MASSACHUSETTS DEPARTMENT OF TRANSPORTATION PAGE 1 OF 16

STRUCTURES INSPECTION FIELD REPORT

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

ROUTINE ARCH & SPECIAL MEMBER INSPECTION

BR. DEPT. NO. M-02-001

CITY/TOWN			8ST	RUCTURE NO.			1	1-Kilo	. POINT	41-STATUS	90-R	OUTIN	E INS	P. DATE
MANCHESTER				M02001-8AM-MUN-BRI 00					0.000	A:OPEN	N	ΟV	29,	2022
07-FACILITY CARRIED	MEMORIAL NAM	E/LOCAL NA	27-Y	R BUILT	106-YR REBUILT	YR R	EHAB	'D (NC	N 106)					
ST127 CENTRAL S	T								1850	1900		0	000	
06-FEATURES INTERSECTED				26-FUNCTIONAL	CLASS		DIST. BI	 RIDGE	EINSPECTI	 ON ENGINEER J.	Dideo			
WATER SAW MILL	BRO	ок		Urban Minor	Arterial			1	, 10) i.				
43-STRUCTURE TYPE				22-OWNER	21-MAINTA	INER	TEAM I	EADE	R R. Orl	rullo				
811 : Masonry Arcl	h - De	ck		Town Agency	Town Ag	jency/	V	Z)	indo				
107-DECK TYPE				WEATHER	TEMP. (air)		TEAM	мемв	ERS					
N : Not applicable				Cloudy	2°0	;	J. HE	DL	UND	and Min				
ITEM 58			ITE	M 59			1		ITEM		$\overline{}$	=		
DECK	N	DEF	SUP	ERSTRUCTUL	$_{RE}$	4	DEF	-	SUBST	RUCTURE		7		DEF
1. Wearing Surface	6	M-P	1. Arch/Arch Ring			4	S-	-	1. Abutments			Cur	7	150
2. Deck Condition	N	-	2. Ke	ystone Area		4	S-	A	a. Pedes	tals	N	N		(la
3. Spandrel Fill	H	-	3. Str	ingers		N	╢		b. Bridge	D 80.230.30.40.7	N	N	-	7 -
70	6	M-P		orbeams		N	1		c. Backw		N	N H	-	-
4. Curbs		IVI-I		A TOTAL PROGRAMMENT		5	-		e. Wingw		N	6		M-P
5. Median	N	-	5. Spandrel Walls				S-		f. Slope	Paving/Rip-Rap	N	N		· ·
6. Sidewalks	5	S-P	6. Spring Lines			6	M-	P	g. Pointii	-	N	N		
7. Parapets	N	-	7. Diaphragms/Cross Frames			N	-		h. Footin	gs	N	H		-
8. Railing	5	S-A	8. Conn Pit's, Gussets & Angles			N	1		i. Scour		N	7	1	-
9. Anti Missile Fence	N	- <u>-</u>	9, Pin & Hangers			N	╢		k. Settler	nent	N	7		(+
	7		10 Masonry Joints				-		I.		N	N		
10 Drainage System		-	10 M	7	-		m.	s or Bents	N	N		-		
11. Lighting Standards	N	-	11.Ri	vets & Bolts		N	-		Date: Ellistens		N	NI.	N	QAYS.
12 Utilities	N	-	12 W	elds		N	-		a. Pedes b. Caps	tals	N	N	-	- -
13 Deck Joints	N.	-	13 De	eformation/Flatte	ening	7	-		c. Colum	ns	N	N		
14	N	-	14 M	ember Alignmer	nt	7				/Webs/Pierwalls	N	N	-	-
15	N1			aint/Coating		N	-		e. Pointin	· T	N	N	-	
	N						-		g. Piles	g	N	N	1	-
16	N		16			N][h. Scour		N	N		-
:0	N	s	Year	Painted		N		- 1	j. Settlei	nent	N	N		-
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(In millimeters)	,	00	COLL	ISION DAMAGE:	Please exp	lain			3. Pile	Rents	N	N	N.	
APPROACHES		DEF	None	e(X) Minor()	Moderate () Se	vere ()	a. Pile Ca		N	N	N	-
a. Appr. Pavement Condition 6 M-P		LOAD	LOAD DEFLECTION: Please explain						.,,,	N	N	-	-	
			None	None (X) Minor () Moderate () Severe ()						nal Bracing	N	N		74
		M-P					, v			ntal Bracing	N	N		-
c. Appr. Sidewalk Settlement	6	M-P	LOAD VIBRATION: Please explain						e. Faster	iers	N	N	L	-
d.	N		None	e(X) Minor()	Moderate () Se	vere ()	UNDERM	INING (Y/N) If Y	ES ple	ase ex	kplain	N
OVERHEAD SIGNS	(Y/N)	N	Anvi	Fracture Critical	Member:	(Y/N)	N	7]	COLLISIO	ON DAMAGE:				
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b. Condition of Bolts	N	-							I-60 (Dive	Report): N	1-6	0 (This	Report): 7
c. Condition of Signs	N	·-	Δην	Cracks: (Y/N)	N			-	000 115	W/DD/C1		00/	00/0	200
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., <u></u>			Dive	e Cur	DEF	C.	Approach Guardrail	0	N	-	Boat		N	N
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		Slope Protection	2000	N	-	Wa	1	JDMT Dat		/00/0000	Police		N	N
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						NR	R=Not Required)				List of field tes	sts performed:		
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RATI	NG					_				If YE	S please give pr	riority:		
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Date:		00/00/0000							.,.		2755.00 Of 1 Con-waveness	* *:	·	
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	T						CONDITION RA	IING	GUIL	(For	Items 58, 59, 60	and 61)		
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G	8	VERY GOOD			olem noted.									
G	7	GOOD			ninor probler									
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P	5	FAIR					ents are sound but may have minor sector.	10П 1055, Ст	acking, spe	alling or scour.				
	-		Lo	oss of s	section, dete	terioratio	on, spalling or scour have seriously affe	cted primar	y structura	I components. I	ocal failures are po	ssible, Fatigue cra	cks	
P	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.													
С	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.													
С	1	"IMMINENT" FAILURE	M B	lajor de Jridge i:	eterioration of sclosed to t	or section	ion loss present in critical structural com ut corrective action may put it back in lig	ponents or th service.	obvious ve	ertical or horizont	tal movement affecti	ing structure stablil	ity.	
	0	FAILED	0	Jut of s	ervice - bey	ond cor	rrective action.							
L							DEFICIENCY REPO	ARTIN	IC CI	HDE				
DEFI	CIENC	CY: A defect in a stru	ucture	that re	quires corre	ective a		NAPIN	NO BULL					
1000000		IES OF DEFICIENC												
		Deficiency - Deficiencies	s which a	are minor	or in nature, ge	enerally d	do not impact the structural integrity of the bridge	e and could ea	asily be repa	ired, Examples inclu	ude but are not limited to	o: Spalled concrete, Mi	inor pot	
		holes, Minor	r corrosio	sion of ste	eel, Minor scou	unng, Clo	ogged drainage, etc. In nature and need more planning and effort to r							
		coi	orroded r	rebars, C	Considerable s	settlemen	nt, Considerable scouring or undermining, Mod	erate to extens	isive corrosio	on to structural steet	with measurable loss of	f section, etc.		
C-S=	Critics		ency -	_ Adefi	e bnage.		element of a bridge that poses an extreme unsa							
				Of the					STATISTICS OF STREET	the public but does	s not impair the structure	al integrity of the bridge	e. Exam	ples
		al Hazard Deficienc	·y -	A deficie	ency in a comp but are not lim	oonent or ited to: L	r element of a bridge that poses an extreme had Loose concrete hanging down over traffic or pec	ard or unsafe estrians, A ho	e condition to ble in a sidew	alk that may cause	injuries to pedestrians, I	Missing section of bridge	ae railing	Ya.
С-Н=	= Critic		11	A deficie	ency in a com but are not iir	ponent or nited to: L	r element of a bridge that poses an extreme ha .oose concrete hanging down over traffic or pec	zard or unsafe lestrians, A ho	e condition to ble in a sidew	alk that may cause	injuries to pedestrians, i	Missing section of brid	ge railin	ng.
C-H=	Critica ENCY	OF REPAIR:	e	A deficier include b etc.	but are not im	nded to: L	Loose concrete nanging down over trattic or pec	lestrians, A ho	ole in a sidew	valk that may cause	injuries to pedestrians, l	Missing section of brid	lge railin	ng,
C-H=	Critica ENCY	OF REPAIR: e- [Inspector(s) Immedia	ately cont	A deficient include betc.	but are not lim	nated to: La	r element of a bridge that poses an extreme ha: Loose concrete hanging down over traffic or pec Engineer (DBIE) to report the Deficiency and to Engineer or the Responsible Party (if not a State	receive furthe	ole in a sidew ner instruction	raik that may cause	injunes to pedestrians, f	Missing section of brid	lge railin	ng.

2-DIST **04**

B.I.N. 8AM

STRUCTURES INSPECTION FIELD REPORT

ROUTINE ARCH & SPECIAL MEMBER INSPECTION

BR. DEPT. NO. **M-02-001**

CITY	//TOWN		8	STRUCTURE NO.		11-Kilo. POINT	90-ROU	JTINE II	NSP. DAT	E 93*-SI	PEC. ME	MB. IN	ISP. DATE	
MA	MANCHESTER M02001-8AM-MUN-BRI 000.000 Nov 29, 2022 Nov 29, 2022)22				
	ACILITY CARRIED 127 CENTRAL ST		-1;	MEMORIAL NAME	MORIAL NAME/LOCAL NAME 27-YR BUILT 106-YR REBUILT *YR 1850 1900					T *YRI	REHAB'D (NON 106) 0000			
	EATURES INTERSECTED ATER SAW MILL BR	гоок		and the common terms	DIST. BRIDGE INSPECTION ENGINEER J. Dideo J. Dideo									
43-S 81	TRUCTURE TYPE 1: Masonry Arch - I	21-MAINTAINER Town Agenc	TE M LEATER	R. Orlan	do de									
6.00	DECK TYPE Not applicable			WEATHER Cloudy	TEMP. (air) 2°C	J. HEDLU	ND	Tank						
WI	CIGHT POSTING	Not App		Х	A	t bridge	Advan			AMC	(Y/N)			
Re	tual Posting N commended Posting N vived Date: 00/00/0000	N	Single N N N N O/O/O	Signs In F (Y=Yes,N= NR=Not R Legibility/ Visibility	=No, equired)	w	E [(v.	ANS C.R.) PE#:	(Y/N)			
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1 58	Inspection data at tim : - 159: - 160: - 1			/00/0000			V							
SP	ECIAL MEMBER(S):						- CONT	ITION	INV RAT	ING OF N	IEMBER			
	MEMBER	CRACK (Y/N):	WELD'S CONDITION (0-9)	LOCATION OF CORR COLLISION DAMAG			PREVIOUS (0-9)	_	FROM R	ATING AN	3S2	Defic	iencies	
Α	ltem 59.1 - Arch/ Arch Ring	See remarks	in comme	omments section. 5 4 Not Rated					S	5-A				
В	Item 59.2 - Keystone Area	in comme	nts section.	4	4	No	t Rat	ed	S	5-A				
С														
D														
E	*													
Lis	t of field tests performed:								I-	58 I-	59 I	-60	I-62	
(Overall Pro							Overall Previous Condition) - 4 7 -							
					(Ove	rall Current Con	dition)			-][_'	4	7		
DE	FICIENCY: A defect in a stru	icture that re	quires correctiv	re action.										
CA	TEGORIES OF DEFICIENCES Minor Deficiency - Deficiencies	VIES:	r in nature, genera	ally do not impact the structural i	integrity of the bridge an	d could easily be repaired.	Examoles in	nclude but	are not limite	d to: Snalled	Concrete I	Ainor not		
1000	Severe/Major Deficiency - De	corrosion of ste eficiencies which	ei, minor scounng n are more extens	. Cloqued drainage, etc.	inning and effort to repa	ir. Examples include but are	not limited	to: Modera	te to major d	eterioration	in concrete,			
C-5	S= Critical Structural Deficie	OI the	bridge,											
C-1	H= Critical Hazard Deficienc			nt or element of a bridge that po to: Loose concrete hanging dov										
UR	GENCY OF REPAIR:													
				tion Engineer (DBIE) to report to ce Engineer or the Responsible				on Report						
	A = ASAP- [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]. P = Prioritize- [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].													

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

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.

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.

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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 CITY/TOWN
 B.I.N.
 BR. DEPT. NO.
 8.-STRUCTURE NO.
 INSPECTION DATE

 MANCHESTER
 8AM
 M-02-001
 M02001-8AM-MUN-BRI
 NOV 29, 2022

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.

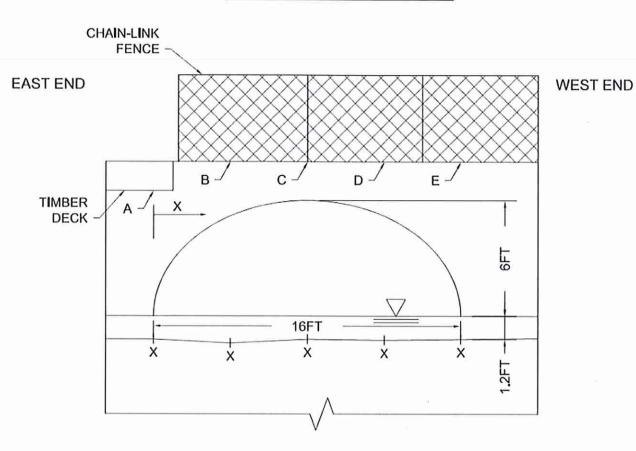
PAGE 8 OF 16

CITY/TOWN BR. DEPT. NO. 8.-STRUCTURE NO. B.I.N. INSPECTION DATE MANCHESTER M02001-8AM-MUN-BRI 8AM M-02-001 NOV 29, 2022 **SKETCHES** Yankee Division Hwy Yankee Division HWY Essex County Club 🐶 Bridge No. M-02-001 (8AM) (ST 127) Central St. over Saw Mill Brook Manchester, MA ation Manchester by The Sea (127) Singing Beach O (127) **Location Map** Sketch 1:

CITY/TOWN
MANCHESTER

B.I.N. BR. DEPT. NO.
8.-STRUCTURE NO.
M02001-8AM-MUN-BRI
NOV 29, 2022

SKETCHES



NORTH ELEVATION

UPS'	UPSTREAM CHANNEL PROFILE								
LOCATION	DISTANCE X (% SPAN)	VERTICAL MEASUREMENT *							
Α	NE FACE (0%)	9.67FT							
В	4FT-0IN (25%)	11.0FT							
С	8FT-0IN (50%)	11.0FT							
D	12FT-0IN (75%)	11.0FT							
Е	NW FACE (100%)	11.08FT							

INSPECTION.

TOP
CE

*ALL MEASUREMENTS ARE 0" to 6" LESS THAN PREVIOUS INSPECTION. THUS, NO SCOUR AND UP TO 6" OF AGGRADATION SINCE PREVIOUS

NOTE: VERTICAL MEASUREMENTS MADE FROM TOP OF HEADWALL TO STREAMBED. NORTHEAST FACE MEASUREMENT MADE FROM BOTOM OF TIMBER DECK TO STREAMBED (RIVER BED APPROXIMATELY LEVEL.

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).

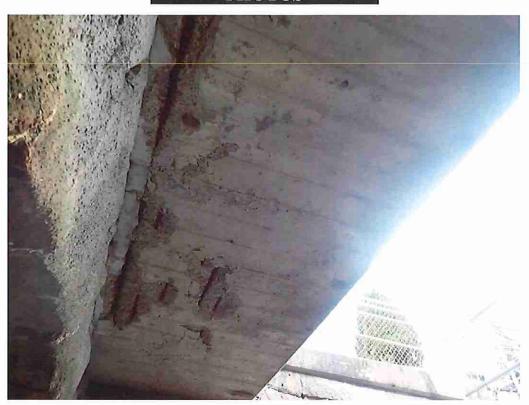


Photo 3: Underside of the south sidewalk slab.



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.

Martin	Report Date: October 6,	, 2022 tate Information ——————			Classification		Code
Marchane	BDEPT#= M02001	· Agency Br.No.		(112) NBIS Bridge Length			N
SPANCE Number SPANCE S	Town= Manchester		L.O.	(104) Highway System			N
	B.I.N= 8AM	A	ASHTO= 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	STANDARD ST	020018AMMUNBRI	(101) Parallel Structure			N
2) State Inglineary Department District	A STATE OF THE STATE OF T		131001270	(102) Direction of Traffic -	2-way	y traffic	2
Company Comp	Name Table Catalogues - Value and C	ict	04	(103) Temporary Structure		,	N
27 Pacifility Carried 1.2 M. S. P. T. 1.	000 //		37945	(105) Federal Lands Highwa	ays		0
12 Marie 13	(6) Features Intersected	WATER SA	W MILL BROOK	(110) Designated National	Network		N
(21) Kis Timentery Rotte & Subroute (10) Lik's Timentery Rotte & Subroute (10) Bear Rotte Rotte State Code (10) Bear Rotte Rotte State Code (10) Bear Rotte Rotte State Code (10) Bear Rotte Rott	(7) Facility Carried	STI	L27 CENTRAL ST	(20) Toll - On fr	ree road		. 3
(12) Base Highway Network	(9) Location	F (#1)	1.2 MI S RT128	(21) Maintain -	Town Agency		03
Clay List March Concept Condition Conditio	(11) Kilometerpoint		0000.000	(22) Owner -	Town Agency		03
10 Lalitude	(12) Base Highway Network		N	(37) Historical Significance	undeterm	nined	
177 Longitude	(13) LRS Inventory Route & Subrout	e 00000000000	0	2 - 2 - 2	Condition		Code
(90) Burder Bridge Structure (0	(16) Latitude	42 DEG 34	MIN 30.91 SEC				
Same Same Source S	(17) Longitude	70 DEG 46	MIN 22.36 SEC				4
(90) stored Pringe Structure (0. # Code ST Code	(98) Border Bridge State Code		Share %	The second state of the se	staction		7
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40 Structure Type Main: Mascurry	Structi	re Type and Material		(02) Culverts	Load Rating and Po	stina	
Arch - Dock Jointless bridge type: Not applicable: Code O00 C(4) Structure Type Appr C(4) Structure Type Appr C(4) Nember of approach spans: O00 O(4) Nember of approach spans: O(4) Nember of approach	(43) Structure Type Main: Ma	isonry (Code 811	(31) Design Load -	SOLIN		
(44) Structure Type Appr: Other Code One One Code One One Code One	Arch - Deck	Jointless bridge type:	Not applicable			(AS)	
Code	(44) Structure Type Appr:) <u>.</u>	
(46) Number of approach spans	Other	, (Code 000	(65) Inventory Rating Metho	od - Allowable Stress	(AS)	2
(107) Deck Structure Type - Not applicable	(45) Number of spans in main unit		001	(66) Inventory Rating			0.00
Code	(46) Number of approach spans		0000	(70) Bridge Posting			0
A Type of wearing surface Billuminous Code B Type of membrane Not applicable=no deck Code Co	(107) Deck Structure Type -	Not applicable	Code N	(41) Structure -	The same and the s		
Solution	(108) Wearing Surface / Protective S	System:			Appraisal		
C) Type of deck protection - Not applicable=no deck	A) Type of wearing surface -	Bituminous	Code 6	O STATE OF THE PROPERTY OF THE PARTY OF THE			
Company Comp	B) Type of membrane -	Not applicable=no deck	Code N		and horiz		20 25
C22 Year Built 1850 1900 19	C) Type of deck protection -	Not applicable=no deck	Code N		and nonz.		
(27) Year Built (105) Year Reconstructed 1900 (105) Year Reconstru		Age and Service			anment		
(160) Year Reconstructed (42) Type of Service: On - Highway-Ped Under - Waterway 02 Under structure 03 Under - Waterway 02 Under structure 04 000 (792) Critical Peature Inspection Date 11/04/20 (794) Frequency 12 MO (793) CFI DATE (793) CFI DATE (794) CAVERAGE Daily Traffic 030) Year of ADT 2018 (109) Truck ADT 08 % (8) Underwater Inspection N 0 0 MO A) 00/000/00 (199) Bypass, detour length Geometric Data 0003 KM (C) Other Special Inspection N 0 0 MO B) 00/000/00 (199) Structure Length Geometric Data 00004.9M (*) Closed Bridge N N 0 0 MO *) 11/09/16 (*) Other Inspection N 0 0 MO *) 00/000/00 (*) Other Inspection N 0 0 M	(27) Year Built		1850				
(42) Type of Service: On - Highway-Ped Under - Waterway Code 55 (90) Inspection Date 11/04/20 24 27 (91) Frequency 12 MO	(106) Year Reconstructed	3	1900				
(28) Lanes: On Structure	(42) Type of Service: On -	Highway-Ped					
(29) Average Dally Traffic	Under - Waterway		Code 55		11170177	(91) Frequency	
(30) Year of ADT 2018 (109) Truck ADT 08 % (B) Underwater Inspection N 00 MO B) 00/00/00 (19) Bypass, detour length Geometric Data (C) Other Special Inspection N 00 MO B) 00/00/00 (11/15/21) (11/15/	(28) Lanes: On Structure	02 Under struc	cture 00	(92) Critical Feature Inspect	tion:		78: (*)
(2) Other Special Inspection (1) N 00 MO *) 11/15/21 (48) Length of maximum span	(29) Average Daily Traffic		013600	(A) Fracture Critical Detail	N		
Capital Capi	(30) Year of ADT 201	8 (109) Truck ADT	08 %	Lander-Colonial Victor Dr. Colonia, USA		100 mg 1 mg 1 mg 1 mg 1	
(48) Length of maximum span			003 KM	(C) Other Special Inspection	on Y		
(49) Structure Length 00004.9 M (*) UW Special Inspection N 00 MO **) 00/00/00 (50) Curb or sidewalk: Left 01.8 M Right 01.8 M (*) Damage Inspection N 00 MO **) 00/00/00 (51) Bridge Roadway Width Curb to Curb 011.0 M Report Date 00/00/00 H20 Type 3 Type 352 Type HS (52) Deck Width Out to Out 014.6 M 014.6 M Operating 0.0		Seometric Data	0.89882.000.0800.000	regard revenues — transfer along the way	N		8, 8
Code Curb or sidewalk: Left 01.8 M Right 01.8 M Right 01.8 M (*) Damage Inspection Rating Loads MO *) 00/00/00	Control of the Contro						
Staing Roadway Width Curb to Curb O11.0 N Report Date O0/00/00 H20 Type 3 Type 352 Type HS					N		
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Operating		Curb		Report Date 00/00/00		Type 3 Type 35	32 Type HS
(33) Bridge Median - No median Code 0 (34) Skew 00 DEG (35) Structure Flared N Status Posting Date 00/00/00 (10) Inventory Route MIN Vert Clear 99.99 M 2 Axle 3 Axle 5 Axle Single (47) Inventory Route Total Horiz Clear 11.0 M Actual (53) Min Vert Clear Over Bridge Rdwy 99.99 M Recommended Missing Signs N Misc. (55) Min Lat Underclear RT ref N 00.00 M (55) Min Lat Underclear RT ref N 00.00 M (56) Min Lat Underclear LT Navigation Data (38) Navigation Control - No navigation control on waterway (111) Pier Protection (39) Navigation Vertical Clearance 0000.0 M (116) Vert-lift Bridge Nav Min Vert Clear 0000.0 M (116) Vert-lift Bridge Nav Min Vert Clear 0000.0 M (116) Vert-lift Bridge Nav Min Vert Clear 0000.0 M (117) Navigation Horizontal Clearance 0000.0 M (118) Navigation Horizontal Clearance 0000.0 M (119) Navigation Horizontal Clearance 0000.0 M (110) Nav		Divini Negati contact			0.0	0.0 0.0	0.0
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11.0 M Actual	A CONTRACTOR AND THE CONTRACTOR AND	THE RESIDENCE OF THE PROPERTY		Status			00/00
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(54) Min Vert Underclear ref N 00.00 M (55) Min Lat Underclear RT ref N 00.0 M (56) Min Lat Underclear LT 00.0 M N Anti-missile fence N Acrow Panel N Jointless Bridge Freeze/Thaw N: Not Applicable Freeze/Thaw N: Not Applicable # Stairs On/Adjacent 0 Stair Owner(s) Accessibility (Needed/Used) (111) Pier Protection (116) Vert-lift Bridge Nav Min Vert Clear N/N Rigging Y/Y Other (116) Vert-lift Bridge Nav Min Vert Clear N/N Staging LOWTIDE N/N Boat N/N Traffic Control N/N Boat N/N Traffic Control Inspection							4
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(116) Vert-lift Bridge Nav Min Vert Clear (40) Navigation Horizontal Clearance (41) Navigation Horizontal Clearance (41) Navigation Horizontal Clearance (42) Navigation Horizontal Clearance (43) Navigation Horizontal Clearance (44) Navigation Horizontal Clearance (45) Navigation Horizontal Clearance (47) Navigation Horizontal Clearance (48) Navigation Horizontal Clearance (49) Navigation Horizontal Clearance (40) Navigation Horizontal Clearance (40) Navigation Horizontal Clearance (41) Navigation Horizontal Clearance (41) Navigation Horizontal Clearance (42) Navigation Horizontal Clearance (43) Navigation Horizontal Clearance (44) Navigation Horizontal Clearance (45) Navigation Horizontal Clearance (47) Navigation Horizontal Clearance (48) Navigation Horizontal Clearance (49) Navigation Horizontal Clearance (40) Navigation Horizontal Clearance (40) Navigation Horizontal Clearance (41) Navigation Horizontal Clearance (41) Navigation Horizontal Clearance (42) Navigation Horizontal Clearance (43) Navigation Horizontal Clearance (44) Navigation Horizontal Clearance (45) Navigation Horizontal Clearance (46) Navigation Horizontal Clearance (47) Navigation Horizontal Clearance (48) Navigation Horizontal Clearance (49) Navigation Horizontal Clearance (40) Navigation Horizontal Clearance (40) Navigation Horizontal Clearance (41) Navigation Horizontal Clearance (41) Navigation Horizontal Clearance (42) Navigation Horizontal Clearance (43) Navigation Horizontal Clearance (44) Navigation Horizontal Clearance (45) Navigation Horizontal Clearance (46) Navigation Horizontal Clearance (47) Navigation Horizontal Clearance (48) Navigation Horizontal Clearance (48) Navigation Horizontal	all respectives that there was a second or second				Accessibility (Needed,	/Used)	
(40) Navigation Horizontal Clearance 0000.0 M N / N Boat N / N Traffic Control Y / Y Wader N / N RR Flaggerson Inspection		ear		and the same of th			
Y/Y Wader N/N RR Flaggerson Inspection				arte street to the first			DE
Y / Y Wader N / N RR Flagnerson	(10) mangadon nonzontal cicalance		0000011	100 M × 100 M 100 M 100 M		Ir	rspection
Hours: 040				py or the contract of the cont	AND AN ARTHUR	son	lours: 040
N / N Inspector 50 N / N Police				N / N Inspector 50	N / N Police	125	

	ber 2, 2022 State Information				Classification Code
BDEPT#= M02001	1	Agency Br.No.			(112) NBIS Bridge Length
Town= Manchester			L.C	0.	(104) Highway System
B.I.N= 8AM			AASHT		(26) Functional Class - Urban Minor Arterial 16
RANK= 0 H.I.=	NA Identification	FHWA Sel	ect List=	N (6/21/17)	(100) Defense Highway
(8) Structure Number			M02001	8AMMUNBRI	(101) Parallel Structure
(5) Inventory Route				131001270	(102) Direction of Traffic - 2-way traffic 2
(2) State Highway Department D	District			04	(103) Temporary Structure
(3) County Code 009	(4) Place code			37945	(105) Federal Lands Highways
(6) Features Intersected		WATER	SAW M	ILL BROOK	(110) Designated National Network
(7) Facility Carried			ST127 C	ENTRAL ST	(20) Toll - On free road
(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	
(13) LRS Inventory Route & Sub	route	000000000			ConditionCode
(16) Latitude			34 MIN	30.91 SEC	(58) Deck
(17) Longitude		70 DEG	46 MIN	22.36 SEC	(59) Superstructure 4 (60) Substructure 7
(98) Border Bridge State Code			Share	%	(61) Channel & Channel Protection 7
(99) Border Bridge Structure No					(62) Culverts
	ucture Type and Ma	terial			Load Rating and PostingCode
(43) Structure Type Main:	Masonry	Note that the second	Code	811	(31) Design Load - Unknown
Arch - Deck	Jointless	bridge type:	Not ap	plicable	(63) Operating Rating Method - Allowable Stress (AS)
(44) Structure Type Appr:			No. 2		(64) Operating Rating 00.0
Other	025		Code	000	(65) Inventory Rating Method - Allowable Stress (AS)
(45) Number of spans in main u	nit			001	(66) Inventory Rating 00.0
(46) Number of approach spans				0000	(70) Bridge Posting
(107) Deck Structure Type -	Not applicable			Code N	(41) Structure - Open AppraisalCode
(108) Wearing Surface / Protecti					(67) Structural Evaluation
A) Type of wearing surface -				Code 6	(68) Deck Geometry 4
B) Type of membrane -	Not applicable			Code N	(69) Underclearances, vert. and horiz.
C) Type of deck protection -	Not applicable			Code N	(71) Waterway adequacy 5
	Age and Service				(72) Approach Roadway Alignment 8
(27) Year Built				1850	(36) Traffic Safety Features 0 0 0 0 0
(106) Year Reconstructed	222 x 22	0.60		1900	(113) Scour Critical Bridges 6
(42) Type of Service: On -	Highway-Pe	d			Inspections
Under - Waterway				code 55	(90) Inspection Date 11/29/22 (91) Frequency 12 M (92) Critical Feature Inspection: (93) CFI DATE
(28) Lanes: On Structure	02	Under st	ructure	00	William Control to the Control of th
(29) Average Daily Traffic				013600	(A) Fracture Critical Detail N 00 MO A) 00/00/0
(30) Year of ADT	2018 (109) Truck	ADT		08 %	(B) Underwater Inspection N 00 MO B) 00/00/0
(19) Bypass, detour length	■ Geometric Data			003 KM	(C) Other Special Inspection Y 12 MO C) 11/29/3
(48) Length of maximum span	Geometric Data			0004.9 M	(*) Other Inspection () N 00 MO *) 11/09/: (*) Closed Bridge N 00 MO *) 00/00/(
(49) Structure Length				0004.9M	
(50) Curb or sidewalk:	Left 01.8	8 M	Right		(*) UW Special Inspection N 00 MO *) 00/00/0 (*) Damage Inspection MO *) 00/00/0
(51) Bridge Roadway Width Curb		ec sece	rugire	011.0 M	Rating Loads
(52) Deck Width Out to Out	10 0010			014.6M	Report Date 00/00/00 H20 Type 3 Type 3S2 Type HS
(32) Approach Roadway Width (w/shoulders)			014.6M	Operating 0.0 0.0 0.0 0.0
(33) Bridge Median - No med	Andrews - Andrews - Andrews - Company - Compan		Code		Inventory 0.0 0.0 0.0 0.0
(34) Skew 00 DEG	(35) Structure	e Flared	couc	N	Field Posting Field Posting
10) Inventory Route MIN Vert C		2.1.2022		99.99 M	Status Posting Date 00/00/00 2 Axle 3 Axle 5 Axle Single
(47) Inventory Route Total Horiz				11.0M	2 Axle 3 Axle 5 Axle Single Actual
53) Min Vert Clear Over Bridge				99.99M	Recommended
	N			00.00 M	Missing Signs N
				00.00M	Misc
(54) Min Vert Underclear ref	NI NI			00.0M	Bridge Name
54) Min Vert Underclear ref 55) Min Lat Underclear RT ref	N			UU.U M	N Anti-missile fence N Acrow Panel N Jointless Bridge
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54) Min Vert Underclear ref 55) Min Lat Underclear RT ref 56) Min Lat Underclear LT	■ Navigation Data				Freeze/Thaw N : Not Applicable
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(54) Min Vert Underclear ref (55) Min Lat Underclear RT ref (56) Min Lat Underclear LT (38) Navigation Control - No 111) Pier Protection (39) Navigation Vertical Clearance (116) Vert-lift Bridge Nav Min Ver	 Navigation Data navigation control o t Clear 			Code 0 Code 000.0 M	Freeze/Thaw N : Not Applicable # Stairs On/Adjacent 0 Stair Owner(s) Accessibility (Needed/Used) N / N Liftbucket N / N Rigging Y / Y Other