



## BRIDGE NO. 03936

78250 - VERNON  
DART HILL ROAD  
over  
HOCKANUM RIVER

Routine Inspection

10/16/2017

Inspected by: Team 3



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**Form: Location**

**Inspection type:** Routine

**Inspection Date:** 10/16/2017

**Inspected by:** Team 3

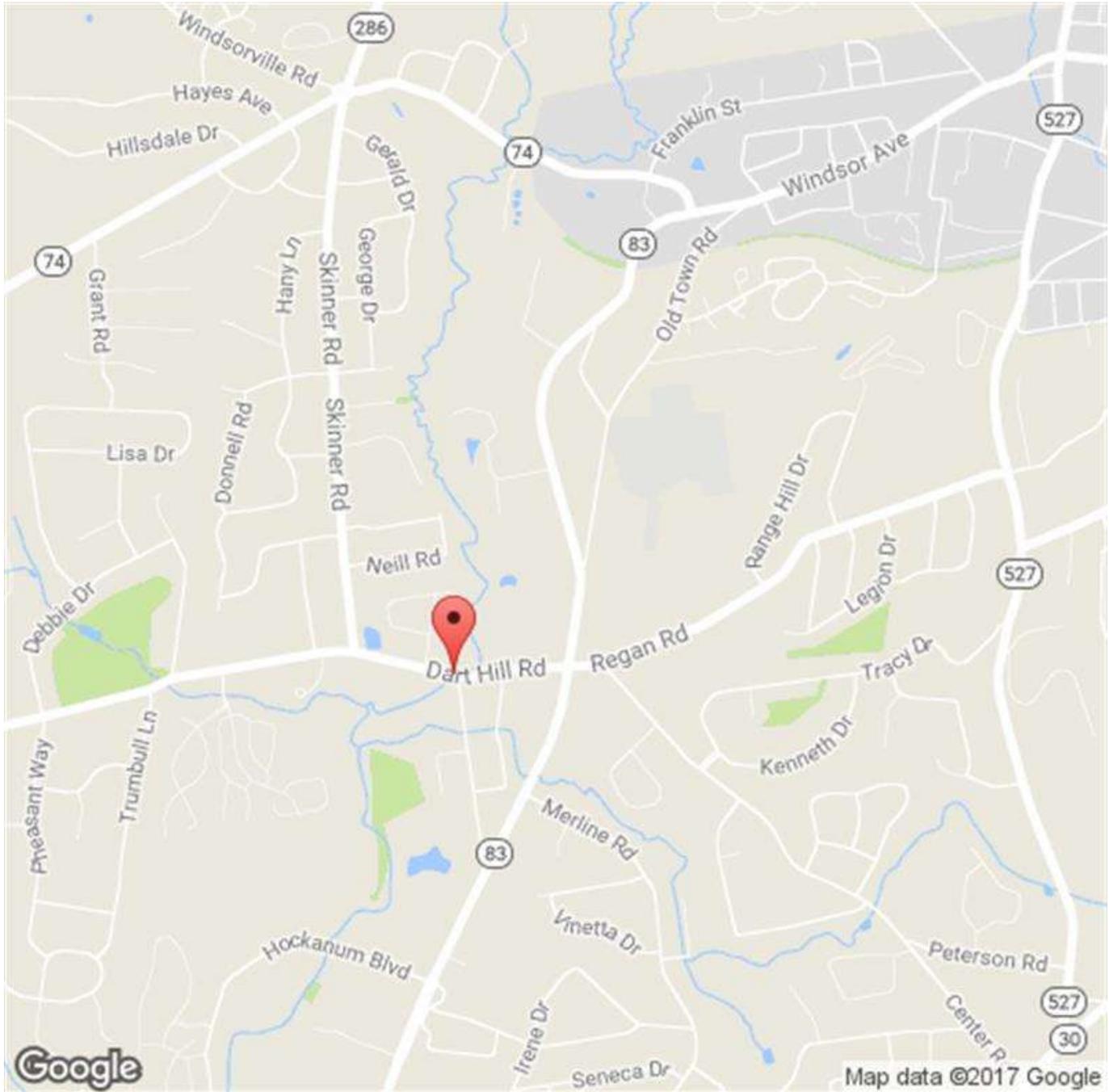
**Bridge No:** 03936

**Town:** VERNON

**Carried:** DART HILL ROAD

**Crossed:** HOCKANUM RIVER

**Inventory Route:** Non-NHS



Location Map # 1

Form: BRI-19, Rev. 2/15  
Inspection type: Routine  
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Town: VERNON  
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Crossed: HOCKANUM RIVER  
Inventory Route: Non-NHS

## STRUCTURE INVENTORY & APPRAISAL

### INSPECTION

Structurally Deficient  Functionally Obsolete   
Sufficiency Rating   
(90) Inspection Date  (91) Frequency   
Indepth Insp  Proposed next Indepth Year   
Deck Survey Date  Class   
Access  Flagman   

	Frequency	Date	Type
Fracture	<input type="text"/>	<input type="text"/>	<input type="text"/>
Underwater	<input type="text"/>	<input type="text"/>	<input type="text"/>
Special	<input type="text"/>	<input type="text"/>	<input type="text"/>

### IDENTIFICATION

Bridge Name   
Town Code - Name   
(5) Inventory Route  
(A) Record Type   
(B) Signing Prefix   
(C) Level of Service   
(D) Route Number.   
(E) Dir Suffix   
(6A) Featured Intersected   
(6B) Critical Facility Indicator   
(7) Facility Carried   
(9) Location   
(11) Mile Post  Miles  
(16) Latitude  Deg.  Min.  Sec.  
(17) Longitude  Deg.  Min.  Sec.  
(98) Border Bridge  
(A) State Code  (B) Percent Responsibility  %  
(C) Border Town Name   
(99) Border Bridge Structure No.

### STRUCTURE TYPE & MATERIALS

(43) Structure Type, Main  
A) Material   
B) Design Type   
(44) Structure Type, Approach  
A) Material   
B) Design Type   
(45) Number of Spans, Main Unit   
(46) Number of Approach Spans   
(107) Deck Structure Type   
(108) Wearing Surface/Protection Systems  
A) Type of Wearing Surface   
B) Type of Membrane   
C) Type of Deck Protection   
Substructure  
A) Material   
B) Design Type   
Paint  
Type   
Year   
Comment

### GEOMETRIC DATA

(48) Length of Maximum Span  ft.  
(49) Structure Length  ft.  
(50) Curb or Sidewalk Widths  
A) Left  ft.  in. B) Right  ft.  in.  
(51) Bridge Roadway Width Curb to Curb  ft.  in.  
(52) Deck Width, Out to Out  ft.  in.  
(32) Approach Roadway Width  ft.

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(33) Bridge Median   
Deck Area  sq. ft.  
(34) Skew Angle  deg.  
(35) Structure Flared   
(10) Inv. Rte. Min. Vert. Clearance  ft.  in.  
(47) Inv. Rte. Total Horiz. Clr.  ft.  in.  
Log Inv. Rte. Total Horiz. Clr.  ft.  in.  
RLog Inv. Rte. Total Horiz. Clr.  ft.  in.  
(53) Min. Vert. Clearance Over Bridge  ft.  in.  
(54) Log-Min. Vert. Underclearance  ref.  ft.  in.  
(55) Min. Lat Underclearance on Right  ref.  ft.  in.  
(56) Min. Lat Underclearance on Left  ft.  in.

**CONDITION**

(58) Deck   
(59) Superstructure   
(60) Substructure   
(61) Channel & Channel Protections   
(62) Culverts   
(36) Traffic Safety Features  
A) Bridge Railings   
B) Transitions   
C) Approach Guardrail   
D) Approach Guardrail Ends

**WATERWAY**

Drainage Basin Waterway   
(38) Navigation Control   
(39) Navigation Vertical Clearance  ft.  
(40) Navigation Horiz. Clr.  ft.  
(111) Pier/Abutment Navigation   
(116) Vert-Lift Brg Nav Min  ft.  in.

**AGE AND SERVICE**

Year Built  (106) Year Reconstructed   
(42) Type of Service  
A) On   
B) Under   
(28) Number of Lanes  
A) On  B) Under   
(29) Average Daily Traffic   
Is Above Half ADT?   
(109) Percent Truck  %  
(30) Years of ADT   
(19) Bypass, Detour Length  Miles

**APPRAISALS**

(67) Structural Evaluation   
(68) Deck Geometry   
(69) Underclearances, Vert. & Horiz.   
(71) Waterway Adequacy   
(72) Approach Roadway Alignment   
(113) Scour Critical

**COMMENTS**

**CLASSIFICATION**

(112) NBIS Bridge Length   
(104) Highway System   
(26) Functional Class   
(100) Defense Highway   
(101) Parallel Structure   
(102) Direction of Traffic

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(103) Temporary Structure   
 (110) Designated National Network   
 (20) Toll   
 (21) Maintain   
 (22) Owner   
 Report Class   
 (37) Historical Significance

**POSTED SIGNS**

Other Posted Sign 1   
 Other Posted Sign 2

	Actual	Recomended	
Posted Load Single Unit Truck	<input type="text"/>	<input type="text"/>	tons
Posted Load Semi-Trailer Truck	<input type="text"/>	<input type="text"/>	tons
Posted Load 4 Axle Truck	<input type="text"/>	<input type="text"/>	tons
Posted Load 3S2 Truck	<input type="text"/>	<input type="text"/>	tons
All Vehicles	<input type="text"/>	<input type="text"/>	tons

Posted Vert. Clearance on Bridge  ft.  in.  
 Posted Vert. Underclearance  ft.  in.  
 Posted Speed Limit on Bridge  m.p.h.

**OTHER FEATURES**

Fence Required   
 Fence Present   
 Fence Type   
 Fence Height   
 Fence Material   
 Fence Top Type   
 Barrel Ladders   
 Stand Pipes   
 Catwalks   
 Moveable Inspection System   
 Haunches Present over Roadway   
 Utilities

**PROPOSED IMPROVEMENTS**

(75A) Type of Work Proposed   
 (75B) Work Done By   
 (76) Length of Structure Improvement  ft.  
 (94) Bridge Improvement Cost \$   
 (95) Roadway Improvement Cost \$   
 (96) Total Project Cost \$   
 (97) Year of Improvement Estimate   
 (114) Future ADT   
 (115) Year of Future ADT   
 DOT Bridge Program List No   
 Project No   
 Advertised Date

**LOAD RATING & POSTING**

(31) Design Load   
 (63) Operating Rating Type   
 (64) Operating Rating   
 (65) Inventory Rating Type   
 (66) Inventory Rating   
 Evaluation Code   
 Year of Evaluation   
 (70) Bridge Posting   
 (41) Structure Status

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**INSPECTOR'S SIGNATURES:**

1)  Date: 12/04/2017

2)  Date: 12/05/2017

3) \_\_\_\_\_ Date:

4) \_\_\_\_\_ Date:

P.E. SIGNATURE: \_\_\_\_\_ Date:

P.E. # \_\_\_\_\_

Reviewed By:  Date: 01/03/2018

Form: BRI-18, Rev. 1/14  
 Inspection type: Routine  
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## FIELD INSPECTION REPORT

Location:	1000 FT WEST OF ROUTE 83	Year Built:	1932	Snooper Required:	<input type="checkbox"/>
Main Material:	1 - Concrete	Year Rebuilt:		Snooper Used:	<input type="checkbox"/>
Main Design:	01 - Slab				

**Inspectors:**

Lead Inspector:	James Jones
Inspector:	Task:
Area, 03	BSE - Inspector
Jaronczyk, Steve	BSE - Inspector
Jones, James	BSE - Inspector

**Visits:**

Visit Date:	Temp:	Start Time:	End Time:
10/16/2017	55	09:30 AM	10:55 AM

**58. DECK:**

Bituminous concrete wearing surface over reinforced concrete slab. Overall Rating: N

**Rating**

Overlay: 8	No deficiencies.
Deck - Str. Condition: N	See girders.
Curbs: N	-
Median: N	-
Sidewalks: 3	<p>There a pedestrian bridge adjacent to the brdige that is supported by WW1A and 2A. The sidewalk is not connected to the superstructure slab.</p> <p>There is moderate to heavy rusting on the sidewalk stringers and diaphragms with section loss and perforations up to full height and up to 3" wide x up to knife edge remaining on the bottom flange of the south sidewalk stringer.</p> <p>There is a 6' long web plate added to the south sidewalk stringer between diaphragms 1 and 2 from the west abutment.</p> <p>The north sidewalk stringer near the west end has heavy rusting with multiple perforations up to 2' long and up to full height. A timber stringer was installed to support the load since the steel stringer is severely deteriorated.</p> <p>Also the vertical steel channel section supporting the north sidewalk stringer at the northwest wingwall, has section loss on the flanges and a 4" high x 3" wide hole in web.</p> <p>There is significant deflection of the sidewalk mainly on the north side from only one pedestrian live load. The span of the north stringer is greater than the south stringer due to the flared wingwall supports.</p>
Parapet: 4	<p>The concrete rail base/parapet along both fascias has isolated transverse and vertical hairline cracks with and without efflorescence and moderate to heavy scaling at isolated locations.</p> <p>The north fascia of the north parapet adjacent to the south sidewalk stringer has up to 15' long x up to 6" high x up to 3" deep scaling and the south face has a 2' long x 8" high x 3" deep scaling.</p> <p>The south fascia of the south parapet has heavy scaling on both ends up to 6' long x up to 6" high x 2" deep with exposed rebar. The scaling extends up to full width x full height on the north face of the parapet resulting in the undermining of the W-beam post anchor bolts, up to full height on both ends.</p> <p>Curb reveals South 7 inches North 9 inches</p>

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Railing: 4 The original two pipe rail system is still in place along both fascias with only posts remaining and missing pipe rails along the south fascia. The pipe rail system has peeling paint with light surface rust.  
 In addition, the metal beam rail attached to W-beam posts are carried over the bridge parapet from the approach roadway along both fascias. The north railing has single metal beam rail and the W-beam posts are bolted on the top of the parapets. No rails on the south.  
 The W-beam post at the west end of the south parapet has all 4 anchor bolts missing. In addition, the remaining 3 of 4 W-beam posts have undermining of the anchor bolts up to full height with light rusting and several anchor bolt nuts are not fully engaged and backed off up to 3/4".

Paint: N -

Fence: 4 The 4' high chain link fence along the north end of the sidewalk has light rust on the horizontal rails and posts. The chain link fence posts over the river is supported by the W-shape steel section which is welded to the web of the sidewalk stringers. The W-shape sections have section loss including perforations in the web.

Drains: N -

Lighting Standard: N -

Overall Utility Condition Rating 8 - Good

Utility Type/Size

2 | Water

There is a 12" diameter insulated water main adjacent to the south fascia.

Construction Joints: N -

Expansion Joint: N -

Haunches Present over travelway?

**APPROACH CONDITION:**

Bituminous concrete approach pavements.

Overall Rating: 8

**Rating**

Approach Slab: N No deficiencies.

Relief Joints: N -

Approach Guide Rail: 5 There are metal beam approach guiderails along both sides of each approach. The southeast approach guiderail has moderate collision damage and the northeast approach guiderail has minor collision damage.

Approach Pavement: 8

Approach Embankment: 7 There is an erosion behind the southeast wingwall 2B up to 15' long x 4' wide x up to 1.5' deep.

**Traffic Safety Features**

Bridge Railings: 0 Bridge Railing Retrofit.

Open horizontal metal bridge rail with W-beam across entire bridge.

Transitions: 0 Do not comply RB-350 standards.

Approach Guardrails: 0 Do not comply RB-350 standards.

Approach Guardrail Ends: 0 Do not meet clear zone criteria.

**59. SUPERSTRUCTURE:**

Reinforced concrete slab.

Overall Rating: 6

**Rating**

Bearing Devices: N -

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Stringers:	N	-
Girders:	6	The underside of the slab has light scaling at isolated locations and random longitudinal cracks with efflorescence especially near the south edge. Both fascias have horizontal and vertical hairline cracks with efflorescence and the south fascia has moderate to heavy scaling up to full length x full height x up to 3" deep with exposed rebar.
Floor Beams:	N	-
Trusses - General:	N	-
Trusses - Portals:	N	-
Trusses - Bracing:	N	-
Paint:	N	-
Rust:	N	-
Machinery Movable Span:	N	-
Rivets & Bolts:	N	
Welds - Cracks:	N	
Timber Decay:	N	
Concrete Cracking:	6	See "GIRDERS" above.
Collision Damage:	8	-
Member Alignment:	N	-
Deflection Under Load:	N	-
Vibration Under Load:	N	-
Stand Pipes:	N	-
Catwalks:		-
Movable Inspection System:		-
Barrel Ladders:	N	-

Are Barrel Ladders OSHA Compliant?

**60. SUBSTRUCTURE:**

Overall Rating:

**Rating**

Abutments - Stem:	6	<p>Both abutment stems have light scaling at random locations, moderate scaling up to 3' high x 1/2" deep above the waterline and a full height vertical crack near mid-span ranging from hairline to 1/8" wide.</p> <p>Abutment 1 stem has a 12' long x 6" high scale and hollow area at the top near mid-span. In addition, there is a 6" diameter outlet pipe near the bottom of the stem and there is heavy scaling up to 18" diameter x 2" deep below the pipe.</p> <p>Abutment 2 stem has heavy scaling up to 3" deep at the bottom near mid-span. In addition there is an 18" long x 4" high x 1" deep spall at the top near mid-span and an 18" long diagonal crack at the top at the north end.</p>
Abutments - Backwall:	N	-
Abutments - Footings:	6	Abutment 2 footing is exposed at the north end for 6' long x 18" wide x up to 3" deep.
Abutments - Settlement:	8	-
Abutments - Wingwalls:	6	<p>All wingwalls have light scaling at isolated locations, moderate scaling up to 3' high x 1/2" deep above the waterline for full length and random horizontal and vertical cracks ranging from hairline to 1/8" wide except for the southeast wingwall.</p> <p>In addition, all wingwalls have moderate to heavy edge scaling up to 5' long x 2' high x 6" deep and a 1' diameter x up to 3" deep spall on the cap at the top of WW 1B and WW 2BI. WW 1B has a 1' long x 10"</p>

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		high x 10" deep spall near the bottom at the south end.
Piers/Bents - Caps:	N	-
Piers/Bents - Pile Bent:	N	-
Piers/Bents - Columns:	N	-
Piers/Bents - Footings:	N	-
Piers/Bents - Settlement:	N	-
Erosion - Scour:	6	Abutment 2 footing is exposed at the north end for 6' long x 18" wide x up to 6" deep.
Concrete Crack - Spall:	6	See "ABUTMENTS-STEM" above.
Steel Corrosion:	N	-
Paint:	N	-
Timber Decay:	N	-
Collision Damage:	8	-
Debris:	N	-

**61. CHANNEL AND CHANNEL PROTECTION:**

Overall Rating:

**Rating**

Channel - Scour:	6	There is a 6' wide strip of scour along the middle of the channel averaging 15" to 28" deep.
Embankment - Erosion:	6	All embankments show moderate erosion and undercutting up to 2' high with exposed tree roots. There is light encroachment along the northwest and the southwest banks.
Debris:	6	Minor timber debris along wingwall 2A.
Vegetation:	6	All banks are well vegetated.
Channel Change:	6	There is light meandering of the channel noted along the structure inlet due to its alignment. The scour along the middle of the channel and the light embankment encroachment at the northwest and the southwest banks results in slight channel change.
Fender - System:	N	-
Spur Dikes and Jetties:	N	-
Rip Rap:	8	There is light rip rap placed along the inlet and at the outlet of the channel and along the portion of the east abutment.

**62. CULVERTS AND RETAINING WALLS:**

Overall Rating:

**Rating**

Barrel:		
Concrete:	N	
Steel:	N	
Timber:	N	
Headwall:	N	
Cutoff Wall:	N	
Debris:	N	
Retaining Wall System:	N	
Footing:	N	

**LOAD POSTING:**

**Rating**

Single Unit (Tons):

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Semi Trailer (Tons):		
4 Axle (Tons):		
3S2 (Tons):		
All Vehicles:		
Advanced Warning:		
Warning At Bridge:		
Legibility:		
Visibility:		

**VERTICAL CLEARANCE POSTING**

Min. Vert Under Clearance:		Ft		In	
Posted Clearance Under Bridge:		Ft		In	
Posted Clearance On Bridge:		Ft		In	
Advanced Warning:	False				
Warning At Bridge:					
Legibility:					
Visibility:					

**NOTES / COMMENTS:**

Character of Traffic:

Additional Notes:

Additional Comments:

**National Bridge Elements****Inspection type:** Routine**Inspection Date:** 10/16/2017**Inspected by:** Team 3**Bridge No:** 03936**Town:** VERNON**Carried:** DART HILL ROAD**Crossed:** HOCKANUM RIVER**Inventory Route:** Non-NHS

	Environment	Total Quantity	Units	Condition State 1	Condition State 2	Condition State 3	Condition State 4
<b>38 - Reinforced Concrete Slab</b>	Mod.	621	sq. ft.	575	0	46	0
1080 - Delamination/Spall/Patched Area		46		0	0	46	0
<b>215 - Reinforced Concrete Abutment</b>	Mod.	62	ft.	0	60	2	0
1130 - Cracking (RC and Other)		2		0	0	2	0
1190 - Abrasion/Wear (PSC/RC)		60		0	60	0	0
<b>330 - Metal Bridge Railing</b>	Mod.	46	ft.	31	15	0	0
7000 - Damage		15		0	15	0	0
<b>331 - Reinforced Concrete Bridge Railing</b>	Mod.	46	ft.	26	0	20	0
1080 - Delamination/Spall/Patched Area		20		0	0	20	0

Sketches

Inspection type: Routine

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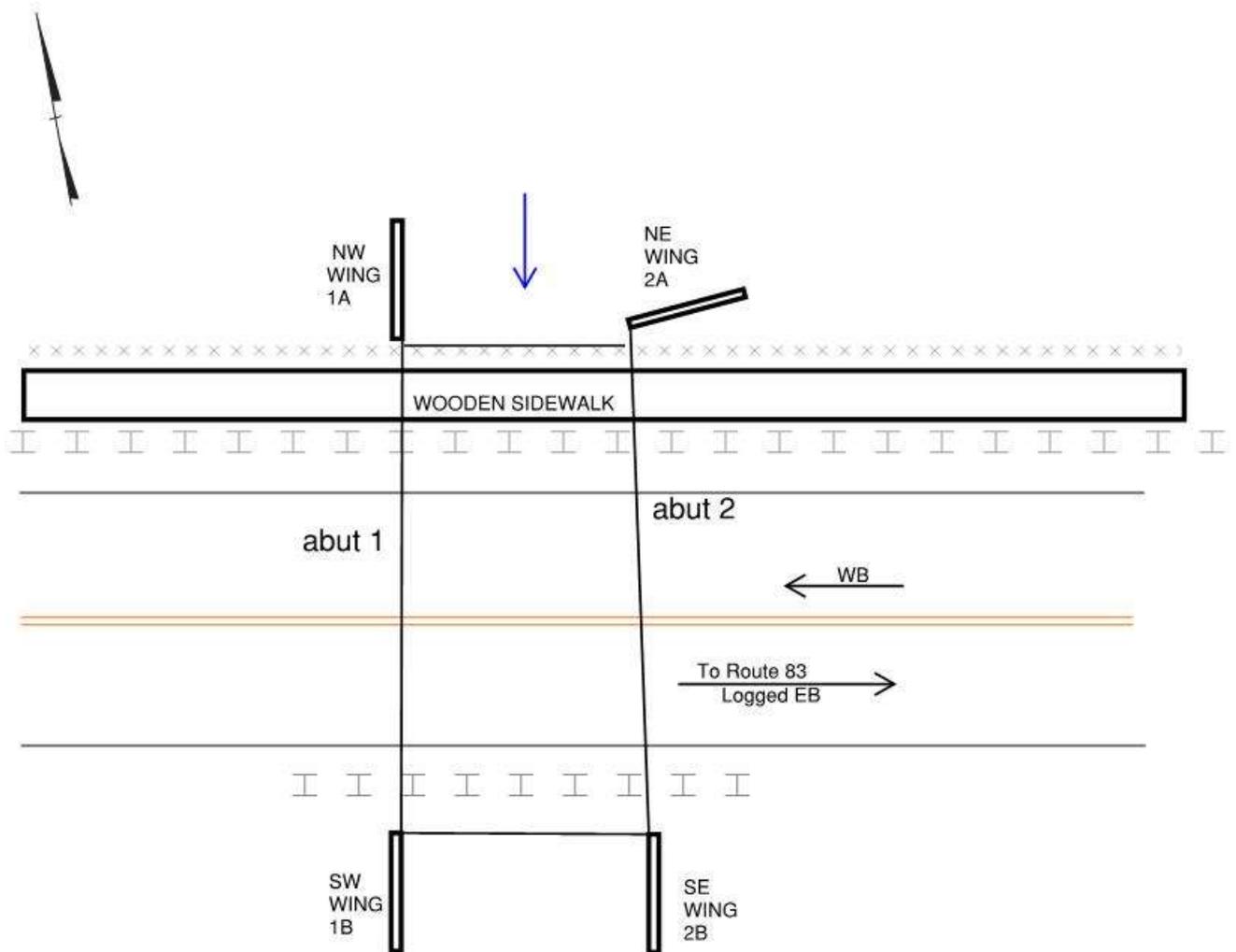
Crossed: HOCKANUM RIVER

Inventory Route: Non-NHS

CREW: TEAM 3

DATE: 10/16/17

BRIDGE NO.: 03936



KEY PLAN

REVISION	DATE:	CREW:	REVISION	DATE:	CREW:
REVISION	DATE:	CREW:	REVISION	DATE:	CREW:

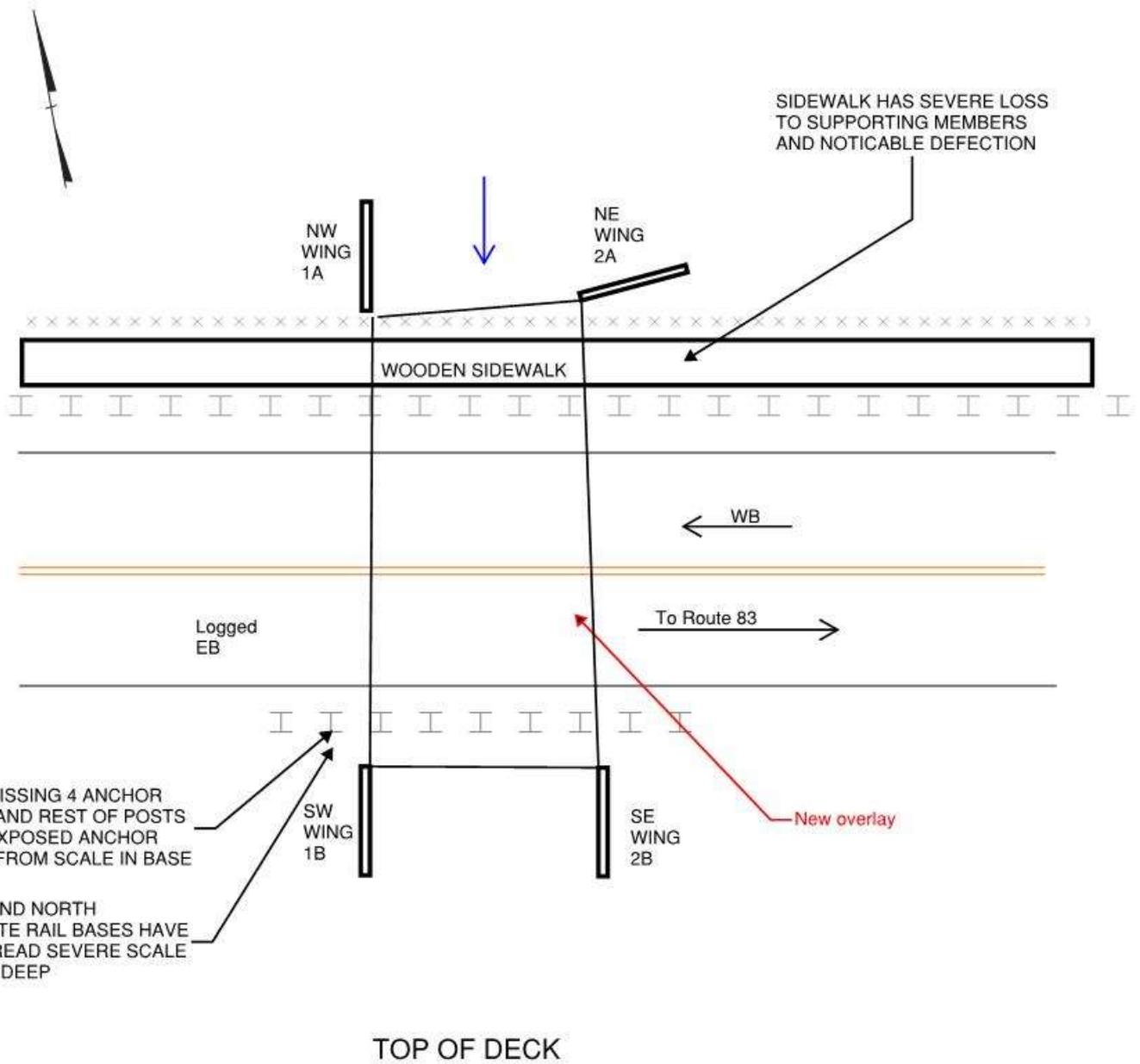
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CREW: TEAM 3	DATE: 10/16/17	BRIDGE NO.: 03936
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Sketches

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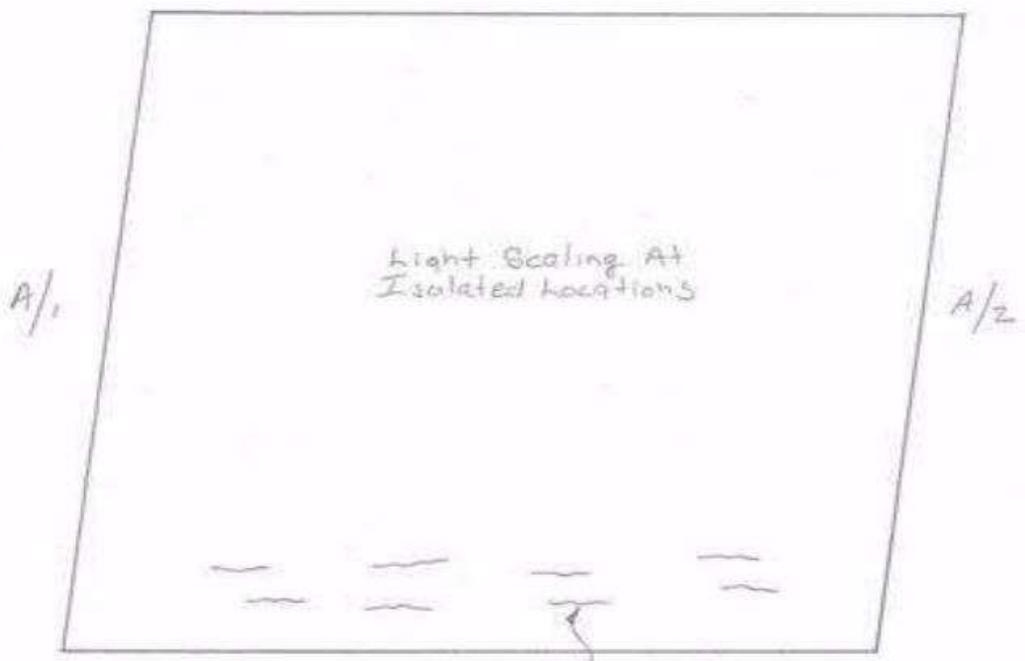
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FLS



UNDERSIDE OF SLAB

REVISION $\Delta$	DATE:	CREW:	REVISION $\Delta$	DATE:	CREW:
REVISION $\Delta$	DATE:	CREW:	REVISION $\Delta$	DATE:	CREW:

Sketches

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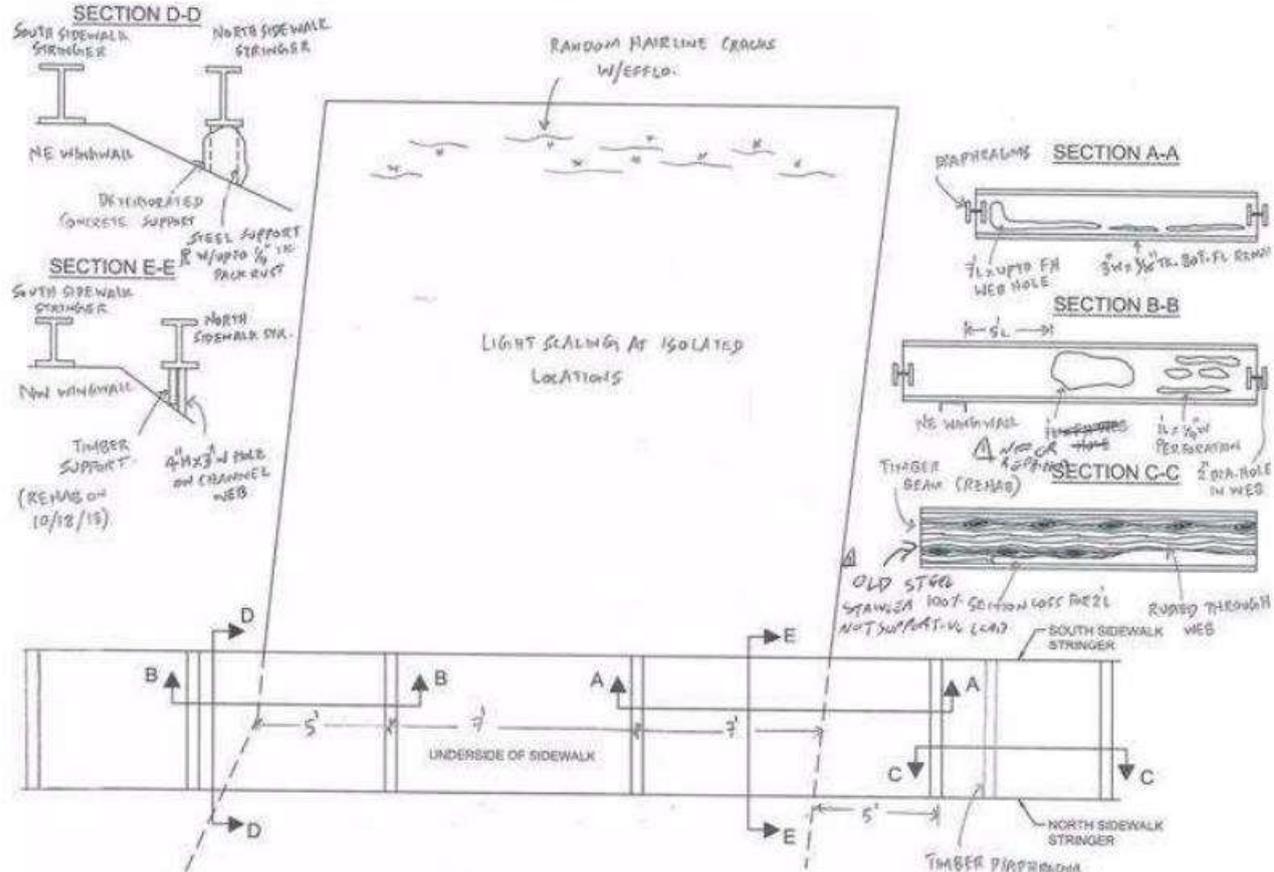
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**GENERAL NOTES:**  
 - AS A PART OF REHABILITATION ON 10/18/17, SIDEWALK TIMBER PLANTS WERE REPLACED, TIMBER BEAM & DIAPHRAGM WERE ADDED TO REINFORCE SIDEWALK STRINGER  
 - SIDEWALK STRINGERS & DIAPHRAGMS HAVE MOD. RUSTING THROUGHOUT W/ ISOLATED HEAVY RUSTING W/ SECTION LOSS

SIDEWALK SUPPORTS

REVISION	DATE:	CREW:	REVISION	DATE:	CREW:
REVISION	DATE:	CREW:	REVISION	DATE:	CREW:

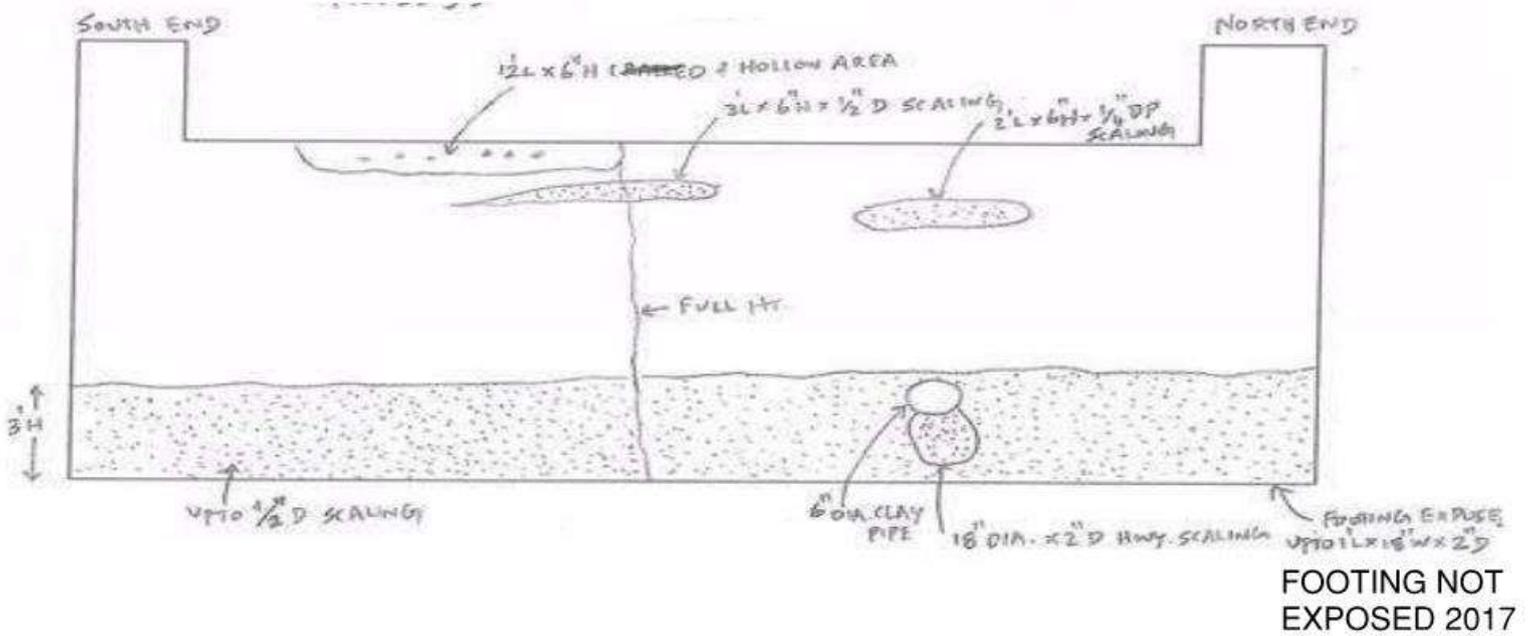
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ABUTMENT # 1 WEST

REVISION $\Delta$	DATE:	CREW:	REVISION $\Delta$	DATE:	CREW:
REVISION $\Delta$	DATE:	CREW:	REVISION $\Delta$	DATE:	CREW:

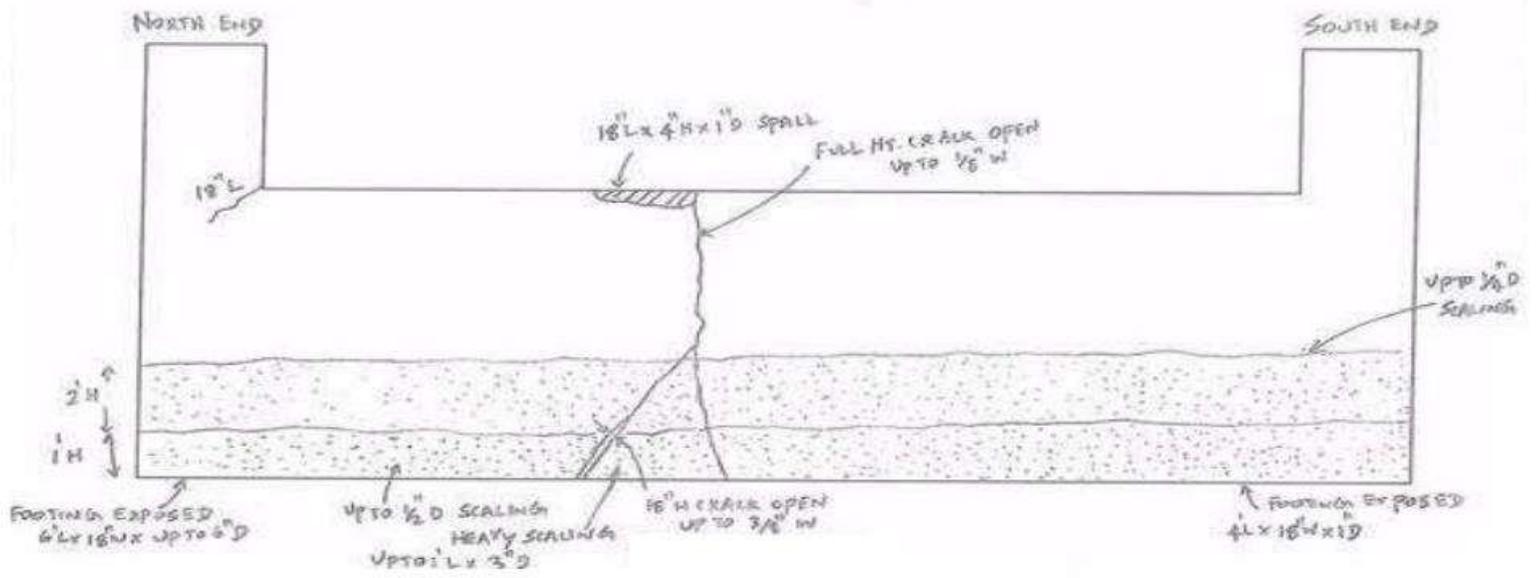
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ABUTMENT # 2 EAST

REVISION $\Delta$	DATE:	CREW:	REVISION $\Delta$	DATE:	CREW:
REVISION $\Delta$	DATE:	CREW:	REVISION $\Delta$	DATE:	CREW:



Sketches

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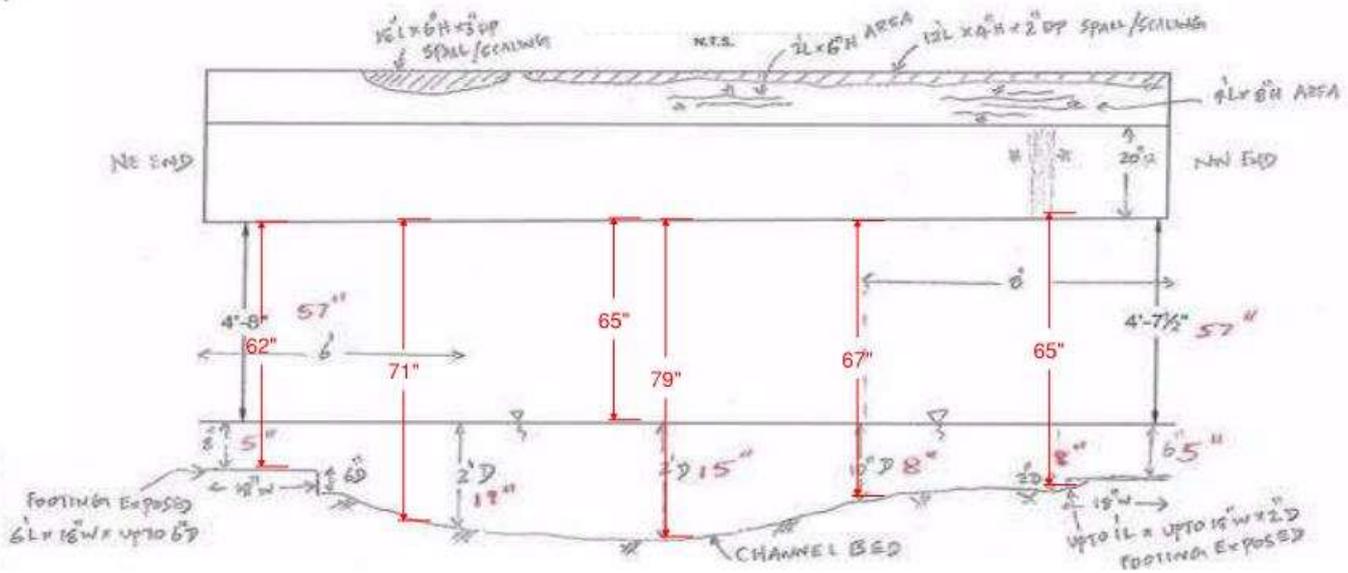
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BRIDGE NO.: 03936



NORTH ELEVATION (INLET)

REVISION $\Delta$	DATE:	CREW:	REVISION $\Delta$	DATE:	CREW:
REVISION $\Delta$	DATE:	CREW:	REVISION $\Delta$	DATE:	CREW:

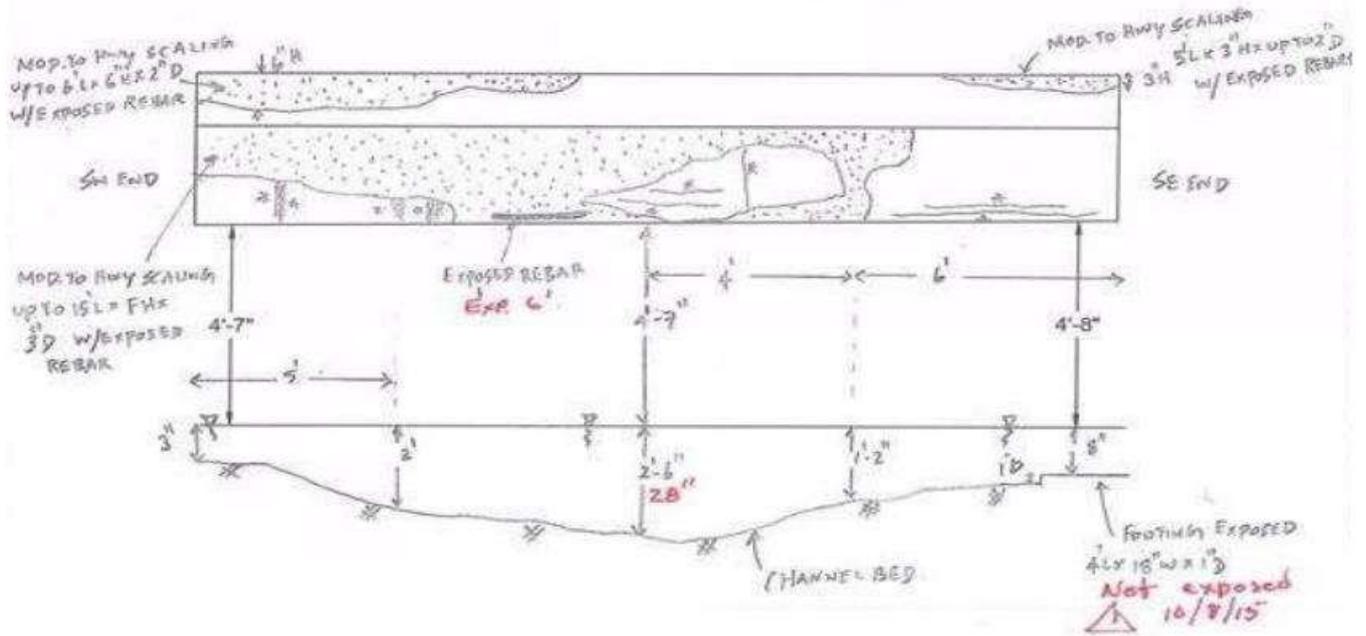
Sketches

Inspection type: Routine  
 Inspection Date: 10/16/2017  
 Inspected by: Team 3

Bridge No: 03936

Town: VERNON  
 Carried: DART HILL ROAD  
 Crossed: HOCKANUM RIVER  
 Inventory Route: Non-NHS

CREW: TEAM 3	DATE: 10/16/17	BRIDGE NO.: 03936
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Very little change 2017

SOUTH ELEVATION (outlet)

REVISION $\Delta$	DATE:	CREW:	REVISION $\Delta$	DATE:	CREW:
REVISION $\Delta$	DATE:	CREW:	REVISION $\Delta$	DATE:	CREW:

Sketches

Inspection type: Routine  
Inspection Date: 10/16/2017  
Inspected by: Team 3

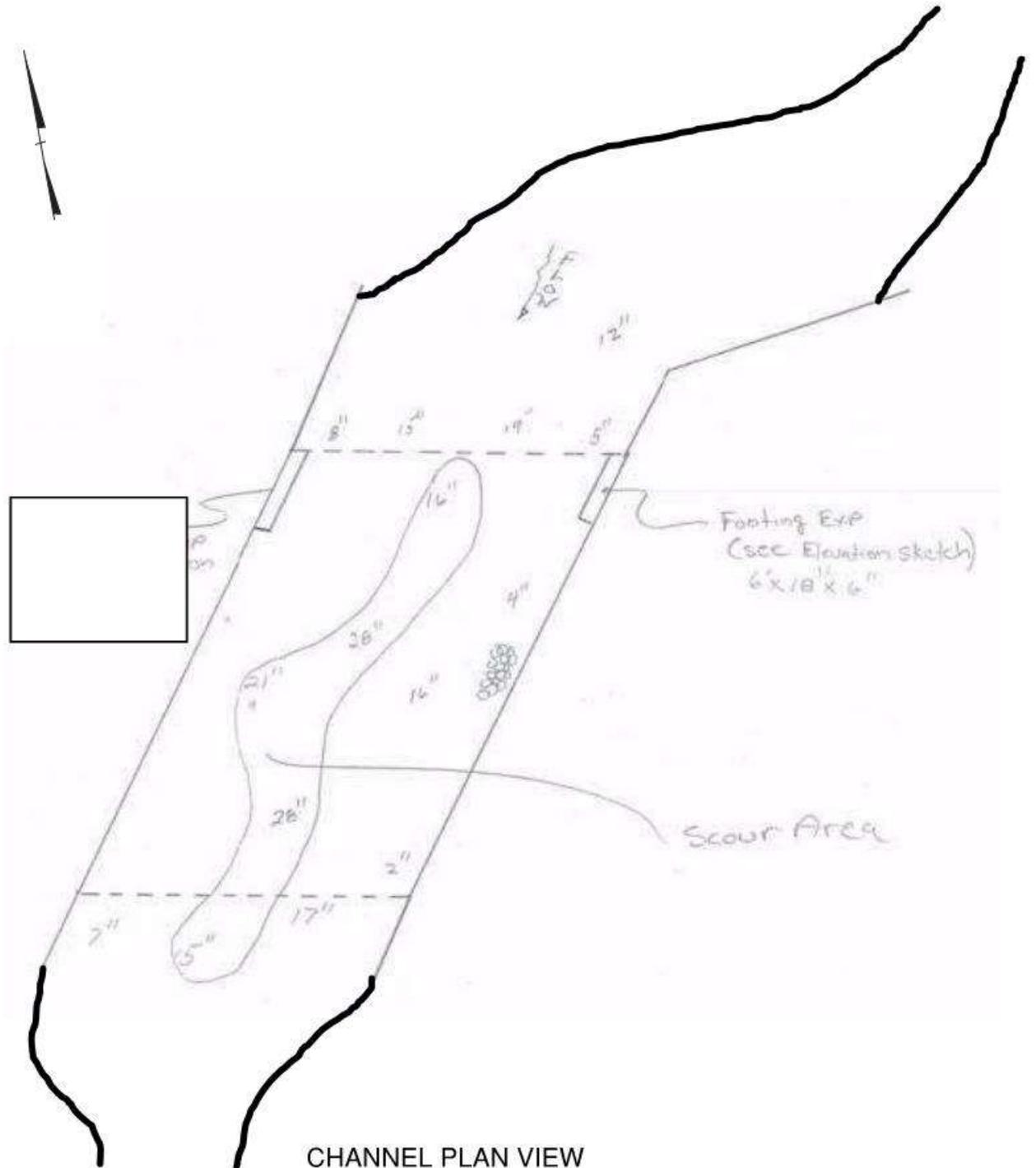
Bridge No: 03936

Town: VERNON  
Carried: DART HILL ROAD  
Crossed: HOCKANUM RIVER  
Inventory Route: Non-NHS

CREW: TEAM 3

DATE: 10/16/17

BRIDGE NO.: 03936



CHANNEL PLAN VIEW

REVISION	DATE:	CREW:	REVISION	DATE:	CREW:
REVISION	DATE:	CREW:	REVISION	DATE:	CREW:

**Form: Asset Photos**  
**Inspection type:** Routine  
**Inspection Date:** 10/16/2017  
**Inspected by:** Team 3

**Bridge No:** 03936

**Town:** VERNON  
**Carried:** DART HILL ROAD  
**Crossed:** HOCKANUM RIVER  
**Inventory Route:** Non-NHS



Photo Number: 1

Photo Taken: 10/16/2017

Looking west



Photo Number: 2

Photo Taken: 10/16/2017

Looking east

**Form: Asset Photos**  
**Inspection type:** Routine  
**Inspection Date:** 10/16/2017  
**Inspected by:** Team 3

**Bridge No:** 03936

**Town:** VERNON  
**Carried:** DART HILL ROAD  
**Crossed:** HOCKANUM RIVER  
**Inventory Route:** Non-NHS



Photo Number: 3

Photo Taken: 10/16/2017

South elevation (outlet)



Photo Number: 4

Photo Taken: 10/16/2017

North elevation (inlet)

**Form: Asset Photos**  
**Inspection type:** Routine  
**Inspection Date:** 10/16/2017  
**Inspected by:** Team 3

**Bridge No:** 03936

**Town:** VERNON  
**Carried:** DART HILL ROAD  
**Crossed:** HOCKANUM RIVER  
**Inventory Route:** Non-NHS



Photo Number: 5

Photo Taken: 10/16/2017

Overlay



Photo Number: 6

Photo Taken: 10/16/2017

Utility across south elevation

**Form: Asset Photos**  
**Inspection type:** Routine  
**Inspection Date:** 10/16/2017  
**Inspected by:** Team 3

**Bridge No:** 03936

**Town:** VERNON  
**Carried:** DART HILL ROAD  
**Crossed:** HOCKANUM RIVER  
**Inventory Route:** Non-NHS



Photo Number: 7

Photo Taken: 10/16/2017

Severe scale on south railbase inside face



Photo Number: 8

Photo Taken: 10/16/2017

South railbase spall undermining H post

**Form: Asset Photos**  
**Inspection type:** Routine  
**Inspection Date:** 10/16/2017  
**Inspected by:** Team 3

**Bridge No:** 03936

**Town:** VERNON  
**Carried:** DART HILL ROAD  
**Crossed:** HOCKANUM RIVER  
**Inventory Route:** Non-NHS



Photo Number: 9

Underside of sidewalk

Photo Taken: 10/16/2017



Photo Number: 10

General view of sidewalk

Photo Taken: 10/16/2017

**Form: Asset Photos**  
**Inspection type:** Routine  
**Inspection Date:** 10/16/2017  
**Inspected by:** Team 3

**Bridge No:** 03936

**Town:** VERNON  
**Carried:** DART HILL ROAD  
**Crossed:** HOCKANUM RIVER  
**Inventory Route:** Non-NHS



Photo Number: 11

Sidewalk girders with pitting and laminar rust

Photo Taken: 10/16/2017



Photo Number: 12

Steel H posts sidewalk supports with perfs at northwest

Photo Taken: 10/16/2017

**Form: Asset Photos**  
**Inspection type:** Routine  
**Inspection Date:** 10/16/2017  
**Inspected by:** Team 3

**Bridge No:** 03936

**Town:** VERNON  
**Carried:** DART HILL ROAD  
**Crossed:** HOCKANUM RIVER  
**Inventory Route:** Non-NHS



Photo Number: 13

Photo Taken: 10/16/2017

Sidewalk cross diaphragms with several perforations in web area



Photo Number: 14

Photo Taken: 10/16/2017

Collision damage at southeast M.B,R

**Form: Asset Photos**  
**Inspection type:** Routine  
**Inspection Date:** 10/16/2017  
**Inspected by:** Team 3

**Bridge No:** 03936

**Town:** VERNON  
**Carried:** DART HILL ROAD  
**Crossed:** HOCKANUM RIVER  
**Inventory Route:** Non-NHS



Photo Number: 15

Underside of deck

Photo Taken: 10/16/2017



Photo Number: 16

South railbase severe scale with exposed rebar

Photo Taken: 10/16/2017

**Form: Asset Photos**  
**Inspection type:** Routine  
**Inspection Date:** 10/16/2017  
**Inspected by:** Team 3

**Bridge No:** 03936

**Town:** VERNON  
**Carried:** DART HILL ROAD  
**Crossed:** HOCKANUM RIVER  
**Inventory Route:** Non-NHS



Photo Number: 17

Photo Taken: 10/16/2017

Abutment # 1 (west)



Photo Number: 18

Photo Taken: 10/16/2017

Abutment # 2 (east)

**Form: Asset Photos**  
**Inspection type:** Routine  
**Inspection Date:** 10/16/2017  
**Inspected by:** Team 3

**Bridge No:** 03936

**Town:** VERNON  
**Carried:** DART HILL ROAD  
**Crossed:** HOCKANUM RIVER  
**Inventory Route:** Non-NHS



Photo Number: 19

Photo Taken: 10/16/2017

Northeast wingwall 2B



Photo Number: 20

Photo Taken: 10/16/2017

Looking upstream

**Form: Maintenance**

**Carried:** DART HILL ROAD

**Crossed:** HOCKANUM RIVER

**Bridge No:** 03936

**Town:** VERNON

**Inventory Route:** Non-NHS

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**Status:** Open

**Assigned To:**

**Work Item ID:** 03936-2018-0001

**Date:** 01/03/2018

**Priority:** Priority Repair

**Deficiency:** Bridge Rail

**Structural Component:** Deck

**Comments:** MBR has exposed anchor bolts from severe scale in concrete rail base.

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**Date Completed:**

**Actual Quantity:**



South railbase spall undermining H post