

**STRUCTURES INSPECTION FIELD REPORT**

**CLOSED/REHABILITATION INSPECTION**

2-DIST  
**04**

B.I.N.  
**8BC**

BR. DEPT. NO.  
**N-11-007=W-20-001**

CITY/TOWN <b>NEWBURYPORT=WEST NEWBURY</b>	8.-STRUCTURE NO. <b>N11007-8BC-MUN-BRI</b>	11-Kilo. POINT <b>000.000</b>	90-ROUTINE INSP. DATE <b>JUN 10, 2020</b>	93*- INSPECTION DATE <b>JUN 1, 2021</b>
07-FACILITY CARRIED <b>HWY PLMMR SPRNG</b>	MEMORIAL NAME/LOCAL NAME	27-YR BUILT <b>1900</b>	106-YR REBUILT <b>0000</b>	YR REHAB'D (NON 106) <b>0000</b>
06-FEATURES INTERSECTED <b>WATER ARTICHOKE RIVER</b>	26-FUNCTIONAL CLASS <b>Rural Local</b>	DIST. BRIDGE INSPECTION ENGINEER <b>J. Dideo</b> <i>Walter Cronin For JSO</i>		
43-STRUCTURE TYPE <b>811 : Masonry Arch - Deck</b>	22-OWNER <b>Town Agency</b>	21-MAINTAINER <b>Town Agency</b>	TEAM LEADER <b>O. Moustafa</b> <i>O. Moustafa</i>	
107-DECK TYPE <b>N : Not applicable</b>	WEATHER <b>Sunny</b>	TEMP. (air) <b>25°C</b>	TEAM MEMBERS <b>Theodore Masse</b>	

<b>ITEM 58 DECK</b>	<b>N</b>	<b>ITEM 41 STRUCTURE OPEN, POSTED OR CLOSED</b>		
<b>ITEM 59 SUPERSTRUCTURE</b>	<b>5</b>	<b>K:CLOSED</b> Date : <b>06/11/2018</b>		
<b>ITEM 60 SUBSTRUCTURE</b>	<b>6</b>	<b>ITEM 36 TRAFFIC SAFETY</b>		<b>TOTAL HOURS</b> <b>8</b>
<b>ITEM 60 - (From U/W Report)</b>	<b>N</b>	36	COND	DEF
<b>ITEM 61 CHANNEL</b>	<b>5</b>	A. Bridge Railing	<b>0 0</b>	<b>S-A</b>
<b>ITEM 61 - (From U/W Report)</b>	<b>N</b>	B. Transitions	<b>0 2</b>	<b>S-A</b>
<b>ITEM 62 CULVERT</b>	<b>N</b>	C. Approach Guardrail	<b>1 6</b>	<b>-</b>
<b>ITEM 62 - (From U/W Report)</b>	<b>N</b>	D. Approach Guardrail Ends	<b>0 2</b>	<b>S-A</b>
		Pedestrian Access (If YES please explain)	(Y/N) <b>Y</b>	Barricades In Place (Y/N) <b>Y</b>
		Roadway Abandoned	(Y/N) <b>N</b>	TYPE: <b>JERSEY BARRIER, CHAIN LNK-FNCE</b>

**SIGNS**  *Not Applicable*

Legend: **Road Closed Signs, Detour Signs, Local Traffic/ Abutters Only Signs**

Signs In Place (Y=Yes, N=No, NR=Not Required)  
Legibility/Visibility

At bridge		Advance	
E	W	E	W
<b>Y</b>	<b>Y</b>	<b>Y</b>	<b>Y</b>
8	7	8	8

*To be filled out by District Bridge Inspection Engineer*

1) This bridge is scheduled for:  
 Replacement ( ) Rehabilitation ( ) Repair ( ) Removal ( ) Unknown ( )

2) If under construction please answer the following:

Contract Number:	Amount:	Completion Date:
Contractor:	Resident Engineer:	
Scope of Work:		
Remarks:		

	ACCESSIBILITY (Y/N)	
	Needed	Used
Lift Bucket	N	N
Ladder	N	N
Boat	Y	N
Wader	Y	N
Inspector 50	N	N
Rigging	N	N
Staging	N	N
Traffic Control	N	N
RR Flagger	N	N
Police	N	N
Other:	N	N

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## REMARKS

### BRIDGE ORIENTATION

Bridge No. N-11-007=W-20-001 (8BC) carries Plummer Springs Road over Artichoke River in the City of Newburyport, Massachusetts. The bridge is oriented West and East and Artichoke River flows from South to North.

### GENERAL REMARKS

The bridge has been closed to vehicle traffic. However, pedestrian traffic is still being allowed at this time.

The bridge has been closed to vehicle traffic due to a failure of the south spandrel wall at the east end of the bridge. Advanced "Road Closed" and "Detour" signs have been placed at the intersections and both sides of the bridge. Jersey barriers, traffic barrels, and "Closed Bridge Ahead" signs are installed on both approaches. Jersey barriers, traffic barrels and "Road Closed" signs have been installed at both east and west ends of the bridge preventing vehicle access. **(Photos 1- 8).**

There are Jersey barriers with 6' high chain link fencing along the south side of the bridge preventing pedestrians from accessing the collapsed area. **(Photo 9).**

There are areas of heavy settlement and depression along the north spandrel wall (heaviest at the east end up to 1' deep), on the north side of the bridge and adjacent to the north railing. This side of the bridge is currently open to pedestrian traffic. This wearing surface settlement shows the progression of the deterioration since last inspection. **(Photos 10 & 11).**

The north spandrel wall shows signs of outward displacement, mostly along the top course and cap stones and up to 5". **(Photo 12).**

The collapsed area along the south side of the bridge shows signs of the progression of the washout of the sand and filling material under the wearing surface since last inspection dated 6/10/2020. **(Photos 13 - 16).**

### Photo Log

- Photo 1 : First advanced, "Road Closed Ahead" signs, west of the bridge.
- Photo 2 : Second advanced, "Bridge Closed Ahead" sign, west of the bridge.
- Photo 3 : Third "Advanced", "Road Closed" sign with Jersey barrier, west of the bridge.
- Photo 4 : West approach Jersey barriers and "Road Closed" sign.
- Photo 5 : East approach "Road Closed" sign with Jersey barriers.
- Photo 6 : Second advanced, "Road Closed" sign with Jersey barrier, east of the bridge.
- Photo 7 : First advanced, "Road Closed" and "Detour" signs with Jersey barrier, east of the bridge.
- Photo 8 : "Detour" sign on Route 113.
- Photo 9 : Jersey barriers with 6' high chain link fencing along the south side of the bridge. (West end shown, looking east).
- Photo 10 : Areas of heavy settlement and depression along the north spandrel wall (heaviest at the East end) up to 1' deep. (Looking East).
- Photo 11 : Areas of heavy settlement and depression along the north spandrel wall (heaviest at the East end) up to 1' deep. (Looking West).
- Photo 12 : North spandrel wall, outward displacement mostly along the top course and cap stones, up to 5".
- Photo 13 : The collapsed area along the south side of the bridge. (Looking West).
- Photo 14 : The collapsed area along the south side of the bridge and signs of the progression of the washout. (Looking West).
- Photo 15 : The collapsed area along the south side of the bridge. (Looking East).
- Photo 16 : The collapsed spandrel wall along the south side of the bridge.

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**PHOTOS**

Photo 1: First advanced, "Road Closed Ahead" signs, west of the bridge.



Photo 2: Second advanced, "Bridge Closed Ahead" sign, west of the bridge.

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**PHOTOS**

**Photo 3:** Third "Advanced", "Road Closed" sign with Jersey barrier, west of the bridge.



**Photo 4:** West approach Jersey barriers and "Road Closed" sign.

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**PHOTOS**



Photo 5: East approach "Road Closed" sign with Jersey barriers.



Photo 6: Second advanced, "Road Closed" sign with Jersey barrier, east of the bridge.

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**PHOTOS**



Photo 7: First advanced, "Road Closed" and "Detour" signs with Jersey barrier, east of the bridge.



Photo 8: "Detour" sign on Route 113.

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## PHOTOS



**Photo 9:** Jersey barriers with 6' high chain link fencing along the south side of the bridge. (West end shown, looking east).



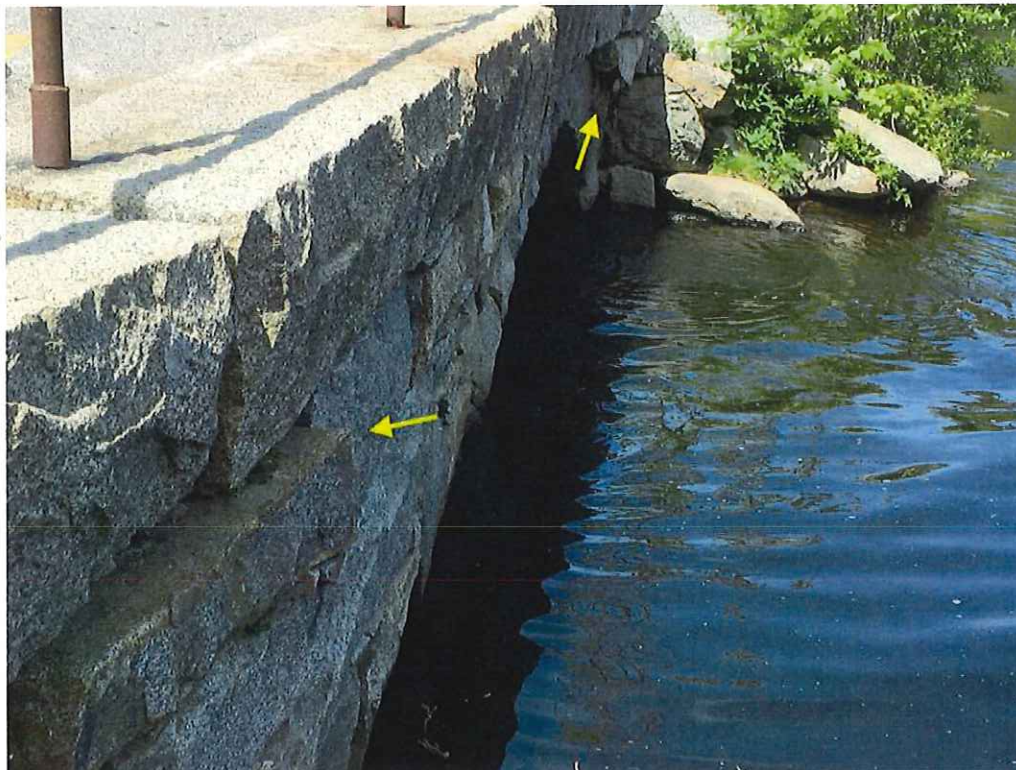
**Photo 10:** Areas of heavy settlement and depression along the north spandrel wall (heaviest at the East end) up to 1' deep. (Looking East).

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## PHOTOS



**Photo 11:** Areas of heavy settlement and depression along the north spandrel wall (heaviest at the East end) up to 1' deep. (Looking West).



**Photo 12:** North spandrel wall, outward displacement mostly along the top course and cap stones, up to 5".



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**PHOTOS**

**Photo 13:** The collapsed area along the south side of the bridge. (Looking West).



**Photo 14:** The collapsed area along the south side of the bridge and signs of the progression of the washout. (Looking West).

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**PHOTOS**



**Photo 15: The collapsed area along the south side of the bridge. (Looking East).**



**Photo 16: The collapsed spandrel wall along the south side of the bridge.**