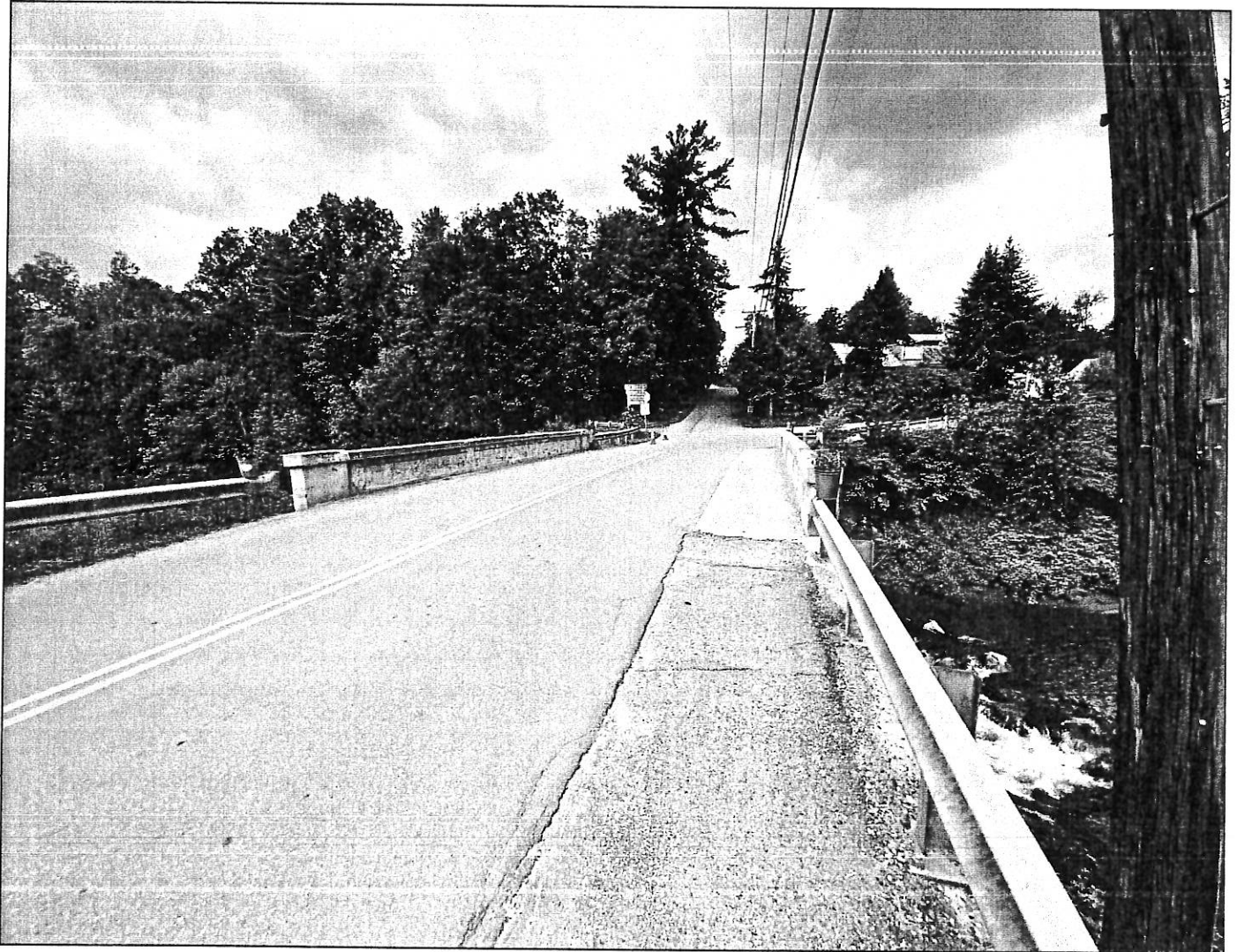


**Note, this is not the full report because it's too large to post. However, it will be put on AOT's website in the near future. <https://vtrans.vermont.gov/docs/bridge-inspections>



Town: 95 - HARDWICK

District 7, 5 - CALEDONIA County

Owner: 3 - Town or Township Highway Agency

Maintenance Responsibility: 3 - Town or Township Highway Agency

IDENTIFICATION

(1) State Names	50 - Vermont
(8) Structure Number	100305000403051
(5) Inventory Route	1
(2) Highway Agency District	7 - District 7
(3) County Code	5 - CALEDONIA
(4) Place Code	31825
(6) Features Intersected	LAMOILLE RIVER
(7) Facility Carried	C2002
(9) Location	0.1 MI JCT TH 2 + TH 6
(11) Mile Point	0 mi
(12) Base Highway Network	No
(13) LRS Inventory Rte & Subrte	
(16) Latitude	44.5211388888889
(17) Longitude	-72.3079555555556
(98) Border Bridge State Code	
(99) Border Bridge Structure No.	

STRUCTURE TYPE AND MATERIAL

(43) Main Structure Type	14
Material	1 - Concrete
Type	4 - Tee beam
(44) Approach Structure Type	00
Material	0 - Other
Type	0 - Other
(45) No. of Spans in Main Unit	1
(46) No. of Approach Spans	0
(107) Deck Structure Type	1 - Concrete Cast-in-Place
(108) Wearing Surface/Protective System	
Type of Wearing Surface	6 - Bituminous
Type of Membrane	0 - None
Type of Deck Protection	0 - None

AGE AND SERVICE

(27) Year Built	1925
(106) Year Reconstructed	0
(42) Type of Service	55
On	5 - Highway-pedestrian
Under	5 - Waterway
(28) Lane	
On	2
Under	0
(29) Average Daily Traffic	410
(30) Year of ADT	2019
(109) Truck ADT	2 %
(19) Bypass, Detour Length	4 mi

GEOMETRIC DATA

(48) Length of Maximum Span	43 ft
(49) Structure Length	46 ft
(50) Curb or Sidewalk Width	
Left	5.2 ft
Right	0 ft
(51) Bridge Roadway Width Curb to Curb	26.8 ft
(52) Deck Width Out to Out	29.4 ft
(32) Approach Roadway Width (W/Shoulders)	24 ft
(33) Bridge Median	0 - No median
(34) Skew	0 Deg
(35) Structure Flared	0 - No flare
(10) Inventory Route Min Vert Clear	99.99 ft
(47) Inventory Route Total Horiz Clear	26.8 ft
(53) Min Vert Clear Over Bridge Rdwy	99.99 ft
(54) Min Vert Underclear	0 ft
Ref:	
(55) Min Lat Underclear RT	0 ft
Ref:	
(56) Min Lat Underclear LT	0 ft

NAVIGATION DATA

(38) Navigation Control	0 - No navigation control on w
(111) Pier Protection	
(39) Navigation Vertical Clearance	0 ft
(116) Vert-Lift Bridge Nav Min Vert Clear	0 ft
(40) Navigation Horizontal Clearance	0 ft

CLASSIFICATION

(112) NBIS Bridge Length	Y
(104) Highway System	0
(26) Functional Class	9 - Rural Local
(100) Defense Highway	0 - The inventory route is not
(101) Parallel Structure	N - No parallel structure exists
(102) Direction of Traffic	2 - way traffic
(103) Temporary Structure	
(105) Federal Lands Highways	0 - N/A
(110) Designated National Network	0 - The inventory route is not
(20) Toll	3 - On free road. The structure
(21) Maintain	3 - Town or Township Highway A
(22) Owner	3 - Town or Township Highway A
(37) Historical Significance	5 - Bridge is not eligible for

CONDITION

(58) Deck	5
(59) Superstructure	5
(60) Substructure	5
(61) Channel & Channel Protection	8
(62) Culverts	N

LOAD RATING AND POSTING

(31) Design Load	0 - Other or Unknown
(63) Operating Rating Method	0
(64) Operating Rating	
Type	0 - Field evaluation and documented engine
Rating	31
(65) Inventory Rating Method	0 - Field evaluation and documented
(66) Inventory Rating	
Type	
Rating	18

(70) Bridge Posting	5 - Equal to or above legal loads
(41) Structure Open/Posted/Closed	A - Open, no restriction

APPRAISAL

(67) Structural Evaluation	5
(68) Deck Geometry	5
(69) Clearances, Vertical/Horizontal	N
(71) Waterway Adequacy	8
(72) Approach Roadway Alignment	6
(36A) Bridge Railings	0 - Inspected feature does not meet
(36B) Transitions	0 - Inspected feature does not meet
(36C) Approach Guardrail	0 - Inspected feature does not meet
(36D) Approach Guardrail Ends	0 - Inspected feature does not meet
(113) Scour Critical Bridges	8 - Bridge foundations determined to

PROPOSED IMPROVEMENTS

(75) Type of Work	35 - Bridge rehabilitation bec
(76) Length of Structure Improvement	46 ft
(94) Bridge Improvement Cost (Multiply value by 1000)	\$ 473
(95) Roadway Improvement Cost (Multiply value by 1000)	\$ 50
(96) Total Project Cost (Multiply value by 1000)	\$ 523
(97) Year of Improvement Cost Estimate	2020
(114) Future ADT	431
(115) Year of Future ADT	2029

INSPECTIONS *

(90) Inspection Date	09/23/2021
(91) Frequency	24
(92) Critical Feature Inspection	Done Freq. (Mon) Date
A: Fracture Critical Detail	No
B: Underwater Inspection	No
C: Other Special Inspection	

* The inspection date and frequency information in this box contains the current NBI date and frequency information. Please refer to the report header for the date this inspection was conducted.

Team Lead: Justin White, Inspection Date: 08/14/2023

Substructure

ELEMENTS	DESCRIPTION	UNITS	TOTAL	CS1	CS2	CS3	CS4
215	Reinforced Concrete Abutment	LF	58	13	15	30	0
9999	DO NOT USE	LF	45	0	15	30	0

60 - Substructure (5 - FAIR CONDITION - all primary structural elements are sound but may have minor section loss, cracking, spalling or scour.)

Vertical cracking and spalling around the rebar

A71 - Abutment End Walls Condition (4 - Satisfactory)

Cracking and scaling

A77 - Retaining/Wingwall Condition

Heavy spalling

A78 - Abutment Footings Condition (3 - Good)

CHANNEL

61 - Channel Condition (8 - Banks are protected or well vegetated. River control devices such as spur dikes and embankment protection are not required or are in a stable condition.)

GENERAL OBSERVATION

8/14/2023 Flooding event inspection has found extensive bank erosion at the end of the downstream abutment 1 wingwall extending up into the roadway above. The area of erosion measures lineal 14' +/- at the toe of the bank, 30' +/- at the top of the bank, and is approximately 35' +/- vertically. Erosion has exposed a 5'x 5' void behind the base end of the wingwall, exposing boulders and some timber cribbing. A void between the cribbing and boulders penetrates up to 9'. The eroded area along the roadway shoulder extending under the roadway measures 12' lineally and 3'- 4' wide. No new issues were found with the structure and it remains in fair condition.