

# Bridge Inspection Report

NBI Structure Number: 005201540012300

Concord 154/123

Date of Inspection: 08/31/2023

I-393,US 4,US202

Date Report Sent: 10/20/2023

over

Owner: NHDOT

MERRIMACK RIVER

Bridge Inspection Group: D-Team

Vietnam and Gulf Era Mem

Bridge Maintenance Crew: 05

Interstate Bridge Number: 006

### Recommended Postings:

Weight: **No Posting Required**

Weight Sign OK

Width: **Not Required**

Width Sign OK

Primary Height Sign Recommendation: *None*

**Clearances:** Over: 99.99

Height Sign OK

Optional Centerline Height Sign Rec: *None*

(Feet) Under: 0.00

Route: 99.99

### Condition:

Red List Status: Not on the Redlist

Deck: 7 Good

Superstructure: 7 Good

Substructure: 6 Satisfactory

Culvert: N N/A (NBI)

Sufficiency Rating: 89 %

Bridge Rail: Meets Standards

Rail Transition: Meets Standards

Bridge Approach Rail: Meets Standards

Approach Rail Ends: Meets Standards

### Structure Type and Materials:

Number of Main Spans: 3

Number of Approach Spans: 0

#### Main Span Material and Design Type

Steel Continuous/Stringer/Girder

NH Bridge Type: IB-C (I Beams w/ Concrete Deck)

Deck Type: Concrete Precast Panel

Wearing Surface: Bituminous

Membrane: Preformed Fabric

Deck Protection: Epoxy Coated Reinforcing

Curb Reveal: 7 in

Plan Location: 4-3-1-1, 88-3-2 REHAB

Total Bridge Length: 525.0 ft

Right Curb/Sidewalk Width: 0.4 ft

Total Bridge Width: 92.0 ft

Median: Closed Med w/Barriers

Bridge Skew: 20.00°

Year Built/Rebuilt: 1978/2003

### Bridge Dimensions:

Length Maximum Span: 200.0 ft

Left Curb/Sidewalk Width: 0.4 ft

Width Curb to Curb: 84.0 ft

Approach Roadway Width: 76.0 ft  
(W/Shoulders)

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## Bridge Service:

Type of Service on Bridge: Highway

Type of Service Under: Waterway

Lanes on Bridge: 5

Lanes Under: 0

AADT: 39,922

Percent Trucks: 6%

Year of AADT: 2022

Future AADT: 59,084

Year of Future AADT: 2042

Federal or State Definition Bridge: Fed-Definition Bridge

National Highway System: NHS Roadway on Bridge

Roadway Functional Class: Urban, Principal Arterial - Interstate

New Hampshire Bridge Tier: 1

Eligibility for the National Register of Historic Places: Not eligible for NRHP

Traffic Direction: 2-way traffic

## National Bridge Inventory (NBI) Appraisal Ratings:

Deck Geometry: 7 Above Min Criteria

Underclearances: N Not applicable (NBI)

Approach Alignment: 8 Equal Desirable Crit

Structural Evaluation: 6 Equal Min Criteria

Channel/Channel Protection: 7 Minor Damage

Waterway Adequacy: 8 Equal Desirable

Bridge Scour Critical Status: 8 Stable Above Footing

Riprap Condition: Good Condition

Debris Present: Debris Present

Channel Notes: REMNANT STEEL/TIMBER FORM WORK LEFT IN PLACE IS COLLECTING LARGE AMOUNTS OF DEBRIS RESULTING IN SOME LOCALIZED SCOUR.

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## Element Details

No.	Description	Material Notes and Condition Notes:
12	Reinforced Concrete Deck	CURBS- LIGHT SCALE, FINE CRACKS. UNDERSIDE OF PRECAST DECK PANELS- NO SIGNS OF EFFLORESCENCE BETWEEN PANELS, CAST IN PLACE CONCRETE BETWEEN BEAMS #6 AND #7 WITH MINOR EFFLORESCENCE. CIRCULAR HOLES PATCHED IN AREAS, MEDIUM SPALL UNDER NORTH FASCIA IN SPAN #2.
L 510	Wearing Surfaces	ASPHALT- MINOR CRACKS. TWO POTHOLES AT EASTBOUND DECK END, ONE EXPOSING DECK AND THE OTHER IS PATCHED.
L 1080	Delamination/Spall/Patched Area	MEDIUM SPALL UNDER NORTH FASCIA IN SPAN #2.
107	Steel Open Girder/Beam	GIRDERS- LIGHT CORROSION DEVELOPING ON BOTTOM FLANGE IN SPAN #1, SOUTH EXTERIOR. MODERATE CORROSION ON BASE OF WEB AT EACH SOUTH EXTERIOR SPLICE PLATE. MINOR CORROSION ON NORTHWEST AND SOUTHEAST BEAM ENDS. CONCRETE RESIDUE FROM DECK REPLACEMENT IN 2003.
L 517	Weathering Steel Protective Coating	
L 1000	Corrosion	CORROSION ON NORTHWEST BEAM END FROM DECK DRAIN, WEEPER MISSING AND LEAKING ONTO SOUTHEAST BEAM END. BOTTOM FLANGE IN SPAN #1, SOUTH EXTERIOR AND SOUTH EXTERIOR FIELD SPLICES.
210	Reinforced Concrete Pier Wall	PIER #1- MODERATE VERTICAL CRACK BETWEEN GIRDERS #3 AND #4, WIDE VERTICAL CRACK BETWEEN BEAMS #5 AND #6. WIDE VERTICAL CRACK BETWEEN BEAMS #7 AND #8 WITH HOLLOW SOUNDING DELAMINATION AT TOP OF PIER ON EAST SIDE. PIER #2- FIVE FOOT DIAGONAL CRACK BETWEEN GIRDERS #3 AND #4, WIDE CRACK BETWEEN #7 AND #8. CRACKS APPEAR TO BE LOCATED IN THE SAME PLACE ON EACH SIDE.  NBI RATING OF 6 ON PIERS AS SEEN BELOW WATER. CONCRETE APPEARS SOUND WITH MINOR TO MODERATE SCALING WITH EXPOSED AGGREGATE. MOSTLY IN A 4' BAND AT/ABOVE/BELOW WATERLINE. REMNANT STEEL/TIMBER FORM WORK LEFT IN PLACE IS COLLECTING LARGE AMOUNTS OF DEBRIS RESULTING IN SOME LOCALIZED SCOUR.
L 1080	Delamination/Spall/Patched Area	HOLLOW SOUNDING DELAMINATION AT TOP OF PIER #1 ON EAST SIDE BETWEEN BEAMS #7 AND #8.
L 1130	Cracking (RC and Other)	MODERATE AND WIDE CRACKS ON PIER #1 AND #2.
L 1190	Abrasion/Wear(PSC/RC)	SCALING AT THE PIERS.
L 6000	Scour	FEW MINOR AREAS CAUSED BY DRIFT AT PIERS. SEE DIVE REPORT.
215	Reinforced Concrete Abutment	ABUTMENTS- FINE CRACKS, RUST STAINS. BACKWALLS- TOP REPAIRED WITH QUICK-CONCRETE IN EASTBOUND LANE, LIGHT EFFLORESCENCE ON UNDERSIDE.
L 1120	Efflorescence/Rust Staining	EFFLORESCENCE ON WEST BACKWALL NEAR CENTER DUE TO JOINT LEAKAGE.
300	Strip Seal Expansion Joint	STRIP SEAL JOINT- NEW GLAND INSTALLED, MINOR DEBRIS.
304	Open Expansion Joint	DEBRIS FILLED IN CENTER. MINOR GOUGES. MINOR LEAKING IN AREAS.
311	Movable Bearing	THIN SLIDE PLATE WORKING LOOSE ON NORTHWEST.
L 515	Steel Protective Coating	
L 1000	Corrosion	CORROSION ON #12 BEARING ON NORTHWEST FROM DECK DRAIN LEAKAGE.
313	Fixed Bearing	NO DETERIORATION.
L 515	Steel Protective Coating	

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330	Metal Bridge Railing	MINOR SCRAPES ON NORTH AND SOUTH.
331	Reinforced Concrete Bridge Railing	JERSEY BARRIERS AT MEDIAN. MINOR SCRAPES.

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### Element States

No.	Description	Quantity	Units	State 1	State 2	State 3	State 4
12	Reinforced Concrete Deck	48,405	sq.ft	100%	0%	0%	0%
└ 510	Wearing Surfaces	---	---	100%	0%	0%	0%
└ 1080	Delamination/Spall/Patched Area	1	sq.ft	0%	0%	100%	0%
107	Steel Open Girder/Beam	6,299	ft	99%	1%	0%	0%
└ 517	Weathering Steel Protective Coating	---	---	100%	0%	0%	0%
└ 1000	Corrosion	60	ft	0%	100%	0%	0%
210	Reinforced Concrete Pier Wall	184	ft	80%	14%	5%	0%
└ 1080	Delamination/Spall/Patched Area	2	ft	0%	0%	100%	0%
└ 1130	Cracking (RC and Other)	9	ft	0%	11%	89%	0%
└ 1190	Abrasion/Wear(PSC/RC)	20	ft	0%	100%	0%	0%
└ 6000	Scour	1	ft	0%	100%	0%	0%
215	Reinforced Concrete Abutment	240	ft	97%	3%	0%	0%
└ 1120	Efflorescence/Rust Staining	8	ft	0%	100%	0%	0%
300	Strip Seal Expansion Joint	98	ft	100%	0%	0%	0%
304	Open Expansion Joint	98	ft	100%	0%	0%	0%
311	Movable Bearing	36	each	97%	3%	0%	0%
└ 515	Steel Protective Coating	---	---	100%	0%	0%	0%
└ 1000	Corrosion	1	each	0%	100%	0%	0%
313	Fixed Bearing	12	each	100%	0%	0%	0%
└ 515	Steel Protective Coating	---	---	100%	0%	0%	0%
330	Metal Bridge Railing	1,260	ft	100%	0%	0%	0%
331	Reinforced Concrete Bridge Railing	466	ft	100%	0%	0%	0%

### Bridge Notes:

Vietnam and Gulf Era Veterans Memorial Bridge. Senate Bill 155: 102:3 Vietnam Veterans Memorial Bridge. Pursuant to RSA 4:43, the Interstate 393 bridge over the Merrimack River in the city of Concord is hereby named the Vietnam Veterans Memorial Bridge. (Effective Date: August 2, 1999) The sign includes "Gulf Era" also.

LIFT INSPECTIONS- 4/6/04, 7/20/09, 8/7/13, 6/24/15, 8/28/23 AND 8/29/23.

8/22/18- UNDERWATER INSPECTION Light scaling was observed from the waterline to the mudline of both piers with moderate scaling observed at the upstream faces of both piers. Vertical hairline cracks were noted at the center of each pier face and ran from the top of the pier stem to 2' below the waterline and became obscured by marine growth.

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**Inspection Notes:** 08/31/2023

KLM Dive Inspection 8/31/23- At both piers, there is vertical cracking full-height x up to 1/8" wide extending below water. There are typically timbers up to 4' diameter along the west face of Pier No. 1. Construction debris consisting of Vertical H-Piles in Place were observed along the west face of Pier No. 1. At Pier No. 1 along the west face near the upstream nose, there is a tremie seal with steel sheet pile and timber formwork in place. Typically, moderate scaling throughout, with heavier scaling typical at pier upstream noses.

NJL inspection comments- 8/28/23

DECK: ASPHALT- MINOR CRACKS. TWO POTHOLES AT EASTBOUND DECK END, ONE EXPOSING DECK AND THE OTHER IS PATCHED. CURBS- FINE CRACKS, MINOR EFFLORESCENCE. UNDERSIDE OF PRECAST DECK PANELS- NO SIGNS OF EFFLORESCENCE BETWEEN PANELS, CAST IN PLACE CONCRETE BETWEEN BEAMS #6 AND #7 WITH MINOR EFFLORESCENCE. CIRCULAR HOLES PATCHED IN AREAS, MEDIUM SPALL UNDER NORTH FASCIA IN SPAN #2. STRIP SEAL JOINT- NEW GLAND INSTALLED, MINOR DEBRIS. OPEN JOINT- MINOR GOUGES, MINOR LEAKING IN AREAS.

SUPERSTRUCTURE: GIRDERS- LIGHT CORROSION DEVELOPING ON BOTTOM FLANGE IN SPAN #1, SOUTH EXTERIOR. MODERATE CORROSION ON BASE OF WEB AT EACH SOUTH EXTERIOR SPLICE PLATE. MINOR CORROSION ON NORTHWEST AND SOUTHEAST BEAM ENDS. CONCRETE RESIDUE FROM DECK REPLACEMENT IN 2003. MOVEABLE BEARINGS- CORROSION ON #12 AT NORTHWEST FROM LEAKAGE, THIN SLIDE PLATE WORKING LOOSE.

SUBSTRUCTURE: ABUTMENTS- FINE CRACKS, RUST STAINS. BACKWALLS- TOP REPAIRED WITH QUICK-CRETE IN EASTBOUND LANE, LIGHT EFFLORESCENCE ON UNDERSIDE. PIERS- MODERATE TO WIDE CRACKS ON EACH.

PICTURES: D297-

01. UNDERSIDE VIEW OF SPAN #3, NO EFFLORESCENCE VISIBLE BETWEEN PRECAST DECK PANELS.
02. WIDE VERTICAL CRACK BETWEEN BEAMS #7 AND #8 ON EAST SIDE OF PIER #2, TYPICAL OF WEST SIDE.
03. UNDERSIDE VIEW OF SPAN #2, NO EFFLORESCENCE VISIBLE BETWEEN PRECAST DECK PANELS.
04. MEDIUM SPALL UNDER NORTH FASCIA IN SPAN #2.
05. HOLLOW SOUNDING DELAMINATION AT TOP OF PIER #1 ON EAST SIDE ADJACENT TO WIDE VERTICAL CRACK BETWEEN BEAMS #7 AND #8, CRACK TYPICAL OF WEST SIDE.
06. CORROSION HAS INITIATED AT BEARING #12 AND BEAM END FROM DRAIN ON NORTHWEST IN SPAN #1.
07. LIGHT CORROSION DEVELOPING ON BOTTOM FLANGE IN SPAN #1, SOUTH EXTERIOR.
08. MODERATE CORROSION ON BASE OF WEB AT SOUTH EXTERIOR SPLICE PLATE IN SPAN #1, TYPICAL OF SPAN #2 AND #3.
09. WIDE VERTICAL CRACK BETWEEN BEAMS #5 AND #6 ON WEST SIDE OF PIER #1, TYPICAL OF EAST SIDE.
10. UNDERSIDE VIEW OF SPAN #1, NO EFFLORESCENCE VISIBLE BETWEEN PRECAST DECK PANELS.
11. FIVE FOOT DIAGONAL CRACK BETWEEN BEAMS #3 AND #4 ON EAST SIDE OF PIER #2, TYPICAL OF WEST SIDE.
12. TWO POTHOLES AT EASTBOUND DECK END, ONE EXPOSING DECK AND THE OTHER IS PATCHED.
13. TOP OF WEST BACKWALL REPAIRED WITH QUICK-CRETE IN EASTBOUND LANE, NEW GLAND INSTALLED.
14. ASPHALT CRACKED AND PATCHED OVER WEST BACKWALL IN WESTBOUND LANE.

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**Previous Inspection Notes:** 08/28/2023

NJL inspection comments-

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SUPERSTRUCTURE: GIRDERS- LIGHT CORROSION DEVELOPING ON BOTTOM FLANGE IN SPAN #1, SOUTH EXTERIOR. MODERATE CORROSION ON BASE OF WEB AT EACH SOUTH EXTERIOR SPLICE PLATE. MINOR CORROSION ON NORTHWEST AND SOUTHEAST BEAM ENDS. CONCRETE RESIDUE FROM DECK REPLACEMENT IN 2003. MOVEABLE BEARINGS- CORROSION ON #12 AT NORTHWEST FROM LEAKAGE, THIN SLIDE PLATE WORKING LOOSE.

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03. UNDERSIDE VIEW OF SPAN #2, NO EFFLORESCENCE VISIBLE BETWEEN PRECAST DECK PANELS.
04. MEDIUM SPALL UNDER NORTH FASCIA IN SPAN #2.
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13. TOP OF WEST BACKWALL REPAIRED WITH QUICK-CRETE IN EASTBOUND LANE, NEW GLAND INSTALLED.
14. ASPHALT CRACKED AND PATCHED OVER WEST BACKWALL IN WESTBOUND LANE.

**Approach and Roadway Notes:**

ASPHALT- FEW CRACKS, MOST SEALED; PATCHED ON WEST DEPARTURE. APPROACH W-BEAM RAIL- FEW SCRAPES.

**Unusual or experimental features:**

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## Inspection History

Inspection Date	Inspector Initials	Inspection Type(s) Performed				Major Element Ratings				Red list	Posting
		NBI	Elem	FCM	U/W	Deck	Super	Sub	Culvert		
08/31/2023	KLM	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	7	7	6	N	<input type="checkbox"/>	No Posting Req'd
08/28/2023	NJL	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	7	7	6	N	<input type="checkbox"/>	No Posting Req'd
05/25/2023	NJL	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8	7	6	N	<input type="checkbox"/>	No Posting Req'd
05/20/2021	NJL	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8	7	6	N	<input type="checkbox"/>	No Posting Req'd
05/29/2019	NJL	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8	7	6	N	<input type="checkbox"/>	No Posting Req'd
08/22/2018	KLM	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	8	7	6	N	<input type="checkbox"/>	No Posting Req'd
05/12/2017	NJL	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8	7	6	N	<input type="checkbox"/>	No Posting Req'd
06/24/2015	KLM	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8	7	6	N	<input type="checkbox"/>	No Posting Req'd
05/15/2015	NJL	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8	7	6	N	<input type="checkbox"/>	No Posting Req'd
08/07/2013	NJL	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8	8	6	N	<input type="checkbox"/>	No Posting Req'd
08/06/2013	JEL	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	8	8	6	N	<input type="checkbox"/>	No Posting Req'd
05/17/2013	KLM	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	8	8	6	N	<input type="checkbox"/>	No Posting Req'd
05/18/2011	KLM	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	9	8	6	N	<input type="checkbox"/>	No Posting Req'd
07/20/2009	KLM	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	9	8	6	N	<input type="checkbox"/>	No Posting Req'd
09/17/2008	DMB	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	9	8	6	N	<input type="checkbox"/>	No Posting Req'd
06/20/2007	DPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	9	8	8	N	<input type="checkbox"/>	No Posting Req'd
06/03/2005	RLM	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	9	8	8	N	<input type="checkbox"/>	No Posting Req'd
12/22/2003	DPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	9	8	8	N	<input type="checkbox"/>	No Posting Req'd
11/12/2003	DPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5	7	7	N	<input type="checkbox"/>	No Posting Req'd
06/14/2001	DPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	5	7	7	N	<input type="checkbox"/>	No Posting Req'd
07/06/1999	DPC	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	6	7	7	N	<input type="checkbox"/>	No Posting Req'd
06/01/1997		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6	7	7	N	<input type="checkbox"/>	No Posting Req'd
05/01/1995		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6	7	7	N	<input type="checkbox"/>	No Posting Req'd
07/01/1993		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	7	8	7	N	<input type="checkbox"/>	No Posting Req'd
08/01/1991		<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	6	8	6	N	<input type="checkbox"/>	No Posting Req'd

Inspection Frequency (mo.)			
NBI	Elem	FCM	U/W
24	24	N/A	60