

STRUCTURES INSPECTION FIELD REPORT

CLOSED/REHABILITATION INSPECTION

2-DIST
01

B.I.N.
5CY

BR. DEPT. NO.
A-13-037

CITY/TOWN ASHFIELD	8-STRUCTURE NO. A13037-5CY-MUN-BRI	11-Kilo. POINT 000.000	90-ROUTINE INSP. DATE NOV 21, 2023	93*- INSPECTION DATE NOV 18, 2024
07-FACILITY CARRIED HWY APPLE VAL RD	MEMORIAL NAME/LOCAL NAME	27-YR BUILT 1960	106-YR REBUILT 0000	YR REHAB'D (NON 106) 0000
06-FEATURES INTERSECTED WATER SMITH BROOK	26-FUNCTIONAL CLASS Rural Local	DIST. BRIDGE INSPECTION ENGINEER M. P.E. McCabe <i>Michael P.E. McCabe</i>		
43-STRUCTURE TYPE 319 : Steel Culvert	22-OWNER Town Agency	21-MAINTAINER Town Agency	TEAM LEADER M. Ranzoni <i>Matthew Ranzoni</i>	
107-DECK TYPE N : Not applicable	WEATHER Sunny	TEMP. (air) 0°C	TEAM MEMBERS Eli Geminder <i>Eli Geminder</i>	

ITEM 58 DECK	N	ITEM 41 STRUCTURE OPEN, POSTED OR CLOSED E:OPEN Date: 07/13/2023																				
ITEM 59 SUPERSTRUCTURE	N																					
ITEM 60 SUBSTRUCTURE	N	ITEM 36 TRAFFIC SAFETY																				
ITEM 60 - (From U/W Report)	N																					
ITEM 61 CHANNEL	5	<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>8</td> <td>-</td> </tr> <tr> <td>B. Transitions</td> <td>0</td> <td>8</td> <td>-</td> </tr> <tr> <td>C. Approach Guardrail</td> <td>0</td> <td>8</td> <td>-</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	8	-	B. Transitions	0	8	-	C. Approach Guardrail	0	8	-	D. Approach Guardrail Ends	0	0	S-A
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ITEM 62 CULVERT	3	<table border="1"> <tr> <td>Pedestrian Access (If YES please explain)</td> <td>(Y/N)</td> <td>Y</td> <td>Barricades In Place (Y/N)</td> <td>(Y/N)</td> <td>N</td> </tr> <tr> <td>Roadway Abandoned</td> <td>(Y/N)</td> <td>N</td> <td>TYPE:</td> <td colspan="2"></td> </tr> </table>	Pedestrian Access (If YES please explain)	(Y/N)	Y	Barricades In Place (Y/N)	(Y/N)	N	Roadway Abandoned	(Y/N)	N	TYPE:										
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ITEM 62 - (From U/W Report)	N																					

SIGNS **Not Applicable**

Legend:

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

At bridge		Advance	
E	W	E	W
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

To be filled out by District Bridge Inspection Engineer

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

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
Ladder	N	N
Boat	N	N
Wader	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

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

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REMARKS

BRIDGE ORIENTATION

Apple Valley Road travels north and south. Smith Brook flows from east to west. The original single corrugated steel pipe has been removed.

The new temporary culvert consists of three plastic pipes, supporting fill with a gravel wearing surface. Pipes are labeled north, middle and south. Report notes are taken from west to east, downstream to upstream, in accordance with the 2015 Bridge Inspection Handbook. **See Sketch 1 and Photos 1 – 7.**

GENERAL REMARKS

The following measurements are for the inspection of the temporary structure in place:

Structure Length: 10.8'

Maximum Span: 3'

Horizontal Clearance: 18.7'

ITEM 62 - CULVERT

Item 62.4 - Headwall

At the east headwall, there is minor cracking of the mortar around the pipes.

Item 62.8 - Embankment

The west embankment has widespread missing rip-rap, with exposed geo-textile underlayment. **See Photo 4.**

The east embankment has minor missing rip-rap. **See Photo 3.**

Item 62.9 - Wearing Surface

The wearing surface is compacted gravel.

Item 62.15 - Scour

Refer to Item 61.1 - Channel Scour.

ITEM 61 - CHANNEL AND CHANNEL PROTECTION

Item 61.1 - Channel Scour

At the downstream outfall, there is minor scouring of the channel. **See Photo 4.**

For channel profile readings, refer to Chart 1.

Item 61.2 - Embankment Erosion

All waterway embankments have minor scour, with undercut boulders and exposed tree roots.

APPROACHES

Approaches a - Appr. Pavement Condition

The north approach has widespread moderate mapcracking and wear. **See Photo 1.**

TRAFFIC SAFETY

Item 36a - Bridge Railing

The railings over the culvert consist of concrete jersey barriers.

Item 36b - Transitions

The transitions consist of concrete jersey barriers.

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REMARKS

Item 36c - Approach Guardrail

The approach guardrails consist of concrete jersey barriers, road cones and reflective barrels.

Item 36d - Approach Guardrail Ends

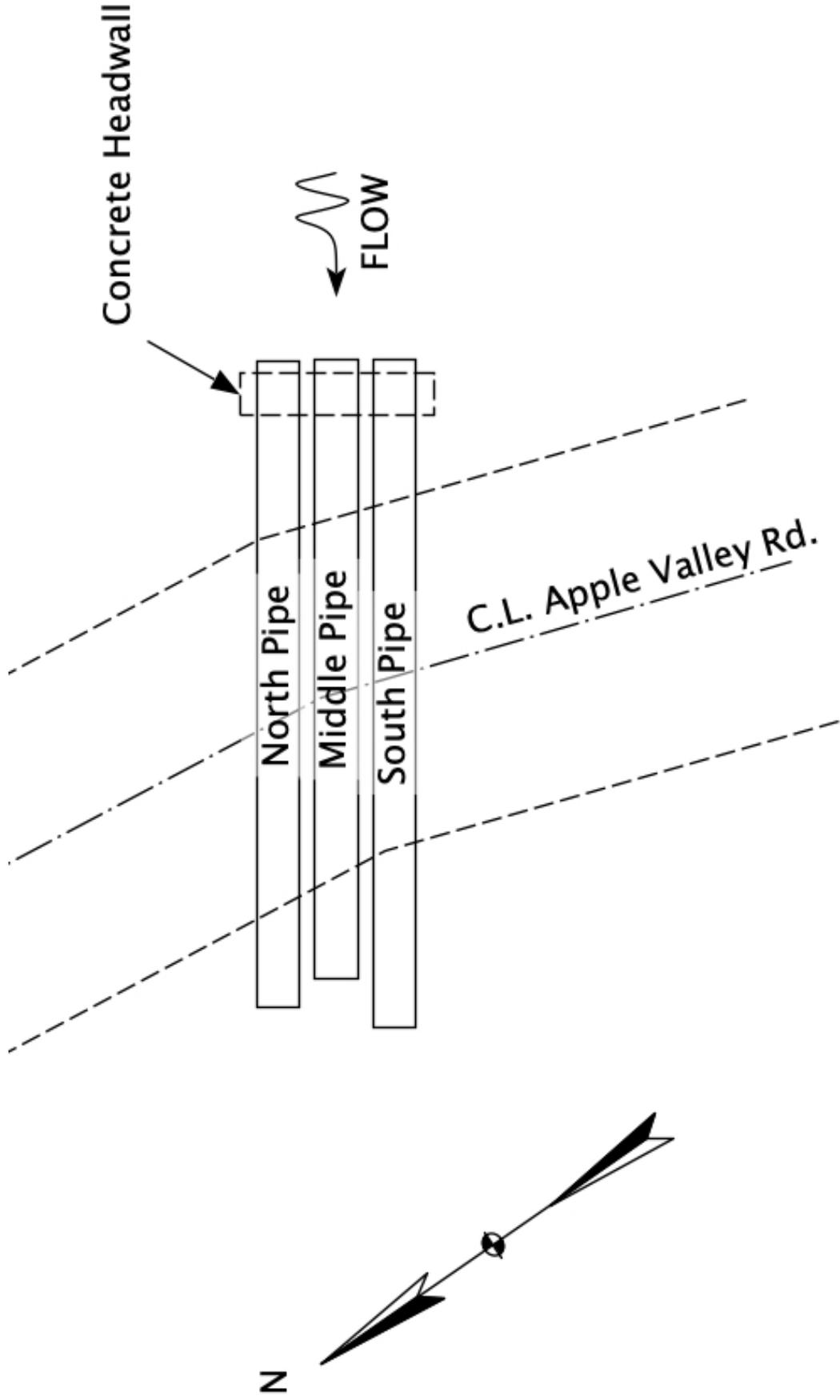
There are no approach guardrail end devices in place. **See Photos 1 & 2.**

Sketch / Chart / Photo Log

- Sketch 1 : Framing plan (temporary structure).
- Chart 1 : Channel profile readings.
- Photo 1 : North approach.
- Photo 2 : South approach.
- Photo 3 : East elevation.
- Photo 4 : West elevation.
- Photo 5 : Typical underside, looking west. Middle pipe.
- Photo 6 : Looking downstream.
- Photo 7 : Looking upstream.

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SKETCHES



Sketch 1: Framing plan (temporary structure).

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CHARTS

Date	A13037 Channel Profile Readings (ft)											
	West End						East End					
	South		Middle		North		South		Middle		North	
	S	U	S	U	S	U	S	U	S	U	S	U
11/18/24	0.3	1.7	0	0	1.3	2.5	0.0	0.0	0.0	0.0	0.0	0.0

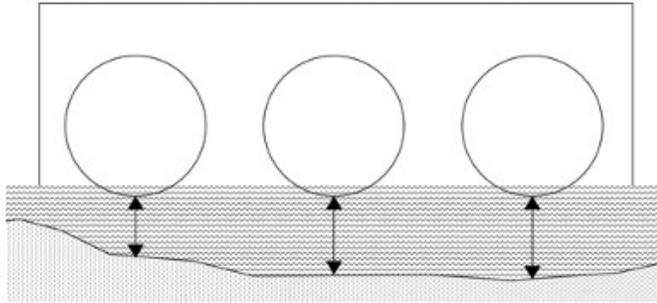


Chart 1: Channel profile readings.

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PHOTOS



Photo 1: North approach.



Photo 2: South approach.

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Photo 3: East elevation.



Photo 4: West elevation.

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PHOTOS

Photo 5: Typical underside, looking west. Middle pipe.



Photo 6: Looking downstream.

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PHOTOS



Photo 7: Looking upstream.