

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION



NCDOT UNITS:
BRIDGE MAINTENANCE UNIT
HYDRAULIC DESIGN UNIT
GEOTECHNICAL UNIT
STRUCTURE DESIGN UNIT
SOILS AND FOUNDATION SECTION

BRIDGE SCOUR REPORT

COUNTY: BUNCOMBE BRIDGE: 154 ROUTE: SR 1003 STREAM CROSSED: BIG IVY CK

ASSESSMENT YES EVALUATION BY: JJB DATE 3/16/2009

FHWA STRUCTURE INVENTORY & APPRAISAL CODES:

- SUBSTRUCTURE CONDITION (ITEM 60)
CHANNEL AND CHANNEL PROTECTION (ITEM 61)
WATERWAY ADEQUACY (ITEM 71)
SCOUR CRITICAL BRIDGES ((ITEM 113)

MONITORING:

PLAN REQUIRED? YES NO [checked]

FLOOD MONITORING EVENT : (UPSTREAM FACE, FROM TOP OF RAIL):

REQUIRED ACTION:

CRITICAL MONITORING DEPTH (UPSTREAM FACE, FROM TOP OF RAIL)

REQUIRED ACTION:

CRITICAL HIGH WATER DEPTH (UPSTREAM FACE, FROM TOP OF RAIL):

REQUIRED ACTION:

SCOUR CRITICAL DEPTHS(UPSTREAM FACE, FROM TOP OF RAIL):

REQUIRED ACTION:

INCREASE UNDERWATER INSPECTION CYCLE? YES [ ] NO [checked] FREQUENCY

COUNTERMEASURES:

PLAN REQUIRED? YES [ ] NO [checked]

SUMMARY OF PLAN.

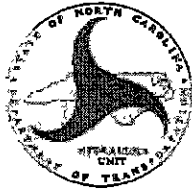
CONSTRUCTION COMPLETED DATE

FINAL CODING AFTER WORK IS COMPLETED (ITEM 113) DATE

BRIDGE MAINTENANCE COMMENTS:

Four horizontal lines for entering bridge maintenance comments.

# BRIDGE SCOUR EVALUATION ASSESSMENT AND DATA SUMMARY REPORT



ASSESSED	3/16/2009
BY:	JJB
CODE	8
CLASSIFIED	LOW RISK

### SITE IDENTIFICATION

COUNTY BUNCOMBE CITY/TOWN \_\_\_\_\_ BRIDGE NO. 154  
 ROUTE SR 1003 STREAM BIG IVY CK. ROAD MILE \_\_\_\_\_  
 DUAL BRIDGE NO. \_\_\_\_\_ IS US/DS \_\_\_\_\_  
 ORIG. PROJECT NO. \_\_\_\_\_ YEAR BUILT 1951 [1980]  
 REHAB. PROJECT NO. \_\_\_\_\_ YEAR REHAB. \_\_\_\_\_  
 CURRENT ADT 1700 YEAR 2002 FUTURE ADT \_\_\_\_\_ YEAR \_\_\_\_\_

### INFORMATION RESOURCES AVAILABLE:

- HYDRAULIC STUDY REPORT ( DATE )
- AS-BUILT CONSTRUCTION PLANS ( DATE )
- FOUNDATION REPORT ( DATE )
- OTHER AGENCY STUDIES ( DATE )  
( FEMA, CORPS, T.V.A., SCS )
- QUAD MAPS ( NAME & DATE )
- AERIAL PHOTOGRAPHY ( DATE )
- GAGE DATA ( TYPE, NO., DRAINAGE AREA )  
DISTANCE TO SITE ( UP/DN STREAM )
- BRIDGE INSPECTION REPORT ( DATE ) 1/2005
- UNDERWATER INSPECTION ( DATE, CYCLE )
- STRUCTURE DATA FILE ( DATE ) 1/2005

### HYDRAULIC DATA:

DRAINAGE AREA \_\_\_\_\_ SQ. MI. SOURCE \_\_\_\_\_  
 100 YR. WATERWAY OPENING ( NORMAL TO FLOW ) \_\_\_\_\_ SQ. FT.

### HISTORICAL FLOODS

DATE	ELEV.(FT.)	APPROX. FREQ. (YRS.)	APPROX. DISCH.	ADJUSTED TO SITE
1977	OVERTOPPED			
2004	OVERTOPPED			

SOURCE TERRY DAVIS-NCDOT

FLOOD FREQUENCY (YRS.) \_\_\_\_\_  
 ELEVATION (FT.) \_\_\_\_\_  
 DISCHARGE (CFS) \_\_\_\_\_  
 AVG. VELOCITY (Q/A) \_\_\_\_\_  
 SOURCE: \_\_\_\_\_

Q _____	Q _____	Q _____	Q _____

COMMENTS: OVERTOPPED W/ HEAVY SCOUR OF ABUTMENTS AND WINGS



rev. 3/97

**GEOMORPHIC DATA: (LOOKING DOWNSTREAM)**

CHANNEL (NORMAL TO FLOW):  
 AVG. BASE WIDTH \_\_\_\_\_ AVG. TOP WIDTH \_\_\_\_\_ AVG. DEPTH \_\_\_\_\_

AT CROSSING: STRAIGHT  MILD CURVE \_\_\_\_\_ SHARP BEND \_\_\_\_\_

FLOW ANGLE OF APPROACH: LOW \_\_\_\_\_ MILD \_\_\_\_\_ HIGH \_\_\_\_\_  
 ( 0°-5° ) ( 5°-20° ) ( 20°+ )

CROSSING WIDTH COMPARED TO:  
 UPSTREAM: WIDER \_\_\_\_\_ SAME \_\_\_\_\_ NARROWER \_\_\_\_\_  
 DOWNSTREAM: WIDER \_\_\_\_\_ SAME \_\_\_\_\_ NARROWER \_\_\_\_\_

BASED ON COMPARISON OF SECTIONS TAKEN AT DATES \_\_\_\_\_  
 CHANNEL HAS: WIDENED \_\_\_\_\_ FT. SAME \_\_\_\_\_ NARROWED \_\_\_\_\_ FT.  
 AGGRADATED \_\_\_\_\_ FT. SAME \_\_\_\_\_ DEGRADATED \_\_\_\_\_ FT.  
 SHIFTED LT. \_\_\_\_\_ FT. SAME \_\_\_\_\_ SHIFTED RT. \_\_\_\_\_ FT.  
 THALWEG HAS: SHIFTED LT. \_\_\_\_\_ FT. SAME \_\_\_\_\_ SHIFTED RT. \_\_\_\_\_ FT.

**REPORTED SITE SCOUR PROBLEM:**

	MINOR	MODERATE	SEVERE	UNKNOWN
LT. BANK				
RT. BANK				
LT. SPILL SLOPE				
RT. SPILL SLOPE				
PIER (S)				
DEBRIS				
CHANNEL BED				
OTHER _____				

IS REPORTED PROBLEM CHANNEL FLOW ASSOCIATED? N/A

BASED ON THE AVAILABLE GEOMORPHIC DATA, THE CHANNEL STABILITY POTENTIAL OVER THE LIFETIME OF THE EXISTING STRUCTURE CAN BEST BE DESCRIBED AS:

- 1) RELATIVELY STABLE WITH LITTLE EXPECTED CHANGE. N/A
- 2) POTENTIAL FOR SLOW CHANGE OVER TIME. NOT PRONE TO A MAJOR ONE-EVENT CHANGE. N/A
- 3) UNSTABLE. SUBJECT TO RAPID EVOLUTIONARY CHANGE. N/A

rev. 3/97

ASSESSMENT CRITERIA:

- 1) SPREAD FOOTINGS WITHIN THE POTENTIAL CHANNEL SCOUR AREA ARE INDICATED BY FIELD INVESTIGATION OR BORING LOG ANALYSIS TO BE ON SCOUR RESISTANT MATERIAL.  
GEOTECHNICAL CONCURRENCE BY: JOHN PILIPCHUK
- 2) AS-BUILT PLANS INDICATE THE SPREAD FOOTINGS WITHIN THE POTENTIAL CHANNEL SCOUR AREA TO BE KEYED AT LEAST 6" INTO ROCK.  
GEOTECHNICAL CONCURRENCE BY: \_\_\_\_\_
- 3) STEEL PILE BENTS WITHIN THE POTENTIAL CHANNEL SCOUR AREA HAVE  
a) AVERAGE PILE TIPS THAT PENETRATE A MINIMUM OF 12 FEET BELOW STREAM BED OR b) HAVE LESS THAN 22 FEET OF TOTAL PILE LENGTH AND INDICATED BY: BORING LOGS, PILE DRIVE RECORDS, OR ROD SOUNDINGS TO BE TIPPED INTO POINT BEARING MATERIAL.      a) \_\_\_\_\_  
b) \_\_\_\_\_
- 4) CONCRETE OR TIMBER PILE BENTS WITHIN THE POTENTIAL CHANNEL SCOUR AREA HAVE: a) AVERAGE PILE TIPS THAT PENETRATE A MINIMUM OF 15 FEET BELOW THE STREAM BED OR b) HAVE LESS THAN 18 FEET OF TOTAL PILE LENGTH AND INDICATED BY BORING LOGS OR ROD SOUNDINGS TO BE TIPPED INTO POINT BEARING MATERIAL.      a) \_\_\_\_\_  
b) \_\_\_\_\_
- 5) ALL PIERS AND ABUTMENTS ARE OUTSIDE THE NORMAL CHANNEL SECTION.      N/A
- 6) THE BRIDGE HAS EXPERIENCED A FLOOD OF GREATER THAN A 50-YEAR MAGNITUDE WITH NO REPORTED OR APPARENT SCOUR PROBLEM.      N/A
- 7) THE BOTTOMS OF THE CHANNEL PIER SPREAD FOOTINGS ARE GREATER THAN 7 FEET BELOW THE STREAM BED.      N/A
- 8) THE APPROACH ROADWAY OR BRIDGE IS OVERTOPPED DURING MINOR FLOODS (< 10-YEAR EVENT) REQUIRING CLOSURE AND INSPECTION BEFORE REOPENING.      N/A

THIS STRUCTURE MEETS WHICH OF THE ABOVE LISTED ITEMS FOR CLASSIFICATION AS A LOW RISK STRUCTURE?      1

BASED ON AN ENGINEERING EVALUATION OF THE AVAILABLE DATA AND REPORTS, THE LOW RISK CLASSIFICATION OF THIS STRUCTURE FOR THE REASON(S) LISTED ABOVE APPEARS REASONABLE      YES

COMMENTS

Rods driven to refusal EB: 14.1, B1: 17.3, EB2: 14.2

## ASSESSMENT DATA

County: BUNCOMBE  
 Bridge No: 154

Assessment Date: 3/16/2009

YES or No

## INSPECTION REPORTS:

DATE OF INSPECTION REPORT	1/2005	
EXISTING SCOUR HOLES PRESENT		N
UNDERMINING OF FOOTINGS		N
72 FIELD SCOUR EVALUATION-SCOUR HAS OCCURRED		N/A

## HYDRAULIC DATA

HIGH WATER-OVERTOP BRIDGE DECK		Y
CHANNEL SHIFTING OR DEGRADING		N
STREAM CONTRACTED AT BRIDGE-NO RELIEF		N/A
BAD ANGLE OF ATTACK-STREAM CURVES AT BRIDGE		N/A
DEBRIS PROBLEM @ BRIDGE-LEANING TREES ON BANK		N/A

## GEOTECHNICAL DATA:

FOUNDATION MATERIAL IS SCOURABLE		N/A
STREAMBED IS SAND W/ NO ARMOR MATERIAL		N

## STRUCTURAL DATA:

SMALL ABUTMENTS (NOT MASSIVE) -EASY TO DAMAGE		N/A
WIDE WEBS-ADVERSE ANGLE-CREATES PIER SCOUR		N
ROTATION OR SETTLEMENT OF PIERS OR ABUTMENTS		N/A

## ADDITIONAL CONSIDERATIONS:

DAM-UPSTREAM / DOWNSTREAM		N/A
PREVIOUS COUNTERMEASURES DAMAGED		N/A
RIP RAP ERODED		N/A
SAND OR GRAVEL MINING IN VICINITY OF BRIDGE		N/A

This assessment was conducted by an interdisciplinary team of Hydraulic, Geotechnical, Structural, Bridge Maintenance, and FHWA Engineers based upon information provided and engineering judgment

## NOTE:

Bridge Inspectors to notify the Hydraulics Unit if any of the above conditions change enough to warrant recoding of Item 113.





HYDRAULICS DEPT  
1580 MAIL SERVICE CENTER  
RALEIGH, NC 27615-1593

**Unknown Foundation Determination**  
**Substructure Report**  
**Buncombe 100154**  
**Paint Fork Rd. (SR 1003) over Big Ivy Creek**



FDH Project # 08-06077E

Submitted by:

J Darrin Holt, Ph.D , P.E.  
President

**FDH Engineering, Inc.**  
2730 Rowland Rd., Raleigh, NC 27615  
T (919) 755-1012 F: (919) 755-1031  
www.fdh-inc.com  
holt@fdh-inc.com

March 23, 2009



**Report Submitted to:** Mr. Jerry Beard PE  
NCDOT Hydraulics Unit  
1590 Mail Service Station  
Raleigh, NC 27695-1590

**Facility Carried:** Paint Fork Rd. (SR 1003)

**Feature:** Over Big Ivy Creek

**Substructure Type:** Yount Masonry Abutments and Pier

**No. of Interior Bents:** One (1)

**Piles per Bent:** NA

**Reference Document(s):** Bridge Inspection Report from January 2005 found Structure Data File January 2005 and January 2003 found

**Comments:** No noticeable scour at time of testing

**Field Work Performed:**

- Sounding rods were driven next to the abutments to determine the depth to high blow count material.
- Dispersive wave propagation testing was conducted on EB2 and footer of B1.

**Bridge Information From March 2005 Inspection Report:**

Substructure Condition. 7  
Channel and Channel Protection: 8  
Waterway Adequacy. 8  
Bridge Length: 81.0'  
Sufficiency Rating. 73.7  
Number of Spans: 2                      Span Lengths. 2 @ 40'-6"  
Underclearance: 6'-9"  
List of Scour Problems and Repairs: NA  
Original Construction: 1951      Year Reconstructed. 1980  
Current ADT. 001700      Year: 2002  
Bed to Crown. 14'-0"

**Summary of Findings:****Hydraulic Data:****Maintenance Personal : From Terry Davis NCDOT bridge management unit**

Reference to top rail: High water overtop bridge deck

Date of high water. Nov. 1977 and Sept. 2004, caused heavy scouring of abutments and wing walls.

Does bridge overtop during minor floods (&lt;10 year event): No

**Requiring closure and inspection before reopening? Yes****Reported of apparent scour problem? No**

List any major events: Hurricanes or storms and year of event and high water (reference to TOR)

Hurricane Hugo 1989. Hurricane Dennis 1999, Hurricane Isabel 2003, Hurricane Ivan 2004

**Field Observations:**

Any Scouring Noted No

Angle of Stream Attack Straight

Debris: Large Trees Leaning on Bank? Yes

Debris Piled up on Bents? Yes

Has Thalweg Shifted? No

Field Testing Results

TABLE ½" ROD DRIVES					
BC1		BC2		BC3	
DEPTH FROM TOP OF RAIL	BLOWS/ FT	DEPTH (TOR)	BLOWS/ FT	DEPTH (TOR)	BLOWS/ FT
*14.1'	50/0"	11.0'-12.0'	13	10.1'-11.1'	6
-	-	12.0'-13.0'	13	11.1'-12.1'	13
-	-	13.0'-14.0'	13	12.1'-13.1'	15
-	-	14.0'-15.0'	13	13.1'-14.1'	25
-	-	15.0'-16.0'	25	*14.1'-14.2'	50/1"
-	-	16.0'-17.0'	20	14.2'	Refusal
-	-	17.0'-17.3'	50/3"	-	-

\* indicates bottom of footer at location of blow count

Sounding Rods:

Sounding rods of diameter ½" were driven at EB1, B1 and EB2.

Dispersive Wave Testing

Dispersive wave propagation testing was conducted on the footers of B1 and EB2 that had been installed during the 1951 construction. The results indicated B1 is 17.6 ft and EB2 is 14.1 ft from the top of rail to bottom of footer.

## Conclusions

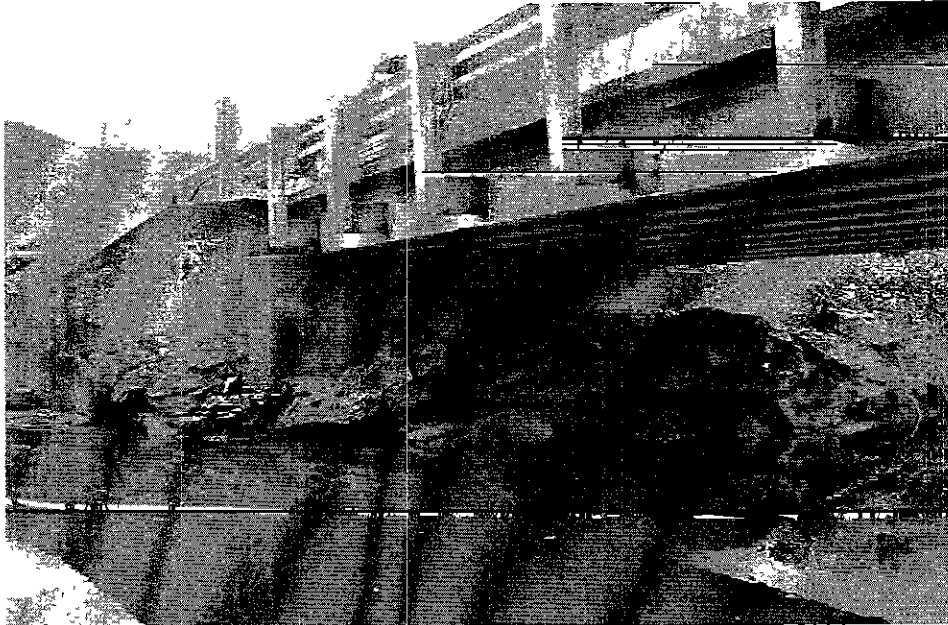
Foundation consists of concrete abutments with concrete footer and rock. We are unable to confirm the elevation of EB1 due to large rocks at the footer of the abutment (See Photos). B1 is 17.6 ft and EB2 is 14.1 ft from the top of rail to bottom of footer. Sounding data indicates EB2 is resting on material 50/1". B1 is resting on material too hard to penetrate with sounding rods.

PILE TIP AND BOTTOM OF FOOTING			
Pile and Footing Location	Test Method	Top of Rail to Bottom of Footing (FT)	Embedment Below Thalweg (FT)
EB1	-	-	-
B1	DW/ROD	17.6	1.5
EB2	DW/ROD	14.1	2.0 above thalweg

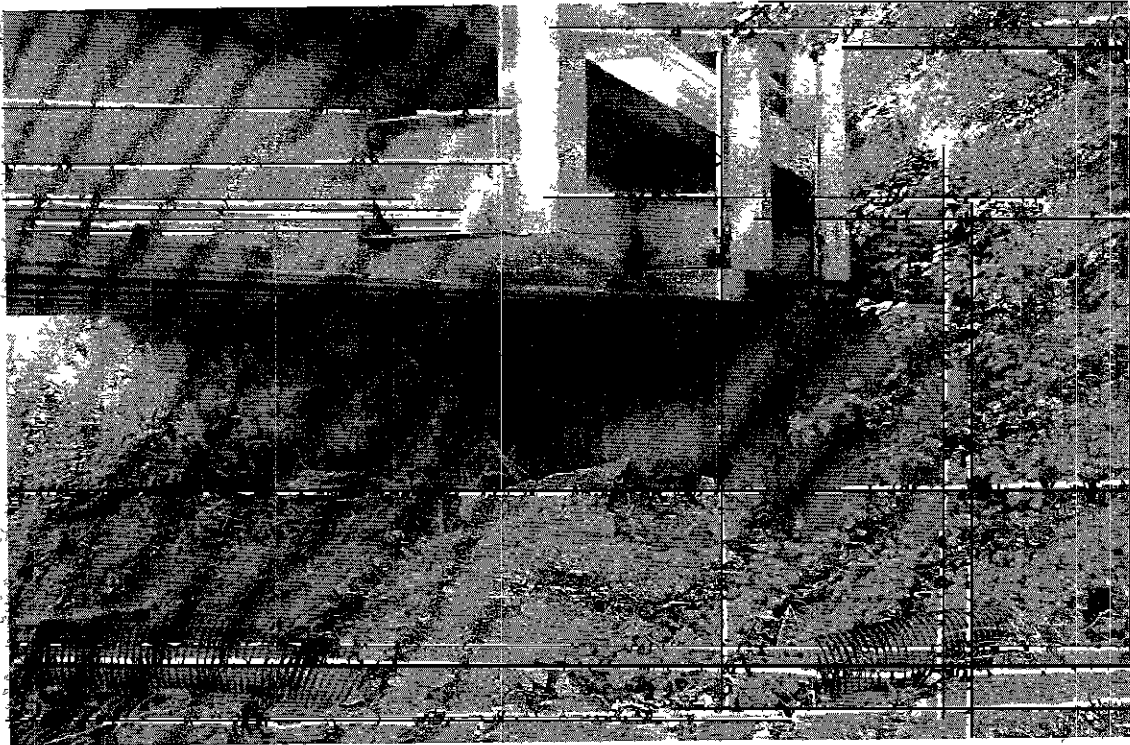
### Sounding Rods

Sounding rods driven at a site are 1/2" in diameter and vary in segment length from 5 ft to 10 ft. Coupling devices are used for extending the rods to depths greater than the individual rod lengths. The driving head weighs 16 lbs. Determining blow counts involves dropping the 16 lb hammer with a 2 foot drop and counting the actual number of blows required to drive the rod 1 ft into the material.

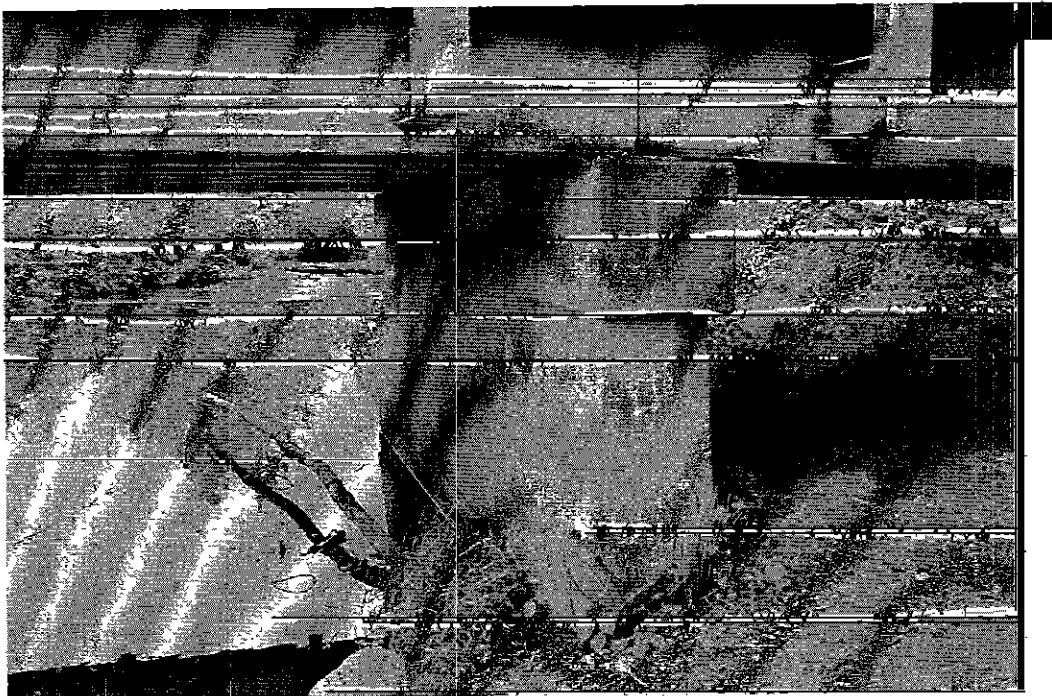
Professional judgments are incorporated into this report. These are based on our evaluations of field information gathered, on our understanding of the characteristics of the project, and on our experience and capabilities with the topic of unknown foundations. We guarantee only that our work and judgments rendered meet the standard of care of our profession.



**Large rocks on footer of EB1.**



**View of EB2.**

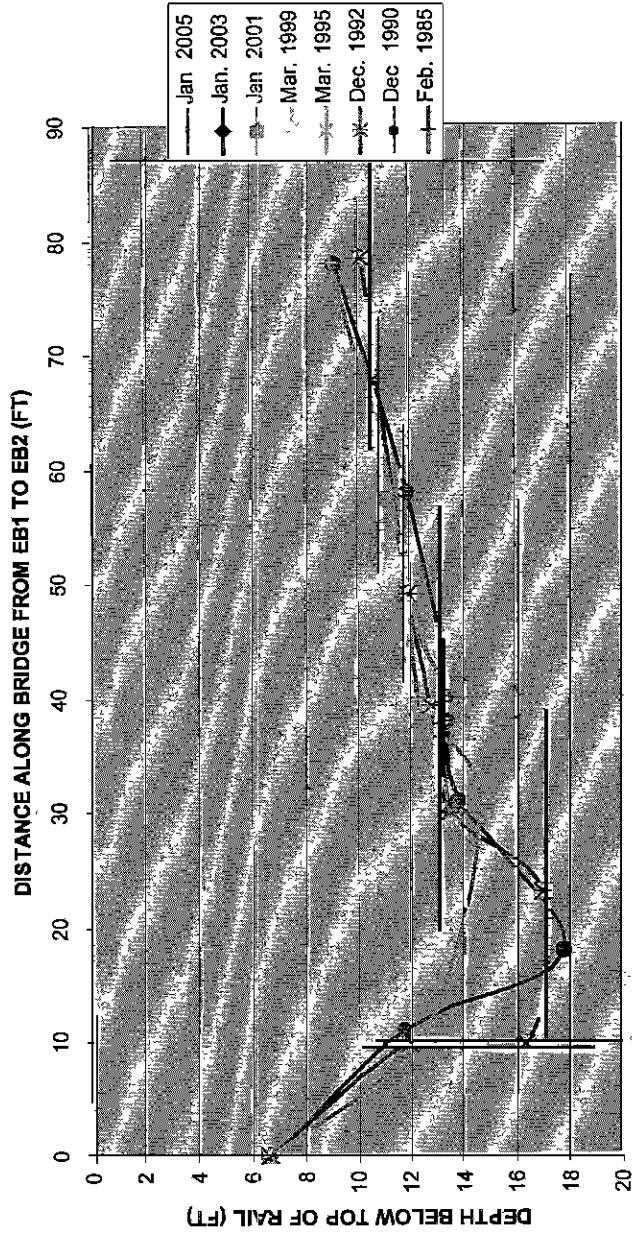


**View of B1.**

Buncombe 100154

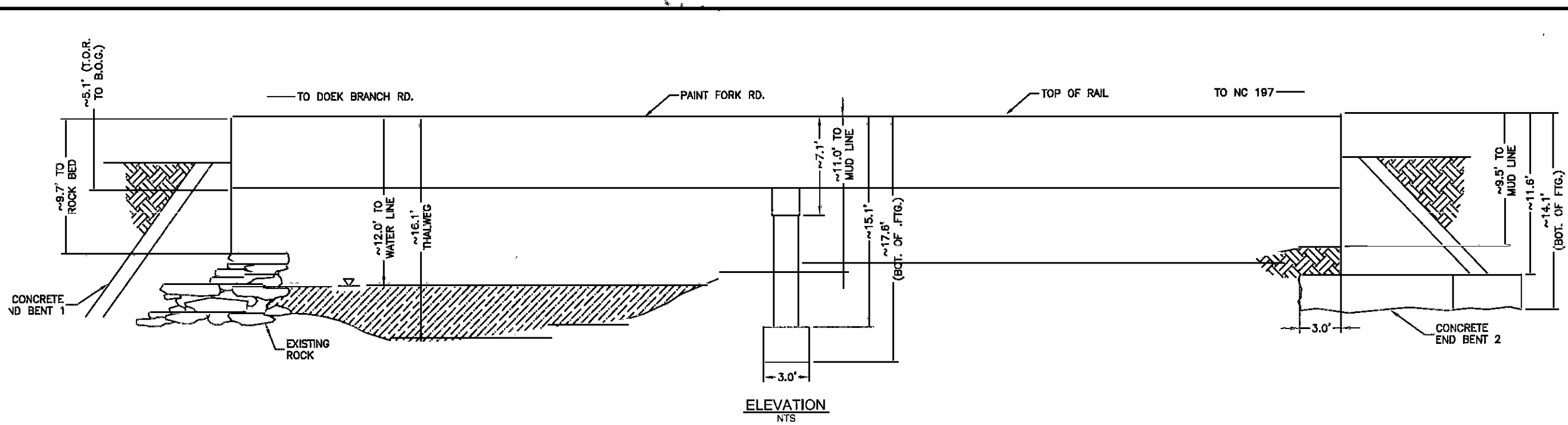
6  
10/21/2008

### DOWN STREAM BED SOUNDINGS

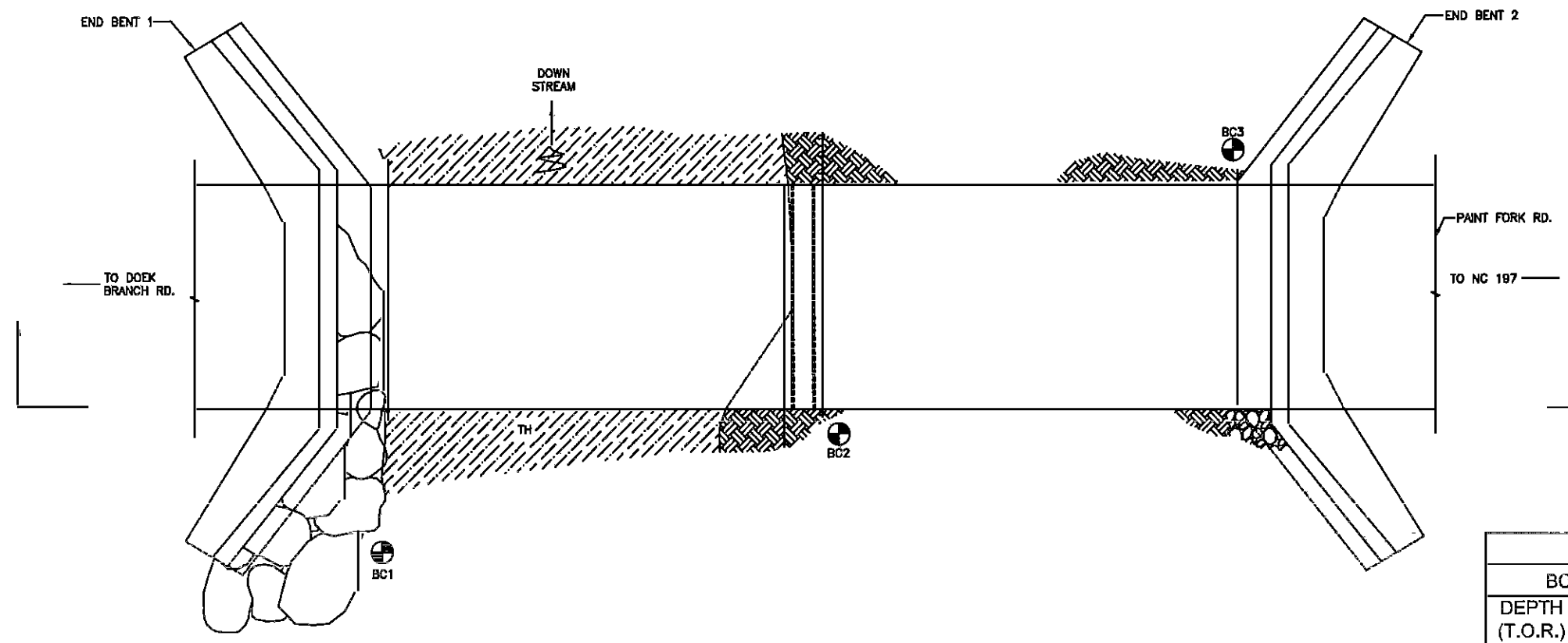


FDH Engineering, Inc. 2730 Rowland Rd., Raleigh, NC 27615

T: (919) 755-1012 F: (919) 755-1031



ELEVATION  
NTS



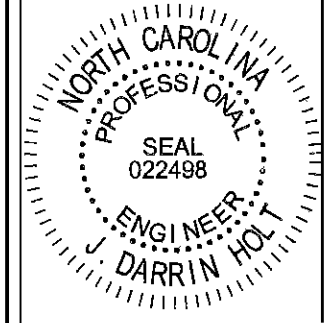
FOUNDATION PLAN  
NTS

BLOW COUNT CHART					
BC1		BC2		BC3	
DEPTH (T.O.R.)	BPF	DEPTH (T.O.R.)	BPF	DEPTH (T.O.R.)	BPF
14.1'	50/0"	11.0'-12.0'	13	10.1'-11.1'	6
		12.0'-13.0'	13	11.1'-12.1'	13
		13.0'-14.0'	13	12.1'-13.1'	15
		14.0'-15.0'	13	13.1'-14.1'	25
		15.0'-16.0'	25	*14.1'-14.2'	50/1"
		16.0'-17.0'	20	14.2'	REF
		17.0'-17.3'	50/3"		

\* INDICATES BOTTOM OF FOOTER  
AT LOCATION OF BLOW COUNT



Prepared by:  
**FDH ENGINEERING**  
2730 ROWLAND DRIVE  
SUITE 100  
RALEIGH, NC 27615  
PHONE (919) 755-1012  
FAX (919) 755-1031



SITE ID #100154  
DRAWN BY CDJ  
CHECKED BY JDH  
JOB NO. 08-06077E

SUBMITTALS		
DATE	DESCRIPTION	REV
03/23/09		A

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SITE NAME:  
BUNCOMBE 154

SITE NUMBER:  
#100154

SITE ADDRESS:  
SR 1003  
BUNCOMBE COUNTY

SHEET TITLE  
FOUNDATION PLANS

SHEET NUMBER  
A-1

# SCOUR PROJECT DATA FILE

For the NCDOT Bridge Maintenance Unit

County: \_\_\_\_\_ BUNCOMBE \_\_\_\_\_

Structure Number: \_\_\_\_\_ 100154 \_\_\_\_\_

## CONTENTS

Scour Report Cover Letters  
Depth Profile Computations  
Unknown Pile Length Estimates  
Scour Letters  
Scour Project Worksheets  
Closure Notifications  
Information Change Notifications  
Scour Report Revision Notices  
Structure Replacement Notifications  
Information Request Letters:  
- Hydraulics Unit Request Letter  
- Countermeasure Information Request  
- Source Information Request  
- Information Transmittal  
- etc.  
Other Letters and Information, etc.

NORTH CAROLINA DEPARTMENT OF TRANSPORTATION



NCDOT UNITS:
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BRIDGE SCOUR REPORT

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COUNTERMEASURES:

PLAN REQUIRED? YES [ ] NO [checked]

SUMMARY OF PLAN:

CONSTRUCTION COMPLETED DATE

FINAL CODING AFTER WORK IS COMPLETED (ITEM 113) DATE

BRIDGE MAINTENANCE COMMENTS:

[Blank lines for comments]









STATE OF NORTH CAROLINA  
DEPARTMENT OF TRANSPORTATION

BEVERLY EAVES PERDUE  
GOVERNOR

EUGENE A. CONTI, JR.  
SECRETARY

DATE: 06/22/10

MEMORANDUM TO: GARRY MOORE  
DIVISION BRIDGE ENGINEER

FROM: DANIEL D. HOLDERMAN, PE  
STATE BRIDGE MANAGEMENT ENGINEER  
NCDOT-BRIDGE MANAGEMENT UNIT

SUBJECT : BRIDGE SCOUR INFORMATION ( NOT SCOUR CRITICAL)

THE BRIDGE SCOUR EVALUATION/ASSESSMENT FOR BRIDGE NUMBE 154 IN BUNCOMBE COUNTY IS AVAILABLE FOR VIEWING ON THE WEBSITE NCDOT BRIDGE DOCUMENT MANAGEMENT SYSTEM. NOTE THAT THE BRIDGE IS NOT SCOUR CRITICAL AND NO COUNTERMEASURES OR SPECIAL MONITORING ARE REQUIRED.

IF YOU HAVE ANY QUESTIONS, PLEASE CALL DON IDOL AT 919-835-8226.

SPECIAL MONITORING? : NO

TYPE MONITORING : NONE

COUNTERMEASURES REQUIRED? : NO

TYPE COUNTERMEASURES : NONE

DATE WORK COMPLETED : N/A BY : N/A DIVISION BRIDGE ENGINEER

DDH / CC / PAW

CC : BRIDGE MAINTENANCE SUPERVISOR  
AREA BRIDGE INSPECTION SUPERVISOR  
T. S. EARP  
JIM AHLMARK  
SCOUR PROJECT DATA FILE

MAILING ADDRESS:  
BRIDGE MANAGEMENT UNIT  
1565 MAIL SERVICE CENTER  
RALEIGH NC 27699-1565

TELEPHONE: 919-733-4362  
FAX: 919-733-2348  
WEBSITE: WWW.DOH.DOT.STATE.NC.US

LOCATION:  
4809 BERYL ROAD  
RALEIGH NC

# SQUAD A -- SCOUR REPORT FORM

SEARCH: 100154

BRIDGE ID: 100154 COUNTY: BUNCOMBE BRIDGE NO: 154 DIV: 13

EVALUATED BY: DOT DATE EVALUATED: MAR. 16, 2009 E/A: A

DATE RECVD. BMU: MAY 20, 2009 DATE SENT FIELD: JUN 22, 2010

SUPERINTENDANT: GARRY MOORE FEDERAL AID: N

SYSTEM: 24

SCOUR CRIT?: NO GRADE: 8 TEAM: A

FC: [ ]

SPECIAL MONITORING: NO

TYPE MONITORING: NONE  
[ ]

WORK REQD?: NO

TYPE WORK: NONE  
[ ]

DATE WORK COMPLETE: [ ] NEW GRADE: [ ]

COMMENT: [ ]