8.5	7.6	10.0	11.0	11.0	11.1	8.8	8.4	9.0	11.0	11.3	12.0	11.8
7/7/2025	8.3	8.4	7.1	11.0	11.1	11.5	11.1	8.7	8.4	9.2	11.0	11.1	12.1	11.9

NOTES:
*All readings in decimal feet to top of rail base.
** All railing posts numbered from north to south.

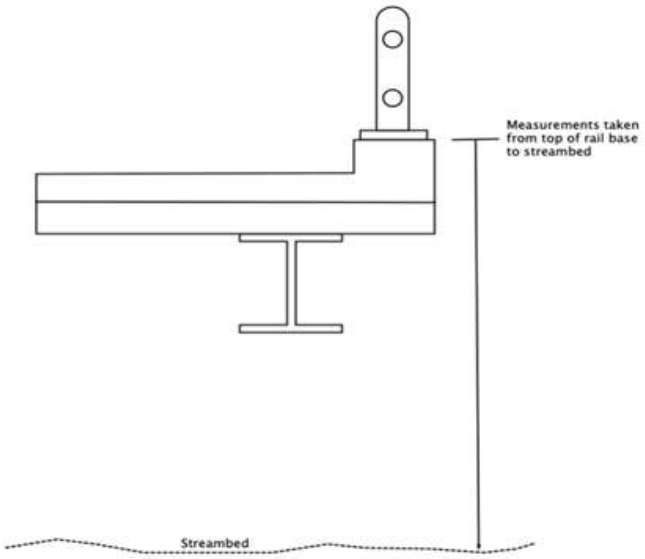

Chart 1: Dropline readings.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	0FM	A-13-020	A13020-0FM-MUN-NBI	JUL 7, 2025

CHARTS

South Abutment Footing Exposure Measurements (ft)									
DATE	Boulders	Deck Edge	Beam 1	Beam 2	Beam 3	Beam 4	Beam 5	Deck Edge	SE wing
7/28/2017	NE	0.2	0.2	0.2	2.5	3.1	2.8	2.0	2.0
7/10/2019	NE	0.3	0.4	0.8	2.6	2.5	2.3	2.2	1.7
7/20/2021	NE	0.0	0.4	0.8	2.0	2.2	2.0	2.2	2.0
7/18/2023	NE	0.2	0.4	1.5	3.6	3.6	3.3	3.0	2.7
1/12/2024	NE	0.3	0.8	1.3	1.6	1.7	1.5	1.3	1.4
7/23/2024	Flush	0.2	0.7	1.8	1.6	1.6	1.4	1.5	0.8
7/7/2025	0.5	0.5	0.6	1.5	1.4	1.3	1.4	1.5	1.6

***NE = No Exposure**

X = distance from stream bed to top of footing
H = distance from lower chord to top of footing
W = distance from water surface to bottom of lower chord

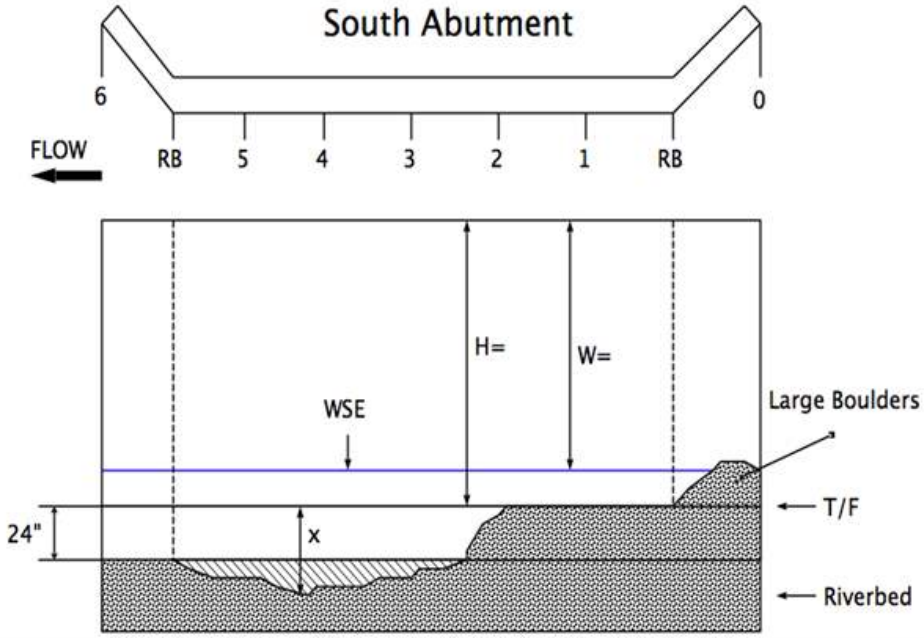

Chart 2: South footing exposure.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FM**	**A-13-020**	**A13020-0FM-MUN-NBI**	**JUL 7, 2025**

CHARTS

South Abutment Footing Exposure Measurements (ft)								
DATE	**Deck Edge**	**Beam 1**	**Beam 2**	**Beam 3**	**Beam 4**	**Beam 5**	**Deck Edge**	**SE wing**
7/28/2017	0.0;0.0	0.0;0.0	0.0;0.0	1.0;0.5	1.7;1.1	2.1;0.8	0.5;0.2	0.0;0.0
7/10/2019	0.0;0.0	0.0;0.0	0.0;0.0	3.6;0.7	2.4;0.05	2.3;0.3	0.3;0.3	0.0;0.0
7/20/2021	0.0;0.0	0.0;0.0	0.0;0.0	0.7;0.7	0.8;0.7	0.5;0.4	0.3;0.3	0.0;0.0
7/18/2023	0.0;0.0	0.0;0.0	0.0;0.0	2.3;1.6	3.4;1.6	3.0;1.3	1.8;1.0	1.0;0.7
1/12/2024	0.0;0.0	0.0;0.0	0.0;0.0	NU	NU	NU	NU	NU
7/23/2024	NU	NU	NU	NU	NU	NU	NU	NU
7/7/2025	NU	NU	NU	NU	NU	NU	NU	NU

*NU = No Undermining

**Measurement convention = H;V with H=horizontal and V=vertical

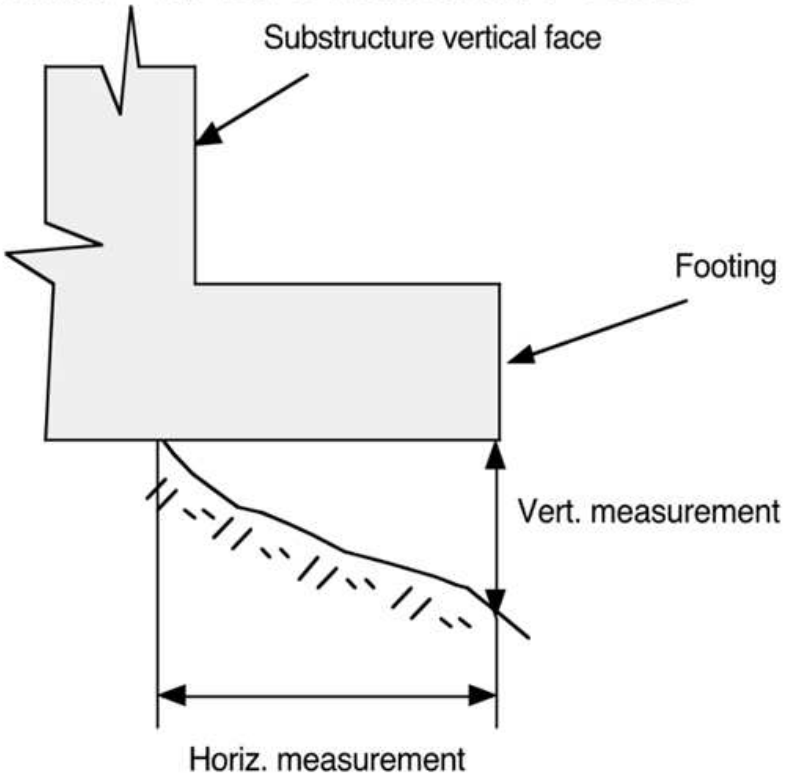

Chart 3: Undermining of the south abutment.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FM**	**A-13-020**	**A13020-0FM-MUN-NBI**	**JUL 7, 2025**

PHOTOS

Photo 1: **General topside, looking south.**

Photo 2: **General underside, looking south.**

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FM**	**A-13-020**	**A13020-0FM-MUN-NBI**	**JUL 7, 2025**

PHOTOS

Photo 3: Bent northeast post.

Photo 4: Beam 1 south end section loss.

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FM**	**A-13-020**	**A13020-0FM-MUN-NBI**	**JUL 7, 2025**

PHOTOS

Photo 5: **South footing exposed.**

Photo 6: **Overall view of the channel, looking downstream. Note the exposed south footing.**

CITY/TOWN	B.I.N.	BR. DEPT. NO.	8.-STRUCTURE NO.	INSPECTION DATE
ASHFIELD	**0FM**	**A-13-020**	**A13020-0FM-MUN-NBI**	**JUL 7, 2025**

PHOTOS

Photo 7: **Settled boulders in the southeast embankment and exposed wingwall footing.**

Photo 8: **Erosion along the southwest embankment.**