



# Historic Bridge Inspection Report

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<b>Bridge Name:</b>			
<b>Bridge Trip Ordering Number:</b>		<b>Inspection Date:</b>	

## General Bridge Information and Conditions

<b>Facility(s) Carried:</b>  Surface Type:    Gravel    Hard	<b>Feature(s) Intersected:</b>  
<b>Main Span Type:</b>  Main Span #: 1    2    3    4 More:	<b>Approach Span Type:</b>  Approach Span #: None    1    2    3 4 More:

<b>Superstructure Condition:</b> Failed Critical/Risk of Failure Poor Fair Good Like New Notes:	<b>Substructure Condition:</b> Failed Critical/Risk of Failure Poor Fair Good Like New Notes:	<b>Deck Condition:</b> Deck Removed Failed Critical/Risk of Failure Poor Fair Good Like New Notes:
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<b>Bridge Deck Width (Lanes):</b> 1    2    3    4 More:	<b>Deck Width Leading Up To Bridge (Lanes):</b> 1    2    3    4 More:
<b>Sidewalks:</b> Number: 0    1    2    3    Other: Cantilevered,    Integrated	<b>Water Adequacy:</b> Scour Observed Evidence Of Floodwater Reaching Bridge

<p><b>Railing/Guardrail:</b> Present:                  Original    Non-Original                  Are Any Crash-Resistant?                  Yes    No                  Do Any Protect The                  Superstructure?                  Yes    No    N/A                  Sidewalk Bridge Railings Present:                  Original    New/Modern</p>	<p><b>Bearing Type:</b>                  Roller Nest    Rocker    Not Observed                  Other/Unknown: Notes:                  Condition:                  Clean                  Significant Dirt Buildup                  Significant Dislocation                  Unknown/Not Observed</p>
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**Specific Conditions (When Applicable)**

<p><b>Concrete Superstructure or Railings:</b>                  Spalling    Cracking    Delaminating</p>	<p><b>Observed Metal Conditions:</b>    Major Section Loss,    PackRust</p>
<p><b>Movable Bridge:</b>                  Operating,    Not Operating,                  Machinery Removed</p>	<p><b>Metal Bridges Paint Condition:</b>                  New,    Fair,    Poor,    None                  Possible Lead Paint Risk (Paint Age):    Yes    No    Unknown</p>
<p><b>Fastener:</b> Primary/Connection Type:                  Welds,    Rivets,    Bolts                  Secondary/Beam Fastener Type:                  Welds,    Rivets,    Bolts                  Altered Fastener Type:                  Welds,    Rivets,    Bolts</p>	<p><b>Truss Bridges:</b>                  Eyebars:    Loop-Forged    Up-Set                  Original Floor beams:    All    Some                  Bottom Chord Connection Quality:                  Severe Loss,    Moderate/Average Loss,    Little/No Loss</p>
<p><b>Noted Vehicular Damage To Bridge:</b>                  Portal. Notes:                  Railing. Notes:                  Superstructure. Notes:                  Substructure. Notes:                  Other. Notes:</p>	<p><b>Moisture Risk Assessment:</b>                  No Problems Observed                  Drainage Blocked. Notes:                  No Drainage/Drainage Needed                  Dirt Buildup                  Plants Growing In Deck</p>

**Sufficiency / Demolition Risk Assessment**

<p><b>Risk of NBI Functionally Obsolete Determination:</b>                  Low    Medium    High    Confirmed                  Correction Feasibility (Current Use):                  Low    Medium    High</p>	<p><b>Risk of NBI Structurally Deficient Determination:</b>                  Low    Medium    High    Confirmed                  Correction Feasibility (Current Use):                  Low    Medium    High</p>
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<p><b>Evidence of Repair/Replacement Plans:</b></p> <p>None,          Pink Flags          Inspection Marks,          Construction On Bridge          Construction Next To Bridge          Signage,          Recent Bridge Closure,          Flagged/New Weight Limit Signs</p>	<p><b>Traffic Volume:</b></p> <p>Closed: Abandoned, Overgrown          Closed          Nearly None          Low          Medium          High          Congested (Traffic Backed Up At Or On Bridge)          Truck Traffic Observed: None, One - Some, Heavy</p>
<p><b>Caretaking (Preventative Maintenance)</b></p> <p>Bridge shows signs of care/maintainance.          Paint Deck Super/substructure          Substructure Patching Other          Bridge shows signs of neglect.          Paint Deck Super/substructure          Substructure Patching Other</p>	<p><b>Approach Roadway Alignment:</b></p> <p>Horizontal Problems Trivial Significant          Vertical Problems Trivial Significant          No Problems          Notes:</p>

**Historic Significance / Integrity**

<p><b>Superstructure Alterations Observed:</b></p> <p>None, Historically Sensitive, Insensitive          Flooring System Widened Other, Describe:</p>	<p><b>Substructure Alterations Observed:</b></p> <p>None, Historically Sensitive, Insensitive          Describe:</p>
<p><b>Bridge Plaques:</b></p> <p>Commissioner, Builder, State Standard, No          Plaques.          Missing Plaques/ Plaque Scars.          Repair/Rehab Plaques Present.</p>	<p><b>Bridge Still Functions As Originally Designed?</b></p> <p>Yes, No          Notes:</p>
<p><b>Surrounding Area:</b></p> <p>Confirmed Historic District          Contains Historic District Qualities          Possibly Contains Historic District Qualities          No Historic District Qualities</p>	<p><b>Remains of Previous Bridge(s):</b></p> <p>Present: Integrated          Present: Beside Bridge          Unknown/Possible. Notes:          None Observed</p>
<p><b>Location:</b></p> <p>Appears To Be Original. Notes:          Possibly Relocated. Notes:          Proof of Relocation. Notes:</p>	<p><b>Aesthetics:</b></p> <p>Gateway function.          Location in pristine natural setting.</p>
<p><b>Photo Checklist:</b> Portal, Oblique/Beside Bridge,          Elevation Under, Substructure, Details</p>	<p><b>Truss Details:</b> Top Connections Bottom          Connections          Turnbuckles, Metal Brands, Member,          Chord,Post</p>

## Conclusions

Note: Field observation is usually the first step in a multi-step historic bridge assessment process. These initial recommendations are based only on field observations and may change upon further consultation and research following the field observation.

<p><b>Local Historic Significance Rating Recommendation:</b></p> <p>0 1 2 3 4 5 6 7 8 9 10</p>	<p><b>National Historic Significance Rating Recommendation:</b></p> <p>0 1 2 3 4 5 6 7 8 9 10</p>
<p><b>Work Priority:</b></p> <p>Full Restore Immediately Continue Maintenance and Plan Future Full Restore, Continue/Begin Maintenance</p> <p>Notes:</p>	<p><b>Initial Recommended Use/Reuse:</b></p> <p>Continued Vehicular Use. Restored For Non-Motor. Relocate For Non-Motor. Bypass/Restore For Non-Motor. Non-Functional Exhibit. Retrofit or render structure decorative. Abandon completely: Leave standing, do not demolish. Salvage: Non-bridge reuse, or use of portions of bridge.</p>
<p><b>Re-Inspection Required?</b>    Yes    No</p> <p>Bridge Obstructed By Foliage Repairs In Progress Poor Weather Better Sun Position Needed ( AM, Noon, PM) Other:</p> <p>Notes:</p>	<p><b>National Register Eligibility:</b></p> <p>Listed Eligible Appears Eligible Appears Not Eligible Not Eligible Unknown</p> <p>Criterion:    A    B    C</p> <p>Notes:</p>

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