

STRUCTURES INSPECTION FIELD REPORT

2-DIST
01

B.I.N.
C6V

ROUTINE INSPECTION

BR. DEPT. NO.
A-13-028

CITY/TOWN ASHFIELD	8.-STRUCTURE NO. A13028-C6V-MUN-NBI	11-Kilo. POINT 000.000	41-STATUS A:OPEN	90-ROUTINE INSP. DATE JUL 8, 2025
07-FACILITY CARRIED HWY WATSON RD	MEMORIAL NAME/LOCAL NAME	27-YR BUILT 2021	106-YR REBUILT 0000	YR REHAB'D (NON 106) 0000
06-FEATURES INTERSECTED WATER SWIFT RIVER	26-FUNCTIONAL CLASS Rural Local	DIST. BRIDGE INSPECTION ENGINEER M. P.E. McCabe <i>Michael P.E. McCabe</i>		
43-STRUCTURE TYPE 107 : Concrete Frame	22-OWNER Town Agency	21-MAINTAINER Town Agency	TEAM LEADER R. Mancari <i>Reed Mancari</i>	
107-DECK TYPE 2 : Concrete Precast Panels	WEATHER Cloudy	TEMP. (air) 24°C	TEAM MEMBERS E. GEMINDER <i>E. Geminder</i>	

ITEM 58	8	
DECK		DEF
1. Wearing Surface	7	-
2. Deck Condition	8	-
3. Stay in Place Forms	N	-
4. Curbs	8	-
5. Median	N	-
6. Sidewalks	N	-
7. Parapets	N	-
8. Railing	8	-
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)	N 200	S 180

APPROACHES		DEF
a. Appr. Pavement Condition	7	-
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	8	
SUPERSTRUCTURE		DEF
1. Stringers	N	-
2. Floorbeams	N	-
3. Floor System Bracing	N	-
4. Girders or Beams	N	-
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	N	-
8. Cover Plates	N	-
9. Bearing Devices	N	-
10. Diaphragms/Cross Frames	N	-
11. Rivets & Bolts	N	-
12. Welds	N	-
13. Member Alignment	N	-
14. Paint/Coating	N	-
15. Concrete Frame	8	-

Year Painted	N
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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	8			
SUBSTRUCTURE		DEF		
1. Abutments	Dive	Cur	8	
a. Pedestals	N	N		-
b. Bridge Seats	N	N		-
c. Backwalls	N	N		-
d. Breastwalls	N	8		-
e. Wingwalls	N	8		-
f. Slope Paving/Rip-Rap	N	8		-
g. Pointing	N	N		-
h. Footings	N	H		-
i. Piles	N	N		-
j. Scour	N	8		-
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): **8**

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

X=UNKNOWN

N=NOT APPLICABLE H=HIDDEN/INACCESSIBLE

R=REMOVED

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ITEM 61 8

CHANNEL & CHANNEL PROTECTION

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

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

ITEM 61 (Dive Report): N ITEM 61 (This Report): 8

93b-U/W INSP. DATE:

ITEM 36 TRAFFIC SAFETY

	36	COND	DEF
A. Bridge Railing	1	8	-
B. Transitions	1	7	-
C. Approach Guardrail	1	7	-
D. Approach Guardrail Ends	0	7	-

WEIGHT POSTING Not Applicable X

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

Waived Date: EJDMT Date:

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

CLEARANCE POSTING N S

Not X
 Actual Field Measurement: ft in ft in meter
 Posted Clearance:

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

ACCESSIBILITY (Y/N/P)

	Needed	Used
Lift Bucket	N	N
Ladder	N	N
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:		

TOTAL HOURS 12

PLANS (Y/N): Y

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

TAPE#: _____

List of field tests performed:

RATING

Rating Report (Y/N): N

Date:

Inspection data at time of existing rating
 I 58: - I 59: - I 60: - Date :00/00/0000

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

REASON: _____

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

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 stability. 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].

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REMARKS

BRIDGE ORIENTATION

Watson Road travels east and west. Swift River flows from north to south. This structure consists of seven precast concrete rigid frame sections supporting fill with an asphalt wearing surface. The sections are numbered from south to north, downstream to upstream, in accordance with the 2015 Bridge Inspection Handbook. **See Sketch 1 and Photos 1 & 2.**

ITEM 58 - DECK

Item 58.1 - Wearing Surface

Along the curb lines there is moderate debris with light vegetation growing.

Item 58.2 - Deck Condition

Refer to Item 59.15 - Concrete Frame.

Item 58.8 - Railing

In the north and south rail base fascias, there is light hairline mapcracking.

APPROACHES

Approaches a - Appr. Pavement Condition

Starting in the west approach, there is a deep plow scrape along the centerline, 35' long x 3" wide x 1" deep. **See Photo 1.**

ITEM 59 - SUPERSTRUCTURE

Item 59.15 - Concrete Frame

All section joints, at the walls, have evidence of leakage with light efflorescence.

All plastic void plugs are still in place. **See Photo 2.**

ITEM 60 - SUBSTRUCTURE

Item 60.1 - Abutments

Item 60.1.d - Breastwalls

In all sections, there is evidence of leakage.

Item 60.1.h - Footings

The footings are hidden by design.

ITEM 61 - CHANNEL AND CHANNEL PROTECTION

Item 61.1 - Channel Scour

For channel profile readings, refer to Chart 1.

Item 61.3 - Debris

In the upstream channel, there are several downed trees.

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REMARKS

TRAFFIC SAFETY

Item 36a - Bridge Railing

The bridge railings consist of single steel thrie beam panels mounted on steel I-posts bolted to the concrete rail base. Refer to Item 58.8 - Railing.

Item 36b - Transitions

The transitions consist of nested steel thrie beam panels mounted on steel posts with plastic blockouts, spaced at 3'.

In the southeast and southwest transitions there is one broken/cracked blockout and minor collision damage to the panels.

Item 36c - Approach Guardrail

The approach guardrail consists of nested steel thrie beam panels mounted on steel posts with plastic blockouts, spaced at 6'.

In both south approaches, there are several broken blockouts. **See Photo 3.**

Item 36d - Approach Guardrail Ends

All approach guardrails have steel terminal ends not swept away from traffic.

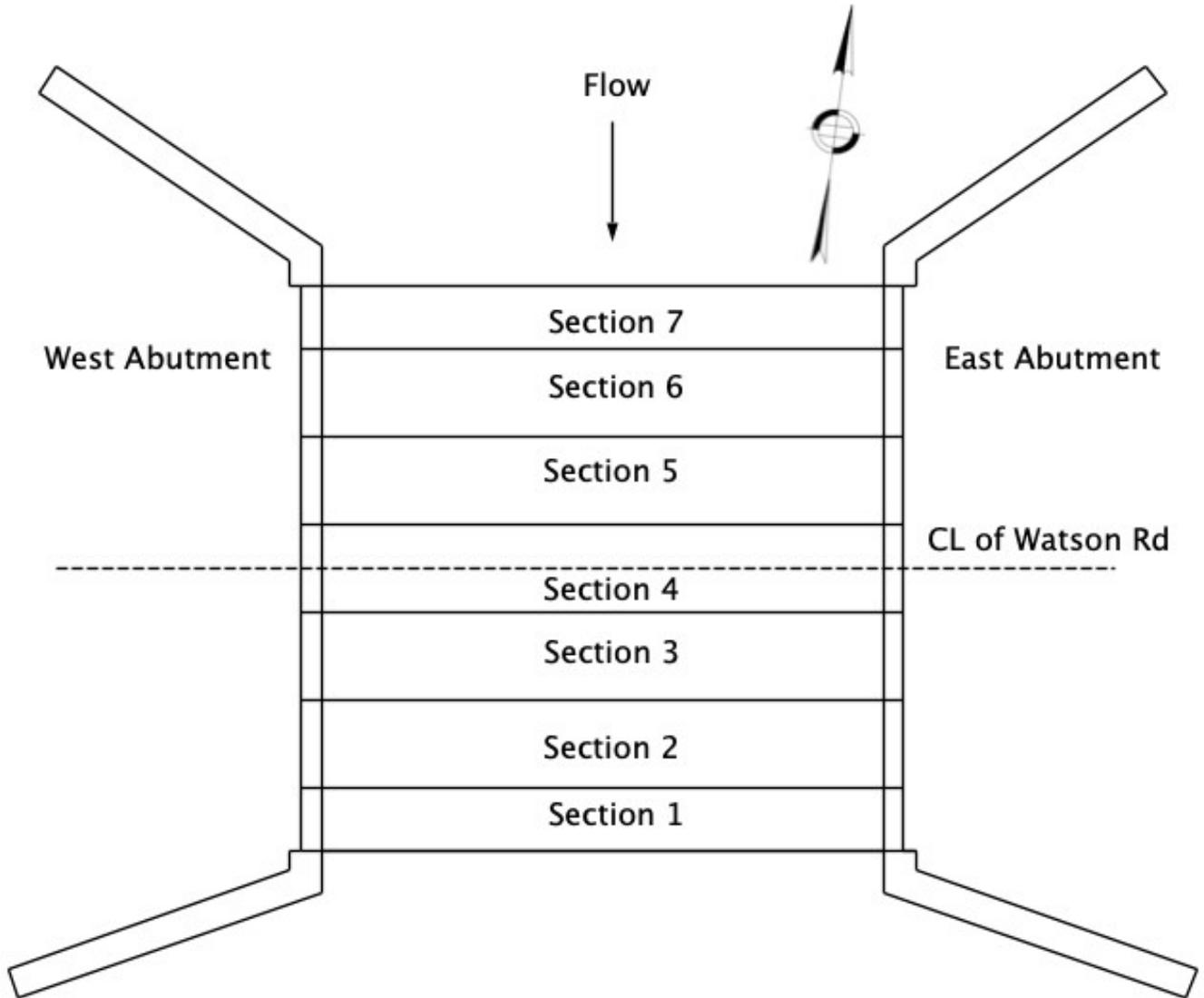
In the southwest steel terminal end, there is minor collision damage. **See Photo 4.**

Sketch / Chart / Photo Log

- Sketch 1 : Framing plan.
- Chart 1 : Channel profile readings
- Photo 1 : General topside, looking east. Note scrape in roadway.
- Photo 2 : General underside, looking south. Note the void plugs left in place.
- Photo 3 : Southwest approach with broken blockouts.
- Photo 4 : Southwest terminal end with collision damage.

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SKETCHES



Sketch 1: Framing plan.

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CHARTS

A13028 Channel Profile Readings (ft.x)										
DATE	North Fascia					South Fascia				
	East Abutment	Post	Post	West Abutment	Post	East Abutment	Post	Post	West Abutment	Post
7/18/2023	11.2	13.3	14.8	12.8	11.3	11.3	13.1	15.0	14.1	11.5
7/8/2025	11.0	12.7	14.5	12.4	10.8	11.3	13.4	14.8	13.8	11.3

NOTES:

1. Readings taken at abutments and every post, from top of rail base to channel bottom.

CLM, DEPAUL, TEMPERATURSKI 8/20/2025

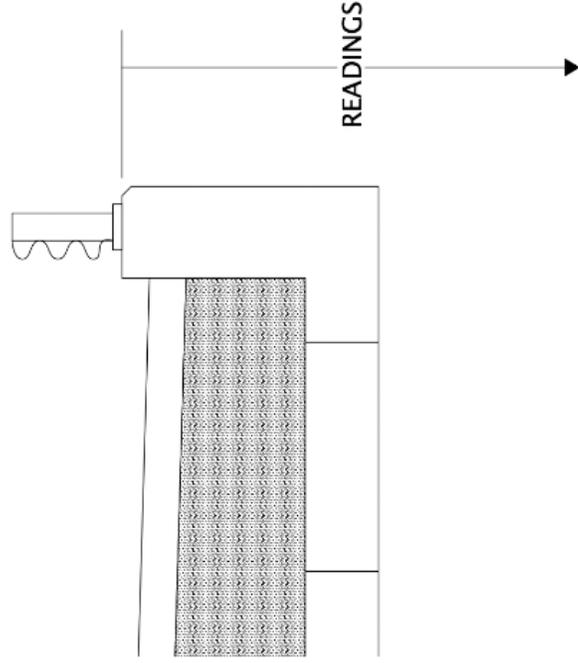


Chart 1: Channel profile readings

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PHOTOS

Photo 1: General topside, looking east. Note scrape in roadway.



Photo 2: General underside, looking south. Note the void plugs left in place.

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PHOTOS

Photo 3: Southwest approach with broken blockouts.



Photo 4: Southwest terminal end with collision damage.