

2-DIST  
04B.I.N.  
8AM

## STRUCTURES INSPECTION FIELD REPORT

BR. DEPT. NO.

M-02-001

ROUTINE ARCH &amp; SPECIAL MEMBER INSPECTION

CITY/TOWN <b>MANCHESTER</b>	8.-STRUCTURE NO. <b>M02001-8AM-MUN-BRI</b>	11-Kilo. POINT <b>000.000</b>	41-STATUS <b>A:OPEN</b>	90-ROUTINE INSP. DATE <b>NOV 29, 2022</b>
07-FACILITY CARRIED <b>ST127 CENTRAL ST</b>	MEMORIAL NAME/LOCAL NAME	27-YR BUILT <b>1850</b>	106-YR REBUILT <b>1900</b>	YR REHAB'D (NON 106) <b>0000</b>
06-FEATURES INTERSECTED <b>WATER SAW MILL BROOK</b>	26-FUNCTIONAL CLASS <b>Urban Minor Arterial</b>	DIST. BRIDGE INSPECTION ENGINEER J. Dideo		
43-STRUCTURE TYPE <b>811 : Masonry Arch - Deck</b>	22-OWNER Town Agency	21-MAINTAINER Town Agency	TEAM LEADER R. Orlando	
107-DECK TYPE <b>N : Not applicable</b>	WEATHER <b>Cloudy</b>	TEMP. (air) <b>2°C</b>	TEAM MEMBERS <b>J. HEDLUND</b>	

<b>ITEM 58</b> <b>DECK</b> <table border="1"> <thead> <tr> <th></th> <th>N</th> <th>DEF</th> </tr> </thead> <tbody> <tr><td>1. Wearing Surface</td><td>6</td><td>M-P</td></tr> <tr><td>2. Deck Condition</td><td>N</td><td>-</td></tr> <tr><td>3. Spandrel Fill</td><td>H</td><td>-</td></tr> <tr><td>4. Curbs</td><td>6</td><td>M-P</td></tr> <tr><td>5. Median</td><td>N</td><td>-</td></tr> <tr><td>6. Sidewalks</td><td>5</td><td>S-P</td></tr> <tr><td>7. Parapets</td><td>N</td><td>-</td></tr> <tr><td>8. Railing</td><td>5</td><td>S-A</td></tr> <tr><td>9. Anti Missile Fence</td><td>N</td><td>-</td></tr> <tr><td>10. Drainage System</td><td>7</td><td>-</td></tr> <tr><td>11. Lighting Standards</td><td>N</td><td>-</td></tr> <tr><td>12. Utilities</td><td>N</td><td>-</td></tr> <tr><td>13. 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Arch/Arch Ring	4	S-A	2. Keystone Area	4	S-A	3. Stringers	N	-	4. Floorbeams	N	-	5. Spandrel Walls	5	S-P	6. Spring Lines	6	M-P	7. Diaphragms/Cross Frames	N	-	8. Conn Plt's, Gussets & Angles	N	-	9. Pin & Hangers	N	-	10. Masonry Joints	7	-	11. Rivets & Bolts	N	-	12. Welds	N	-	13. Deformation/Flattening	7	-	14. Member Alignment	7	-	15. Paint/Coating	N	-	16	N	-	<b>ITEM 60</b> <b>SUBSTRUCTURE</b> <table border="1"> <thead> <tr> <th></th> <th>7</th> <th>DEF</th> </tr> </thead> <tbody> <tr><td>1. Abutments</td><td>7</td><td>-</td></tr> <tr><td>a. Pedestals</td><td>N</td><td>N</td></tr> <tr><td>b. Bridge Seats</td><td>N</td><td>N</td></tr> <tr><td>c. Backwalls</td><td>N</td><td>N</td></tr> <tr><td>d. Breastwalls</td><td>N</td><td>H</td></tr> <tr><td>e. Wingwalls</td><td>N</td><td>6</td></tr> <tr><td>f. Slope Paving/Rip-Rap</td><td>N</td><td>N</td></tr> <tr><td>g. Pointing</td><td>N</td><td>N</td></tr> <tr><td>h. Footings</td><td>N</td><td>H</td></tr> <tr><td>i. 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CITY/TOWN <b>MANCHESTER</b>	B.I.N. <b>8AM</b>	BR. DEPT. NO. <b>M-02-001</b>	8.-STRUCTURE NO. <b>M02001-8AM-MUN-BRI</b>	INSPECTION DATE <b>NOV 29, 2022</b>
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<b>ITEM 61</b> <b>CHANNEL &amp; CHANNEL PROTECTION</b> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th></th> <th>Dive</th> <th>Cur</th> <th>DEF</th> </tr> <tr><td>1.Channel Scour</td><td>N</td><td>7</td><td>-</td></tr> <tr><td>2.Embankment Erosion</td><td>N</td><td>N</td><td>-</td></tr> <tr><td>3.Debris</td><td>N</td><td>7</td><td>-</td></tr> <tr><td>4.Vegetation</td><td>N</td><td>8</td><td>-</td></tr> <tr><td>5.Utilities</td><td>N</td><td>N</td><td>-</td></tr> <tr><td>6.Rip-Rap/Slope Protection</td><td>N</td><td>N</td><td>-</td></tr> <tr><td>7.Aggradation</td><td>N</td><td>7</td><td>-</td></tr> <tr><td>8.Fender System</td><td>N</td><td>N</td><td>-</td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> <tr><td> </td><td> </td><td> </td><td> </td></tr> </table> <b>STREAM FLOW VELOCITY:</b> Tidal ( <input checked="" type="checkbox"/> ) High (   ) Moderate (   ) Low (   ) None (   )		Dive	Cur	DEF	1.Channel Scour	N	7	-	2.Embankment Erosion	N	N	-	3.Debris	N	7	-	4.Vegetation	N	8	-	5.Utilities	N	N	-	6.Rip-Rap/Slope Protection	N	N	-	7.Aggradation	N	7	-	8.Fender System	N	N	-													<div style="border: 1px solid black; padding: 5px; width: 30px; margin: 0 auto;">7</div>	<b>ITEM 36 TRAFFIC SAFETY</b> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th></th> <th>36</th> <th>COND</th> <th>DEF</th> </tr> <tr><td>A. Bridge Railing</td><td>0</td><td>5</td><td>S-A</td></tr> <tr><td>B. Transitions</td><td>0</td><td>N</td><td>-</td></tr> <tr><td>C. Approach Guardrail</td><td>0</td><td>N</td><td>-</td></tr> <tr><td>D. Approach Guardrail Ends</td><td>0</td><td>N</td><td>-</td></tr> </table> <b>WEIGHT POSTING</b> <i>Not Applicable</i> <input checked="" type="checkbox"/> X <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th></th> <th>H</th> <th>3</th> <th>3S2</th> <th>Single</th> </tr> <tr><td>Actual Posting</td><td>N</td><td>N</td><td>N</td><td>N</td></tr> <tr><td>Recommended Posting</td><td>N</td><td>N</td><td>N</td><td>N</td></tr> </table> Waived Date: 00/00/0000      EJDMT Date: 00/00/0000 <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th colspan="2">At bridge</th> <th colspan="2">Other Advance</th> </tr> <tr> <th>E</th> <th>W</th> <th>E</th> <th>W</th> </tr> <tr> <td style="text-align: center;"> </td> <td style="text-align: center;"> </td> <td style="text-align: center;"> </td> <td style="text-align: center;"> </td> </tr> </table> <b>CLEARANCE POSTING</b> <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th colspan="2">N</th> <th colspan="2">S</th> <th></th> </tr> <tr> <th>ft</th> <th>in</th> <th>ft</th> <th>in</th> <th>meter</th> </tr> <tr> <td style="text-align: center;"> </td> <td style="text-align: center;">0</td> <td style="text-align: center;"> </td> <td style="text-align: center;">0</td> <td> </td> </tr> <tr> <td style="text-align: center;"> </td> <td style="text-align: center;">0</td> <td style="text-align: center;"> </td> <td style="text-align: center;">0</td> <td> </td> </tr> </table> <b>Signs In Place</b> (Y=Yes, N=No, NR=Not Required) <table border="1" style="width:100%; border-collapse: collapse;"> <tr> <th colspan="2">At bridge</th> <th colspan="2">Advance</th> </tr> <tr> <th>N</th> <th>S</th> <th>N</th> <th>S</th> </tr> <tr> <td style="text-align: center;"> </td> <td style="text-align: center;"> </td> <td style="text-align: center;"> </td> <td style="text-align: center;"> </td> </tr> </table> Legibility/Visibility: <input checked="" type="checkbox"/> X <input type="checkbox"/> <input type="checkbox"/> <input type="checkbox"/>		36	COND	DEF	A. Bridge Railing	0	5	S-A	B. Transitions	0	N	-	C. Approach Guardrail	0	N	-	D. Approach Guardrail Ends	0	N	-		H	3	3S2	Single	Actual Posting	N	N	N	N	Recommended Posting	N	N	N	N	At bridge		Other Advance		E	W	E	W					N		S			ft	in	ft	in	meter		0		0			0		0		At bridge		Advance		N	S	N	S				
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<b>RATING</b> Rating Report (Y/N): <input checked="" type="checkbox"/> N Date:      00/00/0000 Inspection data at time of existing rating 1 58: - 1 59: - 1 60: - Date :00/00/0000	<b>Recommend for Rating or Rerating (Y/N):</b> <input checked="" type="checkbox"/> N      If YES please give priority: HIGH (   ) MEDIUM (   ) LOW (   )  <b>REASON:</b>
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CONDITION RATING GUIDE			(For Items 58, 59, 60 and 61)
CODE	CONDITION	DEFECTS	
N	NOT APPLICABLE		
G 9	EXCELLENT	Excellent condition.	
G 8	VERY GOOD	No problem noted.	
G 7	GOOD	Some minor problems.	
F 6	SATISFACTORY	Structural elements show some minor deterioration.	
F 5	FAIR	All primary structural elements are sound but may have minor section loss, cracking, spalling or scour.	
P 4	POOR	Advanced section loss, deterioration, spalling or scour.	
P 3	SERIOUS	Loss of section, deterioration, spalling or scour have seriously affected primary structural components. Local failures are possible. Fatigue cracks in steel or shear cracks in concrete may be present.	
C 2	CRITICAL	Advanced deterioration of primary structural elements. Fatigue cracks in steel or shear cracks in concrete may be present or scour may have removed substructure support. Unless closely monitored it may be necessary to close the bridge until corrective action is taken.	
C 1	"IMMINENT" FAILURE	Major deterioration or section loss present in critical structural components or obvious vertical or horizontal movement affecting structure stability. Bridge is closed to traffic but corrective action may put it back in light service.	
0	FAILED	Out of service - beyond corrective action.	

DEFICIENCY REPORTING GUIDE	
<b>DEFICIENCY:</b> A defect in a structure that requires corrective action.	<b>CATEGORIES OF DEFICIENCIES:</b> <b>M= Minor Deficiency</b> - Deficiencies which are minor in nature, generally do not impact the structural integrity of the bridge and could easily be repaired. Examples include but are not limited to: Spalled concrete, Minor pot holes, Minor corrosion of steel, Minor scouring, Clogged drainage, etc. <b>S= Severe/Major Deficiency</b> - Deficiencies which are more extensive in nature and need more planning and effort to repair. Examples include but are not limited to: Moderate to major deterioration in concrete, Exposed and corroded rebars, Considerable settlement, Considerable scouring or undermining, Moderate to extensive corrosion to structural steel with measurable loss of section, etc. <b>C-S= Critical Structural Deficiency</b> - A deficiency in a structural element of a bridge that poses an extreme unsafe condition due to the failure or imminent failure of the element which will affect the structural integrity of the bridge. <b>C-H= Critical Hazard Deficiency</b> - A deficiency in a component or element of a bridge that poses an extreme hazard or unsafe condition to the public, but does not impair the structural integrity of the bridge. Examples include but are not limited to: Loose concrete hanging down over traffic or pedestrians, A hole in a sidewalk that may cause injuries to pedestrians, Missing section of bridge railing, etc.
<b>URGENCY OF REPAIR:</b> <b>I = Immediate-</b> [Inspector(s) immediately contact District Bridge Inspection Engineer (DBIE) to report the Deficiency and to receive further instruction from him/her]. <b>A = ASAP-</b> [Action/Repair should be initiated by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) upon receipt of the Inspection Report]. <b>P = Prioritize-</b> [Shall be prioritized by District Maintenance Engineer or the Responsible Party (if not a State owned bridge) and repairs made when funds and/or manpower is available].	



2-DIST

B.I.N.

## STRUCTURES INSPECTION FIELD REPORT

BR. DEPT. NO.

04

8AM

## ROUTINE ARCH &amp; SPECIAL MEMBER INSPECTION

M-02-001

CITY/TOWN <b>MANCHESTER</b>	8-STRUCTURE NO. <b>M02001-8AM-MUN-BRI</b>	11-Kilo. POINT <b>000.000</b>	90-ROUTINE INSP. DATE <b>Nov 29, 2022</b>	93*-SPEC. MEMB. INSP. DATE <b>Nov 29, 2022</b>
07-FACILITY CARRIED <b>ST127 CENTRAL ST</b>	MEMORIAL NAME/LOCAL NAME		27-YR BUILT <b>1850</b>	106-YR REBUILT <b>1900</b>
06-FEATURES INTERSECTED <b>WATER SAW MILL BROOK</b>	26-FUNCTIONAL CLASS <b>Urban Minor Arterial</b>	DIST. BRIDGE INSPECTION ENGINEER <b>J. Dideo</b>		
43-STRUCTURE TYPE <b>811 : Masonry Arch - Deck</b>	22-OWNER <b>Town Agency</b>	21-MAINTAINER <b>Town Agency</b>	TEAM LEADER <b>R. Orlando</b>	
107-DECK TYPE <b>N : Not applicable</b>	WEATHER <b>Cloudy</b>	TEMP. (air) <b>2°C</b>	TEAM MEMBERS <b>J. HEDLUND</b>	

WEIGHT POSTING		Not Applicable <input checked="" type="checkbox"/>		At bridge		Advance		PLANS (Y/N): <b>N</b>	
	H	3	3S2	Single	E	W	E	W	
Actual Posting	<b>N</b>	<b>N</b>	<b>N</b>	<b>N</b>					
Recommended Posting	<b>N</b>	<b>N</b>	<b>N</b>	<b>N</b>					(V.C.R.) (Y/N): <b>N</b>
Waived Date: <b>00/00/0000</b>		EJDMT Date: <b>00/00/0000</b>		Signs In Place (Y=Yes, N=No, NR=Not Required)		Legibility/Visibility		TAPE#:	

RATING		Rating Report (Y/N): <b>N</b>		Date: <b>----</b>	Recommend for Rating or Rerating (Y/N): <b>N</b>	If YES please give priority: HIGH ( ) MEDIUM ( ) LOW ( )	
Inspection data at time of existing rating I 58: - I 59: - I 60: - I 62: - Date: <b>00/00/0000</b>					REASON: 		

## SPECIAL MEMBER(S):

	MEMBER	CRACK (Y/N):	WELD'S CONDITION (0-9)	LOCATION OF CORROSION, SECTION LOSS (%), CRACKS, COLLISION DAMAGE, STRESS CONCENTRATION, ETC.	CONDITION		INV. RATING OF MEMBER FROM RATING ANALYSIS			Deficiencies
					PREVIOUS (0-9)	PRESENT (0-9)	H-20	3	3S2	
A	Item 59.1 - Arch/ Arch Ring	N		See remarks in comments section.	5	4	Not Rated			S-A
B	Item 59.2 - Keystone Area	N		See remarks in comments section.	4	4	Not Rated			S-A
C										
D										
E										

List of field tests performed:	I-58	I-59	I-60	I-62	
	(Overall Previous Condition)	-	4	7	-
	(Overall Current Condition)	-	4	7	-

**DEFICIENCY:** A defect in a structure that requires corrective action.

**CATEGORIES OF DEFICIENCIES:**

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X=UNKNOWN

N=NOT APPLICABLE

H=HIDDEN/INACCESSIBLE

R=REMOVED

CITY/TOWN MANCHESTER	B.I.N. 8AM	BR. DEPT. NO. M-02-001	8.-STRUCTURE NO. M02001-8AM-MUN-BRI	INSPECTION DATE NOV 29, 2022
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## REMARKS

### BRIDGE ORIENTATION

Bridge M-02-001 (8AM) carries ST-127 (Central Street) over Saw Mill Brook in the town of Manchester, MA. The approaches are east and west and the elevations are south and north. Saw Mill Brook is tidal beneath the bridge, but the brook flows from north to south. **See Sketches 1 and 2.**

### GENERAL REMARKS

The structure consists of a dry laid stone masonry arch supported by stone masonry breastwalls. There is a concrete slab section supporting the south sidewalk. The north (upstream) wingwalls consist of dry laid masonry and the south (downstream) wingwalls are reinforced concrete extending to a tide gate downstream of the bridge. The south side of the bridge has a cast in place concrete rail base supporting the chain link fence bridge railing.

### ACCESS REMARKS

The bridge was inspected at low tide using waders. The underside was accessed by climbing down the northeast embankment wall approximately 50 yards upstream and walking down to the bridge.

### ITEM 58 - DECK

#### Item 58.1 - Wearing Surface

The bituminous concrete wearing surface has numerous areas of minor longitudinal and transverse cracking throughout, up to 1/4" wide, and heaviest in the eastbound lane. The westbound lane has areas of minor raveling and several bituminous patches, up to 2' wide x 8' long. The eastbound lane, near mid-span has a 2' long x 6' wide area of moderate map cracking (cracks up to 1/4" wide). **See Photo 1.** There is a 2' x 18" concrete patch adjacent to the drain along the north curb.

#### Item 58.4 - Curbs

Both curbs have minor vertical misalignment to the stones.

#### Item 58.6 - Sidewalks

Both bituminous concrete sidewalks are slightly uneven throughout.

The north sidewalk has random minor longitudinal cracks, up to 1/4" wide.

The west 10' of the south sidewalk has random bituminous patches and minor longitudinal cracking, up to 1/4" wide. **See Photo 2.** The underside of the south concrete sidewalk slab has many areas of delamination and shallow spalling with exposed rusted rebar, up to 8' long x 15" wide x 1-1/2" deep near mid-span. **See Photo 3.**

#### Item 58.8 - Railing

Both the north and south elevations have a chain-link fence with moderate to heavy surface corrosion to the pipes.

#### North Fence:

- The fence fabric at the west end has been secured with wire since the previous inspection.
- The first post from the west end and the top rail are bent away from the roadway up to 2".
- The east post has 100% section loss at the base. **See Photo 4.** The post is secured to the adjacent property's wooden fence post only.



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### REMARKS

- At the west and east ends, the bottom rail is detached from the posts. **See Photo 5.**
- The fence fabric is not attached to the bottom rail for the full length of the bridge.

### APPROACHES

#### Approaches a - Appr. Pavement Condition

Both approaches have random minor longitudinal and transverse cracking throughout, up to 1/4" wide.

The east approach has a 4' long x 18" wide bituminous patch in the westbound lane.

#### Approaches b - Appr. Roadway Settlement

The east approach has a 15" long x 22" wide x up to 2" deep depression along the north curb.

### ITEM 59 - SUPERSTRUCTURE

#### Item 59.1 - Arch/Arch Ring

The majority of the arch is coated in shotcrete, which has scattered hairline cracks with efflorescence, moisture staining, areas of delamination and areas that have spalled off. Several random stones that are not covered with shotcrete have hairline vertical cracks. Specific deficiencies and locations are as follows:

- 14' in from the north fascia: 6" wide x 12" high x 2'-8" deep void located 3' above the west spring line.
- 18' in from the north fascia: 10" diameter x 5' deep void located 3-1/2' above the west spring line. **See Photo 6.**
- 7' in from the south fascia: Full arch length x up to 1/2" wide crack in the shotcrete along arch section interface. **See Photo 7.** At the west spring line, the shotcrete ends resulting in exposed stone masonry with a void between the stones up to 4" wide x 2'-8" deep between the north and south arch sections. **See Photo 8.**

See Item 59.2 - Keystone Area for additional comments.

#### Item 59.2 - Keystone Area

The keystone area, which is covered in shotcrete, has numerous random voids and areas that are uneven, apparently due to broken off and/or missing stones. **See Photo 9.** There has been no change in the appearance of the shotcrete since the previous inspection, indicating no shifting of the keystones. Specific deficiencies are as follows:

- 2'-6" from north fascia: 2' long x 9" wide x 6" deep void.
- 7' from north fascia: 3' long x 9" wide x 6" deep void.
- 14' from north fascia: 12" long x 9" wide x 6" deep void. Stones surrounding void settled up to 6". **See Photo 10.**
- 18' from north fascia: 6" long x 12" wide x 9" deep void.
- 22' from north fascia: 5' long x 12" wide x 6" deep void.
- 35' to 37' from north fascia: Two 7" long x 11" wide x 8" deep voids. **See Photo 7.**

CITY/TOWN MANCHESTER	B.I.N. 8AM	BR. DEPT. NO. M-02-001	8.-STRUCTURE NO. M02001-8AM-MUN-BRI	INSPECTION DATE NOV 29, 2022
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## REMARKS

### Item 59.5 - Spandrel Walls

Both spandrel walls are coated in shotcrete, which has scattered cracks up to 1/16" wide with efflorescence and hollow areas throughout. Specific deficiencies are as follows:

#### North Spandrel Wall:

- At the west end, there is a 2' wide x 2-1/2' high x 3-1/2" deep spall below the drainpipe, with exposed rusted wire mesh. **See Photo 11.**
- Along the west edge of the arch ring, there is a 6' wide x up to 2' high x 3" deep with exposed rusted wire mesh. **See Photo 11.**
- Above the arch crown, there is a full height crack that is hairline width at the bottom and 9/16" wide at the top. There are several vertical hairline cracks with efflorescence adjacent to this crack. **See Photo 12.**

#### South Spandrel Wall:

- At the west end, there is a 2' diameter x 2" deep spall exposing the stone masonry with voids up to 21" deep. **See Photo 13.**

### Item 59.6 - Spring Lines

The east spring line deficiencies are as follows:

- 9' from the north fascia: 24" wide x 10" high x up to 10" deep void due to a missing stone. **See Photo 14.**
- 10'-6" from the south wingwall: 4" wide x 18" high x up to 16" deep void between stones.
- 13' from the south wingwall: 5" wide x 8" high x up to 16" deep void between stones.

## ITEM 60 - SUBSTRUCTURE

### Item 60.1 - Abutments

#### Item 60.1.d - Breastwalls

The breastwalls were below the water line at the time of inspection. No visible signs of distress were observed.

#### Item 60.1.e - Wingwalls

The south wingwalls are considered the concrete channel walls leading to the tide gate. Both south wingwalls have minor to moderate abrasion. The southeast wingwall has a 3" wide x 6" high x 6" deep void along a vertical construction joint.

The north wingwalls are considered to be the adjacent 8' section of masonry channel walls (that continue well upstream of the bridge). Both north wingwalls have scattered hollow areas of shotcrete along the top and numerous minor voids between the stones.

#### Item 60.1.j - Scour

There is a concrete pad that drops off to the channel bed 21' south of the north fascia. There is up to a 3'-10" deep drop after the concrete pad that levels out to approximately 2'-8" deep.

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## REMARKS

### TRAFFIC SAFETY

#### Item 36a - Bridge Railing

The chain-link fences on both sides of the bridge are non-standard. See Item 58.8 - Railing.

#### Item 36b - Transitions

There are no approach traffic safety features for this bridge. The bridge is abutted by a structure at the northeast corner, a street at the northwest corner, a structure at the southwest corner, and an access way to the tide gate at the southeast corner.

#### Item 36c - Approach Guardrail

See Item 36b - Transitions.

#### Item 36d - Approach Guardrail Ends

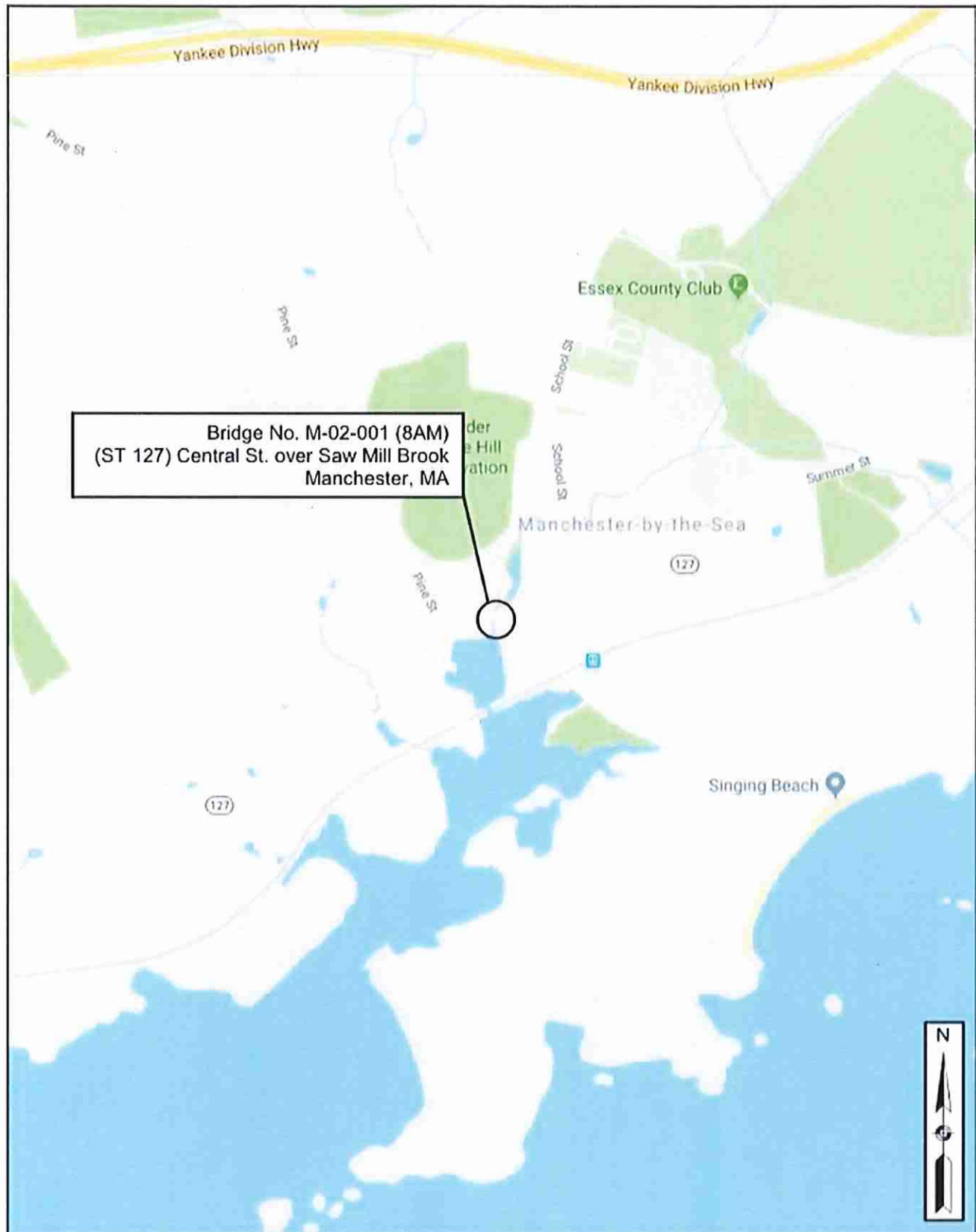
See Item 36b - Transitions.

#### Sketch / Photo Log

- Sketch 1 : Location Map
- Sketch 2 : Upstream Channel Profile.
- Photo 1 : Overview of the wearing surface (view from the south sidewalk).
- Photo 2 : South sidewalk (view from the west end).
- Photo 3 : Underside of the south sidewalk slab.
- Photo 4 : 100% section loss to the east post on the north fence.
- Photo 5 : Bottom rail detached from the west post on the north fence.
- Photo 6 : Void in the arch at 18' in from the north fascia, 3-1/2' above the west spring line.
- Photo 7 : Full length crack in the arch at 7' from the south fascia and voids in the keystone area.
- Photo 8 : Void above the west spring line at 7' in from the south fascia.
- Photo 9 : Typical voids and unevenness throughout the keystone area.
- Photo 10 : Void in the keystone area at 14' in from the north fascia.
- Photo 11 : North spandrel wall at the west end.
- Photo 12 : North spandrel wall above the crown area.
- Photo 13 : South spandrel wall at the west end.
- Photo 14 : Void in the east spring line at 9' in from the north fascia.



CITY/TOWN MANCHESTER	B.I.N. 8AM	BR. DEPT. NO. M-02-001	8.-STRUCTURE NO. M02001-8AM-MUN-BRI	INSPECTION DATE NOV 29, 2022
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**SKETCHES****Sketch 1: Location Map**





CITY/TOWN MANCHESTER	B.I.N. 8AM	BR. DEPT. NO. M-02-001	8.-STRUCTURE NO. M02001-8AM-MUN-BRI	INSPECTION DATE NOV 29, 2022
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**PHOTOS**

**Photo 1: Overview of the wearing surface (view from the south sidewalk).**



**Photo 2: South sidewalk (view from the west end).**



CITY/TOWN MANCHESTER	B.I.N. 8AM	BR. DEPT. NO. M-02-001	8.-STRUCTURE NO. M02001-8AM-MUN-BRI	INSPECTION DATE NOV 29, 2022
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**PHOTOS**

**Photo 3: Underside of the south sidewalk slab.**



**Photo 4: 100% section loss to the east post on the north fence.**



CITY/TOWN MANCHESTER	B.I.N. 8AM	BR. DEPT. NO. M-02-001	8.-STRUCTURE NO. M02001-8AM-MUN-BRI	INSPECTION DATE NOV 29, 2022
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**PHOTOS**

**Photo 5:** Bottom rail detached from the west post on the north fence.



**Photo 6:** Void in the arch at 18' in from the north fascia, 3-1/2' above the west spring line.



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## PHOTOS



**Photo 7:** Full length crack in the arch at 7' from the south fascia and voids in the keystone area.



**Photo 8:** Void above the west spring line at 7' in from the south fascia.



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**PHOTOS**

**Photo 9:** Typical voids and unevenness throughout the keystone area.



**Photo 10:** Void in the keystone area at 14' in from the north fascia.



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B.I.N.  
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## PHOTOS



Photo 11: North spandrel wall at the west end.



Photo 12: North spandrel wall above the crown area.



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INSPECTION DATE  
NOV 29, 2022

## PHOTOS



Photo 13: South spandrel wall at the west end.



Photo 14: Void in the east spring line at 9' in from the north fascia.



Report Date: October 6, 2022

State Information				Classification				Code				
BDEPT# = M02001				Agency Br.No.				(112) NBIS Bridge Length				N
Town = Manchester				L.O.				(104) Highway System				N
B.I.N = 8AM				AASHTO = 022.0				(26) Functional Class - Urban Minor Arterial				16
RANK = 0 H.I. = NA				FHWA Select List = N (6/21/17)				(100) Defense Highway				1
(8) Structure Number				M020018AMMUNBRI				(101) Parallel Structure				N
(5) Inventory Route				131001270				(102) Direction of Traffic - 2-way traffic				2
(2) State Highway Department District				04				(103) Temporary Structure				N
(3) County Code 009 (4) Place code				37945				(105) Federal Lands Highways				0
(6) Features Intersected				WATER SAW MILL BROOK				(110) Designated National Network				N
(7) Facility Carried				ST127 CENTRAL ST				(20) Toll - On free road				3
(9) Location				1.2 MI S RT128				(21) Maintain - Town Agency				03
(11) Kilometerpoint				0000.000				(22) Owner - Town Agency				03
(12) Base Highway Network				N				(37) Historical Significance				undetermined
(13) LRS Inventory Route & Subroute				000000000000				Condition				Code
(16) Latitude				42 DEG 34 MIN 30.91 SEC				(58) Deck				N
(17) Longitude				70 DEG 46 MIN 22.36 SEC				(59) Superstructure				4
(98) Border Bridge State Code				Share %				(60) Substructure				7
(99) Border Bridge Structure No. #								(61) Channel & Channel Protection				7
(43) Structure Type Main: Masonry				Code 811				(62) Culverts				N
Arch - Deck				Jointless bridge type: Not applicable				(31) Design Load - Unknown				0
(44) Structure Type Appr: Other				Code 000				(63) Operating Rating Method - Allowable Stress (AS)				2
(45) Number of spans in main unit				001				(64) Operating Rating				00.0
(46) Number of approach spans				0000				(65) Inventory Rating Method - Allowable Stress (AS)				2
(107) Deck Structure Type - Not applicable				Code N				(66) Inventory Rating				00.0
(108) Wearing Surface / Protective System:								(70) Bridge Posting				0
A) Type of wearing surface - Bituminous				Code 6				(41) Structure - Open				A
B) Type of membrane - Not applicable=no deck				Code N				Appraisal				Code
C) Type of deck protection - Not applicable=no deck				Code N				(67) Structural Evaluation				2
(27) Year Built				1850				(68) Deck Geometry				4
(106) Year Reconstructed				1900				(69) Underclearances, vert. and horiz.				N
(42) Type of Service: On - Highway-Ped								(71) Waterway adequacy				5
Under - Waterway				Code 55				(72) Approach Roadway Alignment				8
(28) Lanes: On Structure 02				Under structure 00				(36) Traffic Safety Features				0 0 0 0
(29) Average Daily Traffic				013600				(113) Scour Critical Bridges				6
(30) Year of ADT 2018 (109) Truck ADT				08 %				Inspections				
(19) Bypass, detour length				003 KM				(90) Inspection Date 11/04/20				(91) Frequency 12 MO
(48) Length of maximum span				0004.9M				(92) Critical Feature Inspection: 11/29/22				(93) CFI DATE
(49) Structure Length				00004.9M				(A) Fracture Critical Detail				N 00 MO A) 00/00/00
(50) Curb or sidewalk: Left 01.8 M Right 01.8 M								(B) Underwater Inspection				N 00 MO B) 00/00/00
(51) Bridge Roadway Width Curb to Curb				011.0M				(C) Other Special Inspection				Y 12 MO C) 11/15/21 11/29/22
(52) Deck Width Out to Out				014.6M				(*) Other Inspection ( )				N 00 MO *) 11/09/16
(32) Approach Roadway Width (w/shoulders)				014.6M				(*) Closed Bridge				N 00 MO *) 00/00/00
(33) Bridge Median - No median				Code 0				(*) UW Special Inspection				N 00 MO *) 00/00/00
(34) Skew 00 DEG (35) Structure Flared				N				(*) Damage Inspection				MO *) 00/00/00
(10) Inventory Route MIN Vert Clear				99.99M				Rating Loads				
(47) Inventory Route Total Horiz Clear				11.0M				Report Date 00/00/00				H20 Type 3 Type 3S2 Type HS
(53) Min Vert Clear Over Bridge Rdwy				99.99M				Operating				0.0 0.0 0.0 0.0
(54) Min Vert Underclear ref				N 00.00M				Inventory				0.0 0.0 0.0 0.0
(55) Min Lat Underclear RT ref				N 00.0M				Field Posting				
(56) Min Lat Underclear LT				00.0M				Status				Posting Date 00/00/00
(38) Navigation Control - No navigation control on waterway				Code 0				2 Axle 3 Axle 5 Axle Single				
(111) Pier Protection				Code				Actual				
(39) Navigation Vertical Clearance				000.0M				Recommended				
(116) Vert-lift Bridge Nav Min Vert Clear				M				Missing Signs				N
(40) Navigation Horizontal Clearance				0000.0M				Misc.				
								Bridge Name				
								N Anti-missile fence N Acrow Panel N Jointless Bridge				
								Freeze/Thaw N : Not Applicable				
								# Stairs On/Adjacent 0 Stair Owner(s)				
								Accessibility (Needed/Used)				
								N / N Liftbucket N / N Rigging Y / Y Other				
								P / N Ladder N / N Staging LOWTIDE				
								N / N Boat N / N Traffic Control				
								Y / Y Wader N / N RR Flagperson				Inspection
								N / N Inspector 50 N / N Police				Hours: 040

Report Date: December 2, 2022

State Information										Classification										Code																			
BDEPT# = M02001										Agency Br.No.										(112) NBIS Bridge Length										N									
Town = Manchester										L.O.										(104) Highway System										N									
B.I.N = 8AM										AASHTO = 022.0										(26) Functional Class - Urban Minor Arterial										16									
RANK = 0 H.I. = NA										FHWA Select List = N (6/21/17)										(100) Defense Highway										1									
(8) Structure Number										M020018AMMUNBRI										(101) Parallel Structure										N									
(5) Inventory Route										131001270										(102) Direction of Traffic - 2-way traffic										2									
(2) State Highway Department District										04										(103) Temporary Structure										N									
(3) County Code 009										(4) Place code 37945										(105) Federal Lands Highways										0									
(6) Features Intersected										WATER SAW MILL BROOK										(110) Designated National Network										N									
(7) Facility Carried										ST127 CENTRAL ST										(20) Toll - On free road										3									
(9) Location										1.2 MI S OF ST-128										(21) Maintain - Town Agency										03									
(11) Kilometerpoint										0000.000										(22) Owner - Town Agency										03									
(12) Base Highway Network										N										(37) Historical Significance										undetermined									
(13) LRS Inventory Route & Subroute										000000000000										Condition										Code									
(16) Latitude										42 DEG 34 MIN 30.91 SEC										(58) Deck										N									
(17) Longitude										70 DEG 46 MIN 22.36 SEC										(59) Superstructure										4									
(98) Border Bridge State Code										Share %										(60) Substructure										7									
(99) Border Bridge Structure No. #																				(61) Channel & Channel Protection										7									
(62) Culverts																				(62) Culverts										N									
Structure Type and Material																				Load Rating and Posting										Code									
(43) Structure Type Main: Masonry										Code 811										(31) Design Load - Unknown										0									
Arch - Deck										Jointless bridge type: Not applicable										(63) Operating Rating Method - Allowable Stress (AS)										2									
(44) Structure Type Appr: Other										Code 000										(64) Operating Rating										00.0									
(45) Number of spans in main unit										001										(65) Inventory Rating Method - Allowable Stress (AS)										2									
(46) Number of approach spans										0000										(66) Inventory Rating										00.0									
(107) Deck Structure Type - Not applicable										Code N										(70) Bridge Posting										0									
(108) Wearing Surface / Protective System:																				(41) Structure - Open										A									
A) Type of wearing surface - Bituminous										Code 6										Appraisal										Code									
B) Type of membrane - Not applicable=no deck										Code N										(67) Structural Evaluation										2									
C) Type of deck protection - Not applicable=no deck										Code N										(68) Deck Geometry										4									
(27) Year Built										1850										(69) Underclearances, vert. and horiz.										N									
(106) Year Reconstructed										1900										(71) Waterway adequacy										5									
(42) Type of Service: On - Highway-Ped																				(72) Approach Roadway Alignment										8									
Under - Waterway										Code 55										(36) Traffic Safety Features										0 0 0 0									
(28) Lanes: On Structure 02										Under structure 00										(113) Scour Critical Bridges										6									
(29) Average Daily Traffic										013600										Inspections																			
(30) Year of ADT 2018										(109) Truck ADT 08 %										(90) Inspection Date 11/29/22										(91) Frequency 12 MO									
(19) Bypass, detour length										003 KM										(92) Critical Feature Inspection:										(93) CFI DATE									
Geometric Data																				(A) Fracture Critical Detail										N 00 MO A) 00/00/00									
(48) Length of maximum span										0004.9M										(B) Underwater Inspection										N 00 MO B) 00/00/00									
(49) Structure Length										00004.9M										(C) Other Special Inspection										Y 12 MO C) 11/29/22									
(50) Curb or sidewalk: Left 01.8 M										Right 01.8M										(*) Other Inspection ( )										N 00 MO *) 11/09/16									
(51) Bridge Roadway Width Curb to Curb										011.0M										(*) Closed Bridge										N 00 MO *) 00/00/00									
(52) Deck Width Out to Out										014.6M										(*) UW Special Inspection										N 00 MO *) 00/00/00									
(32) Approach Roadway Width (w/shoulders)										014.6M										(*) Damage Inspection										MO *) 00/00/00									
(33) Bridge Median - No median										Code 0										Rating Loads																			
(34) Skew 00 DEG										(35) Structure Flared N										Report Date 00/00/00										H20 Type 3 Type 3S2 Type HS									
(10) Inventory Route MIN Vert Clear										99.99M										Operating										0.0 0.0 0.0 0.0									
(47) Inventory Route Total Horiz Clear										11.0M										Inventory										0.0 0.0 0.0 0.0									
(53) Min Vert Clear Over Bridge Rdwy										99.99M										Field Posting																			
(54) Min Vert Underclear ref N										00.00M										Status										Posting Date 00/00/00									
(55) Min Lat Underclear RT ref N										00.0M										2 Axle 3 Axle 5 Axle Single																			
(56) Min Lat Underclear LT										00.0M										Actual																			
Navigation Data																				Recommended																			
(38) Navigation Control - No navigation control on waterway										Code 0										Missing Signs N																			
(111) Pier Protection										Code										Misc.																			
(39) Navigation Vertical Clearance										000.0M										Bridge Name																			
(116) Vert-lift Bridge Nav Min Vert Clear										M										N Anti-missile fence N Acrow Panel N Jointless Bridge																			
(40) Navigation Horizontal Clearance										0000.0M										Freeze/Thaw N : Not Applicable																			
																				# Stairs On/Adjacent 0										Stair Owner(s)									
																				Accessibility (Needed/Used)																			
																				N / N Liftbucket										N / N Rigging Y / Y Other									
																				P / N Ladder										N / N Staging LOWTIDE									
																				N / N Boat										N / N Traffic Control									
																				Y / Y Wader										N / N RR Flagperson Inspection									
																				N / N Inspector 50										N / N Police Hours: 040									