

## Bridge Inspection Report

NBI Structure Number: 023200930010900

Sandown 093/109

Date of Inspection: 10/21/2021

Date Report Sent: 12/03/2021

Owner: Municipality

Bridge Inspection Group: D-Team

Bridge Maintenance Crew: OTHER

PHILLIPS ROAD

over

EXETER RIVER

**Recommended Postings:**Weight: **E-2**☒ Weight Sign OK

SIGNS IN PLACE 10/21/21

Width: **Not Required**☒ Width Sign OKPrimary Height Sign Recommendation: *None*Optional Centerline Height Sign Rec: *None*Clearances: Over: 99.99  
(Feet) Under: 0.00  
Route: 99.99☒ Height Sign OK**Condition:**

Red List Status: Not on the Redlist

Deck: N N/A (NBI)

Superstructure: N N/A (NBI)

Substructure: N N/A (NBI)

Culvert: 7 Good

Sufficiency Rating: 99 %

Bridge Rail: N/A or not required

Rail Transition: N/A or not required

Bridge Approach Rail: Substandard

Approach Rail Ends: Substandard

**Structure Type and Materials:**

Number of Main Spans: 1

Number of Approach Spans: 0

**Main Span Material and Design Type**

Steel/Culvert

NH Bridge Type: MP-A (Metal Plate Arch)

Deck Type: N/A (NBI)

Wearing Surface: N/A (no deck (NBI))

Membrane: N/A (no deck (NBI))

Deck Protection: N/A (no deck (NBI))

Curb Reveal: Not Measured

Plan Location: electronic rehab 2016

Total Bridge Length: 16.0 ft

Right Curb/Sidewalk Width: 0.0 ft

Total Bridge Width: 0.0 ft

Median: No median

Bridge Skew: 0.00°

Year Built/Rebuilt: 1979/2016

**Bridge Dimensions:**

Length Maximum Span: 16.0 ft

Left Curb/Sidewalk Width: 0.0 ft

Width Curb to Curb: 0.0 ft

Approach Roadway Width: 19.0 ft  
(W/Shoulders)

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**Bridge Service:**

Type of Service on Bridge: Highway

Type of Service Under: Waterway

Lanes on Bridge: 2

Lanes Under: 0

AADT: 388

Percent Trucks: 4 %

Year of AADT: 2020

Future AADT: 574

Year of Future AADT: 2042

Federal or State Definition Bridge: NH-Definition Bridge

National Highway System: Bridge does not carry NHS

Roadway Functional Class: Urban, Local

New Hampshire Bridge Tier: 5

Eligibility for the National Register of Historic Places: Possibly eligible for

Traffic Direction: 2-way traffic

**National Bridge Inventory (NBI) Appraisal Ratings:**

Deck Geometry: N Not applicable (NBI)

Underclearances: N Not applicable (NBI)

Approach Alignment: 8 Equal Desirable Crit

Structural Evaluation: 7 Above Min Criteria

Channel/Channel Protection: 6 Bank Slumping

Waterway Adequacy: 8 Equal Desirable

Bridge Scour Critical Status: 8 Stable Above Footing

Riprap Condition: Good Condition

Debris Present: Debris Present

Channel Notes: CHANNEL STRIKES NORTHWEST CORNER, TREE DEBRIS AT INLET.

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## Element Details

| No. | Description                  | Material Notes and Condition Notes:                                                                                                                                                                       |
|-----|------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 215 | Reinforced Concrete Abutment | CAST IN PLACE CONCRETE KNEE WALLS.                                                                                                                                                                        |
| 240 | Steel Culvert                | GALVANIZED STEEL ARCH<br>CORRUGATIONS 6" X 2" X .167"<br><br>SMALL CUT HOLES IN ROOF. BOLT MISSING IN ROOF AT DOWNSTREAM EXTERIOR AND 1 AT TOP MIDSPAN. CONCRETE INCASED LOWER PORTION, AND EPOXY COATED. |

## Element States

| No. | Description                  | Quantity | Units | State 1 | State 2 | State 3 | State 4 |
|-----|------------------------------|----------|-------|---------|---------|---------|---------|
| 215 | Reinforced Concrete Abutment | 72       | ft    | 100%    | 0%      | 0%      | 0%      |
| 240 | Steel Culvert                | 36       | ft    | 100%    | 0%      | 0%      | 0%      |

## Bridge Notes:

ADDED TO RED LIST 7/13/2011. REMOVED FROM RED LIST 12/21/16.  
UNDER 3' OF FILL.  
0.167 PIPE THICKNESS NEW.  
10/8/19- INSPECTING TO CHANGE SCHEDULE.

## Inspection Notes: 10/21/2021

BTB inspection comments -  
ASPHALT - CRACKED, PATCHED AND SETTLED. RAIL- FEW SCRAPES,

CULVERT: MP - FEW SMALL CUT HOLES IN ROOF. EPOXY COATED AT BASE. CAST IN PLACE CONCRETE KNEE WALLS.  
STONEWORK- FEW VOIDS, MINOR SETTLEMENT.

PICTURES: D263-

07. ASPHALT SETTLED APPROXIMATELY 2" DEPTH AND 3' IN LENGTH AT NORTH, POSSIBLY PIPING ALONG BACKSIDE OF METAL PIPE  
DUE TO CHANNEL STRIKING NORTHWEST CORNER.  
08. TREE DEBRIS AT INLET.

## Previous Inspection Notes: 10/08/2019

BTB inspection comments -  
ASPHALT - CRACKS, PATCHED AREA. RAIL- FEW SCRAPES,  
CULVERT: MP - FEW SMALL CUT HOLES IN ROOF. EPOXY COATED AT BASE. CAST IN PLACE CONCRETE KNEE WALLS.  
STONEWORK- FEW VOIDS, MINOR SETTLEMENT.

## Approach and Roadway Notes:

ASPHALT - CRACKS, SETTLED AND PATCHED AREAS.  
W- BEAM RAIL - FEW SCRAPES, NO OFF-SET BLOCKS, MISSING EVERY OTHER POST.

## Unusual or experimental features:

## Bridge Inspection Report

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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 |                                     |               |
| 10/21/2021      | NJL                | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N                     | N     | N   | 7       | <input type="checkbox"/>            | E-2           |
| 10/08/2019      | NJL                | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N                     | N     | N   | 7       | <input type="checkbox"/>            | E-2           |
| 07/12/2019      | NJL                | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N                     | N     | N   | 7       | <input type="checkbox"/>            | E-2           |
| 07/18/2017      | NJL                | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N                     | N     | N   | 7       | <input type="checkbox"/>            | E-2           |
| 12/21/2016      | MAS                | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N                     | N     | N   | 7       | <input type="checkbox"/>            | E-2           |
| 07/30/2015      | MAS                | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N                     | N     | N   | 1       | <input checked="" type="checkbox"/> | Bridge Closed |
| 12/16/2014      | MAS                | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N                     | N     | N   | 4       | <input checked="" type="checkbox"/> | E-2           |
| 07/17/2013      | MAS                | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N                     | N     | N   | 4       | <input checked="" type="checkbox"/> | E-2           |
| 12/13/2012      | KJT                | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N                     | N     | N   | 4       | <input checked="" type="checkbox"/> | E-2           |
| 07/13/2011      | KJT                | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N                     | N     | N   | 4       | <input checked="" type="checkbox"/> | E-2           |
| 07/21/2009      | KJT                | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N                     | N     | N   | 4       | <input checked="" type="checkbox"/> | E-2           |
| 01/25/2007      | RLM                | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N                     | N     | N   | 5       | <input type="checkbox"/>            | E-2           |
| 08/22/2005      | DPC                | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N                     | N     | N   | 5       | <input type="checkbox"/>            | E-2           |
| 08/28/2003      | DPC                | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N                     | N     | N   | 5       | <input type="checkbox"/>            | E-2           |
| 08/29/2001      | DPC                | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N                     | N     | N   | 5       | <input type="checkbox"/>            | E-2           |
| 03/01/1999      | FNM                | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N                     | N     | N   | 6       | <input type="checkbox"/>            | E-2           |
| 10/01/1997      |                    | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N                     | N     | N   | 6       | <input type="checkbox"/>            | E-2           |
| 09/01/1995      |                    | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N                     | N     | N   | 6       | <input type="checkbox"/>            | E-2           |
| 02/01/1994      |                    | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N                     | N     | N   | 6       | <input type="checkbox"/>            | E-2           |
| 08/01/1991      |                    | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | N                     | N     | N   | N       | <input type="checkbox"/>            | E-2           |

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