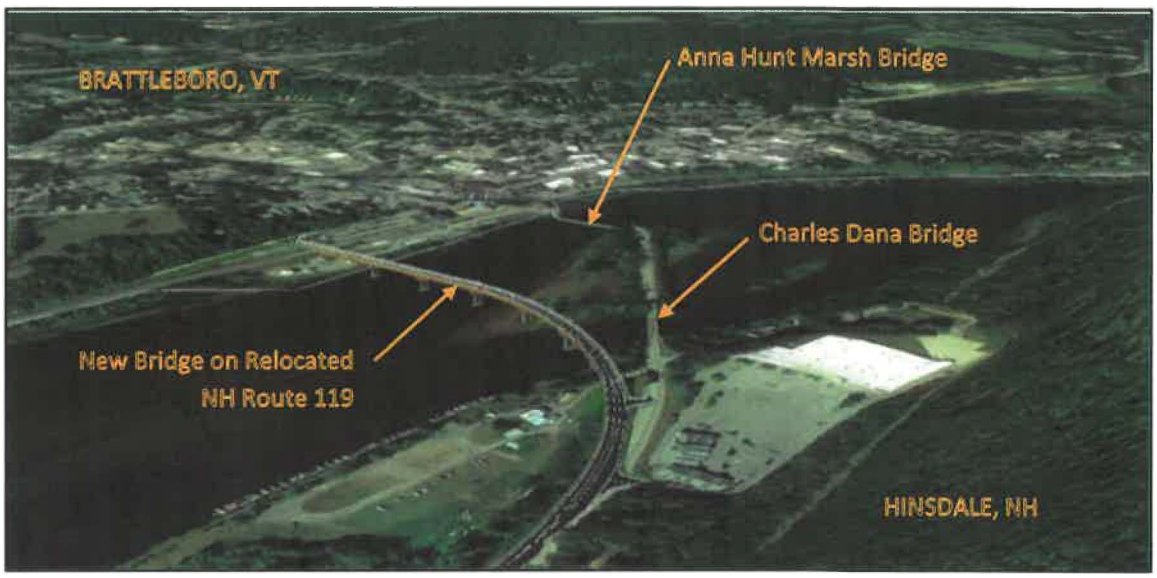
Anna Hunt Marsh Bridge
NH Bridge No. 041/040

Charles Dana Bridge
NH Bridge No. 042/044



Hinsdale, NH – Brattleboro, VT
Rendering of Relocated NH Route 119 and new bridge over the Connecticut River NH Bridge No. 043/044 – NH Project No. 12210C

2021 ANNUAL BRIDGE REPORT

NHDOT Bridge Condition and Bridge Program

Based on Bridge Inspection Data through December 31, 2021 and Bridge Project Data for the 2021 Federal Fiscal Year (October 1, 2020 – September 30, 2021)

Approved by: Loretta Girard Doughty
Loretta Girard Doughty, PE
Chair, NHDOT Bridge Management Committee

Date: 8-11-22

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Contents

Appendices

1 Executive Summary

The NHDOT Bridge Management Committee (BMC) has compiled this 2021 Annual Report on Bridge Condition and the Bridge Program. Presented herein are data regarding the condition of all bridges in New Hampshire and the goals and status of the NHDOT Bridge Program. This information is based on bridge inspection data through December 31, 2021, as reported to the Federal Highway Administration (FHWA) in March 2021, and in the bridge program expenditures for Federal Fiscal Year (FFY) 2021 (October 1, 2020 - September 30, 2021).

Bridge Program Goals

The overarching goal of the NHDOT Bridge Program is to support "transportation excellence, enhancing the quality of life in New Hampshire" by providing safe and efficient mobility for the efficient movement of people, goods, and services throughout the State by maintaining the bridge inventory in a state of good repair by accomplishing by the following goals:

1. Implement the *Recommended Investment Strategy* (RIS) to attain the maximum service life, which varies from 60 - 120 years based on bridge type, for all types of bridges in New Hampshire.

2. Inspect all state and municipal/other bridges to meet Federal and State inspection and reporting requirements.

3. Manage all posted (weight restricted) bridges to reduce or eliminate constraints affecting the safe and efficient movement of goods and services, including emergency response, on the overall State transportation system. Specifically, the goal is for all High Investment Bridges (HIBs) and all bridges on Tier 1 and 2 roadways to have no weight restrictions, for all Tier 3 bridges with weight restrictions to be included in the 10-Year Plan as projects to address their weight restrictions, and for all weight restricted Tier 4 bridges to be reviewed to ensure that the weight restriction for each bridge does not affect emergency response services. (Please refer to *Appendix C - Bridge Postings and Weight Restrictions* for additional information.)

4. Manage the State's Red List ("poor" condition) bridges to reduce the backlog of bridge rehabilitation and replacement efforts to the maximum extent that can be addressed within the funding constraints of the State's 10-Year Transportation Improvement Plan (10-Year Plan).

5. Apply available bridge funds to limit the total area of bridge decks in "poor" condition on the National Highway System (NHS) in New Hampshire to be less than 7% of the total deck area on this highway category. This goal is more stringent than the 10% limit stipulated by the Federal Highway Administration (FHWA).

6. Record and utilize project cost data to calculate cost estimates through all project development phases (Initial Assessment; Type, Size, & Location (TS&L); Preliminary Plans; PPS&E Plans; and PS&E Plans) to improve cost estimating practices and corresponding project cost results as the *Recommended Investment Strategy* (RIS) is efficiently and effectively implemented. The goal is for Initial Project Assessment cost estimates to be within 25% (±) of the PS&E estimate.

These efforts require effective application of available funds allocated to perform scheduled maintenance, preservation, rehabilitation, and replacement activities. This is accomplished by determining the ranking of all bridges based on the following considerations: Condition; Type & Size; Importance; Capacity; Risk; and Engineering Knowledge. Contract documents are then developed to perform appropriate maintenance, preservation, rehabilitation, or replacement activities on specific bridges, within the funding constraints of each fiscal year of both the State and Municipal bridge programs.

Red List Data for 2021

Based on bridge inspection data through December 31, 2021, there are 2,159 state-owned bridges and 1,698 municipally owned bridges. Of these, 114 bridges are on the State Red List and 222 bridges are on the Municipal Red List for a total of 336 bridges that have at least one major structural element (deck, superstructure, substructure, or culvert) in "poor" condition. The NHDOT Bridge Statistics for 2021 for bridge count and bridge deck area are listed below:

NHDOT Bridge Statistics for 2021
(Bridge count; Length = 10 ft. and greater)

	State	Minicipal/Other	Totals
Red List	114	222	336
Yellow List	907	638	1,545
Green List	1,114	780	1,894
Closed or N/A	24	58	82
Totals:	2,159	1,698	3,857

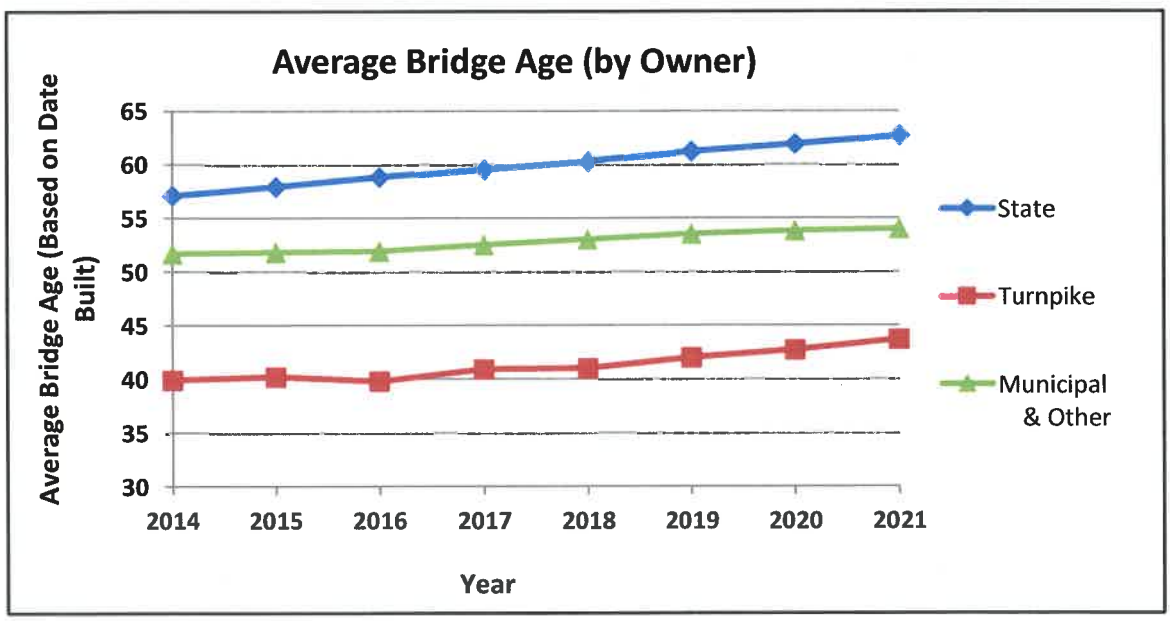
NHDOT Bridge Statistics for 2021
(Bridge deck area (sq. ft.); Length = 10 ft. and greater)

	State	Municipal/Other	Totals
Red List	579,858	333,993	913,851
Yellow List	3,877,839	1,055,000	4,932,839
Green List	6,118,919	1,164,619	7,283,538
Closed or N/A	66,847	90,929	157,776
Totals:	10,643,463	2,644,541	13,288,004

See Page 9 for definitions of Red, Yellow, Green, and Closed Lists of Bridges.

Age of NH Bridges in 2021

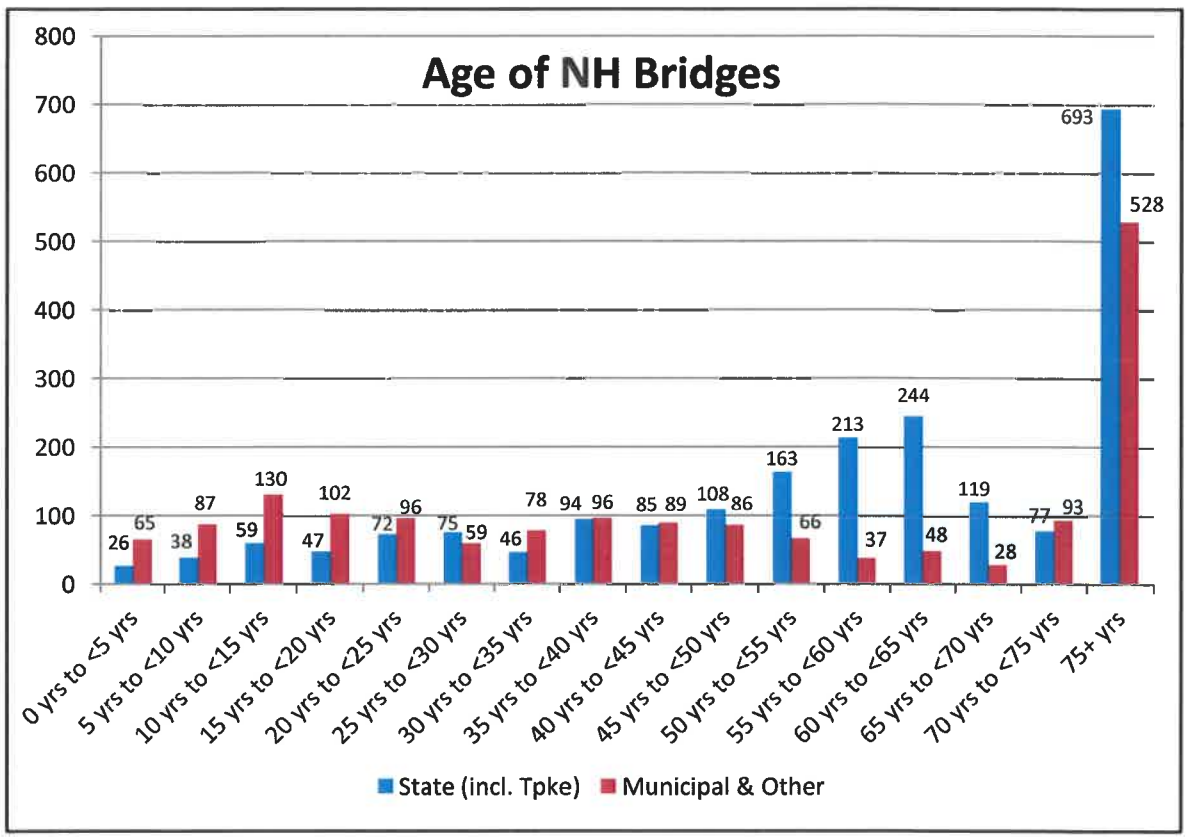
Approximately half of all bridges in New Hampshire were constructed before 1960 and were not designed to carry modern vehicle loads or traffic volumes. Since that time, traffic volumes and vehicle loads have greatly increased, placing additional and sometimes excessive stress on these bridges. Further, many bridges constructed since 1960 are also approaching the end of their originally anticipated 50-to-80-year service life, depending on bridge type. The Department has been aggressive in efforts to address State Red List bridges, with 85 bridges removed from the State Red List from 2016 through 2021. However, bridges continue to deteriorate and many have transitioned onto the Red List during this same time frame.



	Average Bridge Age (Years) by Owner							
	2014	2015	2016	2017	2018	2019	2020	2021
State (non-Turnpike)	57.1	57.9	58.8	59.6	60.3	61.2	61.9	62.7
Turnpike	39.9	40.2	39.8	40.9	41.0	42.0	42.7	43.7
Municipal & Other	51.7	51.8	51.9	52.5	53.0	53.5	53.8	54.0

Although 56 bridges have been added to the State Red List during this same time period, these efforts still resulted in a net decrease of 29 State Red List bridges. Similar efforts regarding the Municipal Red List from 2016 through 2021 resulted in 121 bridges being removed from the Municipal Red List and 76 bridges being added to the Municipal Red List, for a net decrease of 45 Municipal Red List bridges. Many of these Municipal Red List bridges were addressed using municipal (local) funds only, due in part to the very limited funds available in the State Bridge Aid Program.

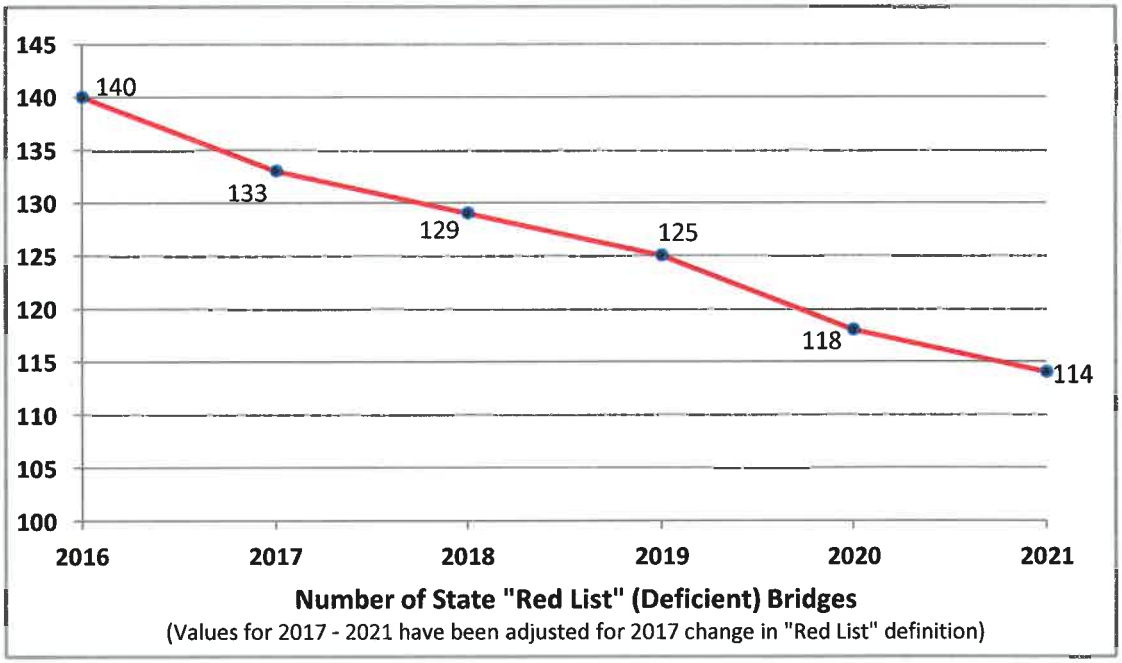
The following chart depicts the number of bridges in each age category, based on bridge data through December 31, 2021 for state bridges (including Turnpikes) and municipal/other bridges. This shows that 1,509 of 2,159 state bridges (about 69.9%) are more than 50 years old with an average age of 61.2 years for all state bridges. Similarly, 800 of 1,698 municipal bridges (about 47.1%) are more than 50 years old with an average age of 54.0 years for all municipal bridges.

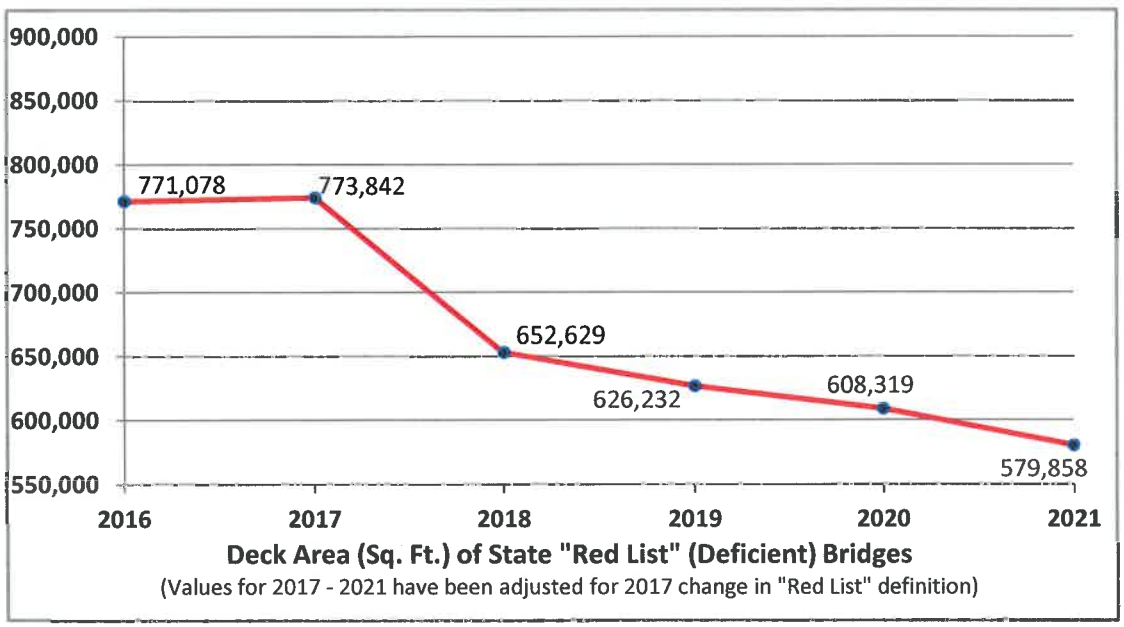


The above data indicates the challenge faced by the Department to obtain and dedicate the resources needed to perform bridge preservation, rehabilitation, or replacement in a timely manner when a clear majority of state bridges have essentially exceeded their originally anticipated 50-year service life. This is especially true when considering that 1,221 state and municipal bridges (about 31.7% or nearly one-third) of bridges in the total bridge inventory are more than 75 years old.

Please refer to the NHDOT *Recommended Investment Strategy* (https://www.nh.gov/dot/org/projectdevelopment/bridgedesign/documents/bridgeprogramrecommendedinvestmentstrategy.pdf) and the NHDOT *Recommended Network Funding* (https://www.nh.gov/dot/org/projectdevelopment/bridgedesign/documents/bridgeprogramrecommendednetworkfunding.pdf) of the NHDOT Bridge Program for further information on the Department's efforts to extend the service life of state bridges and the projected funding needed to accomplish the goals of the Bridge Program.

The graphs below depict the number and deck area of state Red List bridges based on data from 2016 through 2021.





The above graphs and information display the significant progress the Department has achieved in reducing the number and deck area of Red List bridges over the past 5 years. However, it is important to note that, in general, the number of Red List bridges over time has decreased steadily, although many bridges previously on the Yellow List have deteriorated further each year and thus transitioned to the Red List. It is the goal of the *Recommended Investment Strategy* to perform timely and appropriate preservation activities on bridges that are still in 5 = "Fair" to 7 = "Good" condition, thus keeping them off the Red List. The importance and cost effectiveness of this Strategy cannot be overstated.

Bridge Program Accomplishments for FFY 2021

Significant accomplishments have been made toward establishing criteria and strategies to apply funding and staff to address the maintenance, preservation, rehabilitation, and replacement needs of New Hampshire state bridges. The following table summarizes accomplishments by the Bridge Design and Bridge Maintenance Bureaus during the 2021 Federal Fiscal Year to meet the Bridge Program goals described above.

In this Report, data associated with bridge deck areas refer to the deck area of existing bridges, e.g., the deck area of Red List bridges that have been replaced refers to the deck area of the original (existing) bridges, and not the deck area of the new (replacement) bridges. "Deck area" is another way to indicate the magnitude of Red List (deficient) bridges, similar to the Red List bridge count.

SUMMARY of FFY 2021 Accomplishments

FISCAL YEAR	ACTIVITY	CATEGORY	Bridge Design		Bridge Maintenance		Totals		GRAND TOTALS
			State non-Turnpike	Turnpike	State non-Turnpike	Turnpike	State non-Turnpike	Turnpike	
2021 (Actual)	Preservation	No. of Projects	6	0	8	0	**14**	**0**	**14**
		No. of Bridges	17	0	8	0	**25**	**0**	**25**
		Deck Area	42,005	0	24,371	0	**66,376**	**0**	**66,376**
		Construction Cost	$7,415,800	$0	$884,050	$0	**$8,299,850**	**$0**	**$8,299,850**
		Cost per Sq. Ft.	$177		$36		**$125**		**$125**
	Other	No. of Projects	4	0	0	0	**4**	**0**	**4**
		No. of Bridges	14	0	0	0	**14**	**0**	**14**
		Deck Area	N/A	0	0	0	**N/A**	**N/A**	**N/A**
		Construction Cost	$6,625,600	$0	$0	$0	**$6,625,600**	**$0**	**$6,625,600**
		Cost per Sq. Ft.	N/A	N/A	N/A	N/A	**N/A**	**N/A**	**N/A**
	Rehabilitation	No. of Projects	4	0	5	0	**9**	**0**	**9**
		No. of Bridges	5	0	5	0	**10**	**0**	**10**
		Deck Area	38,508	0	12,011	0	**50,519**	**0**	**50,519**
		Construction Cost	$14,899,900	$0	$684,100	$0	**$15,584,000**	**$0**	**$15,584,000**
		Cost per Sq. Ft.	$387		$57		**$308**		**$308**
	Replacement	No. of Projects	7	0	1	0	**8**	**0**	**8**
		No. of Bridges	8	0	1	0	**9**	**0**	**9**
		Deck Area	36,090	0	504	0	**36,594**	**0**	**36,594**
		Construction Cost	$69,452,250	$0	$214,200	$0	**$69,666,450**	**$0**	**$69,666,450**
		Cost per Sq. Ft.	$1,924		$425		**$1,904**		**$1,904**

Bridge Inspections, Notices, and Responses for 2021

In addition to the above data, 2,326 bridge inspection events were performed and the Bridge Management Database was updated. Deficiency Notices (xx), Critical Deficiency Notices (xx), and Emergency Responses (10 to 20 per year) were also provided for affecting bridges in various municipalities during calendar year 2021. See *Section 5.2.3 Critical Deficiency Notices – Municipal Bridges* and *Section 5.2.5 Emergency Response for Bridges* for additional details.

Bridge Condition – Projected

With implementation of the *NHDOT Bridge Program - Recommended Investment Strategy*, it is projected that the number of State Red List bridges and deficient deck area will continue to decrease over time as the benefits of this strategy become apparent. However, when considering the number of State Yellow List bridges that are essentially one inspection away from moving to the State Red List, this projection is truly uncertain, and the numbers can change quickly.

It is also projected that the number of Yellow List bridges will increase in the coming years. By following the *Recommended Investment Strategy*, bridges will remain on the Yellow List (5="Fair" or 6="Satisfactory" condition) for a longer period of time, with preservation activities performed to keep them in this condition, rather than allowing them to deteriorate further without preservation and be added to the Red List more quickly, necessitating more expensive options.

It is important to again note that NHDOT Bridge Program is dependent on the amount of resources and funding for projects and staffing for this effort, provided through the 10-Year Plan as approved every two years by the NH Governor and Legislature. The Department strives to balance the funding needs of the Bridge Program and of the Paving Program (for bridge pavement crack sealing and inlays) with the funding needed to address other NHDOT infrastructure deficiencies.

For additional information, please refer to the following documents:

- NHDOT 2021 State Red List
- NHDOT 2021 Municipal Red List
- NHDOT 2021 State Rehabilitation & Replacement Priority List
- NHDOT State Preservation Priority List (Under development)
- NHDOT 2021 Bridge Summary
  https://www.nh.gov/dot/org/projectdevelopment/bridgedesign/documents/bridge-summary.pdf
- NHDOT Bridge Program – Definitions of Program Strategies and Terms
  https://www.nh.gov/dot/org/projectdevelopment/bridgedesign/documents/definitionsofprogramstrategiesandterms.pdf
- NHDOT Bridge Program – Recommended Investment Strategy
  https://www.nh.gov/dot/org/projectdevelopment/bridgedesign/documents/bridgeprogramrecommendedinvestmentstrategy.pdf
- NHDOT Bridge Program – Recommended Network Funding
  https://www.nh.gov/dot/org/projectdevelopment/bridgedesign/documents/bridgeprogramrecommendednetworkfunding.pdf
- NHDOT Bridge Program – State Preservation List Ranking Process (Under development)
- NHDOT Bridge Program – State Rehabilitation & Replacement List and Ranking Process
  (https://www.nh.gov/dot/org/projectdevelopment/bridgedesign/documents/2018-03-28bridge_r_r_list.pdf)
  (https://www.nh.gov/dot/org/projectdevelopment/bridgedesign/documents/stater_rrankingprocess_001.pdf)
- NHDOT Bridge Program – State Red List Ranking Process
  (https://www.nh.gov/dot/org/projectdevelopment/bridgedesign/documents/stateredlistrankingprocess.pdf)
- 10-Year Transportation Improvement Plan 2021 – 2030
  (https://www.nh.gov/dot/org/projectdevelopment/planning/typ/index.htm)

2 Bridge Condition

2.1 Summary of Bridge Inspection Process

In accordance with all pertinent state and federal laws and regulations, including the National Bridge Inspection Standards (NBIS), all publicly owned bridges associated with highway traffic and recorded in the NHDOT Bridge Inventory are inspected every two years (24 months) maximum interval. State Red List (deficient) bridges are inspected biannually (6-month interval) and Municipal Red List (deficient) bridges are inspected annually (12-month interval). For additional information on the NBIS, please go to: https://www.fhwa.dot.gov/bridge/nbis.cfm.

Most bridge inspections are performed by NHDOT Bridge Inspectors, although some complex bridges, such as movable bridges, are inspected utilizing consultant engineering services. Underwater inspections are performed by contract divers on specific bridges to check for scour undermining. All bridge inspection efforts are administered by the Bridge Design Bureau.

During the inspection process, a condition rating is assigned to each of the major structural elements (deck, superstructure, substructure, or culvert), according to criteria presented in the NBIS. In addition to the *State Red List* and *Municipal Red List*, a review of this inspection data allows development of "groups" of bridges, as noted below, based on the overall condition of their major structural elements. The NHDOT Bridge Management Committee updated, defined, and developed these groups as a means to continually monitor and convey the overall "health" of bridges in New Hampshire. These lists are described as follows:

Highway Bridges:

- "**Red**" – All bridges carrying highway traffic that have one or more major structural elements with an NBIS condition rating of "4 = Poor" or less. These bridges comprise the state/municipal Red Lists.
- "**Yellow**" – All bridges carrying highway traffic that have their lowest rated major structural element with an NBIS condition rating of "5 = Fair" or "6 = Satisfactory".
- "**Green**" – All bridges carrying highway traffic that have all major structural elements with an NBIS rating equal to or greater than "7 = Good".
- "**Closed or N/A**" – All bridges carrying highway traffic that have been closed due to one or more major structural elements with an NBIS rating equal to or less than "1 = Closed".

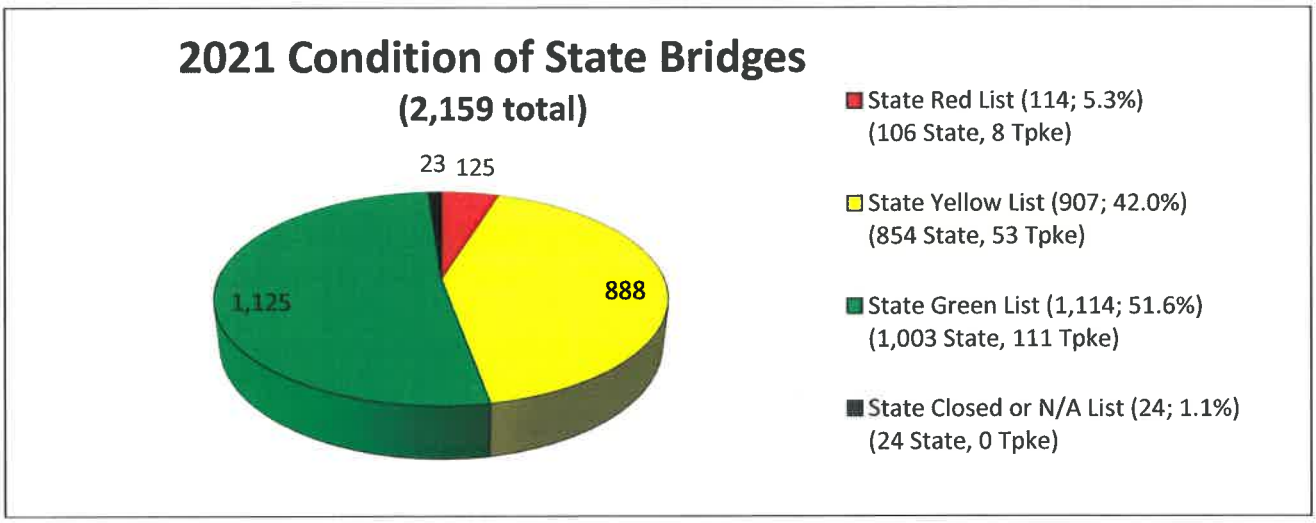
Non-Highway Bridges:

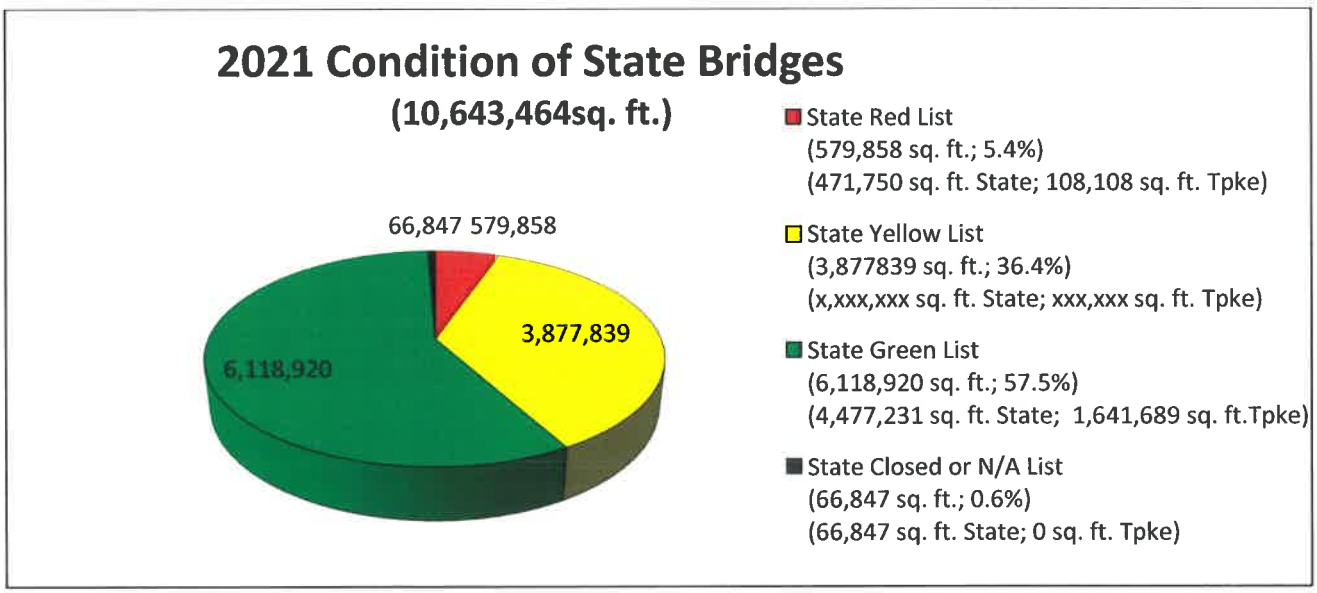
- "**Red**" – All non-highway bridges used as pedestrian, recreational, or railroad crossings that have one or more major structural elements with an NBIS rating of "4 = Poor" or less. These bridges comprise the corresponding Red List.
- "**Yellow**" – All non-highway bridges used as pedestrian, recreational, or railroad crossings that have their lowest rated major structural element with an NBIS condition rating of "5 = Fair" or "6 = Satisfactory".
- "**Green**" – All non-highway bridges used as pedestrian, recreational, railroad, etc., crossings that have all major structural elements with an NBIS rating equal to or greater than "7 = Good".
- "**Closed or N/A**" – All non-highway bridges used as pedestrian, recreational, or railroad crossings that have been closed due to one or more of their major structural elements with an NBIS rating equal to or less than "1 = Closed".

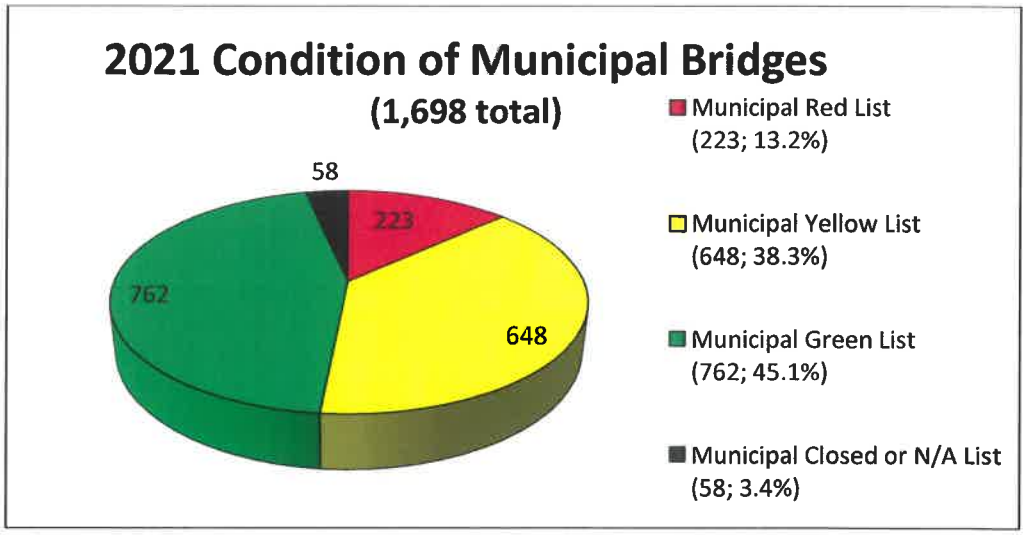
2.2 Current Condition and Number of Bridges in New Hampshire

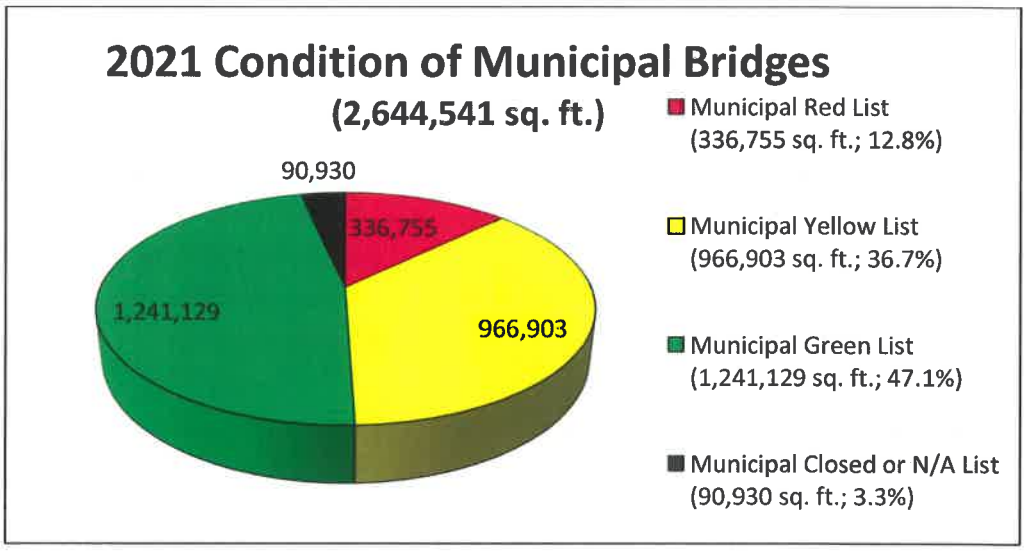
The table below presents a summary of the current number of bridges and deck area by bridge ownership in their respective condition categories through December 31, 2021, as reported to the Federal Highway Administration (FHWA) in March 2022. Please note that this data includes the entire deck area of bridges shared with adjoining states, as required by the FHWA.

Bridge Condition	State Non-Turnpike		State Turnpike		State Totals		Municipal and Others	
	Number	Deck Area (Sq. Ft.)	Number	Deck Area (Sq. Ft.)	Number	Deck Area (Sq. Ft.)	Number	Deck Area (Sq. Ft.)
Red List ("Poor")	106	471,750	8	108,108	114	579,858	222	913,851
Yellow List ("Fair")	854	3,045,697	53	832,142	907	3,877,839	638	4,932,839
Green List ("Good")	1,003	4,477,231	111	1,641,689	1,114	6,118,920	780	7,283,538
Closed or N/A	24	66,847	0	0	24	66,847	58	157,776
Totals:	**1,987**	**8,061,525**	**172**	**2,581,939**	**2,159**	**10,643,464**	**1,698**	**13,288,004**









For more information and maps regarding the data and locations of all State and Municipal/Other Red List bridges, please see Appendices "A" and "B".

Appendix "A"

- **2021 State Red List** (Based on bridge inspection data through December 31, 2021)
- **Location Map of 2021 State Red List Bridges** (Based on bridge inspection data through December 31, 2021)

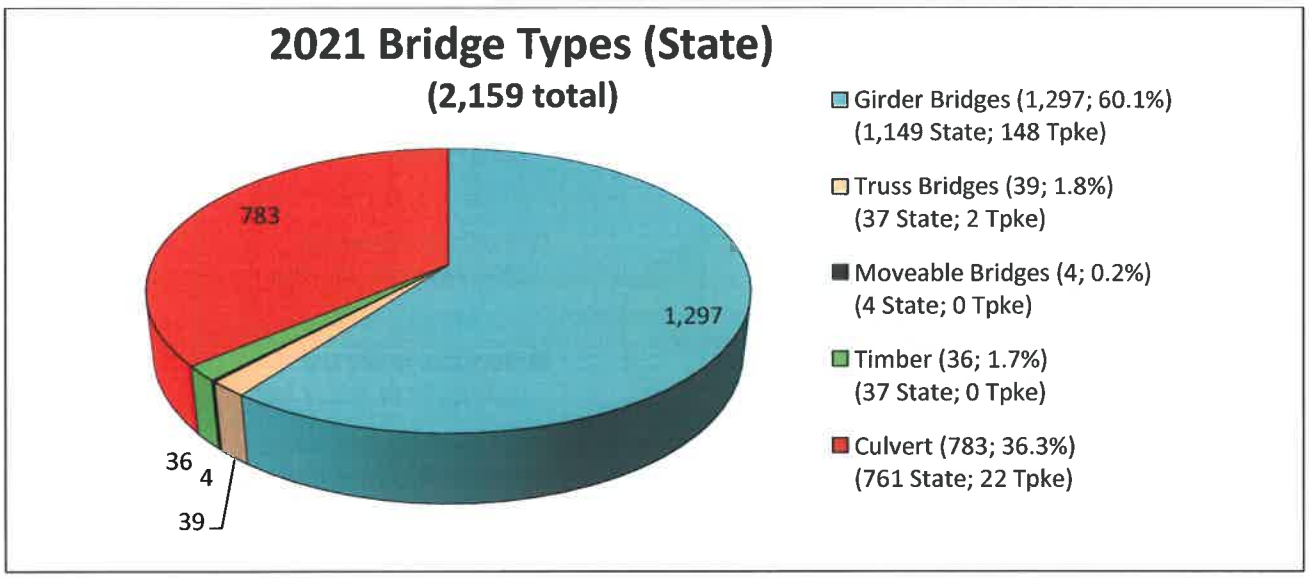
Appendix "B"

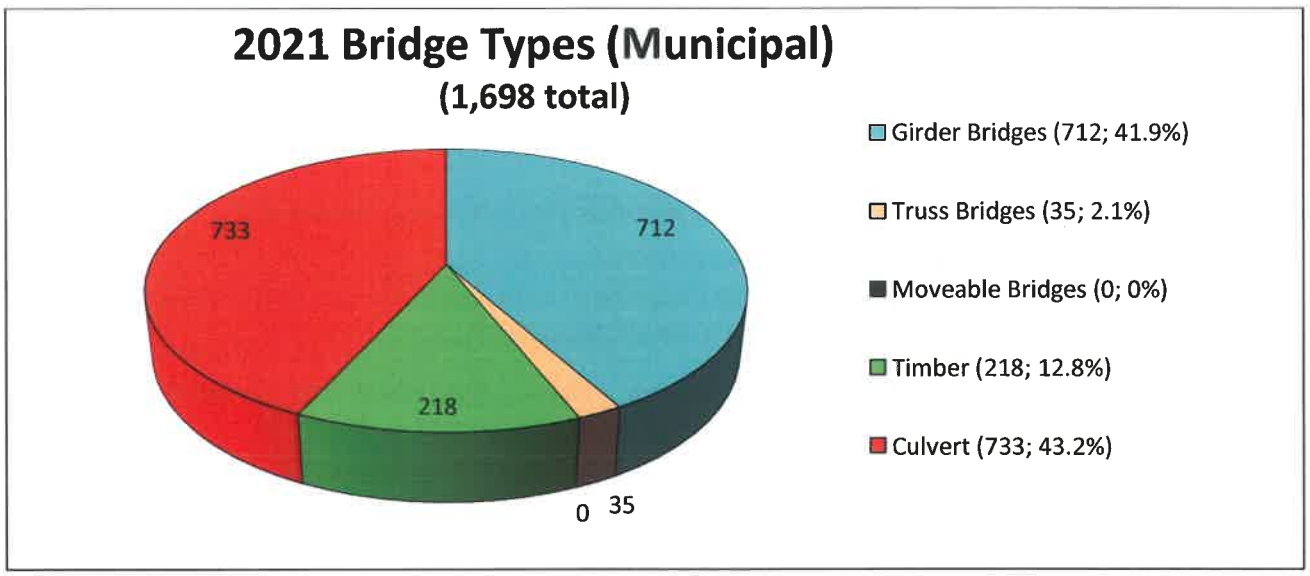
- **2021 Municipal Red List** (Based on bridge inspection data through December 31, 2021)
- **Location Map of all 2021 Municipal Red List Bridges** (Based on bridge inspection data through December 31, 2021)

The table below presents a summary of the current number of bridges and deck area according to bridge type, based on data compiled through December 31, 2021.

Bridge Type	State Non-Turnpike		State Turnpike		State Totals			Municipal and Other		
	Number	Deck Area* (Sq. Ft.)	Number	Deck Area* (Sq. Ft.)	Number	Deck Area* (Sq. Ft.)	Percentage (Number)	Number	Deck Area* (Sq. Ft.)	Percentage (Number)
Girder	1,149	6,734,663	148	2,297,026	1,297	9,031,689	60.1%	712	1,797,026	41.9%
Truss	37	225,081	2	189,061	39	414,142	1.8%	35	170,760	2.1%
Moveable	4	192,796	0	0	4	192,796	0.2%	0	0	0.0%
Timber	36	50,191	0	0	36	50,191	1.7%	218	212,331	12.8%
Culvert	761	858,794	22	95,851	783	954,645	36.3%	733	464,424	43.2%
Totals:	**1,987**	**8,061,525**	**172**	**2,581,938**	**2,159**	**10,643,463**	**100.0%**	**1,698**	**2,644,541**	**100.0%**

* These totals only include the NH portion of the deck area for bridges shared with adjoining states, which results in a total deck area slightly smaller than the totals shown in the table further above.





2.3 Bridge Postings for Weight Restrictions

The tables below present a summary of current bridge postings for weight restrictions according to the bridge type, ownership, and roadway tier on which the bridge is located, all based on data compiled through December 31, 2021. This data includes bridges whose structural condition or configuration is such that, according to current design standards, vehicle and load configurations, and/or state law, the bridge requires a load posting to indicate the reduced safe and/or legal load capacity of the structure in its current condition. It is important to note that the term "weight restriction" refers to the total load applied to the bridge, i.e., the combined weight of the vehicle and the load it carries, not just the load carried by the vehicle. (Example: "Weight Limit 20-Tons" allows a 12-ton vehicle with an 8-ton load.)

Although the "tonnage" postings are the most restrictive, all bridge weight postings restrict and redirect the movement of more heavily loaded vehicles to those roadways having bridges of sufficient load capacity to safely allow these vehicles to travel. This includes approved "permitted" vehicles carrying excessive loads (greater than legal loads) supported by multiple axles to distribute the total vehicular load.

For more information regarding bridge postings and weight restrictions for bridges, please refer to *Appendix "C" - Bridge Postings and Weight Restrictions for Certified Vehicles: Posting Definitions and Examples*; or; *RSA 266:18 Equipment of Vehicles.* (http://www.gencourt.state.nh.us/rsa/html/XXI/266/266-18.htm)

NOTE: If vehicles and loads exceed the posted weight restriction on any bridge, structural damage may occur to the bridge deck and/or superstructure, up to and possibly including complete failure and collapse of the bridge. The safety issues and disruption to the transportation network, especially to emergency response vehicles, resulting from such an incident cannot be overstated.

Bridge Posting	BRIDGE OWNERSHIP				
	State non-Turnpike	State Turnpike	State Totals	Municipal and Other	Totals
E-1	38	0	38	5	43
E-2	171	0	171	580	751
C-1	5	0	5	0	5
C-2	18	0	18	3	21
C-3	5	0	5	0	5
Tonnage	21	0	21	110	131
Closed	9	1	10	64	74
No Posting	1,720	171	1,891	936	2,827
Total Posted/Closed	267	1	268	762	1,030
Total Bridges	1,987	172	2,159	1,698	3,857
Percent Posted of Total Bridges	13.4%	0.6%	12.4%	44.9%	26.7%

The above data show that Turnpike bridges have the lowest percentage (0.6%) of weight posted bridges since the only closed or weight restricted Turnpike bridge is the General Sullivan pedestrian bridge between Newington and Dover. This reflects the commitment to bond holders to appropriately and effectively maintain Turnpike infrastructure. The data also show that municipalities have the greatest percentage (26.7%) of bridges that have weight restrictions. This is due in part to the fact that municipal bridges were not load rated in the 1980s when the Department, through the Bridge Design Bureau, performed load ratings on all state bridges to ensure that certified and permitted loads could safely travel on the state transportation network.

Bridge Posting	BRIDGE TYPE (State, Turnpike, and Municipal)					Totals
	Girder	Truss	Moveable	Timber	Culvert	
E-1	27	0	0	3	13	**43**
E-2	374	7	1	49	320	**751**
C-1	5	0	0	0	0	**5**
C-2	20	1	0	0	0	**21**
C-3	5	0	0	0	0	**5**
Tonnage	40	9	1	62	19	**131**
Closed	24	11	0	24	15	**74**
No Posting	1,514	46	2	116	1,149	**2,827**
Total Posted/Closed	495	28	2	138	367	**1,030**
Total Bridges	2,009	74	4	254	1,516	**3,857**
Percent Posted of Bridge Type	**24.6%**	**37.8%**	**50.0%**	**54.3%**	**24.2%**	**26.7%**

The above data show that even though culvert and girder bridges are the most common type of bridge structure in the state, they have the lowest percentage of weight posted bridges.

Bridge Posting	ROADWAY TIER* (State, Turnpike, and Municipal)							Totals
	HIB	Tier 1	Tier 2	Tier 3	Tier 4	Tier 5	Tier 6	
E-1	0	0	6	20	12	5	0	**43**
E-2	1	0	37	68	64	580	1	**751**
C-1	0	0	2	3	0	0	0	**5**
C-2	0	0	3	10	5	3	0	**21**
C-3	0	0	0	4	1	0	0	**5**
Tonnage	1	0	0	1	16	110	3	**131**
Closed	0	0	0	0	1	64	9	**74**
No Posting	48	513	541	417	320	927	61	**2,827**
Total Posted/Closed	2	0	48	106	99	762	13	**1,030**
Total Bridges	50	513	589	523	419	1,689	74	**3,857**
Percent Posted of Bridges on Tier	4.0%	0.0%	8.1%	20.3%	23.6%	45.1%	17.6%	**26.7%**

*See Section 3.1, Page 19 for definitions and information regarding roadway tiers.

The above data show that Tier 1 bridges have the fewest (0.0%) bridges posted with weight restrictions, which reflects the commitment of the Department to maintain to the highest order the bridges located on major transportation corridors of the State infrastructure. The remaining data demonstrate the efforts of the Department to appropriately and effectively maintain bridges according to their importance and the roadway tier on which each bridge is located.

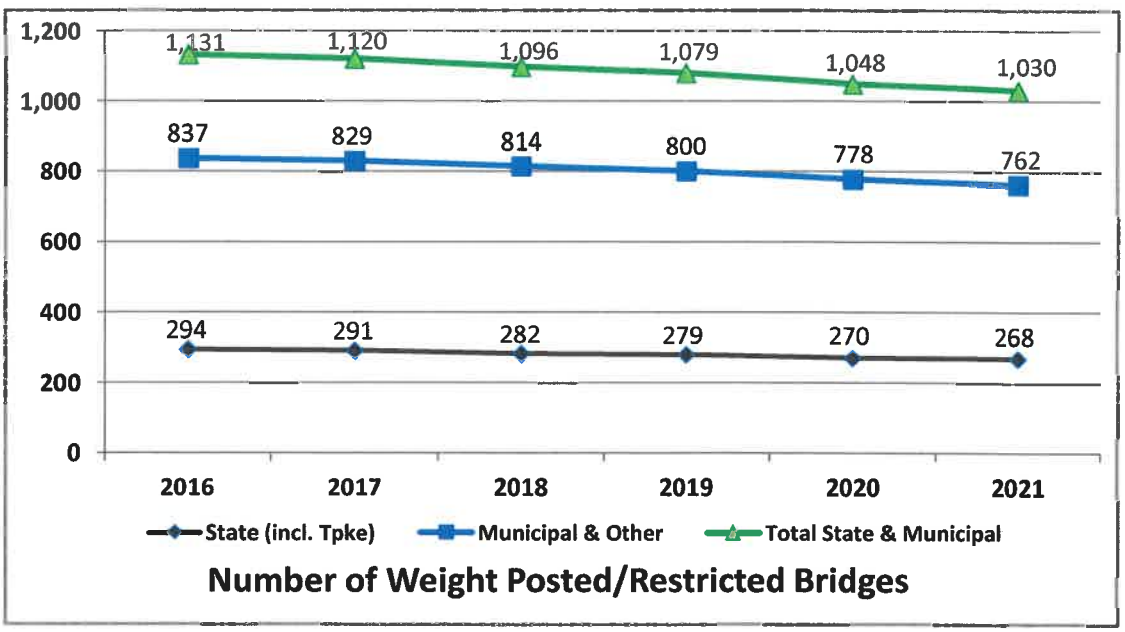
2.4 Comparison of 2021 Bridge Data with Previous 5 Years

The tables below compare state and municipal bridge data according to bridge posting (weight restriction) and bridge condition rating ("Red", "Yellow", and "Green") for the current (2021) and previous five years.

2.4.1 **Bridge Load Posting (Weight Restriction) List** – A list of bridges whose structural condition or configuration is such that the bridge requires a load posting to indicate the reduced safe and/or legal load capacity of the structure in its current condition, according to current design standards, vehicle and load configurations, and/or state law. Please note that this list is different from the Red List since the majority of posted bridges are in acceptable condition, but their structural configuration is such that they are unable to safely support all legal loads. Clearly, however, some bridges are posted for weight restrictions due to their poor structural condition.

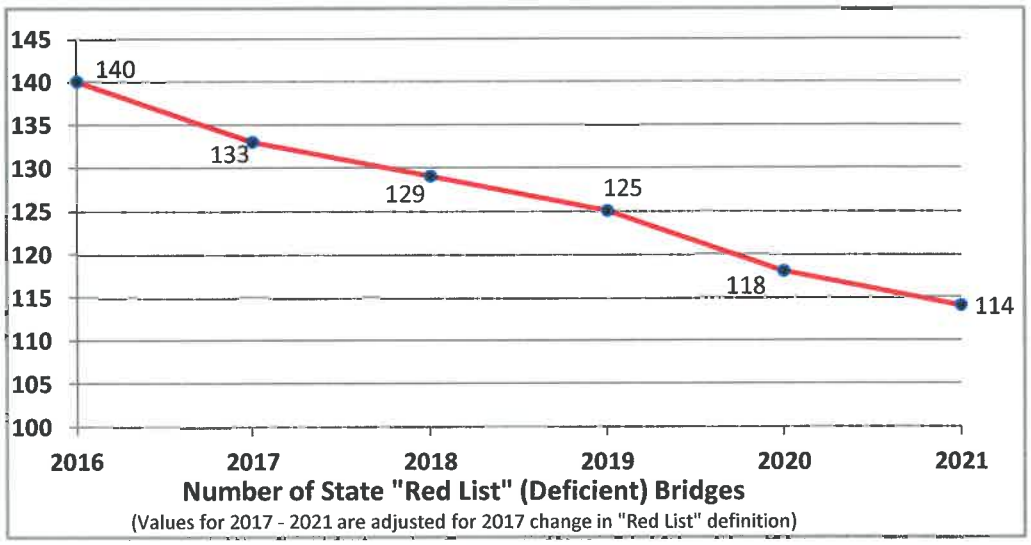
Bridge Posting	2016	2017	2018	2019	2020	2021
E-1	50	49	44	44	43	43
E-2	816	808	796	784	767	751
C-1	4	4	7	6	5	5
C-2	22	21	23	23	21	21
C-3	6	6	6	5	5	5
Tonnage	151	151	141	139	133	131
Closed	82	81	79	78	74	74
No Posting	2,711	2,729	2,754	2771	2,805	2,827
Total Posted/Closed	1,131	1,120	1,096	1,079	1,048	1,030
Total Bridges	3,842	3,849	3,850	3,850	3,853	3,857
Percent Posted of Total Bridges per Year	**29.4%**	**29.1%**	**28.5%**	**28.0%**	**27.2%**	**26.7%**

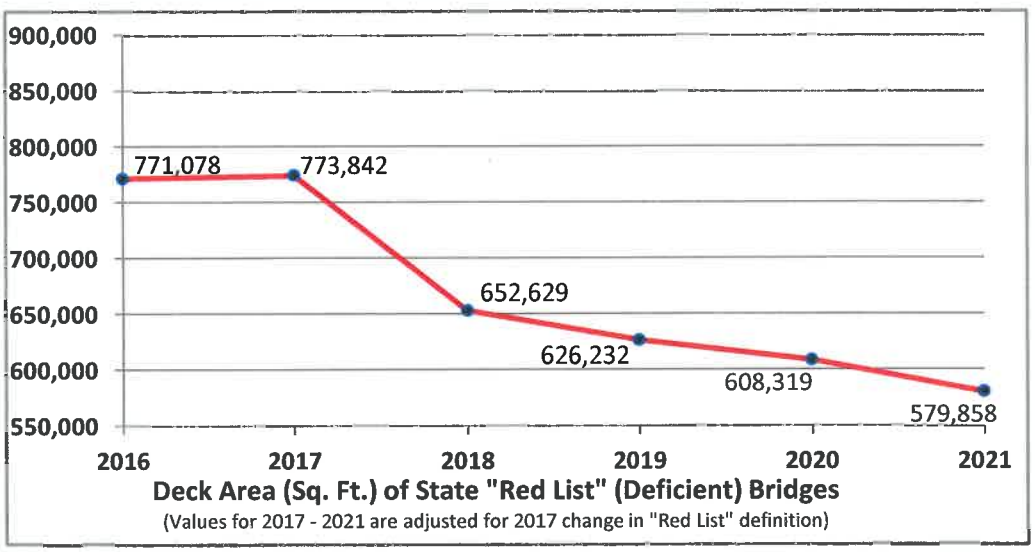
The above data show that over the past five (5) years, there are 101 fewer bridges (state and municipal) that are posted with weight restrictions, a reduction during this time period from 29.4% to 26.7% of the total bridges (state and municipal), as depicted in the graph below.



2.4.2 **"Red" List** – A list of bridges having at least one major structural element (deck, superstructure, substructure, or culvert) classified as being in "poor" condition (NBIS rating of "4 = Poor" or less), and thus are categorized as "deficient". Bridges in "poor" condition are still considered safe for use by the public, in accordance with posted weight restrictions. The graphs below depict the number and deck area of state Red List bridges based on data from 2016 through 2021.

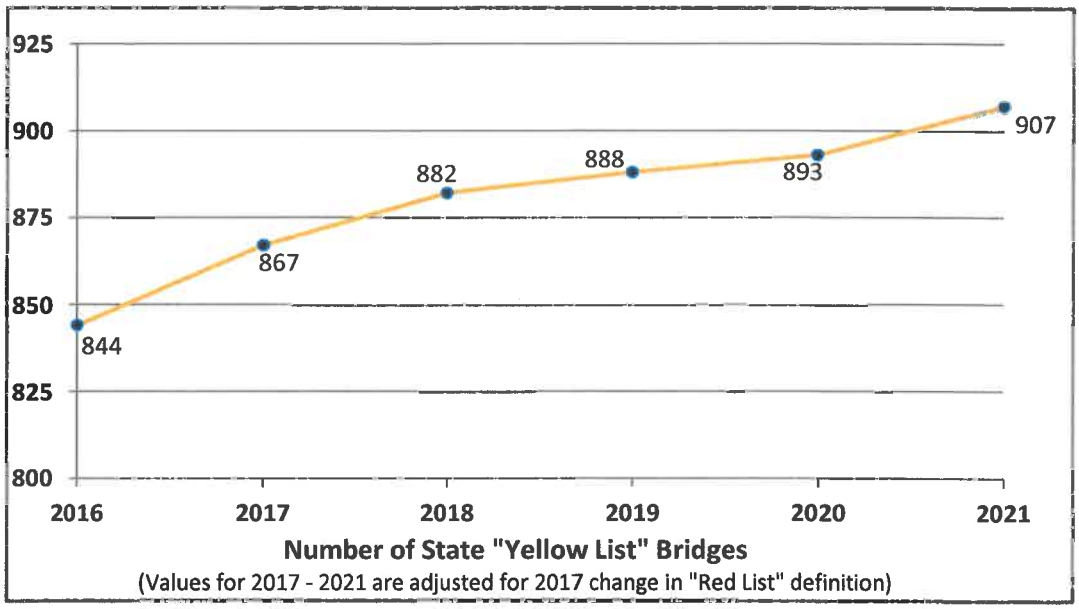
Change in "Red List" definition - Senate Bill 38 (effective on July 1, 2017) narrowed the definition of a "Red List Bridge" as defined in RSA 234:25-a. Due to this revision, the Red Lists now include only structurally deficient (poor) bridges (one or more major elements in poor or worse condition), thereby excluding all bridges posted with weight restrictions that are in fair or better condition that were previously included due to their weight restriction posting. State bridge counts and deck areas shown in the "Red", "Yellow", and "Green" Lists have been adjusted to account for the new Red List definition.

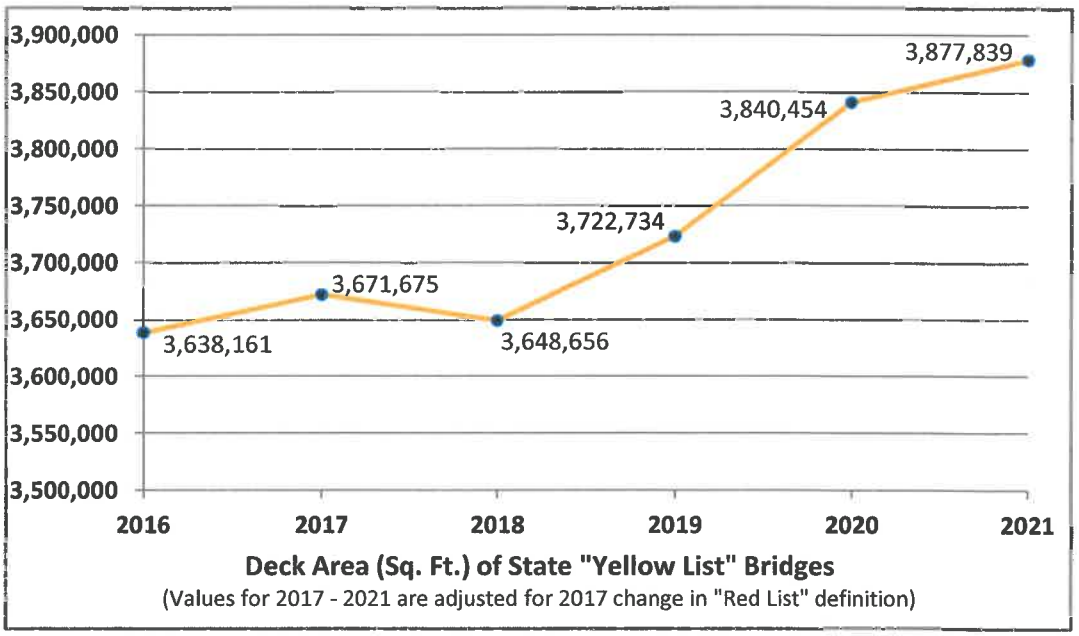




The above data show that over the past five (5) years a number of bridges have been added to and removed from the State Red List, with the overall number of Red List bridges decreasing by 26 bridges. Although the number and specific Red List bridges changed somewhat, the overall deck area of Red List bridges was reduced significantly during this time period, a 191,220 sq. ft., (24.8%) reduction. This is the result of addressing several major Red List bridges having very large deck areas during the 2015 – 2017 calendar years.

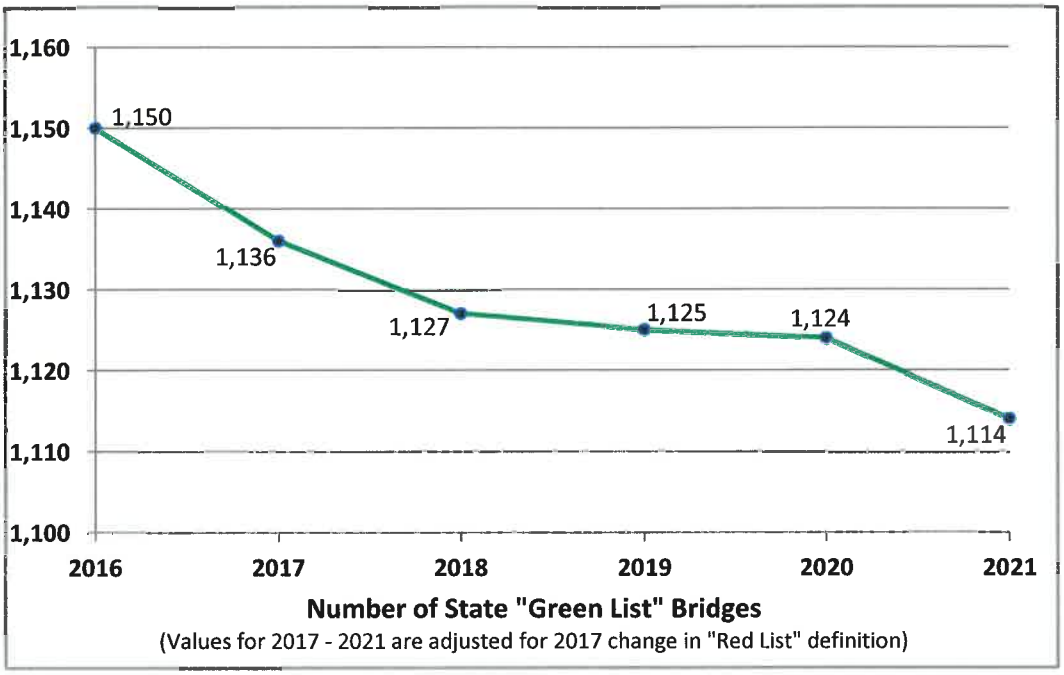
2.4.3 **"Yellow" List** – A list of bridges that have their lowest rated major structural element (deck, superstructure, substructure, or culvert) classified as being in "fair" or "satisfactory" condition (NBIS rating of "5" or "6"). The graphs below depict the number and deck area of state Yellow List bridges based ono data from 2016 through 2021.

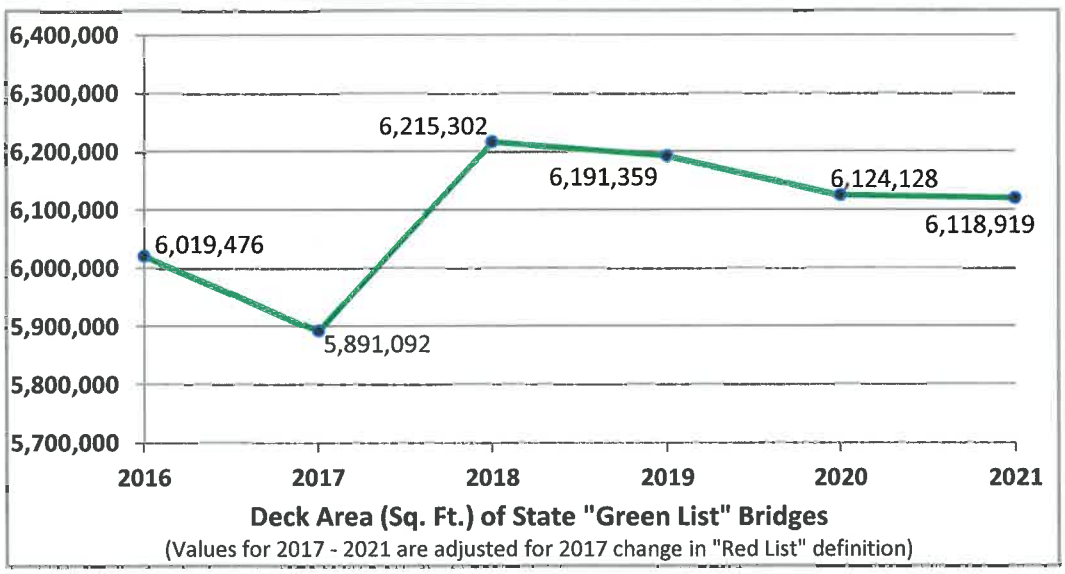




The above data show that over the past five (5) years there has been a net increase of 63 bridges added to the Yellow List and the corresponding deck area increased by 239,678 sq. ft. (6.6%) during this time period. This data also indicates that state bridges are now receiving needed preservation work. By following the *Recommended Investment Strategy*, this upward trend should continue as many bridges will remain on the Yellow List (5 = "Fair" or 6 = "Satisfactory" condition) for a longer period of time, with preservation activities performed to keep them in this condition, rather than allowing them to deteriorate further without preservation and be added to the Red List more quickly, necessitating more expensive rehabilitation or replacement options.

2.4.4 **"Green" List** – A list of bridges that have their lowest rated major structural element (deck, superstructure, substructure, or culvert) classified as being in "good", "very good", or "excellent" condition (NBIS rating of "7", "8", or "9"). The graphs below depict the number and deck area of state Green List bridges based on data from 2016 through 2021.





The above data show that over the past five (5) years, there has been a net decrease of 36 bridges from the Green List and shifted onto the Yellow List. Although the specific Green List bridges changed and decreased during this time period, the corresponding Green List deck area has increased by 99,443 sq. ft. (1.7%). This trend supports the *Recommended Investment Strategy* to perform timely maintenance and preservation activities on Green List bridges to extend their service life, rather than following a "worst bridge first" strategy. Again, this is the result of addressing several major Red List bridges having very large deck areas during calendar years 2015 – 2017.

3 Bridge and Roadway Tiers

3.1 Definition of Roadway Tiers as Applied to Bridges

Each bridge is located on a specific roadway tier, as defined below for bridges, which is an important characteristic to consider when allocating bridge funds.

Roadway Tier	Roadway Tier Definitions - Bridges
HIB	**High Investment Bridges** – Bridges in this group have a deck area of 30,000 sq. ft. or greater; or; a movable bridge, regardless of the type of roadway on which it is located.
1	**Interstates, Turnpikes, Divided Highways** – Multi-lane divided highways supporting the highest traffic volumes and speeds, and conveying the majority of commuter, tourist, and freight traffic.
2	**Statewide Corridors** – State numbered routes with moderate to high traffic volumes and speeds, especially during commuter hours.
3	**Regional Transportation Corridors** – These roadways support travel within regions, access statewide corridors, and support moderate traffic volumes and speeds.
4	**Local Connectors** – These secondary roadways and unnumbered routes provide local connection between and within communities, and usually support low volume and low speed traffic.
5	**Local Roads** – Locally owned roadways, or state-owned roadways within compact limits; provide local connections for travel between and within communities; usually support low volume and low speed traffic.
6	**Off Network** – These are non-highway assets of the transportation network, e.g., Park 'n' Rides, pedestrian or railroad bridges, patrol sheds, and Rest Stops.

3.2 Red List Bridges and Roadway Tiers (State Non-Turnpike, State Turnpike, & Municipal)

The table below shows the number of bridges by ownership for the roadway tier on which the bridge is located, all based on data compiled through December 31, 2021.

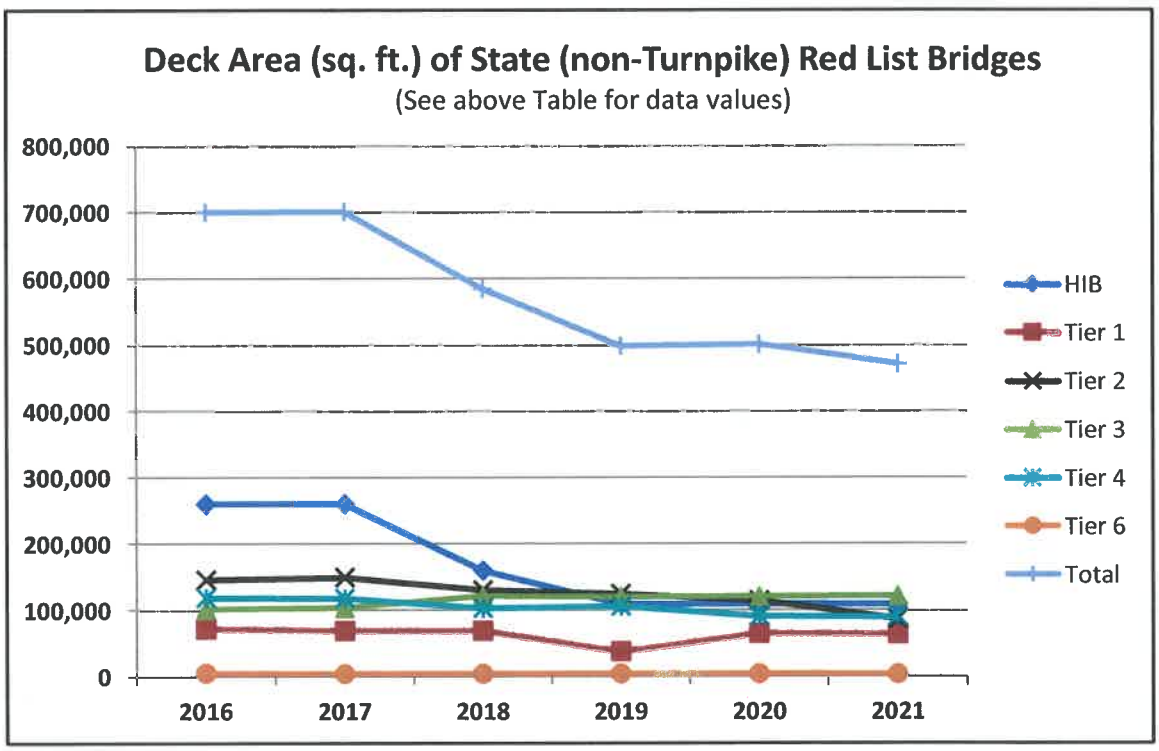
Roadway Tier	State non-Turnpike		State Turnpike		State Totals		Municipal and Others	
	Number on Red List	Total State non-Turnpike Bridges on Tier	Number on Red List	Total Turnpike Bridges on Tier	Number on Red List	Total State Bridges on Tier	Number on Red List	Total Municipal Bridges on Tier
HIB	4	30	0	11	4	41	3	9
Tier 1	7	403	6	110	13	513	0	0
Tier 2	33	578	0	12	33	590	0	0
Tier 3	31	511	0	12	31	523	0	0
Tier 4	25	396	1	22	26	418	0	0
Tier 5	0	0	0	0	0	0	219	1,689
Tier 6	6	69	1	5	7	74	0	0
Totals:	**106**	**1,987**	**8**	**172**	**114**	**2,159**	**222**	**1,698**

As expected, this data shows that the majority of bridges of high importance and/or located on high volume roadways are the responsibility of the NH Department of Transportation. These bridges are eligible to receive state, turnpike, and federal funds, as appropriate.

Bridges on local roadways, which typically have lower traffic volumes, are the responsibility of the municipalities and are eligible to receive state and/or federal funds to supplement local funds through the State Aid Bridge (SAB) Program and the Municipally Owned Bridge Rehabilitation and Replacement (MOBRR) Program. Funding for these programs is allocated through the State's 10-Year Plan.

The Table and Chart below show a comparison of the **2021 State Non-Turnpike Red List bridges** by roadway Tier with those of the previous 5 years.

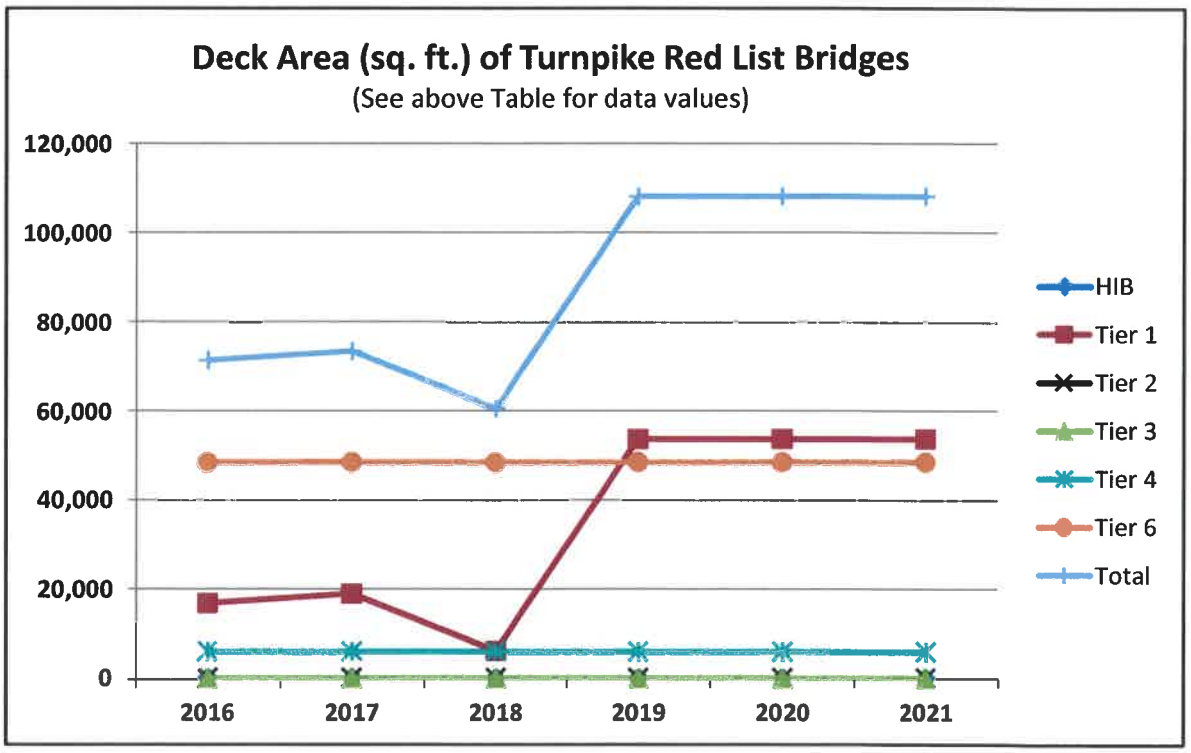
State Red List (non-Turnpike)		2016	2017	2018	2019	2020	2021
HIB	Number	6	6	5	4	4	4
	Deck Area (Sq. Ft.)	259,846	259,834	158,889	108,584	108,639	108,584
Tier 1	Number	10	8	8	6	8	7
	Deck Area (Sq. Ft.)	71,583	68,554	68,554	37,504	64,567	63,676
Tier 2	Number	43	42	42	39	35	33
	Deck Area (Sq. Ft.)	145,007	148,735	129,667	123,842	113,355	85,994
Tier 3	Number	36	34	32	30	30	31
	Deck Area (Sq. Ft.)	101,020	102,703	121,230	119,247	120,210	120,946
Tier 4	Number	32	30	31	31	26	25
	Deck Area (Sq. Ft.)	117,850	116,824	109,919	104,744	89,612	89,276
Tier 5	(Municipal)	N/A	N/A	N/A	N/A	N/A	N/A
Tier 6	Number	7	7	7	7	7	6
	Deck Area (Sq. Ft.)	4,524	3,828	3,828	3,828	3,828	3,274
Totals:	Number	134	127	125	117	110	106
	Deck Area (Sq. Ft.)	**699,830**	**700,478**	**592,087**	**497,749**	**500,211**	**471,750**



The above data show that, overall, the number of State (non-Turnpike) Red List bridges has gradually decreased over the past five years. Efforts to address Red List bridges have prevented these numbers from increasing, but continued efforts are warranted if the deck areas of deficient bridges on all roadway tiers are to continue to decrease. However, progress has clearly been made since the total deck area of State (non-Turnpike) Red List bridges has been reduced by 32.6% from 699,830 sq. ft. to 471,750 sq. ft. during the 2016 - 2021 time-frame.

The Table and Chart below show a comparison of the **2021 State Turnpike Red List bridges** by roadway Tier with those of the previous 5 years.

State Red List (Turnpike)		2016	2017	2018	2019	2020	2021
HIB	Number	0	0	0	0	0	0
	Deck Area (Sq. Ft.)	0	0	0	0	0	0
Tier 1	Number	4	4	2	6	6	6
	Deck Area (Sq. Ft.)	16,813	18,935	6,112	53,643	53,678	53,678
Tier 2	Number	0	0	0	0	0	0
	Deck Area (Sq. Ft.)	0	0	0	0	0	0
Tier 3	Number	0	0	0	0	0	0
	Deck Area (Sq. Ft.)	0	0	0	0	0	0
Tier 4	Number	1	1	1	1	1	1
	Deck Area (Sq. Ft.)	5,929	5,929	5,929	5,929	5,929	5,929
Tier 5	(Municipal)	N/A	N/A	N/A	N/A	N/A	N/A
Tier 6	Number	1	1	1	1	1	1
	Deck Area (Sq. Ft.)	48,506	48,501	48,501	48,501	48,501	48,501
Totals:	Number	6	6	4	8	8	8
	Deck Area (Sq. Ft.)	71,248	73,365	60,542	108,073	108,108	108,108

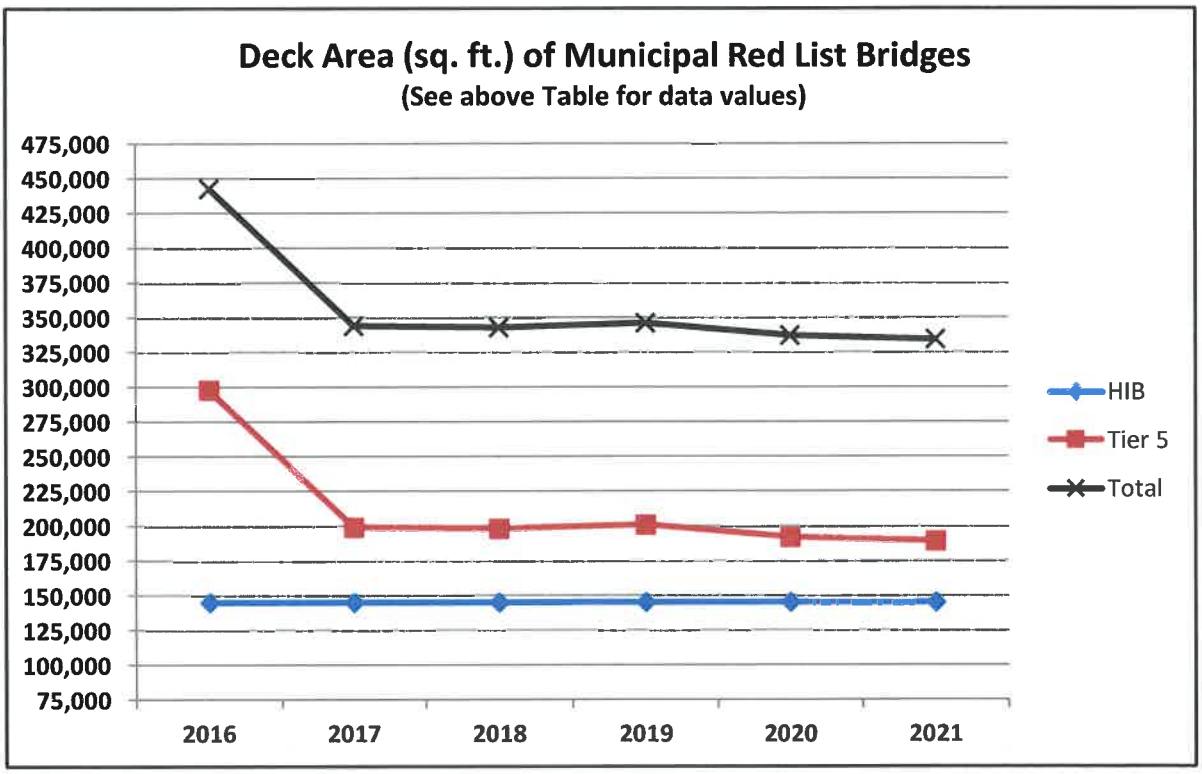


The above data show an overall 219.3% increase (36,865 sq. ft.) in the Tier 1 deck area of Turnpike Red List bridges from 2016 to 2021. During this time period several bridges on the Spaulding Turnpike were added to the Red List. Overall, there was an 51.7% increase (36,860 sq. ft.) in the deck area of Turnpike Red List bridges from 2016 to 2021.

The Table below shows a comparison of the **2021 Municipal (and Other) Red List bridges** by tier with those of the previous 5 years. Please note that the values for 2016 have **NOT** been adjusted for the change in the Red List definition that occurred in 2017. (See RSA 234:25-a.)

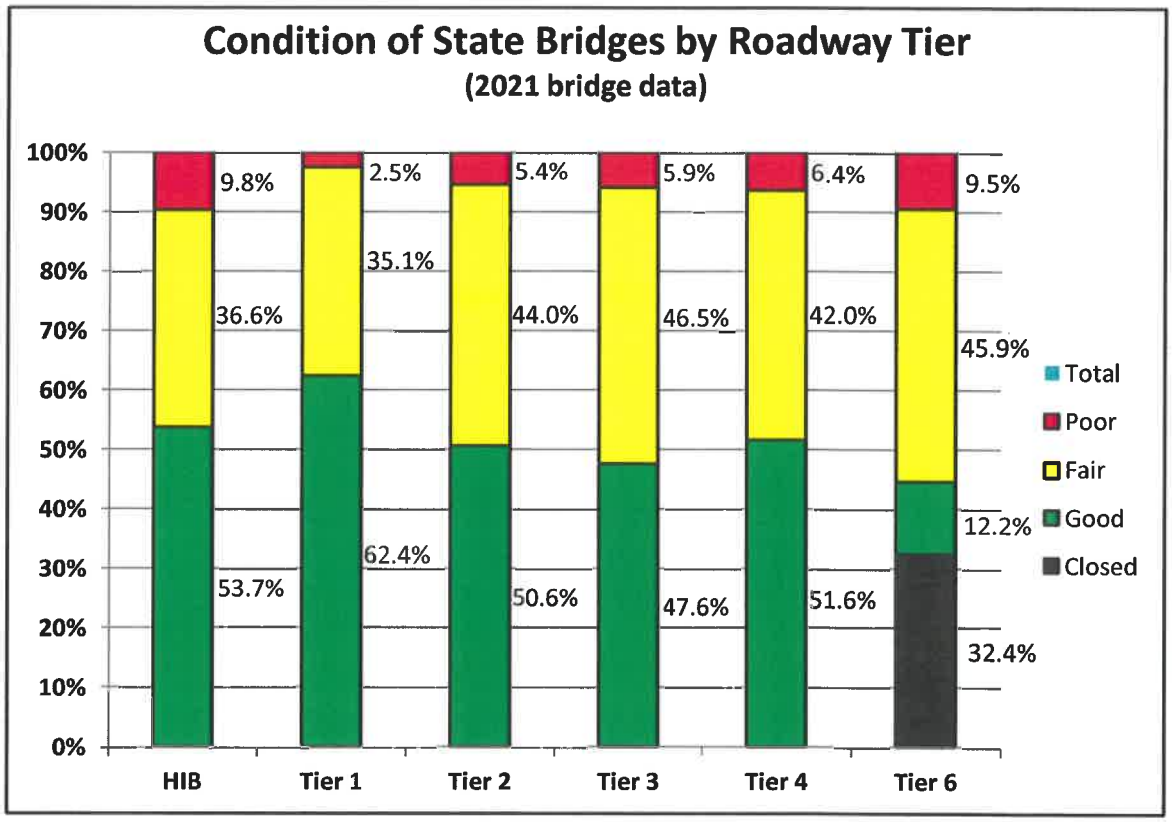
Municipal Red List		2016**	2017	2018	2019	2020	2021
HIB	Number	3	3	3	3	3	3
	Deck Area (Sq. Ft.)	144,718	144,704	144,704	144,998	144,840	144,840
Tier 1	(State)	N/A	N/A	N/A	N/A	N/A	N/A
Tier 2	(State)	N/A	N/A	N/A	N/A	N/A	N/A
Tier 3	(State)	N/A	N/A	N/A	N/A	N/A	N/A
Tier 4	(State)	N/A	N/A	N/A	N/A	N/A	N/A
Tier 5	Number	321	249	238	240	220	219
	Deck Area (Sq. Ft.)	297,762	199,038	197,993	200,828	191,915	189,152
Tier 6	(State)	N/A	N/A	N/A	N/A	N/A	N/A
Totals:	Number	**324**	**252**	**241**	**243**	**223**	**222**
	Deck Area (Sq. Ft.)	**442,480**	**343,742**	**342,697**	**345,826**	**336,755**	**333,992**

** Values in this column have **NOT** been adjusted for 2017 change in Red List definition. (See RSA 234:25-a.)



From the data displayed in the graph above, it appears that the amount of deck area of municipal Red List bridges, which are generally on Tier 5 roadways, decreased significantly in 2017. However, this graphic misrepresentation is a result of displaying the 2016 bridge data that has not been adjusted for the 2017 change in Red List definition, with the 2017, 2018, 2019, 2020, and 2021 bridge data that adheres to the 2017 change in Red List definition. Overall, the Municipal Red List deck area has remained relatively unchanged during this time period.

The following graphic displays the relative number of total state-owned (including Turnpikes) Red, Yellow, and Green List bridges, based on 2021 bridge inspection data, for all State-owned roadway Tier levels. In this graphic the HIBs are included in their respective roadway Tier classifications.



State Bridge Condition by Roadway Tier (2021)

Roadway Tier		Red List	Yellow List	Green List	Black List (Closed)	Totals
HIB	Count	4	15	22	0	**41**
	Percent of Tier	9.8%	36.6%	53.7%	0.0%	**100.0%**
Tier 1	Count	13	180	320	0	**513**
	Percent of Tier	2.5%	35.1%	62.4%	0.0%	**100.0%**
Tier 2	Count	32	259	298	0	**589**
	Percent of Tier	5.4%	44.0%	50.6%	0.0%	**100.0%**
Tier 3	Count	31	243	249	0	**523**
	Percent of Tier	5.9%	46.5%	47.6%	0.0%	**100.0%**
Tier 4	Count	27	176	216	0	**419**
	Percent of Tier	6.4%	42.0%	51.6%	0.0%	**100.0%**
Tier 5*	Count	0	0	0	0	**0**
	Percent of Tier	0.0%	0.0%	0.0%	0.0%	**0.0%**
Tier 6	Count	7	34	9	24	**74**
	Percent of Tier	9.5%	45.9%	12.2%	32.4%	**100.0%**
Totals	**Count**	**114**	**907**	**1,114**	**24**	**2,159**

***All bridges on Tier 5 roadways are municipally owned.**

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4 Strategy and Life Cycle Costs for State Bridges

A strategy has been developed to estimate funding needs for state bridges based on specific tasks to address deficiencies within each work category (maintenance, preservation, rehabilitation, or replacement). Costs and frequency schedules have been developed to perform these tasks and applied according to each type of bridge (girder, truss, moveable, timber, culvert), so that project and program funding can be estimated and allocated. Specific goals have been established for various work efforts that, when applied to the state bridge inventory, are intended to improve the overall condition of New Hampshire bridges over time and provide the lowest life cycle cost. For further information, please refer to *NHDOT Bridge Program – Recommended Investment Strategy* (https://www.nh.gov/dot/org/projectdevelopment/bridgedesign/documents/bridgeprogramrecommendedinvestmentstrategy.pdf).

4.1 Bridge Life Cycle – Characteristics and Costs

As each bridge goes through various life cycle stages, specific needs and deficiencies develop that should be addressed. Timely investment to address deficiencies and perform specific tasks at prescribed time intervals can greatly extend their service life at an overall lower cost than only performing major element repairs. The four categories of work activities are:

- Maintenance – These tasks are performed routinely, usually on an annual or bi-annual basis, to prevent conditions from developing that would accelerate bridge deterioration.
- Preservation – These tasks are performed at specified intervals over the service life of the bridge and address specific conditions to prevent deterioration from developing or expanding. This work is generally performed in two different areas: Pavement Preservation and Bridge Preservation, with each addressing specific deficiencies and preservation needs.
- Rehabilitation – These tasks are performed at specified intervals over the service life of the bridge and address more extensive deterioration of the major bridge elements.
- Replacement – This effort involves complete replacement of the entire bridge structure or complete replacement of the superstructure (e.g., girders and deck).

Estimated costs for each work task are shown below for the five bridge types.

Activity*		Time Interval	Costs per Sq. Ft. for each Bridge Type				
			Girder	Truss	Moveable	Timber	Culvert
Maintenance	Clean & Seal Substructure	Annual	$0.10	$0.10	$0.10	$0.10	$0.10
Preservation	Crack Seal Pavement**	5 yrs	$0.07	$0.07	$0.07	$0.07	N/A
	Pavement In-lay**	10 yrs	$1.60	$1.60	$1.60	N/A	N/A
	Install/Repair Concrete Invert	10 yrs	N/A	N/A	N/A	N/A	$50.00
	Patch Deck, Replace Exp. Joints, Membrane, & Pvmt; Rehab Bearings	20 yrs	$50.00	$100.00	$200.00	$50.00	$100.00
Rehabilitation	Replace Deck, Rehabilitate Bridge	40-60 yrs	$100.00	$250.00	$350.00	$100.00	N/A
Replacement	Replace Bridge Superstructure***	80-120 yrs	$325.00	$375.00	$500.00	$250.00	$250.00
	Replace Complete Bridge (Slope Intercept Method)	80-120 yrs	$650.00	$750.00	$1,000.00	$500.00	$500.00

* Specific work activity varies by bridge type. See *Recommended Investment Strategy* for more information on each bridge type.
** These preservation tasks are performed by the Highway Design Bureau's Pavement Program; thus, their costs are not included here.
*** For initial estimating purposes the superstructure replacement cost is taken to be one-half of the complete bridge replacement cost.

Based on experience with the above activities on past bridge projects, the Bridge Management Committee determined that a 60-year to 120-year service life is achievable, depending on the bridge type, for bridges that receive sufficient funds and attention to complete the recommended work tasks at the prescribed intervals.

Cost multipliers were developed for each activity, e.g., maintenance, preservation, rehabilitation, or replacement, based on various characteristics of the specific bridge and site, such as type of bridge and roadway tier (including the traffic volume considerations) of the bridge. When preparing the "global" bridge program funding needs, these multipliers are applied as appropriate for the specific characteristics of the proposed bridge activity.

4.2 Bridge Maintenance – Work Tasks

This effort includes: Cleaning the bridge to remove dirt, debris, and deicing (road salt) residue; Sealing bridge substructure to prevent road salt infiltration; Cleaning bridge drainage systems; Clearing vegetation; Etc. Maintenance also includes the repair of bearings and expansion plug joints, which are performed at intervals of up to 5 years. These combined tasks ($0.10 per sq. ft.) should be performed annually to prevent conditions from developing that would accelerate bridge deterioration. All maintenance tasks are usually performed by the NHDOT Bridge Maintenance Bureau.

4.3 Bridge Preservation – Work Tasks

Pavement Preservation – This includes crack sealing of the pavement ($0.07 per sq. ft.) every 5 years or installing a 1" pavement inlay ($1.60 per sq. ft.) every 10 years. This work is completed as part of the Pavement Program administered by the Highway Design Bureau.

Bridge Preservation – This includes; repairs to the substructure; deck patching; replacement of bridge copings; replacement of expansion joints; replacement of waterproofing membrane and bridge pavement; and; replacement or rehabilitation of bearings. These combined efforts ($50.00 per sq. ft. to $200.00 per sq. ft.; varies by bridge type) should be performed every 20 years and are completed as part of the Bridge Preservation Program administered by the Bridge Management Committee, completed through Bridge Design contracts or Bridge Maintenance efforts. Touch-up painting of the structural steel is also a preservation effort and is included in the above cost estimate.

For a list and location map of all state bridges that received Preservation work during FFY 2021, please see Appendix "D".

4.4 Bridge Rehabilitation – Work Tasks

Replace Bridge Deck – This includes replacing the bridge pavement and membrane, concrete deck, bridge rail & bridge approach rail, expansion joint(s), and bridge bearings, and performing substructure patching/repair. These combined efforts ($100.00 per sq. ft. to $350.00 per sq. ft.; varies by bridge type) should be performed every 40 to 60 years and are completed as part of the Bridge Rehabilitation and Replacement Program administered by the Bridge Management Committee, completed through Bridge Design contracts or Bridge Maintenance efforts.

The base cost to remove all lead-based paint and apply a new paint coating is usually handled under a separate program and therefore is not included in the above cost estimate.

For a list and location map of all state bridges that received Rehabilitation work during FFY 2021, please see Appendix "E".

4.5 Bridge Replacement – Work Tasks

Replace Superstructure – This involves replacing the bridge superstructure, including the deck, girders, bridge & approach rail, bearings, expansion joints, and major substructure rehabilitation. These combined efforts ($325.00 per sq. ft. to $500.00 per sq. ft., varying by bridge type) should be performed once at the end of the projected 60 to 120-year life of the bridge. Depending on the overall condition of the bridge, the best solution may be to replace the entire bridge, instead of only replacing the superstructure.

Replace Bridge – This involves completely removing the existing bridge and replacing it with a new bridge ($650.00 per sq. ft. to $1,000.00 per sq. ft.; varies by bridge type). This effort should be performed at the end of the projected 60 to 120-year life of the bridge. Depending on the overall condition of the bridge, the best solution may be to replace just the bridge superstructure as noted above, instead of replacing the entire bridge.

The "per square foot" cost estimate is an average of the costs required to perform either superstructure replacement or complete replacement of a girder bridge. During development of the project the scope of work may change from a superstructure replacement to a complete bridge replacement, as the specific condition and needs of a deficient bridge are fully identified and quantified. Further, there may be roadway capacity issues that need to be addressed as well, which could require a larger bridge, thereby necessitating a complete bridge replacement. Using this averaged value for replacement actions provides the best "global" estimate for planning and funding purposes for projects in the overall Bridge Program.

These combined efforts should be performed at the end of the projected service life of the bridge and are completed as part of the Bridge Rehabilitation and Replacement Program administered by the Bridge Management Committee, completed through Bridge Design contracts or Bridge Maintenance efforts.

For a list and location map of all state bridges that were Replaced during FFY 2021, please see Appendix "F".

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5 Bridge Program Accomplishments in 2021

As can be seen from the information presented in Sections 2 & 3, the Department is making some progress toward reducing the deck area of deficient Red List bridges in the state. Bridge projects, completed through Bridge Design contracts or Bridge Maintenance efforts, that collectively perform maintenance, preservation, and rehabilitation activities, are also important, as these efforts address identified bridge deficiencies before becoming more costly bridge replacement projects.

5.1 Performance Goals and Results of Efforts of Previous Year

As previously stated, the Bridge Performance Goals as set forth by the Bridge Management Committee (BMC) and the Performance Workgroup, are:

1. Implement the *Recommended Investment Strategy* (RIS) to attain the maximum service life, which varies from 60 - 120 years based on bridge type, for all types of bridges in New Hampshire.

2. Inspect all state and municipal/other bridges to meet Federal and State inspection and reporting requirements.

3. Manage all posted (weight restricted) bridges to reduce or eliminate constraints affecting the safe and efficient movement of goods and services, including emergency response, on the overall State transportation system. Specifically, the goal is for all High Investment Bridges (HIBs) and all bridges on Tier 1 and 2 roadways to have no weight restrictions, for all Tier 3 bridges with weight restrictions to be included in the 10-Year Plan as projects to address their weight restrictions, and for all weight restricted Tier 4 bridges to be reviewed to ensure that the weight restriction for each bridge does not affect emergency response services. (Please refer to *Appendix C - Bridge Postings and Weight Restrictions* for additional information.)

4. Manage the State's Red List ("poor" condition) bridges to reduce the backlog of bridge rehabilitation and replacement efforts to the maximum extent that can be addressed within funding constraints of the State's 10-Year Transportation Improvement Plan (10-Year Plan).

5. Apply available bridge funds to limit the total area of bridge decks in "poor" condition on the National Highway System (NHS) in New Hampshire to be less than 7% of the total deck area on this highway category. This goal is more stringent than the 10% requirement stipulated by the Federal Highway Administration (FHWA).

6. Record and utilize project cost data to calculate cost estimates through all project development phases (Initial Assessment; Type, Size, & Location (TS&L); Preliminary Plans; PPS&E Plans; and PS&E Plans) to improve cost estimating practices and corresponding project cost results as the *Recommended Investment Strategy (RIS)* is efficiently and effectively implemented. The goal is for Initial Project Assessment cost estimates to be within 25% (±) of the PS&E estimate.

The BMC tracks the yearly accomplishments of each performance measure and reviews the anticipated funding allocations to develop future bridge projects to meet these goals to the extent possible within funding and staffing constraints. The yearly accomplishments of each of these goals are presented in more detail on the following pages.

5.1.1 Goal 1: Implement the *Recommended Investment Strategy (RIS)* to attain the maximum bridge service life, which varies from 60 - 120 years based on bridge type, for all types of bridges in New Hampshire

The accomplishments of this goal during FFY 2021 for State and Turnpike bridges are depicted through the following items:

5.1.1.1 Complete Bridge Preservation efforts annually on 267,629 sq. ft. or more of deck area on State (non-Turnpike) bridges and annually on 85,150 sq. ft. or more of deck area on Turnpike bridges, for FFY 2021

(A) 10-Year Plan non-Turnpike Bridge Preservation:

Preservation efforts for State non-Turnpike bridges are funded through several different federal and state programs in the 10-Year Plan for 2021 - 2030, as outlined below:

Funding Program	Effort	Roadway Tier	Annual Funding (10-Year Plan)	Responsible Bureau
BRDG-HIB-M&P	Maintenance & Presevation	HIB	$2,360,000	Bridge Design
BRDG-T1/2-M&P*	Maintenance & Presevation	1 & 2	$6,350,000	Bridge Design
BRDG-T3/4-M&P*	Maintenance & Presevation	3 & 4	$2,750,000	Bridge Design
BET-BMT-BD	Statewide Betterment Program	State Bridges (Federal definition)	$1,460,000	Bridge Design
BET-BMT-HQ	Statewide Betterment Program for Preservation, Rehab, & Replacement	State Bridges (Federal definition)	$750,000	Bridge Maintenance
BRDG-T1/2-M&P*	Maintenance & Presevation	1 & 2	$1,000,000	Bridge Maintenance
BRDG-T3/4-M&P*	Maintenance & Presevation	3 & 4	$1,000,000	Bridge Maintenance
Annual Funding Program for Maintenance & Preservation			**$15,670,000**	

* Funds in these categories are allocated to both Bridge Design and Bridge Maintenance.

When referencing overall bridge project data, it can be determined that the $15,670,000 available in FFY 2021 for state non-Turnpike bridge preservation efforts has been expended when PE, ROW, and CONST costs are included for each project. Efforts by the Bridge Design Bureau and the Bridge Maintenance Bureau ensured full application of all State non-Turnpike Bridge Preservation Program funds for FFY 2021 and each subsequent year in the 10-Year Plan for 2021 - 2030.

The numerical value of this State non-Turnpike preservation annual goal is determined by dividing the total deck area of all bridges for each roadway tier, according to bridge type, and then dividing those totals by the projected life cycle of the specific work activity, i.e., preservation. For example, for preservation efforts on State non-Turnpike girder bridges:

There are 27 state non-Turnpike girder HIBs having a total deck area = 1,299,765 sq. ft.
There are 295 state non-Turnpike Tier 1 girder bridges having a total deck area = 2,135,097 sq. ft.
There are 288 state non-Turnpike Tier 2 girder bridges having a total deck area = 1,561,128 sq. ft.
There are 279 state non-Turnpike Tier 3 girder bridges having a total deck area = 847,766 sq. ft.
There are 235 state non-Turnpike Tier 4 girder bridges having a total deck area = 788,972 sq. ft.
All Tier 5 bridges are owned by the municipalities.
There are 23 state non-Turnpike Tier 6 girder bridges having a total deck area = 21,620 sq. ft.
There are 1,147 total State non-Turnpike girder bridges having a deck area = 6,654,348 sq. ft.

The *Recommended Investment Strategy* (RIS) states that preservation activities should be performed 4 times on each girder bridge over its projected 120-year life cycle. This means that 1/30th of the state non-Turnpike girder bridge inventory, i.e., 6,654,348 / 30 = 221,812 sq. ft., should receive bridge preservation work each year. For all bridge types, the total non-Turnpike bridge preservation annual goal is 8,028,867 / 30 = 267,629 sq. ft. The 221,812 sq. ft. goal for girder bridges is clearly a major portion of this total non-Turnpike bridge preservation annual goal.

Based on the 10-Year Plan allocation of funds for non-Turnpike bridge preservation efforts, it is projected that up to 6 projects per year, with each project bundling 3 to 4 bridges, can be advertised by the Bridge Design Bureau, with similar efforts by the Bridge Maintenance Bureau, to utilize this funding and work toward accomplishing State non-Turnpike bridge preservation annual goals.

(B) 10-Year Plan Turnpike Bridge Preservation:

Preservation efforts for Turnpike bridges are funded solely through the Turnpike program in the 10-Year Plan for 2021 - 2030. When referencing project data, it can be determined that programmed Turnpike bridge preservation funds have been expended by the Bridge Design Bureau and the Bridge Maintenance Bureau, with PE, ROW, and CONST costs included for each project. These combined efforts ensured full application of all Turnpike Bridge Preservation Program funds during FFY 2021.

The numerical value of this Turnpike bridge preservation goal for FFY 2021 is determined by dividing the total deck area of all Turnpike bridges for each roadway tier, according to bridge type, and then dividing those totals by the projected life cycle of the specific work activity, i.e., preservation.

For example, for preservation efforts on Turnpike girder bridges:

There are 10 Turnpike girder HIBs having a total deck area = 725,476 sq. ft.
There are 88 Turnpike Tier 1 girder bridges having a total deck area = 993,430 sq. ft.
There are 12 Turnpike Tier 2 girder bridges having a total deck area = 169,576 sq. ft.
There are 12 Turnpike Tier 3 girder bridges having a total deck area = 156,076 sq. ft.
There are 22 Turnpike Tier 4 girder bridges having a total deck area = 209,391 sq. ft.
All Tier 5 bridges are owned by the municipalities.
There are 4 Turnpike Tier 6 girder bridges having a total deck area = 19,091 sq. ft.
There are 126 total State Turnpike girder bridges having a deck area = 2,273,040 sq. ft.

The *Recommended Investment Strategy* (RIS) states that preservation activities should be performed 4 times on each girder bridge over its projected 120-year life cycle. This means that 1/30th of the Turnpike girder bridge inventory, i.e., 2,273,040 / 30 = 75,768 sq. ft., should receive preservation work each year. For all bridge types, the total Turnpike bridge preservation annual goal is 2,554,515 / 30 = 85,150 sq. ft. The 75,768 sq. ft. goal for girder bridges is clearly a major portion of this total Turnpike bridge preservation annual goal.

Based on the 10-Year Plan allocation of funds for Turnpike bridge preservation efforts, it is projected that up to 5 projects per year, with each project bundling 2 to 6 bridges, can be advertised by the Bridge Design Bureau, with similar efforts by the Bridge Maintenance Bureau, to utilize this funding and work toward accomplishing Turnpike bridge preservation annual goals.

(C) FFY 2021 Bridge Preservation

(C1) FFY 2021 Bridge Preservation (non-Turnpike) – Bridge Design Bureau:

To meet this Bridge Program goal for FFY 2021, the Bridge Design Bureau advertised 6 projects to perform preservation work on 17 State non-Turnpike bridges having a total deck area of 42,005 sq. ft., which is 15.7 % of our 267,629 sq. ft. State non-Turnpike bridge preservation annual goal for all bridge types. Details for these projects advertised by Bridge Design in FFY 2021 are listed below.

FFY 2021 State non-Turnpike Bridge Preservation (Bridge Design)	Project Number	No. of Bridges	Roadway Tiers	Bridge Type*	Existing Deck Area (Sq. Ft.)	Project/Bridge Construction Cost	Cost Per Sq. Ft.
Bartlett-Jackson (Bartlett 153/108; Jackson 092/130)	41989	2	2	Culvert	3,848	$739,400	$192
Canaan (090/034; 096/039; 169/073)	42938	3	2	Girder	14,709	$1,555,100	$106
Candia-Raymond (Candia 184/102; Candia 189/103; Raymond 083/151)	43221	3	3	Girder, Culvert	5,190	$1,086,000	$209
Columbia-Colebrook (Columbia 108/167; Colebrook 051/098)	42313	2	2	Girder, Culvert	7,248	$1,038,300	$143
Meredith-Gilford (Meredith 184/138; Gilford 102/099; Gilford 138/137)	41483	3	2, 3	Girder, Culvert	8,382	$1,567,500	$187
Sutton - New London (project preservation portion only) (Sutton 084/160; Sutton 085/161; New London 124/058; New London 124/059) Replace expansion joints; Assume 15 ft. width across deck;	40511	4	1	Girder	2,628	$1,429,500	$544
FFY 2021 Bridge Preservation Totals:	**6 Projects**	**17**			**42,005**	**$7,415,800**	**$177**
Bridge Design - FFY 2021 Average Bridge Preservation Cost per Sq. Ft. =						**$177**	

A review of this project data shows an average cost of ($7,415,800/42,005 sq. ft.) = $177/sq. ft. for State non-Turnpike bridge preservation, which is considerably (354%) greater than the system-wide $50 per sq. ft. base cost estimate described in the *NHDOT Bridge Program – Recommended Network Funding* for bridge preservation work on Tier 1 girder bridges.

The cost differences may be the result of the following considerations:

- The base bridge preservation cost of $50 per sq. ft. for girder bridges, as described in the *NHDOT Bridge Program – Recommended Network Funding*. If this is adjusted for Tier 2 & 3 bridges using the Tier multipliers of 2.0 and 1.5 for girder bridges; and; 2.0 and 1.8 for culverts; the resulting average base preservation cost for comparison is estimated to be (1.825 x $50) = $91 per sq. ft. The $177 per sq. ft. average preservation cost for these projects is still twice the base preservation cost. This would seem to indicate that the base preservation costs should be re-evaluated and adjusted to reflect the actual costs of recent preservation project.

- These bridges are comparatively short/small structures with smaller item quantities and individual traffic control plans for each bridge. Even with two or three bridges in each project, these characteristics typically increase the cost per sq. ft. of preservation work

- The Bridge Preservation Program has only been implemented for four years, and thus the above projects likely include bridges that have not received recommended preservation work in the past, and now may require more extensive bridge preservation activities than would be expected for a bridge that has received such work as is recommended.

This data also demonstrates the importance of annually reviewing and updating cost data used to develop bridge preservation estimates for future projects, so that over time the estimated costs and actual costs will be more in line with each other. Some of these considerations may also apply to the estimated and actual costs for bridge rehabilitation and replacement projects, necessitating the review and update of those costs as well.

FFY 2021 - Other non-Turnpike Preservation Projects – Bridge Design Bureau

In addition to the previously noted bridge preservation projects, during FFY 2021 the Bridge Design Bureau also advertised 4 other bridge related projects, as listed below.

FFY 2021 State non-Turnpike Bridge - Other Projects (Bridge Design)	Project Number	No. of Bridges	Roadway Tiers	Preservation Task	Project/Bridge Construction Cost
Ashland-Plymouth (Ashland 088/058; Ashland 089/057; Plymouth 146/140; Plymouth 147/141)	43331	4	1	Bridge Painting	$3,229,200
Bethlehem (111/064; 119/065; 147/060; 148/060)	43330	4	1, 2, 4	Bridge Painting	$1,366,600
Franconia (077/115; 078/116; 116/109; 116/110; 128/104)	43105	5	1	Bridge Painting	$1,571,000
Statewide (Woodstock 203/079)	41915	1	1	Scour Protection	$458,800
Bridge Design - FFY 2021 "Other" Totals:	**4 Projects**	**14**			**$6,625,600**

The information presented in the two tables above show that on State non-Turnpike bridge preservation projects in FFY 2021, a Project/Bridge Construction funding total of ($7,415,800 + $6,625,600) = $14,041,400 was expended by Bridge Design.

(C2) FFY 2021 Bridge Preservation (non-Turnpike) – Bridge Maintenance Bureau:

To meet this Bridge Program goal for FFY 2021, the Bridge Maintenance Bureau performed preservation work on 8 State non-Turnpike bridges in its 2021 Work Plan having a total deck area of 24,371 sq. ft., which is 9.1% of our 267,629 sq. ft. State non-Turnpike bridge preservation annual goal for all bridge types. Details for the bridges that received preservation activities by Bridge Maintenance in FFY 2021 are listed below.

FFY 2021 State non-Turnpike Bridge Preservation (Bridge Maintenance)	Bridge Number	No. of Bridges	Roadway Tiers	Bridge Type*	Existing Deck Area (Sq. Ft.)	Project/Bridge Construction Cost	Cost Per Sq. Ft.
Gorham	092/058	1	2	Girder	6,489	$235,000	$36
Grantham	138/066	1	3	Culvert	533	$113,250	$212
Hancock	158/068	1	4	Timber	2,288	$35,300	$15
Littleton	213/054	1	2	Culvert	891	$86,300	$97
Madbury	120/096	1	3	Girder	3,720	$183,050	$49
Randolph	155/057	1	4	Girder	656	$82,800	$126
Seabrook	136/051	1	3	Girder	1,355	$131,200	$97
Winchester	113/077	1	3	Girder	8,439	$17,150	$2
FFY 2021 non-Turnpike Bridge Preservation Totals:	**8 Projects**	**8**			**24,371**	**$884,050**	**$36**
Bridge Maintenance - FFY 2021 Average Bridge Preservation Cost per Sq. Ft. =						**$36**	
*Girder, Truss, Moveable, Timber, Culvert (See *NHDOT Bridge Program - Recommended Investment Strategy* for bridges included in these categories.)							

In addition to the Preservation work noted above for FFY 2021, the Bridge Maintenance Bureau also performed 292 bridge repairs, including work on joints, decks, substructures, rail, etc., on State non-Turnpike bridges. This work is in addition to the activity schedules listed in the *Recommended Investment Strategy*.

A review of this project data shows that Bridge Maintenance performed preservation tasks on these comparatively smaller bridges very cost effectively as compared to "traditional" design-bid-build preservation projects developed by the Bridge Design Bureau. However, it is also important to recognize that Bridge Maintenance efforts frequently involve preservation work on specific elements, such as curbs, piers, or expansion joints, rather than preservation work on the entire bridge deck. When the costs for preservation work on these specific items are distributed over the area of the entire bridge deck, it can result in exceptionally low per sq. ft. costs, perhaps making a direct comparison with Bridge Design projects inaccurate.

It is also important to note the staffing and funding constraints of the Bridge Maintenance Bureau, which is one reason that large preservation projects with high traffic volumes are usually handled through projects developed by Bridge Design and are not typically undertaken by Bridge Maintenance crews.

FFY 2021 - Other non-Turnpike Preservation Projects – Bridge Maintenance Bureau

There were no Other Bridge Preservation projects for non-Turnpike bridges performed by the Bridge Maintenance Bureau for FFY 2021.

(C3) FFY 2021 Bridge Preservation (Turnpike) – Bridge Design Bureau:

There were no Bridge Preservation projects for Turnpike bridges developed by the Bridge Design Bureau for FFY 2021.

FFY 2021 - Other Turnpike Preservation Projects – Bridge Design Bureau

There were no Other Bridge Preservation projects for Turnpike bridges developed by the Bridge Design Bureau for FFY 2021.

(C4) FFY 2021 Bridge Preservation (Turnpike) – Bridge Maintenance Bureau:

There were no Bridge Preservation projects for Turnpike bridges developed by the Bridge Maintenance Bureau for FFY 2021.

FFY 2021 - Other Turnpike Preservation Projects – Bridge Maintenance Bureau

There were no Other Bridge Preservation projects for Turnpike bridges performed by the Bridge Maintenance Bureau for FFY 2021.

(C5) FFY 2021 Preservation Summary – State and Turnpike Bridges

During FFY 2021 the Bridge Design and Bridge Maintenance Bureaus developed preservation projects and/or performed preservation activities on a total of 39 bridges, having a combined deck area of 66,376 sq. ft. This effort represents 18.8% of our combined 267,629 sq. ft. + 85,150 sq. ft. = 352,779 sq. ft. total Bridge Preservation annual goal for all bridge types. In addition, 13 bridges were painted and 1 bridge received scour protection, all as summarized in the following table. Also, 292 bridges received repair efforts.

FFY 2021 State & Turnpike Bridge Preservation (Bridge Design & Bridge Maintenance)	Number of Projects	No. of Bridges	Roadway Tiers	Bridge Types*	Existing Deck Area (Sq. Ft.)	Project/Bridge Construction Cost	Cost Per Sq. Ft.
State non-Turnpike	14	25	1, 2, 3, 4	Girder, Timber, Culvert	66,376	$8,299,850	$125
State non-Turnpike - Other (Painting, Mechanical, Scour, Etc.)	4	14	1, 2, 4, 5	N/A	N/A	$6,625,600	N/A
Turnpike	0	0	N/A	N/A	0	$0	N/A
Turnpike - Other (Painting, Etc.)	0	0	N/A	N/A	0	0	N/A
FFY 2021 SUMMARY - Bridge Preservation Totals:	**18 Projects**	**39**			**66,376**	**$14,925,450**	
				Total Cost Excluding "Other" Projects =		**$8,299,850**	
FFY 2021 Average Bridge Preservation Cost per Sq. Ft. = (Excluding "Other" Projects)					**$125**		
*Girder, Truss, Moveable, Timber, Culvert (See *NHDOT Bridge Program - Recommended Investment Strategy* for bridges included in these categories.)							

The above data, which compiles the FFY 2021 bridge Preservation efforts of the Bridge Design and Bridge Maintenance Bureaus, result in an average bridge preservation cost of $125 per sq. ft., which is 250% greater than the $50 per sq. ft. presented in the *NHDOT Bridge Program – Recommended Network Funding* for girder bridges located on Tier 1 roadways. It should be noted, however, that the efforts by Bridge Maintenance can at times significantly lower the average per sq. ft. cost when combined with Bridge Design project data.

Regardless, when considering that the FFY 2021 bridge preservation efforts involve bridges on Tier HIB, 1, 2, 3, & 4 roadways, and their associated Tier multipliers, these data show an acceptable comparison with the per sq. ft. costs estimated in the *NHDOT Bridge Program – Recommended Network Funding*. However, it is important to annually re-evaluate the estimated cost per sq. ft. for all bridge activities. This effort helps to ensure that values are up to date, with the goal of developing accurate project cost estimates.

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5.1.1.2 Complete Bridge Rehabilitation efforts on 66,907 sq. ft. or more of deck area annually on State non-Turnpike bridges and on 21,288 sq. ft. or more of deck area annually on Turnpike bridges, for FFY 2021

(A) 10-Year Plan non-Turnpike Bridge Rehabilitation:

Following the same methodology previously presented for Bridge Preservation efforts, the *Recommended Investment Strategy* (RIS) states that bridge rehabilitation activities should be performed once on each girder bridge over their projected 120-year life cycle. This means that 1/120th of the state non-Turnpike girder bridge inventory should receive bridge rehabilitation work each year, i.e., 6,654,348 / 120 = 55,453 sq. ft. This is a major portion of the total non-Turnpike Bridge Rehabilitation goal of 66,907 sq. ft. for all bridge types.

Based on the 10-Year Plan allocation of funds for non-Turnpike bridge rehabilitation efforts, it is projected that up to 10 projects per year can be advertised by the Bridge Design Bureau, with similar efforts by the Bridge Maintenance Bureau, to utilize this funding and work toward accomplishing non-Turnpike bridge rehabilitation goals.

(B) 10-Year Plan Turnpike Bridge Rehabilitation:

Following the same methodology presented above for Turnpike Bridge Preservation efforts, the *Recommended Investment Strategy* (RIS) states that rehabilitation activities should be performed once on each girder bridge during their projected 120-year life cycle. This means that 1/120th of the Turnpike girder bridge inventory should be rehabilitated each year, i.e., 2,273,040 / 120 = 18,942 sq. ft. This is a major portion of the total Turnpike Bridge Rehabilitation annual goal of 21,288 sq. ft. for all bridge types.

Based on the 10-Year Plan allocation of funds for Turnpike bridge rehabilitation efforts, it is projected that up to 10 projects per year can be advertised by the Bridge Design Bureau, with similar efforts by the Bridge Maintenance Bureau, to utilize this funding and work toward accomplishing Turnpike bridge rehabilitation goals.

(C) FFY 2021 Bridge Rehabilitation

(C1) FFY 2021 Bridge Rehabilitation (non-Turnpike) – Bridge Design Bureau:

To meet this Bridge Program goal for FFY 2021, the Bridge Design Bureau advertised 4 projects to perform rehabilitation work on 5 State non-Turnpike bridges (3 Red List) having a total deck area of 38,508 sq. ft., which is 57.6 % of our combined 66,907 sq. ft. State non-Turnpike Bridge Rehabilitation annual goal for all bridge types. Details for these projects are listed below.

FFY 2021 State non-Turnpike Bridge Rehabilitation (Bridge Design)	Project Number	No. of Bridges	Roadway Tiers	Bridge Type*	Existing Deck Area (Sq. Ft.)	Project/Bridge Construction Cost	Cost Per Sq. Ft.
Amherst (135/109) (Red List)	41413**	1	3	Girder	4,277	$1,561,200	$365
Lyme, NH - Thetford, VT (Lyme 053/112) (Red List)	14460**	1	4	Truss	11,163	$7,492,200	$671
Manchester (176/106) (Red List)	41414	1	4	Girder	12,450	$3,070,700	$247
Sutton - New London (project rehabilitation portion only) (Sutton 109/144; Sutton 109/145) (deck replacement)	40511	2	1	Girder	10,618	$2,775,800	$261
FFY 2021 Bridge Rehabilitation Totals:	**4 Projects**	**5**			**38,508**	**$14,899,900**	**$387**
Bridge Design - FFY 2021 Bridge Rehabilitation Cost per Sq. Ft. =					**$387**		

*Girder, Truss, Moveable, Timber, Culvert (See NHDOT Bridge Program - Recommended Investment Strategy for bridges included in these categories.)

** The Amherst 41413 project was advertised in FFY 2021 but was not awarded since the single bid received was more than 60% greater than the project estimate.
The Lyme, NH - Thetford, VT 14460 project was advertised in FFY 2021 but no bids were received.
These projects are still included in the accomplishments for FFY 2021, even though they will be readvertised for bids in FFY 2022.

A review of this project data shows an approximate cost of $387 per sq. ft. for this bridge rehabilitation project, as developed by Bridge Design. However, 3 of the bridges are located on Tier 3 or 4 roadways and 1 bridge is a truss. Thus, the costs per sq. ft. should be adjusted to account for these bridge characteristics.

- For the Amherst 41413 project, the girder rehabilitation base cost of $100 per sq. ft. should be calculated as: ($100 girder rehabilitation base cost x 1.5 Tier 3 multiplier) = $150 per sq. ft.
- For the Manchester 41414 project, the girder rehabilitation base cost of $100 per sq. ft. should be calculated as: ($100 girder rehabilitation base cost x 1.5 Tier 4 multiplier) = $150 per sq. ft.
- For the Lyme, NH – Thetford, VT 14460 project, the truss rehabilitation base cost of $250 per sq. ft. should be calculated as: ($250 truss rehabilitation base cost x 1.1 Tier 4 multiplier) = $275 per sq. ft.

Even with the above adjustments, it is clear that FFY 2021 actual project specific rehabilitation costs per sq. ft. are considerably greater than the base rehabilitation costs as described in the *NHDOT Bridge Program – Recommended Network Funding*. Thus, the data presented in the table above indicate that the base rehabilitation costs listed in the *Recommended Network Funding* should be updated based on recent project data to more accurately reflect bridge rehabilitation costs for all bridge types on all roadway tiers.

(C2) FFY 2021 Bridge Rehabilitation (non-Turnpike) – Bridge Maintenance Bureau:

To meet this Bridge Program goal for FFY 2021, the Bridge Maintenance Bureau performed rehabilitation work on 5 State non-Turnpike bridges (3 Red List) in its 2021 Work Plan having a total deck area of 12,011 sq. ft., which is 18.0% of our 66,907 sq. ft. State non-Turnpike Bridge Rehabilitation annual goal for all bridge types. Details for the bridges that received rehabilitation activities by Bridge Maintenance in FFY 2021 are listed below.

FFY 2021 State non-Turnpike Bridge Rehabilitation (Bridge Maintenance)	Bridge Number	No. of Bridges	Roadway Tiers	Bridge Type*	Existing Deck Area (Sq. Ft.)	Project/Bridge Construction Cost	Cost Per Sq. Ft.
Carroll	147/058	1	2	Girder	9,515	$129,250	$14
Eaton (Red List)	084/114	1	4	Culvert	336	$125,200	$373
Littleton (Red List)	133/094	1	1	Culvert	891	$219,550	$246
North Hampton	130/064	1	4	Timber	714	$13,750	$19
Salem (Red List)	098/049	1	6	Culvert	555	$196,350	$354
FFY 2021 non-Turnpike Bridge Rehabilitation Totals:	**5 Projects**	**5**			**12,011**	**$684,100**	**$57**
Bridge Maintenance - FFY 2021 Bridge Rehabilitation Cost per Sq. Ft. =						**$57**	

*Girder, Truss, Moveable, Timber, Culvert (See *NHDOT Bridge Program - Recommended Investment Strategy* for bridges included in these categories.)

A review of this project data shows an approximate cost of $72 per sq. ft. for Bridge Maintenance to perform bridge rehabilitation tasks. The *NHDOT Bridge Program – Recommended Network Funding* for bridge rehabilitation does not include a system-wide base cost per sq. ft. for culvert bridges since rehabilitation work is not generally performed on culverts. However, if the deck areas and costs are compiled for just the culvert bridges, the resulting $303 average cost per sq. ft. for rehabilitation of the 3 culvert bridges listed above could be compared to the $500 per sq. ft. x 1.1 average Tier multiplier = $550 per sq. ft. cost for replacement of culvert bridges located on Tier 4 and 6 roadways.

The $19 cost per sq. ft. for the 1 timber bridge, performed by Bridge Maintenance, is considerably less than the $100 per sq. ft. x 1.0 Tier 4 multiplier = $100 per sq. ft. cost for rehabilitation of timber bridges located on Tier 4 roadways, as listed in the *NHDOT Bridge Program – Recommended Network Funding*.

(C3) FFY 2021 Bridge Rehabilitation (Turnpike) – Bridge Design Bureau:

There were no Bridge Rehabilitation projects for Turnpike bridges developed by the Bridge Design Bureau for FFY 2021.

(C4) FFY 2021 Bridge Rehabilitation (Turnpike) – Bridge Maintenance Bureau:

There were no Bridge Rehabilitation projects for Turnpike bridges performed by the Bridge Maintenance Bureau for FFY 2021.

(C5) FFY 2021 Rehabilitation Summary – State and Turnpike Bridges

During FFY 2021 the Bridge Design and Bridge Maintenance Bureaus developed rehabilitation projects and/or performed rehabilitation activities on a total of 9 bridges (6 Red List) having a combined deck area of 50,519 sq. ft. This effort represents 57.3% of our combined 66,907 sq. ft. + 21,288 sq. ft. = 88,195 sq. ft. total Bridge Rehabilitation annual goal for all bridge types.

FFY 2021 State & Turnpike Bridge Rehabilitation (Bridge Design & Bridge Maintenance)	Number of Projects	No. of Bridges	Roadway Tiers	Bridge Types*	Existing Deck Area (Sq. Ft.)	Project/Bridge Construction Cost	Cost Per Sq. Ft.
State non-Turnpike	9	10	1, 2, 3, 4, 6	Girder, Truss, Timber, Culvert	50,519	$15,584,000	$308
Turnpike	0	0	N/A	N/A	0	$0	N/A
FFY 2021 SUMMARY - Bridge Rehabilitation Totals:	**9 Projects**	**10**			**50,519**	**$15,584,000**	
FFY 2021 Average Bridge Rehabilitation Cost per Sq. Ft. =					**$308**		

*Girder, Truss, Moveable, Timber, Culvert (See *NHDOT Bridge Program - Recommended Investment Strategy* for bridges included in these categories.)

The above data, which compiles the FFY 2021 bridge Rehabilitation efforts of the Bridge Design and Bridge Maintenance Bureaus, result in an average bridge rehabilitation cost of $308 per sq. ft. This value is considerably greater (308%) than the $100 per sq. ft. for rehabilitation of girder bridges on Tier 1 roadways, as presented in the *NHDOT Bridge Program – Recommended Network Funding*.

However, efforts by Bridge Maintenance can at times result in lower average per sq. ft. costs, depending on the specific rehabilitation tasks, when combined with Bridge Design project data. A more detailed explanation of costs is provided further above specifically for these Bridge Design and Bridge Maintenance rehabilitation projects advertised / performed in FFY 2021.

As previously stated, the data presented in the tables above indicate that the base rehabilitation costs presented in the *Recommended Network Funding* should be updated based on recent project data to more accurately reflect bridge rehabilitation costs for all bridge types on all roadway tiers with the goal of providing more accurate estimates for future projects.

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5.1.1.3 Complete Bridge Replacement efforts on 66,907 sq. ft. or more of deck area annually on State non-Turnpike bridges and on 21,288 sq. ft. or more of deck area annually on Turnpike bridges, for FFY 2021

(A) 10-Year Plan non-Turnpike Bridge Replacement

Following the same methodology previously presented for Bridge Preservation efforts, the *Recommended Investment Strategy* (RIS) states that bridge replacement activities will be performed once on each girder bridge at the end of their projected 120-year life. This means that 1/120th of the state non-Turnpike girder bridge inventory should be replaced each year, i.e., 6,654,348 / 120 = 55,453 sq. ft. This is a major portion of the total non-Turnpike Bridge Replacement annual goal of 66,907 sq. ft. for all bridge types.

Based on the 10-Year Plan allocation of funds for non-Turnpike bridge replacement efforts, it is projected that up to 8 projects per year can be advertised by the Bridge Design Bureau, with similar efforts by the Bridge Maintenance Bureau, to utilize this funding and work toward accomplishing non-Turnpike bridge replacement goals.

(B) 10-Year Plan Turnpike Bridge Replacement

Following the same methodology presented above for Turnpike Bridge Preservation efforts, the *Recommended Investment Strategy* (RIS) states that bridge replacement activities will be performed once on each girder bridge at the end of their projected 120-year life. This means that 1/120th of the Turnpike girder bridge inventory should be replaced each year, i.e., 2,273,040 / 120 = 18,942 sq. ft. This is a major portion of the total Turnpike Bridge Replacement annual goal of 21,288 sq. ft. for all bridge types.

Based on the 10-Year Plan allocation of funds for Turnpike bridge replacement efforts, it is projected that up to 4 projects per year can be advertised by the Bridge Design Bureau, with similar efforts by the Bridge Maintenance Bureau, to utilize this funding and work toward accomplishing Turnpike bridge replacement goals.

(C) FFY 2021 Bridge Replacement

(C1) FFY 2021 Bridge Replacement (non-Turnpike) – Bridge Design Bureau:

To meet this Bridge Program goal for FFY 2021, the Bridge Design Bureau advertised 7 projects for replacement of 8 State non-Turnpike bridges (8 Red List) having a total deck area of 36,090 sq. ft. (NH portion), which is 53.9% of our 66,907 sq. ft. State non-Turnpike bridge replacement annual goal for all bridge types. Details for these projects are listed below.

FFY 2021 State non-Turnpike Bridge Replacement (Bridge Design)	Project Number	No. of Bridges	Roadway Tiers	Bridge Type*	Existing Deck Area (Sq. Ft.)	Project Construction Cost	Cost Per Sq. Ft.
Allenstown-Pembroke (Allenstown107/098; Red List; superstructure replacement)	40362	1	2	Girder	9,330	$3,220,300	$345
Bedford (090/065; Red List) (bridge portion only)	13692C	1	2	Culvert	688	$2,430,300	$3,532
Bennington (099/080; Red List)	29486	1	4	Culvert	360	$723,200	$2,009
Center Harbor - New Hampton (Center Harbor 080/040; Red List; superstructure replacement)	24579	1	4	Girder	277	$800,900	$2,891
Danbury (156/104; Red List)	16303	1	2	Girder	3,335	$4,872,100	$1,461
Hinsdale, NH - Brattleboro, VT (new off-line structure, Hinsdale 043/044) (effectively replaces/bypasses Hinsdale bridges 041/040 and 042/044; both Red List) (All deck areas and project costs only apply to the portions located in NH)	12210C	2	3	Truss	13,520	$48,863,850	$3,614
Peterborough (087/077) (Red List)	15879	1	2	Girder	8,580	$8,541,600	$996
FFY 2021 Bridge Replacement Totals:	**7 Projects**	**8**			**36,090**	**$69,452,250**	**$1,924**
FFY 2021 Bridge Replacement Cost per Sq. Ft. =						**$1,924**	

*Girder, Truss, Moveable, Timber, Culvert (See NHDOT Bridge Program - Recommended Investment Strategy for bridges included in these categories.)

A review of this data shows an approximate cost of $1,924 per sq. ft. for bridge replacement, which is 296% greater than the *NHDOT Bridge Program – Recommended Network Funding* lists $650 per sq. ft. for girder bridge replacement on a Tier 1 roadway.

The costs per sq. ft. for the projects listed above have the following considerations:

- The Allenstown – Pembroke 40362 project involves replacement of the superstructure, new bridge bearings, and rehabilitation of the substructure. For girder bridges located on Tier 2 roadways, the cost should be calculated as: ($650 girder replacement base cost x 1.4 Tier 2 multiplier) = $910 per sq. ft. for replacement of the entire bridge. Since only the superstructure is being replaced, this results in a $345 per sq. ft. cost, which is only 37.9% of the general $910 per sq. ft. cost.

- The Bedford 13692C project replaces a concrete pipe bridge under a busy Tier 2 state numbered roadway (Route 101) with a new structure comprised of precast prestressed post-tensioned butted box beams. The new structure has a 50-ft. 6-in. span with 2,860 sq. ft, which is 416% greater than the approximate area of existing bridge. This increase is needed to meet stream crossing/wetland requirements. In addition, the phased roadway construction also required phased bridge replacement work with changeable configurations of the water diversion and cofferdam items. Further, the roadway work on this project increased the width of Route 101, which also increased the width of the new structure. Since the new structure is a girder bridge located on a Tier 2 roadway, the cost should be calculated as: ($650 girder replacement base cost x 1.4 Tier 2 multiplier) = $910 per sq. ft. for bridge replacement.

- The Bennington 29486 project replaces a concrete box culvert having a 12-ft. span with a new concrete box culvert having a 22-ft. clear span. This is a fairly typical bridge replacement project with limited roadway work, but the small 360 sq. ft. existing deck area results in an unusually high replacement cost of $2,009 per sq. ft., which is 401.8% greater than the replacement cost of: ($500 culvert replacement base cost x 1.0 Tier 4 multiplier) = $500 per sq. ft. This reinforces the need to consider all project characteristics when calculating costs for bridge replacement projects.

- The Center Harbor – New Hampton 24579 project involves superstructure replacement on a small (13-ft span x 21.2-ft. width) bridge, including rehabilitation work on the abutments and minor roadway widening on a Tier 4 roadway. The small structure size, costs of mobilization, waterway/environmental commitments, and comparatively remote location of this bridge, result in a disproportionately high $2,891 per sq. ft. cost.

- The Danbury 16303 project replaces a 3-span narrow, steel I-girder bridge over an abandoned railroad corridor with a single span bridge on improved alignment offset from the existing bridge. Also, the new bridge crosses the RR corridor at nearly a 60-deg. angle, thus making the construction efforts more challenging than a more typical bridge. These characteristics result in a disproportionately high $1,461 per sq. ft. cost.

- The Hinsdale, NH – Brattleboro, VT 12210C project replaces/bypasses two steel through-truss bridges on a new location further downstream. The new structure is a single bridge with curved steel I-girders that extends considerably further into VT to intersect with VT Route 142. The new structure has a 1,798-ft. span with 70,655 sq. ft. of deck (NH portion only), which is 522.6% greater than the combined NH portions of the 13,520 sq. ft. deck area of the existing two bridges. The new bridge is also much higher over the Connecticut River, necessitating the additional cost of very tall piers. The existing crossing incorporates an island near the NH riverbank, thereby reducing the total bridge length of these two bridges needed for the crossing. Thus, when the deck area of the cost of the new, longer, wider bridge is compared to the deck areas of the two much shorter, narrower existing bridges, the result is a disproportionately high $3,614 per sq. ft. replacement cost.

  For this project, a more accurate/logical cost comparison could be to consider the total length of the existing crossing, i.e., from the abutment on the NH side of the Connecticut River to the NH limit of the shared bridge crossing to the VT side of the Connecticut River. A rough measurement of this distance utilizing Google Earth resulted in an approximate NH portion of 1,460 ft. of the 1,775 ft. total crossing length. Applying this distance to the 22-ft. average width of the existing bridges, results in a comparative "deck area" of 32,120 sq. ft.

  When the $48,863,850 cost of the NH portion of the new bridge is applied to the 32,120 sq. ft. of the NH portion of the "area of crossing", it results in a project cost of $1,521 per sq. ft. For truss bridges located on Tier 3 roadways, the replacement cost should be calculated as: ($750 truss replacement base cost x 1.3 Tier 3 multiplier) = $975 per sq. ft. Although this "crossing comparison" may be a more reasonable method for evaluating replacement costs, it is still 156% greater than the $975 per sq. ft. base cost.

  As a further consideration, this project includes construction of a ramp providing boat access to the Connecticut River on the NH riverbank. Also, the project does <u>not</u> include any bridge removal costs since the existing bridges are being retained for pedestrian/recreational use and will be rehabilitated through a future project.

- The Peterborough 15879 project replaces a 3-span I-girder bridge with a 2-span bridge, located in a busy village area, that carries NH and US routes over the Contoocook River. Project constraints and traffic control added to the challenges for construction, likely contributing to the $996 per sq. ft. cost, which is 109.5% greater than the estimated replacement cost for girder bridges located on Tier 2 roadways: ($650 girder replacement base cost x 1.4 Tier 2 multiplier) = $910 per sq. ft.

The above data show how unique project characteristics can significantly increase project per sq. ft. costs and should be carefully evaluated and considered when developing project cost estimates. This also supports frequently reviewing and updating the system-wide base costs for bridge replacement in the *NHDOT Bridge Program – Recommended Network Funding*, with the goal of providing more accurate estimates for future projects.

(C2) FFY 2021 Bridge Replacement (non-Turnpike) – Bridge Maintenance Bureau:

To meet this Bridge Program goal, during FFY 2021 the Bridge Maintenance Bureau replaced the superstructure of 1 State non-Turnpike bridge (1 Red List) having a total deck area of 504 sq. ft., which is about 0.8% of our 66,907 sq. ft. non-Turnpike bridge replacement annual goal for all bridge types. Project details for the bridge replacement efforts completed by Bridge Maintenance for FFY 2021 are listed below.

FFY 2021 State non-Turnpike Bridge Replacement (Bridge Maintenance)	Bridge Number	No. of Bridges	Roadway Tiers	Bridge Type*	Existing Deck Area (Sq. Ft.)	Project Construction Cost	Cost Per Sq. Ft.
Moultonborough (Red List) (Superstructure replacement)	140/251	1	3	Girder	504	$214,200	$425
FFY 2021 Bridge Replacement Totals:	**1 Project**	**1**			**504**	**$214,200**	**$425**
FFY 2021 Bridge Replacement Cost per Sq. Ft. =					**$425**		

*Girder, Truss, Moveable, Timber, Culvert (See NHDOT Bridge Program - Recommended Investment Strategy for bridges included in these categories.)

The *NHDOT Bridge Program – Recommended Network Funding* lists $650 per sq. ft. x 1.4 Tier 3 multiplier = $910 per sq. ft. for girder bridge replacement. A review of the above data shows $425 per sq. ft. as the cost for this girder bridge replacement effort.

These results indicate that Bridge Maintenance can replace comparatively small bridges in a much more cost-effective manner than "traditional" design-bid-build replacement projects developed by the Bridge Design Bureau. However, it is also important to recognize the staffing and funding constraints of the Bridge Maintenance Bureau, which is one reason that larger projects with higher traffic volumes are not typically undertaken by these crews.

(C3) FFY 2021 Bridge Replacement (Turnpike) – Bridge Design Bureau:

There were no Bridge Replacement projects for Turnpike bridges developed by the Bridge Design Bureau for FFY 2021.

C4) FFY 2021 Bridge Replacement (Turnpike) – Bridge Maintenance Bureau:

There were no Bridge Replacement projects for Turnpike bridges performed by the Bridge Maintenance Bureau for FFY 2021.

(C5) FFY 2021 Replacement Summary – State and Turnpike Bridges

During FFY 2021 the Bridge Design and Bridge Maintenance Bureaus performed replacement of 9 bridges (9 Red List) having a total deck area of 36,594 sq. ft. (NH portion), which is 41.5% of our combined 66,907 sq. ft. + 21,288 sq. ft. = 88,195 sq. ft. total Bridge Replacement annual goal for all bridge types.

FFY 2021 State & Turnpike Bridge Replacement Projects (Bridge Design & Bridge Maintenance)	Number of Projects	No. of Bridges	Roadway Tiers	Bridge Type*	Existing Deck Area (Sq. Ft.)	Estimated Project Construction Cost	Cost Per Sq. Ft.
State non-Turnpike	8	9	2, 3, 4	Girder, Truss, Culvert	36,594	$69,476,450	$1,899
Turnpike	0	0	N/A	N/A	N/A	$0	$0
FFY 2021 SUMMARY - Bridge Replacement Totals:	**8 Projects**	**9**			**36,594**	**$69,476,450**	**$1,899**
FFY 2021 Average Bridge Replacement Cost per Sq. Ft. =					**$1,899**		

*Girder, Truss, Moveable, Timber, Culvert (See NHDOT Bridge Program - Recommended Investment Strategy for bridges included in these categories.)

The *NHDOT Bridge Program – Recommended Network Funding* lists $650 per sq. ft. x the 1.4 multiplier for Tiers 2, 3, and 4 = $910 per sq. ft. for girder bridge replacement. The $1,899 per sq. ft. listed in the FFY 2021 Summary table above is 208.7% greater than the $910 per sq. ft. system-wide base cost, as presented in the *NHDOT Bridge Program – Recommended Network Funding*. A more detailed explanation of costs is provided further above specifically for these Bridge Design and Bridge Maintenance replacement projects advertised / performed in FFY 2021.

As previously stated, the data presented in the tables above indicate that the base bridge replacement costs presented in the *Recommended Network Funding* should be updated based on recent project data to more accurately reflect bridge replacement costs for all bridge types on all roadway tiers, with the goal of providing more accurate estimates for future projects.

5.1.2 Goal 2: Inspect all state and municipal/other bridges to meet all Federal and State inspection and reporting requirements.

The Bridge Design Bureau has a staff of 9 Bridge Inspectors and 4 Engineers assigned to the Existing Bridge Section that work to ensure the Department meets the above goal. In addition, this effort is supplemented by Consultant inspections (5 to 10 inspections per year) of specific complex bridges, such as moveable bridges, and by contracted divers performing underwater inspections (30 to 50 inspections per year) of specific bridge foundations. In Calendar Year 2021, these individuals performed 2,326 bridge inspection events and submitted all required reporting in accordance with all Federal and State inspection and reporting requirements. In addition to the evaluation of the condition of each bridge, the inspection process also includes a review of whether any postings currently required for weight or clearance limits are in place, accurate, and visible to the traveling public as required.

The following table presents a comparison of the 2021 bridge inspection activities, which includes semi-annual inspections of State Red List bridges, annual inspections of Municipal Red List bridges, and all underwater inspections performed during this time frame, with those of the previous five years.

Calendar Year	Number of State Bridge Inspection Events	Number of Municipal and Other Bridge Inspection Events	Total Bridge Inspection Events
2016	1,560	1,070	2,630
2017	1,422	1,052	2,474
2018	1,401	1,044	2,445
2019	1,342	980	2,322
2020	1,334	1,033	2,367
2021	1,356	970	2,326

A review of the above data would seem to indicate that the number of inspections has greatly reduced over the past five years, from 2,630 to 2,326 inspections, i.e., a reduction of 304 inspections (11.6%) per year. However, as previously noted, Senate Bill 38 (effective on July 1, 2017) narrowed the definition of a "Red List Bridge" (RSA 234:25-a). The revised definition now only includes structurally deficient bridges (one or more major elements in poor or worse condition), thereby eliminating tonnage posted bridges in fair-or-better condition from the Red List and returning them to the standard biennial inspection cycle.

Red List bridge counts and deck areas back to 2010 were then adjusted to account for bridges meeting this new Red List definition. This adjustment resulted in an immediate (in 2017) reduction of about 11 bridges from the State Red List and 71 from the Municipal Red List. Since state Red List bridges are inspected twice per year and municipal Red List bridges are inspected once per year, this change also resulted in a corresponding reduction in the number of bridges inspected each calendar year.

In addition to those removed due to the Red List definition change, continuing efforts by the Department and the municipalities to improve overall bridge conditions have reduced these numbers further, for a net reduction of 37 state bridges and 102 municipal bridges from their respective Red Lists from 2016 through 2021. Consequently, this resulted in a corresponding reduction in the number of inspections to be performed each year.

For these reasons, the number of bridge inspections required to be performed each calendar year has been reduced considerably since 2016.

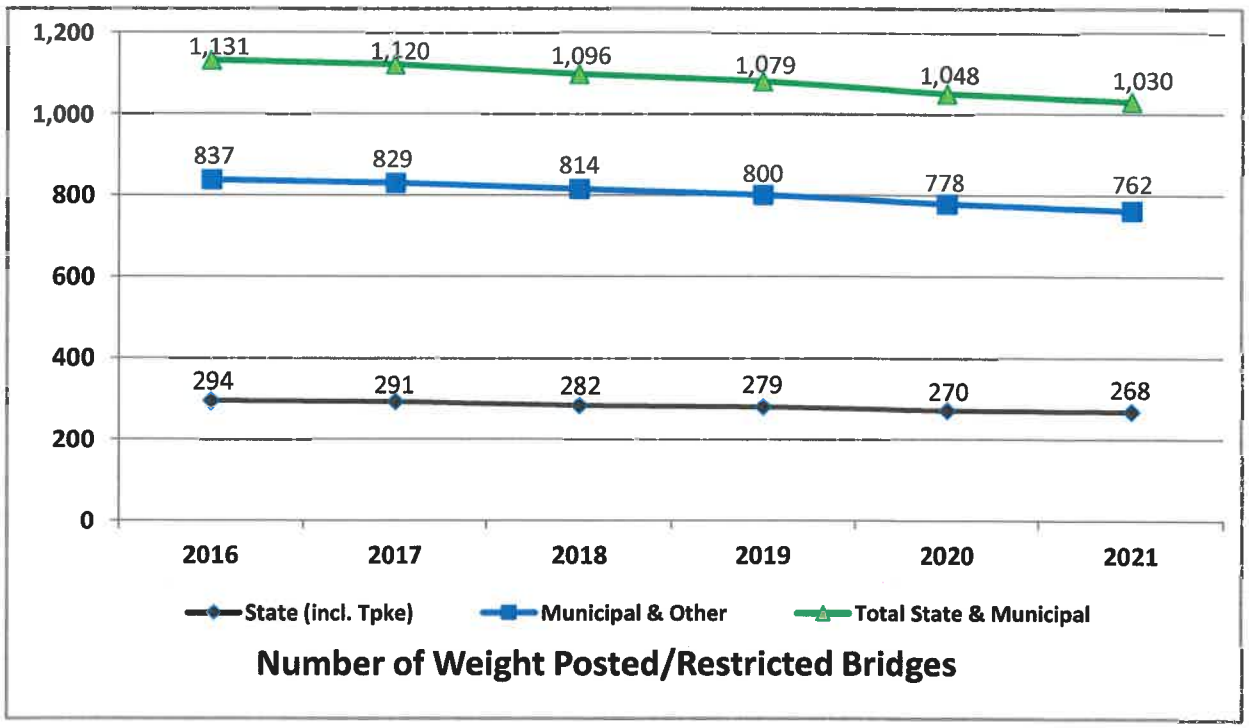
5.1.3 Goal 3: Manage all posted (weight restricted) bridges to reduce or eliminate constraints affecting the safe and efficient movement of goods and services, including emergency response, on the overall State transportation system.

Specifically, the goal is for all bridges on Tier 1 and Tier 2 roadways to have no weight restrictions, for all Tier 3 bridges with weight restrictions to be included in the 10-Year Plan as projects to address their weight restrictions, and for all Tier 4 bridges with weight restrictions to be reviewed to ensure that the weight restriction for each bridge does not affect emergency response services.

It is important to note that the term "weight restriction" refers to the total load applied to the bridge, i.e., the combined weight of the vehicle and the load it carries, not just the load carried by the vehicle. (Example: "Weight Limit 20-Tons" allows a 12-ton vehicle with an 8-ton load.)

Under the ranking criteria for the Rehabilitation & Replacement Priority List and for the Bridge Preservation Priority List, the Bridge Management Committee assigns additional points to each bridge based on whether it has a weight restriction. These additional points shift all weight restricted bridges to a higher priority. Over time, this consideration will gradually reduce the number of bridges with weight restrictions, especially on Tier 2 roadways, and hopefully Tier 3 and Tier 4 roadways as well. These efforts will serve to improve the efficiency and safety of the overall transportation system in New Hampshire.

The following graph presents data regarding the number of state and municipal bridges posted with weight restrictions. The data show that these numbers are gradually being reduced, which will improve the overall functionality of the transportation system and facilitate the movement of people, goods, and services in New Hampshire.



Please refer to *Section 2.3 – Bridge Postings for Weight Restrictions* for additional information on the current posting of existing NH bridges at the completion of the 2021 inspection cycle (December 31, 2021). *Appendix "C" - Bridge Postings and Weight Restrictions: Posting Definitions and Examples* also provides general information on this topic.

5.1.4 Goal 4: Manage the State's Red List ("poor" condition) bridges to reduce the backlog of bridge rehabilitation and replacement to the maximum extent that can be addressed within the State's 10-Year Transportation Improvement Plan (10-Year Plan).

The Bridge Management Committee reviews all State Red List bridges to determine if the Bridge Design Bureau or the Bridge Maintenance Bureau will assume the responsibility of addressing each State Red List bridge. Once this review and determination is complete, the BMC initiates efforts for projects being developed by Bridge Design and, through the 10-Year Plan process, recommends the projects, estimated costs, and fiscal years for inclusion. The Bridge Maintenance Bureau schedules and allocates resources toward efforts for State Red List bridges that they will address during this time period.

In the 10-Year Plan for 2021 - 2030, of the 114 bridges on the 2021 State Red List, 64 bridges are included as projects by the Bridge Design Bureau, 27 bridges are included as projects by the Bridge Maintenance Bureau, and 15 bridges are currently under construction. Of the 8 State Red List bridges not included, 1 is located on a Tier 2 roadway, 4 are located on Tier 4 roadways, and 3 are located on Tier 6 roadways, as follows:

Municipality/Br. No.	Owner	Feature Carried/Crossed	State Red List (Year Added)	Roadway Tier	Condition Rating (Deck, Superstructure, Substructure, Culvert)
Bennington 093/094	NHDOT	NHRR (ABD) / Antrim Road	2002	6	Deck 4 = Poor Superstructure 4 = Poor Substructure 3 = Serious
Cornish, NH – Windsor, VT 164/108	NHDOT / VTrans	Cornish Toll Bridge Road over Connecticut River	1991	4	Deck 5 = Fair Superstructure 6 = Satisfactory Substructure 4 = Poor
Franklin 162/100	NHDOT	NHRR (ABD) / NH Route 127	1997	6	Deck 4 = Poor Superstructure 5 = Fair Substructure 4 = Poor
Pinkham's Grant 076/081	NHDOT	Old NH Route 16 / Brook	2012	6	Culvert 4 = Poor
Pittsburg 099/034	NHDES	Murphy Dam Rd./Dam Spillway	1991	4	Deck 5 = Fair Superstructure 5 = Fair Substructure 2 = Critical
Raymond 083/154	NHDOT	Dudley Road / Lamprey River	1990	4	Deck 5 = Fair Superstructure 6 = Satisfactory Substructure 4 = Poor
Rochester 206/110	NHDOT	NH Route 125 over Isinglass River	2021	2	Deck 4 = Poor Superstructure 6 = Satisfactory Substructure 5 = Fair
Surry 101/142	NHDOT	Gilsum Road over Thompson Brook	2014	4	Culvert 3 = Serious

The 10-Year Plan also allocates funding through the *Statewide Red List Bridges 40817* project "to rehabilitate and reconstruct State Red List Bridges". This project allocates funding to initiate engineering efforts to address State Red List bridges that are either not currently included in the 10-Year Plan or that are identified during upcoming inspection years, prior to development and approval of the next 10-Year Plan.

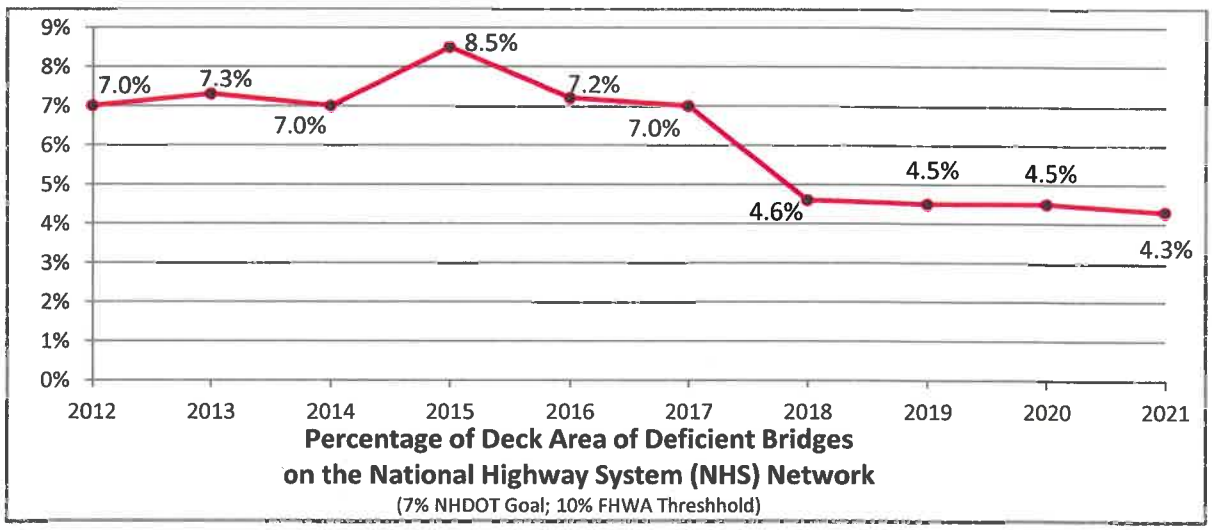
Please refer to *Section 2.2 – Current Condition and Number of Bridges in New Hampshire* for additional information on the number and deck area of New Hampshire's "poor" condition bridges at the completion of the 2021 inspection cycle (December 31, 2021).

5.1.5 Goal 5 - Apply available bridge funds to limit the total area of bridge decks in "poor" condition on the National Highway System (NHS) to be less than 7% of the total deck area on this highway category. This goal is more stringent than the 10% requirement stipulated by the Federal Highway Administration.

Under the ranking criteria for the Bridge Rehabilitation & Replacement Priority List and for the Bridge Preservation Priority List, the Bridge Management Committee assigns additional points for Tier 1 and Tier 2 bridges that typically comprise the bridges on the NHS system. These additional points shift bridges on the NHS to a higher priority. As these bridges are addressed over time, the number of "poor" condition NHS bridges will gradually be reduced, thereby improving the efficiency and safety of the state's overall transportation system.

In an effort to reduce deficient bridges nationwide, recent changes in FHWA requirements (MAP-21 in 2012 and FAST ACT in 2015) stipulate that each state must keep the deck area of all deficient bridges (one or more major structural elements with an NBIS condition rating of "4=Poor" or less) located on the National Highway System (NHS) below 10% of the state's total deck area of all NHS bridges. The FHWA generally allows some flexibility regarding the types of projects to which federal funds may be applied. However, if the 3-year average of the deck area of deficient bridges on the NHS rises above the 10% threshold, then FHWA limits the state's flexibility with funding and requires that funds be dedicated to address bridge deficiencies on the NHS. As can be seen in the following graphic, NHDOT is well below the 10% threshold.

Through past efforts, NHDOT has been successful in keeping the combined deck area of deficient NHS bridges below 10%, even before this metric became a requirement. The progress made over the past several years, depicted in the following graph, shows the variability of this effort as several large NHS bridges were added to and then removed from the Red List as deficiencies were identified and then addressed.



The percentage of deck area of deficient NHS bridges dropped from 4.5% in 2020 to 4.3% in 2021, a reduction of 16,354 sq. ft., from the total area of deficient NHS bridges. The percentage of deficient NHS deck area is now well below the Bridge Program goal of 7.0%.

It is important to note that, as with all FHWA requirements, this metric only applies to federal definition bridges, i.e., those bridges having a total length greater than 20 feet. (State definition bridges are those having a total length of 10 feet or greater.)

5.1.6 Goal 6 - Record and utilize project cost data to calculate cost estimates through all project development phases (Initial Assessment, Preliminary Plans, PPS&E Plans, and PS&E Plans) to improve cost estimating practices and corresponding project results as the *Recommended Investment Strategy* (RIS) is efficiently and effectively implemented. The goal is for Initial Assessment estimates to be within 25% (±) of the PS&E.

The Bridge Management Committee reviews bridge cost data to develop and update better mechanisms to improve the accuracy of cost estimates of bridge projects that are prepared at the initial project development for the 10-Year Plan phase, at the Alternatives Analysis phase, at the Preferred Alternative phase, at the 60% Plan development phase, at the Preliminary Plans, Specification, and Estimate (80%) (PPS&E) development phase, and at the Final Plans, Specification, and Estimate (90%) (PS&E) development phase.

The ultimate goal of this effort is to develop bridge project estimates that maintain funding consistency throughout all phases of the project development process. This would allow the Department to more accurately determine the overall funding needs of the Bridge Program. The Department's goal is for the initial assessment estimate to be within 25% +/- of the PS&E estimate.

A process has been developed and a draft document to provide explanation and direction on developing project cost estimates is currently under review. Once this document has been approved it will be appropriately applied when developing cost estimates for the various development stages for bridge projects and will be posted for reference on the Bridge Design Document Library page.

Project cost estimates are developed and updated at various stages of the project development process, as noted below:

(1) Initial Project Assessment Estimate - Prepared for developing the 10-Year Plan
(2) Project Agreement Estimate - At project start-up to program and authorize funds in ProMIS
(3) Preliminary plans estimate - At 40% to 50% plan completion
(4) Preliminary plans, specifications, and estimate (PPS&E) - At 80% plan completion
(5) Plans, specifications, and estimate (PS&E) - At 90% plan completion
(6) Contract plans estimate - At 100% plan completion (advertising project for bids)
(7) Project Agreement Estimate (Based on bids) - After bid opening

This is an extremely challenging and optimistic goal, especially when considering the current market conditions, the constant fluctuation of fuel prices, and the ever-changing labor market and associated costs.

5.2 Other Efforts Completed by the Bridge Design Bureau

5.2.1 Development of Contract Plans and Documents for System Expansion Projects

In addition to the Performance Goals presented in *Section 5.1 – Performance Goals and Results of Efforts of Previous Year*, the Bridge Design Bureau is also responsible for the development of bridge plans and contract documents required for proposed expansion efforts of the overall transportation system, such as:

- FE Everett Turnpike expansion between Nashua and Bedford
- Manchester Exit 6 and 7 expansion / reconfiguration
- I-93 expansion from 2 lanes to 3 lanes in Bow and Concord, including the I-89 / I-93 and the I-93 / I-393 interchanges

It is recognized that portions of some of these projects will address bridge preservation and rehabilitation needs, as outlined in the *NHDOT Bridge Program – Recommended Investment Strategy*, which would typically be anticipated for the bridges located within the limits of these projects. However, most bridge work associated with these projects addresses these needs through bridge replacement as part of the overarching goal to provide improved transportation capacity on these critical segments of the transportation network.

5.2.2 Bridge Load Ratings and Reviews for Overweight Permits

This overall effort ensures that vehicles and loads in excess of legal limits are utilizing competent bridges capable of safely carrying these non-conforming vehicles and loads without causing damage to the bridges being crossed.

In June 2019, the newly developed "*NHDOT Permits*" online permitting software and web site serving NHDOT was completed and fully implemented, enabling on-line applicants for OS/OW permits to review proposed routes of travel and obtain their permits through a more automated / interactive process. However, this permit process is intended for loads that exceed legal limits and are less than 150,000 lbs. as these types of loads are essentially routine and involve more typical vehicle configurations.

The Existing Bridge Section of the Bridge Design Bureau provides assistance to the Permits Section of the Highway Maintenance Bureau as needed to determine and/or confirm load capacity ratings for overweight permit applications involving loads exceeding 150,000 lbs., i.e., "super loads". During the 2021 calendar year, NHDOT reviewed and processed 1,839 super load permit applications, with support as need from Bridge Design.

For more information regarding bridge postings and weight restrictions for bridges, please refer to *Appendix "C" - Bridge Postings and Weight Restrictions for Certified Vehicles: Posting Definitions and Examples*; or; *RSA 266:18 Equipment of Vehicles*.

http://www.gencourt.state.nh.us/rsa/html/XXI/266/266-18.htm

5.2.3 Critical Deficiency Notices - Municipal Bridges

The Existing Bridge Section of the Bridge Design Bureau reviews bridge inspection data and determines whether any postings for weight restrictions need to be revised or have become necessary since the previous inspection. This is especially applicable to state and municipal Red List bridges as these are already in "poor" condition and the rate of deterioration may accelerate. When this occurs, it becomes more likely that the condition of the deficient major bridge element has deteriorated to the extent that the bridge can no longer safely carry all legal loads and must now be down-posted to a new and reduced safe load capacity. Occasionally, deterioration reaches a point at which the bridge is determined to have no remaining safe live load carrying capacity, in which case the bridge is immediately closed and barricaded.

When the safe load capacity of a state bridge is reduced, a posting change notice is prepared and submitted to the NHDOT Commissioner. Upon approval, it is distributed to the Traffic Bureau and the Bridge Maintenance Bureau to prepare and install new weight limit signs. In addition, data for the Overweight Permit process is updated to ensure that approvals for overweight permits prevent these loads from traveling over the affected bridge, again avoiding damage to the bridge and ensuring the safety of the transportation network.

When the safe load capacity of a municipal bridge is reduced, a "Critical Bridge Deficiency" notice is prepared and submitted to the NHDOT Municipal Highways Engineer for approval and for notification to the municipal officials that own the affected bridge. It is the responsibility of the municipal officials to implement the required posting or closure.

In some instances, where an inspection finding warrants additional emphasis but does not yet warrant a "Critical Bridge Deficiency Notice", the Existing Bridge Section prepares a "Bridge Deficiency Notice" to be sent to the municipality to ensure that local officials are aware of this condition. A metal culvert pipe with accelerating deterioration, a bridge with severely deteriorated bridge railing, or a bridge with substantial undermining are examples of potentially unsafe conditions that may warrant action by the municipality before the next bridge inspection occurs. This advanced notice enables municipal officials to initiate actions and/or to secure funding to address the bridge deficiency before it becomes a travel constraint or a greater safety concern for the roadway users.

During the 2021 calendar year, the Existing Bridge Section prepared __ *Deficiency Notices* and __ *Critical Deficiency Notices* for municipal bridges, as noted below.

Date	Type of Deficiency	Bridge ID	Bridge Owner	Facility Carried	Feature Intersected	Bridge Type	Description of Deficiency
	Critical Deficiency		Municipality (Red List)				
	Critical Deficiency		Municipality (Red List)				
	Critical Deficiency		Municipality				
	Critical Deficiency		Municipality (Red List)				
	Critical Deficiency		Municipality (Red List)				
	Critical Deficiency		Municipality (Red List)				
	Deficiency		Municipality (Red List)				
	Deficiency		Municipality (Red List)				

5.2.4 Support of Other Department Actions and Responsibilities

In addition to the Performance Goals presented in *Section 5.1 – Performance Goals and Results of Efforts of Previous Year*, the Bridge Design Bureau supports the efforts of other NHDOT Bureaus. Some of these nominal efforts are noted below:

- Highway Design Bureau
  - Design, development, and reviews of contract plans for culvert headwalls
  - Review plans / specifications for projects constructing large concrete culverts
  - Provide contract plans and specifications for plug joint replacement as part of the Pavement Preservation efforts
  - Provide contract plans / specifications for replacement of bridge rail and approach rail as part of the Department's efforts to update guardrail statewide

- Traffic Bureau and Transportation Systems Management & Operations (TSMO)
  - Provide support involving structural design, contract plans & specifications, and shop drawing review for traffic sign structures and other related structures

5.2.5 Emergency Response for Bridges – Bridge Design Bureau

The staff of the Bridge Design Bureau, including inspectors, technicians, and engineers, respond as needed when an emergency occurs to evaluate damage to bridges due to:

- Impact from vehicles or vessels
- Oversized loads
- Overweight loads
- Flooding and scour, including ice jams
- Failure of a major structural element
- Other bridge-related emergencies

When these emergencies occur, perhaps 10 to 20 times per year, Bridge Design staff coordinates with the Transportation Systems Management & Operations (TSMO), Emergency Operations Center (EOC), other NHDOT Bureaus, emergency response personnel, federal, state, and local agencies, and the media as needed to initially assess the situation and to initiate any actions that are immediately needed to ensure public safety until long term repairs or actions can be undertaken.

During calendar year 2021, Bridge Design staff responded to the following emergencies:

Date	Bridge ID	Bridge Owner	Facility Carried	Feature Intersected	Bridge Type	Description of Incident

5.3 Other Efforts Completed by the Bridge Maintenance Bureau

5.3.1 Repair Projects for State Bridges

In addition to the Performance Goals presented in *Section 5.1 – Performance Goals and Results of Efforts of Previous Year*, the Bridge Maintenance Bureau routinely performs repairs to state bridges to ensure that these bridges can safely remain in service. These repairs are tracked by the Bridge Maintenance Bureau to maintain the historical record of work performed on each specific bridge.

The time needed for these types of repairs range from a few days to a few months, depending on the scope of work appropriate for the needed repair. These efforts address immediate concerns and keep the bridge in service and safe for use until more comprehensive projects are funded, developed, and completed, in accordance with the *Recommended Investment Strategy (RIS)*. They are not intended to be long term solutions and do not "reset" the RIS schedule of work activities.

During FFY 2021 the Bridge Maintenance Bureau completed repair activities on 292 bridges involving the following tasks:

- Repaired expansion joints
- Patched bridge decks
- Patch abutments, piers, wingwalls, and bearing seats
- Initial repair (safety) of impact damage caused by errant, over-sized, or over-weight vehicles
- Repair bearings
- Removed granite bridge curb and replaced it with concrete curb
- Cleared debris from the waterways of bridges

5.3.2 Support of Other Department Actions and Responsibilities

In addition to the Performance Goals presented in *Section 5.1 – Performance Goals and Results of Efforts of Previous Year*, the Bridge Maintenance Bureau supports the efforts of other NHDOT Bureaus, some of which are noted below:

- Assist Highway Maintenance with culvert repairs and perform concrete work at Maintenance Sheds
- Setting up staging and scaffolding to provide access for Bridge Inspectors from the Bridge Design Bureau
- Concrete work to repair and replace various elements of Turnpike infrastructure
- Work on projects sponsored by the Bureau of Materials and Research
- Review Capital program construction plans and details with the goal of reducing future maintenance efforts
- Recommend paving actions for bridges located on roadway sections included in resurfacing projects developed by the Highway Design Bureau

5.3.3 Emergency Response for Bridges – Bridge Maintenance Bureau

The staff of the Bridge Maintenance and Bridge Design Bureaus, including inspectors, technicians, maintainers, and engineers, responds as needed when an emergency occurs to evaluate damage to bridges due to:

- Impact from vehicles or vessels
- Oversized loads
- Overweight loads
- Flooding and scour
- Failure of a major structural element
- Other bridge-related emergencies

When these emergencies occur, Bridge Maintenance staff coordinates with the Transportation Systems Management & Operations (TSMO), Emergency Operations Center (EOC), other NHDOT Bureaus, emergency response personnel, federal, state, and local agencies, and the media as needed to initially address the situation and to ensure public safety.

In FFY 2021 the Bridge Maintenance Bureau responded to 43 bridge emergencies. Some of these incidents may be included in *Section 5.2.5 - Emergency Response for Bridges – Bridge Design Bureau.* However, the Bridge Maintenance staff responds to many emergency situations that do not require or include the involvement of Bridge Design engineers and/or Inspectors.

In addition, the Bridge Maintenance Bureau regularly responds to numerous calls from members of the public expressing concern regarding specific bridge-related conditions or situations they have observed. These concerns are generally communicated through the Highway Maintenance Districts or the Transportation Management Center.

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6 Overall Bridge Condition Forecast

It is challenging to predict the near-term condition and anticipated deterioration of state bridges, as well as the number of bridge projects scheduled and funds programmed over the next three years to address their maintenance, preservation, rehabilitation, and replacement needs. Such projections are based on current data from bridge inspection records made over time. The Department strives to follow all adopted procedures for selection of bridge projects to develop projects for bid advertising and to complete construction activities, with the goal of improving the overall condition of state bridges. Bridge preservation, rehabilitation, and replacement efforts all contribute toward attaining the Department's goals and in ensuring the safety of the traveling public.

It is recognized that the projects and efforts actually put forth during this reported time period may be different from the original projections, possibly due to funding or staffing shortfalls, unanticipated delays during development of the project, or any emergency situations that may have occurred.

Regardless, it is projected that the number of State Red List bridges will slightly decrease over the next 3 years and the corresponding amount of deficient bridge deck area will decrease by more than 10%. However, other bridges will deteriorate further to where they are added to the Red List. When considering the number of State Yellow List bridges that are essentially one inspection away from moving onto the State Red List, this projection is truly uncertain, and the numbers can change quickly. With implementation of the *Recommended Investment Strategy*, the number of State Red List bridges and deficient deck area are expected to decrease over the long-term as the benefits of this strategy show the anticipated results.

The amount and availability of resources remain the biggest factors that affect the Department's progress towards the goal of significantly improving the overall condition of bridges in New Hampshire. There are many demands on the use of the limited transportation funds (federal, state, turnpike, and local) available for all transportation needs statewide, including bridges, and although engineering consultants can be utilized to supplement Department staff, it is uncertain whether existing staffing levels in Bridge Design are sufficient to develop, coordinate, review, and manage the annual number of bridge projects potentially required to meet the needs of the *Recommended Investment Strategy* as it applies to New Hampshire bridges.

The following information depicts the Department's progress and the above-described efforts anticipated by projects under development and to be advertised for bids within the next three (3) years, should all programmed funds become available. Although the efforts presented on the following pages may not explicitly adhere to all aspects of the *Recommended Investment Strategy* for all bridges, considerable progress is being made by addressing the deficiencies of several large and very costly bridges, as noted herein.

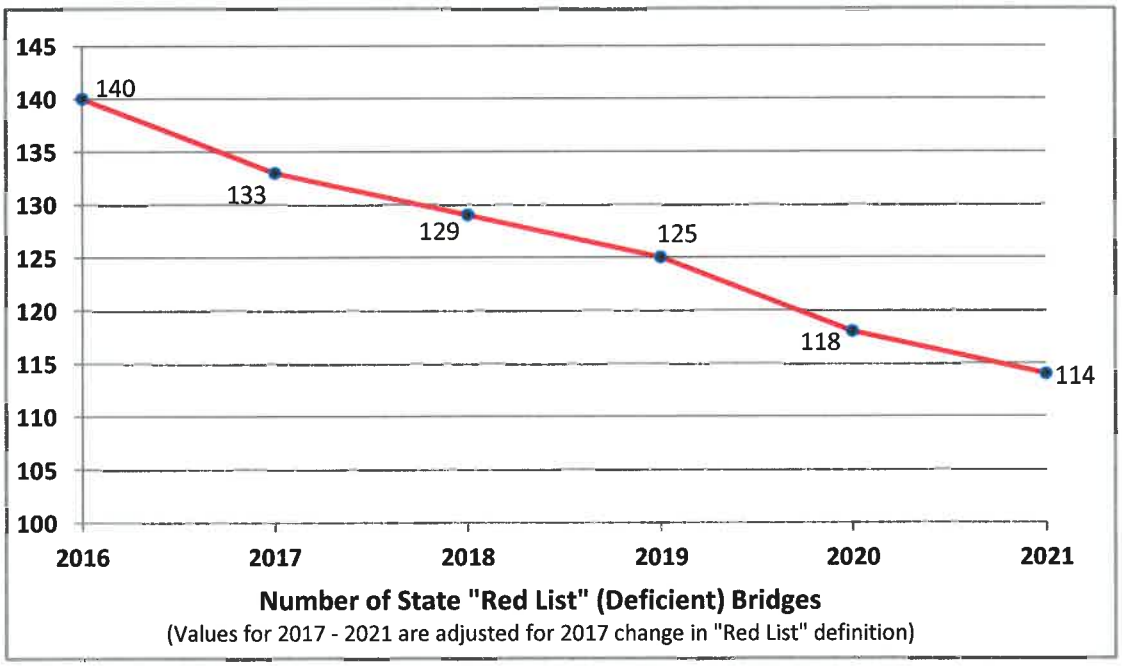
6.1 Bridge Condition Forecast

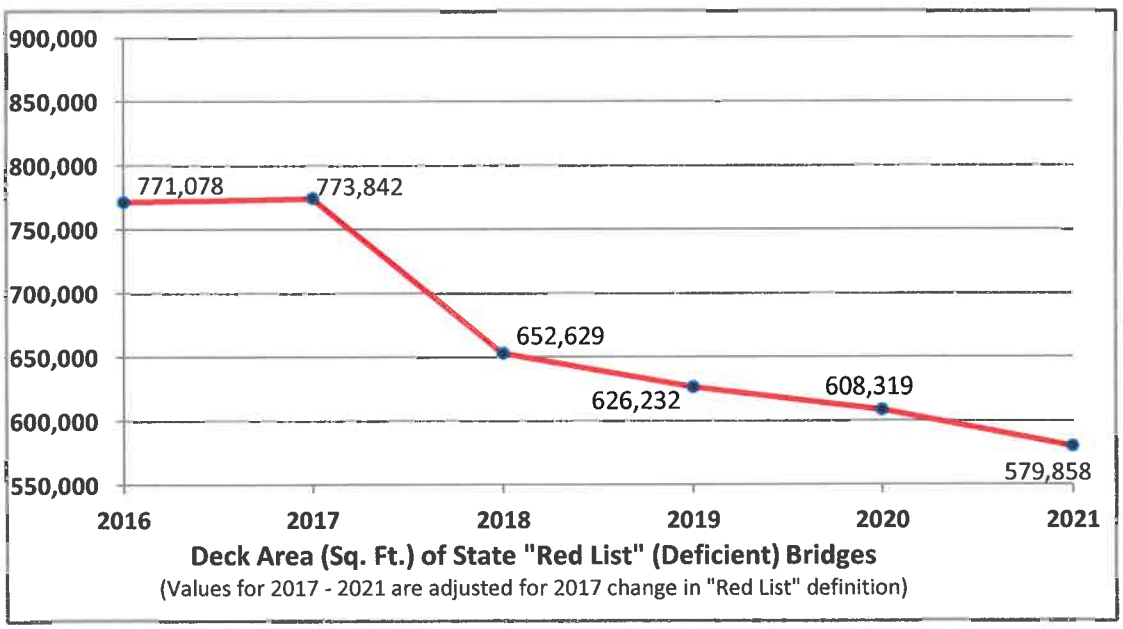
The overarching goal of the *Recommended Investment Strategy* is to improve the overall condition of New Hampshire bridges over time through appropriate, timely, and effective maintenance, preservation, rehabilitation, and replacement activities. In referencing the projects and data summarized in *Section 5.1 - Performance Goals and Results of Efforts of Previous Year* for preservation, rehabilitation, and replacement, it can be determined that although considerable expenditure of resources is being made, these efforts generally fall short of the RIS goals.

The following graphs depict past, current, and projected data for Red List, Yellow List, and Green List bridges from 2016 through 2021.

6.1.1 Red List 2016 - 2021

The graphs below depict the number and deck area of state Red List bridges based on data from 2016 through 2021.



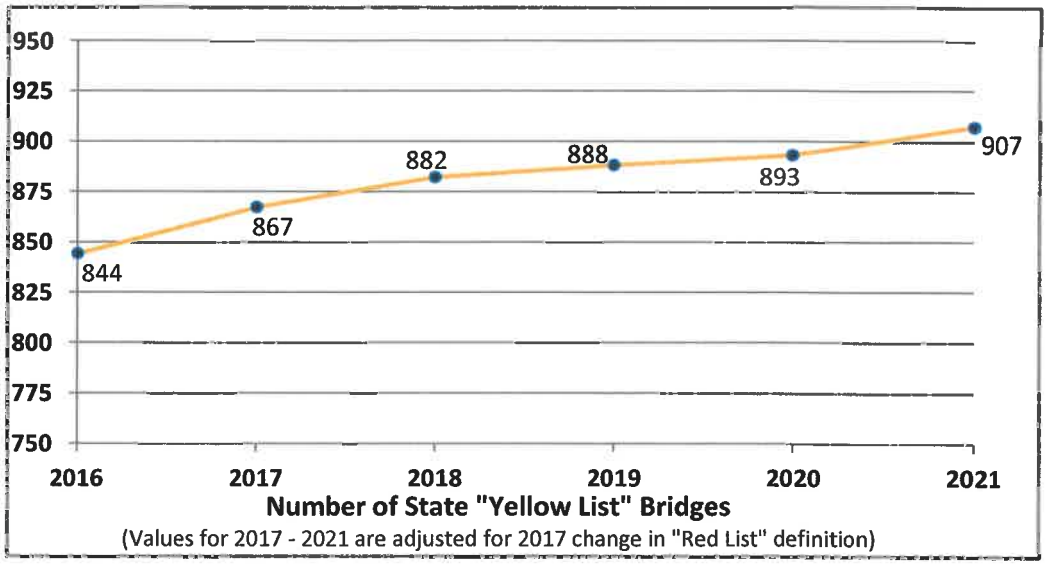


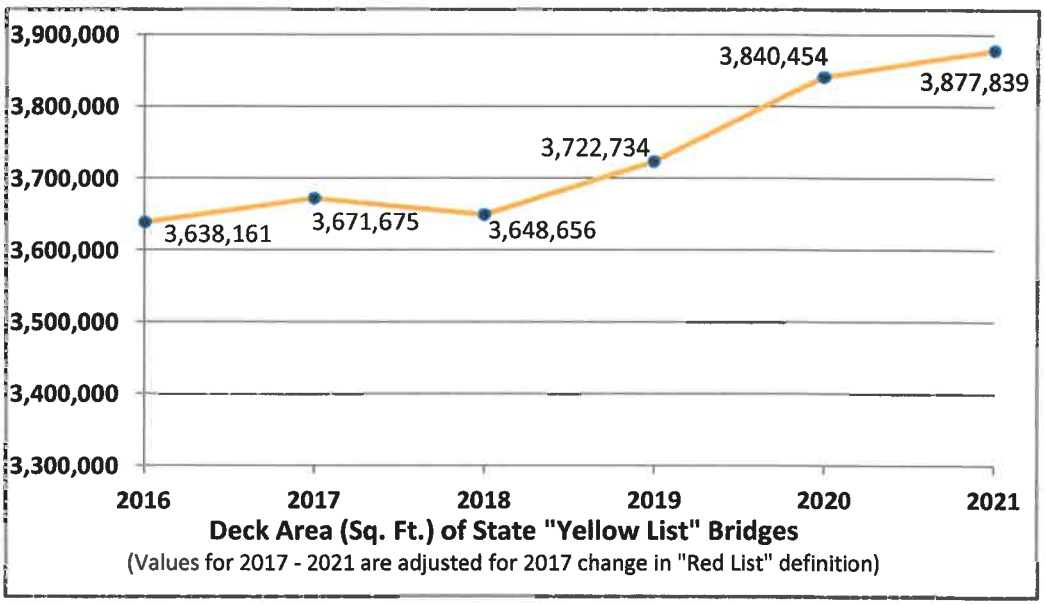
The above graphs and information show that the Department has achieved a significant reduction in the number and deck area of Red List bridges over the past 5 years. However, it is important to note that the general consistency in the number of Red List bridges over time is due to the many bridges previously on the Yellow List that deteriorate further each year and thus transition to the Red List.

It is the goal of the *Recommended Investment Strategy* to perform timely and appropriate preservation activities on bridges that are still in 5 = "Fair" to 7 = "Good" condition, thus keeping them off the Red List. The importance and cost effectiveness of this Strategy cannot be overstated.

6.1.2 Yellow List 2016 – 2021

The graphs below depict the number and deck area of state Yellow List bridges based on data from 2016 through 2021.



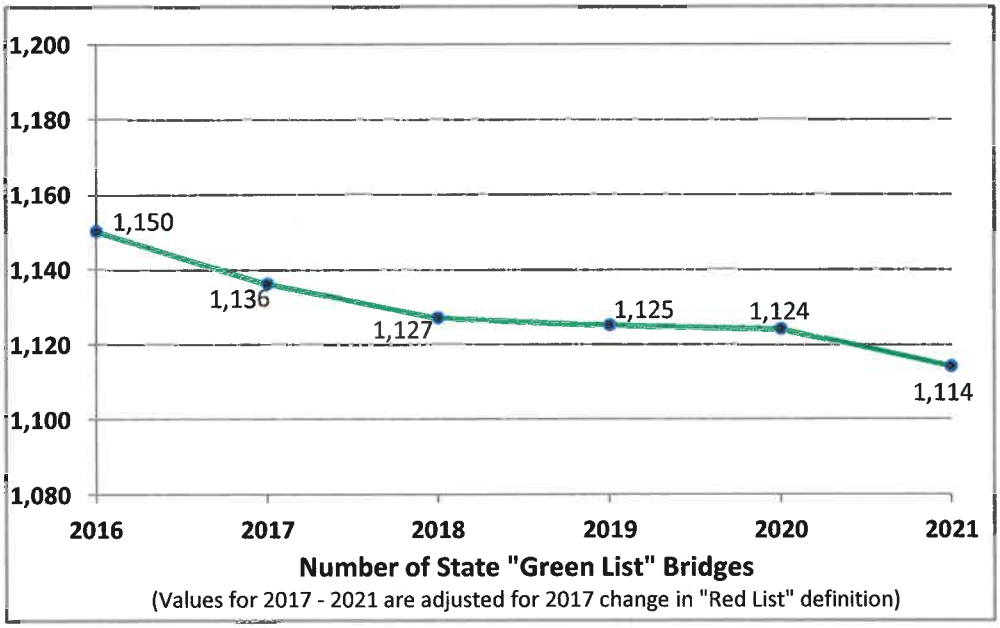


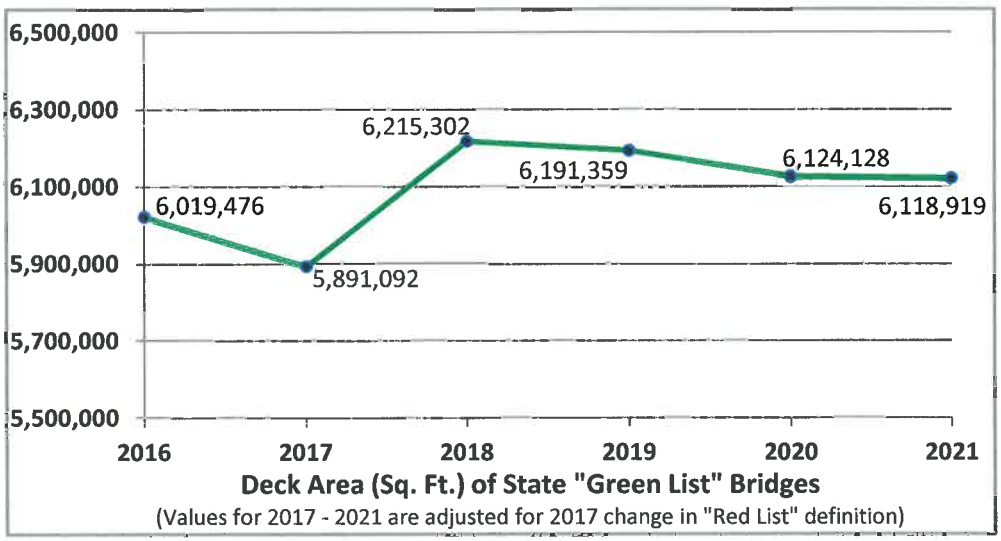
The above graph and information show that the Department has seen an increase in the number and deck area of Yellow List bridges over the past 5 years. If current and projected funding levels are maintained, this trend is expected to continue since bridges are now receiving needed preservation work. By following the *Recommended Investment Strategy*, bridges will remain on the Yellow List (5 = "Fair" or 6 = "Satisfactory" condition) for a longer period of time, rather than being allowed to deteriorate further and be added to the Red List, which would require more expensive rehabilitation or replacement options.

As bridges age and deteriorate, their condition will transition from "Green" to "Yellow". The goal of the *Recommended Investment Strategy* is to allocate sufficient funding to address their deficiencies through appropriate and timely preservation activities before they deteriorate further, and thus keep them from being added to the Red List. The result of this effort would be a consistent number (range) of Yellow List bridges.

6.1.3 Green List 2016 – 2021

The graphs below depict the number and deck area of state Green List bridges based on data from 2016 through 2021.





The above graph and information show that the Department is realizing an overall decrease in the number of Green List bridges over the past 5 years with a net decrease of 36 bridges moved from the Green List and shifted onto the Yellow List. There has also been a slight increase in the overall deck area of Green List bridges during this same time period. This metric decreased dramatically from 2015 to 2017, but rebounded from 2017 to 2018, so that over the 2016 to 2021 time-period the Green List deck area has remained nearly the same, increasing by only 99,443 sq. ft. (1.7%). Again, this is the result of addressing several major Red List bridges having very large deck areas during calendar years 2015 – 2017.

This trend supports the *Recommended Investment Strategy* to perform timely maintenance and preservation activities on Green List bridges to extend their service life, rather than following a "worst bridge first" strategy.

Appendices

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Appendix "A"

2021 State Red List
Numerical Ranking and Alphabetical Listing
(Based on bridge inspection data through December 31, 2021)

and

Location Map of all 2021 State Red List Bridges
(Based on bridge inspection data through December 31, 2021)

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March 14, 2022

2021 State Red List Summary by Priority

(based on bridge inspection data through 12/31/2021)

2021 Priority From Ranking Sheet	2020 Priority From Ranking Sheet	Town / City	Bridge Number	Owner	State Project No.	Facility Carried	Feature Crossed	Year Added to Red List	Roadway Tier	ADT-Year	DRAFT 2023-2032 10-Year Plan	Condition of Deck, Superstructure, Substructure, or Culvert	Total Length (ft); Total Width (ft); No. of Spans	Gross Deck Area (sf)	Date of Most Recent Inspection	Bridge Posting	Structure Type	Year Modified / Year Built
1	1	Hampton (Seabrook-Hampton)	235/025	NHDOT	15904	NH 1A	HAMPTON RIVER	1999	2	9,300-20	2023	Deck 8 Very Good Superstructure 4 Poor Substructure 6 Satisfactory	L=1199.0 W=33.5 13-span	40,167	11/18/2021	E-2	BAS	1984/1949
2	6	Lyme, NH-Thetford, VT	053/112	NHDOT	14460	EAST THETFORD ROAD	CONNECTICUT RIVER	2013	4	1,949-20	Prior Plan (2021)	Deck 5 Fair Superstructure 3 Serious Substructure 4 Poor	L=471.0 W=23.7 2-span	11,147	10/22/2021	15 Tons	HT	1937
3	2	Dover	106/133	Tpk Bureau, NHDOT	41824	NH 16,SP TPK NB	COCHECO RIVER	2019	1	19,515-20	2024	Deck 4 Poor Superstructure 4 Poor Substructure 6 Satisfactory	L=267.0 W=43.8 4-span	11,703	11/8/2021	NPR	IB-C	1991/1957
4	3	Dover (Newington-Dover) General Sullivan Bridge	200/023	Tpk Bureau, NHDOT	11238S	ROAD	LITTLE BAY	1979	6	0-03	2024	Deck 1 Closed - Failing Superstructure 1 Closed - Failing Substructure 1 Closed - Failing	L=1585.0 W=30.6 9-span	48,501	11/5/2021	BRC	HT	1950/1934
5	4	Concord (Bow-Concord)	152/108	NHDOT	13742	I-393,US 4,US202	I-93	2011	1	39,406-20 62,000-14	2026	Deck 4 Poor Superstructure 6 Satisfactory Substructure 4 Poor	L=167.0 W=92.0 2-span	15,364	12/7/2021	NPR	IB-C	1981/1958
6	5	New Castle-Rye	066/071	NHDOT	16127	NH 1B	LITTLE HARBOR	1994	3	2,673-20	2023	Deck 6 Satisfactory Superstructure 3 Serious Substructure 5 Fair	L=253.5 W=30.8 6-span	7,807	11/23/2021	15 Tons	BAS	1975/1942
7	7	Dover	105/133	Tpk Bureau, NHDOT	41824	NH 16,SP TPK SB	COCHECO RIVER	2019	1	20,420-20	2024	Deck 4 Poor Superstructure 6 Satisfactory Substructure 6 Satisfactory	L=267.0 W=43.8 4-span	11,703	11/8/2021	NPR	IB-C	1991/1957
8	9	Littleton, NH-Waterford, VT	109/134	NHDOT	27711	NH 18	CONNECTICUT RIVER	2014	3	1,115-20	2025	Deck 6 Satisfactory Superstructure 4 Poor Substructure 4 Poor	L=533.0 W=30.6 5-span	16,310	11/22/2021	NPR	DPG	1980/1934
9	31	Rollinsford-Dover	069/046	NHDOT	42578	OAK STREET	PAR	2017	4	8,702-20	2027	Deck 4 Poor Superstructure 3 Serious Substructure 5 Fair	L=65.0 W=26.5 1-span	1,723	11/5/2021	6 Tons	LT	1928/1890
10	12	Andover	143/077	NHDOT	40392	US 4	BLACKWATER RIVER	2014	2	2,211-20	Prior Plan (HIP 2021)	Deck 4 Poor Superstructure 4 Poor Substructure 5 Fair	L=75.0 W=26.7 1-span	2,000	11/12/2021	NPR	TPG	1933
11	13	Hampton	163/184	NHDOT	42573	US 1	PAR(ABD)	2017	2	14,258-20	2028	Deck 6 Satisfactory Superstructure 4 Poor Substructure 4 Poor	L=120.0 W=40.0 1-span	4,800	11/19/2021	E-2	TPG	1977/1936
12	8	Dover	132/101	Tpk Bureau, NHDOT	42872	NH 16,SP TPK SB	NH108,PAR(ABD)	2019	1	18,289-20	2025	Deck 4 Poor Superstructure 6 Satisfactory Substructure 6 Satisfactory	L=300.0 W=47.8 6-span	14,350	11/8/2021	NPR	IB-C	1999/1957
13	22	Woodstock	177/148	NHDOT	27713	NH175	PEMIGEWASSET RIVER	2014	3	513-20	SB367 2024	Deck 4 Poor Superstructure 4 Poor Substructure 5 Fair	L=183.0 W=30.9 1-span	5,655	11/29/2021	20 Tons	SA	1939
14	11	Lee	073/084	NHDOT	41322	NH125	LITTLE RIVER	2014	2	17,315-20	Prior Plan (HIP 2023)	Culvert 3 Serious	L=18.0 W=39.0 1-span	702	11/16/2021	NPR	MP	1972
15	14	Peterborough	108/116	NHDOT	27712	US202,NH123	CONTOOCOOK RIVER	2012	2	6,130-20	2025	Deck 4 Poor Superstructure 5 Fair Substructure 4 Poor	L=176.0 W=52.0 2-span	9,152	11/5/2021	NPR	IB-C	1974/1942
16	10	Manchester	099/066	Tpk Bureau, NHDOT	16099A	I-293,NH 3A,TPK S	BLACK BROOK	2012	1	19,034-20	2029	Deck 5 Fair Superstructure 5 Fair Substructure 4 Poor	L=74.0 W=41.0 1-span	3,034	11/8/2021	NPR	IB-C	1956
17	15	Sanbornton	127/099	NHDOT	BOBM	I-93 NB	SALMON BROOK	2001	1	12,484-20	Bridge Maintenance 2022	Culvert 4 Poor	L=28.0 W=38.0 1-span	1,064	11/10/2021	NPR	CB	1962
18	16	Westmoreland	113/163	NHDOT	BOBM	NH 12	ALDRICH BROOK	2012	2	6,934-20	Bridge Maintenance 2023	Culvert 3 Serious	L=10.0 W=41.0 1-span	410	11/24/2021	NPR	CB	1960
19	17	Errol	071/030	NHDOT	BOBM	NH 16	OUTLET MOOSE POND	2013	2	1,237-20	Bridge Maintenance 2023	Deck 3 Serious Superstructure 3 Serious Substructure 5 Fair	L=12.0 W=28.5 1-span	342	11/12/2021	C-2	IB-C	1931

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2021 State Red List Summary by Priority

(based on bridge inspection data through 12/31/2021)

2021 Priority From Ranking Sheet	2020 Priority From Ranking Sheet	Town / City	Bridge Number	Owner	State Project No.	Facility Carried	Feature Crossed	Year Added to Red List	Roadway Tier	ADT-Year	DRAFT 2023-2032 10-Year Plan	Condition of Deck, Superstructure, Substructure, or Culvert	Total Length (ft); Total Width (ft); No. of Spans	Gross Deck Area (sf)	Date of Most Recent Inspection	Bridge Posting	Structure Type	Year Modified / Year Built
20	18	Manchester	099/067	Tpk Bureau, NHDOT	16099A	I-293,NH 3A,TPK N	BLACK BROOK	2012	1	20,848-20	2029	Deck 5 Fair Superstructure 6 Satisfactory Substructure 4 Poor	L=74.0 W=41.0 1-span	3,034	11/8/2021	NPR	IB-C	1956
21	19	Concord (Bow-Concord)	154/121	NHDOT	13742	I-393,US 4,US202	FORT EDDY RD	2015	1	35,458-20 16,000-15	2026	Deck 4 Poor Superstructure 6 Satisfactory Substructure 5 Fair	L=70.0 W=104.0 1-span	7,280	12/7/2021	NPR	IB-C	1980
22	56	Andover	208/137	NHDOT	20650	NH 11	SUCKER BROOK	2014	2	2,511-20	2023	Culvert 3 Serious	L=28.0 W=24.0 1-span	672	11/12/2021	NPR	CACUL	1929
23	20	Concord (Bow-Concord)	150/107	NHDOT	13742	US202	NHRR,CONSTITUTION AV.	2011	2	39,406-20 2,100-14	2026	Deck 3 Serious Superstructure 7 Good Substructure 5 Fair	L=156.0 W=83.0 2-span	12,948	12/13/2021	NPR	IB-C	1981/1958
24	23	Concord	147/028	NHDOT	42574	US202,NH 9	ASH BROOK	2018	2	2,484-20	2029	Culvert 3 Serious	L=30.0 W=25.0 3-span	750	11/19/2021	NPR	MP	1970
25	24	Deerfield	137/116	NHDOT	24477	NH107	FREESE'S POND	2010	3	2,419-20	Prior Plan (SB367 2022)	Culvert 2 Critical	L=13.0 W=22.0 1-span	286	11/3/2021	NPR	MP	1973
26	25	Sandwich	203/029	NHDOT	BOBM	NH 25	WEED BROOK	2016	2	4,280-20	Bridge Maintenance 2023	Culvert 3 Serious	L=13.0 W=36.0 1-span	468	11/2/2021	NPR	CB	1946
27	26	Bow	132/160	NHDOT	13742	I-89	SOUTH STREET	2016	1	41,631-20 7,000-13	2026	Deck 4 Poor Superstructure 4 Poor Substructure 7 Good	L=55.0 W=101.0 1-span	5,555	11/30/2021	NPR	CRF	1959
28	27	North Hampton	148/132	NHDOT	24457	US 1	PAR	2009	2	13,985-20	Prior Plan (2021)	Deck 3 Serious Superstructure 4 Poor Substructure 5 Fair	L=42.0 W=42.3 1-span	1,777	11/23/2021	E-2	CTB	1935
29	28	Hinsdale	042/044	NHDOT	12210D	NH119	CONNECTICUT RIVER	2018	3	7,103-20	2024	Deck 7 Good Superstructure 4 Poor Substructure 5 Fair	L=297.0 W=21.0 3-span	6,237	11/17/2021	E-2	HT	1988/1920
30	30	Troy	089/114	NHDOT	40370	NH 12	S BRANCH ASHUELOT RIVER	2013	2	7,931-20	SB367 2023	Deck 3 Serious Superstructure 3 Serious Substructure 5 Fair	L=36.0 W=32.3 1-span	1,163	11/2/2021	NPR	CRF	1941
31	32	Jefferson	140/097	NHDOT	42558	US 2	PRISCILLA BROOK	2014	2	1,971-20	2023	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=13.0 W=47.5 1-span	618	11/29/2021	E-2	Jack	1979/1900
32	21	Dover	132/102	Tpk Bureau, NHDOT	42872	NH 16,SP TPK NB	NH108,PAR(ABD)	2019	1	19,171-20	2025	Deck 4 Poor Superstructure 6 Satisfactory Substructure 6 Satisfactory	L=206.0 W=47.8 4-span	9,854	11/8/2021	NPR	IB-C	1999/1957
33	33	Swanzey	149/072	NHDOT	27692	NH 32	MARTIN BROOK	2000	3	2,686-20	Prior Plan (SB367 2022)	Deck 4 Poor Superstructure 4 Poor Substructure 3 Serious	L=27.0 W=23.7 1-span	639	11/4/2021	E-1	CS	1929
34	34	Madison	163/048	NHDOT	BOBM	NH153	PURITY POND BROOK	2013	3	2,690-20	Bridge Maintenance 2024	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=27.0 W=35.0 1-span	945	11/15/2021	E-2	Jack	1967/1900
35	37	Hinsdale, NH-Brattleboro, VT	041/040	NHDOT	12210D	NH119	CONNECTICUT RIVER	2018	3	7,103-20	2024	Deck 7 Good Superstructure 4 Poor Substructure 6 Satisfactory	L=339.0 W=23.1 1-span	7,830	11/17/2021	E-2	HT	1988/1920
36	38	Troy	096/091	NHDOT	40371	NH 12	NHRR(ABD)	2013	2	7,222-20	2023	Deck 4 Poor Superstructure 5 Fair Substructure 5 Fair	L=71.0 W=41.3 2-span	2,934	11/2/2021	NPR	IB-C	1957
37	39	Orford	219/112	NHDOT	41390	NH 25A	BAKER POND BROOK	2016	3	740-20	SB367 2025	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=24.0 W=35.7 1-span	856	11/18/2021	E-2	CS	1980/1929
38	41	Westmoreland	159/125	NHDOT	BOBM	NH 12	MILL BROOK	2016	2	6,291-20	Bridge Maintenance 2024	Culvert 4 Poor	L=21.0 W=30.0 1-span	630	11/23/2021	NPR	CACUL	1941

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2021 State Red List Summary by Priority

(based on bridge inspection data through 12/31/2021)

2021 Priority From Ranking Sheet	2020 Priority From Ranking Sheet	Town / City	Bridge Number	Owner	State Project No.	Facility Carried	Feature Crossed	Year Added to Red List	Roadway Tier	ADT-Year	DRAFT 2023-2032 10-Year Plan	Condition of Deck, Superstructure, Substructure, or Culvert	Total Length (ft); Total Width (ft); No. of Spans	Gross Deck Area (sf)	Date of Most Recent Inspection	Bridge Posting	Structure Type	Year Modified / Year Built
39		Rochester	206/110	NHDOT		NH125	ISINGLASS RIVER	2021	2	12,442-20	Not Included	Deck 4 Poor Superstructure 6 Satisfactory Substructure 5 Fair	L=119.0 W=45.0 2-span	5,355	11/16/2021	C-2	IB-C	1979/1951
40	42	Shelburne	075/113	NHDOT	40551	NORTH ROAD	ANDROSCOGGIN RIVER	2013	4	357-20	2026	Deck 4 Poor Superstructure 4 Poor Substructure 5 Fair	L=182.0 W=24.0 5-span	4,368	11/16/2021	NPR	IB-C	1959/1900
41	43	Bristol	100/082	NHDOT	43429	NH 3A	NEWFOUND RIVER	2013	3	6,237-20	2029	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=60.0 W=33.0 1-span	1,980	11/4/2021	C-2	CTB	1965/1924
42	47	Epping	108/030	NHDOT	43430	NH125	PISCASSIC RIVER	2020	2	11,523-20	2029	Culvert 4 Poor	L=18.0 W=44.0 1-span	792	11/16/2021	NPR	CB	2010/1928
43	36	Shelburne	049/089	NHDOT	40363	US 2	PEA BROOK	2013	2	4,567-20	Prior Plan (SB367 2022)	Deck 4 Poor Superstructure 4 Poor Substructure 6 Satisfactory	L=28.0 W=43.8 1-span	1,227	11/16/2021	NPR	CTB	1932
44	83	Surry	101/142	NHDOT		GILSUM ROAD	THOMPSON BROOK	2014	4	270-20	Not Included	Culvert 3 Serious	L=12.0 W=21.0 1-span	252	11/8/2021	NPR	MP	1972
45	48	Campton	124/129	NHDOT	41472	NH 49	PEMIGEWASSET RIVER	2018	3	1,749-20	2027	Deck 5 Fair Superstructure 4 Poor Substructure 6 Satisfactory	L=217.0 W=25.7 2-span	5,570	11/17/2021	NPR	TPG	1928
46	50	Bethlehem	099/152	NHDOT	41575	NH142	AMMONOOSUC RIVER	2017	3	1,098-20	2026	Deck 6 Satisfactory Superstructure 4 Poor Substructure 6 Satisfactory	L=124.0 W=24.0 1-span	2,976	11/29/2021	E-2	HT	1998/1927
47	51	Harrisville	056/058	NHDOT	42575	CHESHAM ROAD	MINNEWAWA BROOK	2002	4	1,381-20	2026	Deck 4 Poor Superstructure 4 Poor Substructure 6 Satisfactory	L=90.0 W=27.0 3-span	2,430	11/1/2021	E-2	CS	1984/1939
48	53	Weare	137/043	NHDOT	BOBM	NH114	OTTER BROOK	2018	2	6,662-20	Bridge Maintenance 2024	Culvert 4 Poor	L=12.0 W=27.0 2-span	324	11/3/2021	NPR	MP	1950
49	54	Orford	217/112	NHDOT	40366	NH 25A	BRACKETT BROOK	2013	3	740-20	HIP 2025	Deck 4 Poor Superstructure 4 Poor Substructure 5 Fair	L=40.0 W=35.7 2-span	1,427	11/18/2021	E-2	CS	1979/1929
50	55	Pelham	111/090	NHDOT	16145	MAIN STREET	BEAVER BROOK	2010	4	5,278-20	SB367 2023	Culvert 3 Serious	L=11.0 W=24.0 1-span	264	11/18/2021	NPR	MP	1988
51	62	Thornton	239/152	NHDOT	40613	NH 49	MAD RIVER	2014	3	1,517-20	SB367 2024	Deck 4 Poor Superstructure 6 Satisfactory Substructure 7 Good	L=540.0 W=39.5 5-span	21,330	11/17/2021	NPR	IB-C	1979
52	57	Barrington	181/047	NHDOT	41415	US 4	OYSTER RIVER	2016	2	10,848-20	2023	Culvert 4 Poor	L=10.0 W=44.0 1-span	440	11/12/2021	NPR	MP	1980
53	87	Warner	254/180	NHDOT	15907	NH127	WARNER RIVER	2005	3	1,424-20	Prior Plan (SB367 2021)	Deck 3 Serious Superstructure 5 Fair Substructure 5 Fair	L=123.0 W=28.2 3-span	3,465	11/24/2021	C-2	IB-C	1937
54	44	Concord	165/029	NHDOT	43428	I-89 SB	TURKEY POND	2020	1	16,159-20	2029	Deck 7 Good Superstructure 7 Good Substructure 4 Poor	L=240.0 W=57.0 3-span	13,680	12/3/2021	NPR	IB-C	1992/1959
55	45	Concord	166/029	NHDOT	43428	I-89 NB	TURKEY POND	2020	1	15,954-20	2029	Deck 7 Good Superstructure 7 Good Substructure 4 Poor	L=240.0 W=57.0 3-span	13,680	12/3/2021	NPR	IB-C	1992/1959
56	59	Woodstock	195/093	NHDOT	42534	NH175	PEMIGEWASSET RIVER	2018	3	721-20	Prior Plan (2021)	Deck 7 Good Superstructure 7 Good Substructure 4 Poor	L=320.0 W=34.5 3-span	11,040	11/17/2021	NPR	IB-C	1976
57	60	Alton	163/184	NHDOT	40624	NH 11	MERRYMEETING RIVER	2014	2	7,231-20	2023	Deck 4 Poor Superstructure 4 Poor Substructure 6 Satisfactory	L=35.0 W=37.6 1-span	1,316	11/1/2021	NPR	CRF	1934

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58	61	Merrimack	107/131	Tpk Bureau, NHDOT	13761B	BABOOSIC LAKE ROAD	FEE TPK	2011	4	6,846-20 68,000-15	2024	Deck 4 Poor Superstructure 6 Satisfactory Substructure 4 Poor	L=167.0 W=35.5 4-span	5,929	12/2/2021	NPR	IB-C	1954
59		Keene	166/050	NHDOT	41590	NH101	OTTER BROOK	2021	2	10,455-20	2027	Deck 4 Poor Superstructure 4 Poor Substructure 6 Satisfactory	L=82.0 W=34.4 1-span	2,821	11/4/2021	NPR	CRF	1933
60	64	Bartlett	244/138	NHDOT	BOBM	NH 16A	E BR SACO RIVER	2020	3	920-20	Bridge Maintenance 2022	Deck 6 Satisfactory Superstructure 4 Poor Substructure 7 Good	L=80.0 W=26.5 1-span	2,120	11/3/2021	NPR	TPG	1990/1928
61		Benton	058/052	NHDOT	BOBM	NH 25	OLIVERIAN BROOK	2021	2	1,177-20	Bridge Maintenance 2023	Deck 4 Poor Superstructure 6 Satisfactory Substructure 7 Good	L=54.0 W=44.1 1-span	2,380	11/1/2021	NPR	IB-C	1960
62	65	Gilford	115/147	NHDOT	42577	NH 11	POOR FARM BROOK	2017	2	4,846-20	2030	Deck 4 Poor Superstructure 4 Poor Substructure 7 Good	L=30.0 W=55.9 1-span	1,677	11/1/2021	NPR	PVS	2000/1966
63	66	Chatham	303/103	NHDOT	BOBM	SOUTH CHATHAM ROAD	WEEKS BROOK	2020	4	636-20	Bridge Maintenance 2024	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=21.0 W=23.5 1-span	494	11/3/2021	NPR	CS	1952
64	67	Danbury	138/094	NHDOT	40395	US 4	SMITH RIVER	2014	2	1,571-20	BRRP 2023	Deck 6 Satisfactory Superstructure 4 Poor Substructure 5 Fair	L=70.0 W=26.5 1-span	1,855	11/3/2021	NPR	TPG	1991/1929
65	68	Nottingham	141/127	NHDOT	40612	NH152	NORTH RIVER	2012	3	3,022-20	SB367 2024	Deck 5 Fair Superstructure 5 Fair Substructure 3 Serious	L=23.0 W=32.7 1-span	752	11/9/2021	C-1	IB-C	1970/1925
66	69	Northwood	045/099	NHDOT	BOBM	NH107	NARROWS BROOK	2016	3	1,027-20	Bridge Maintenance 2023	Deck 4 Poor Superstructure 4 Poor Substructure 5 Fair	L=19.0 W=35.6 1-span	676	11/9/2021	NPR	CS	2000/1922
67	70	Barrington	075/122	NHDOT	BOBM	US202	ISINGLASS RIVER	2014	2	5,506-20	Bridge Maintenance 2022	Deck 7 Good Superstructure 4 Poor Substructure 7 Good	L=53.0 W=35.7 1-span	1,892	11/12/2021	C-1	CTB	1984/1934
68	71	Raymond	116/052	NHDOT	BOBM	NH102	FORDWAY BROOK	2018	3	5,585-20	Bridge Maintenance 2022	Deck 4 Poor Superstructure 4 Poor Substructure 7 Good	L=19.0 W=36.0 1-span	684	11/16/2021	E-2	IB-C	1972/1900
69	72	Webster	099/123	NHDOT	41429	NH127	BLACKWATER RIVER	2013	3	1,260-20	Prior Plan (2022)	Deck 4 Poor Superstructure 4 Poor Substructure 6 Satisfactory	L=166.0 W=34.0 3-span	5,644	11/18/2021	E-2	CRF	1941
70	73	Dublin	176/072	NHDOT	BOBM	NH137	STANLEY BROOK	2016	3	884-20	Bridge Maintenance 2023	Deck 4 Poor Superstructure 4 Poor Substructure 6 Satisfactory	L=21.0 W=27.7 1-span	581	11/1/2021	NPR	CS	1936
71	74	Bristol	109/061	NHDOT	43429	NH 3A	NEWFOUND RIVER	2015	3	3,095-20	2029	Deck 4 Poor Superstructure 5 Fair Substructure 7 Good	L=72.0 W=51.2 2-span	3,685	11/4/2021	NPR	IB-C	1949
72	85	Amherst	135/109	NHDOT	41413	NH122,MAIN ST	NH101	2011	3	6,130-20 13,000-14	Prior Plan (2021)	Deck 3 Serious Superstructure 6 Satisfactory Substructure 6 Satisfactory	L=91.0 W=47.0 1-span	4,277	11/29/2021	NPR	IB-C	1969
73	86	Claremont	072/127	NHDOT	27691	NH 12A	SUGAR RIVER	2011	3	930-20	SB367 2023	Deck 3 Serious Superstructure 6 Satisfactory Substructure 6 Satisfactory	L=281.0 W=32.7 3-span	9,189	11/16/2021	NPR	IB-C	1991/1967
74	77	Colebrook	102/083	NHDOT	BOBM	CARLETON HILL ROAD	MOHAWK RIVER	2012	4	375-20	Bridge Maintenance 2024	Deck 4 Poor Superstructure 4 Poor Substructure 5 Fair	L=56.0 W=23.5 1-span	1,316	11/2/2021	NPR	CTB	1935
75	78	Kensington	071/109	NHDOT	BOBM	NH150	GREAT BROOK	2020	3	2,394-20	Bridge Maintenance 2024	Culvert 4 Poor	L=14.0 W=22.0 2-span	308	11/17/2021	E-2	MP	1988

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76	79	Plainfield	096/079	NHDOT	BOBM	STAGE ROAD	BLOW-ME-DOWN BROOK	2012	4	656-20	Bridge Maintenance 2022	Deck 4 Poor Superstructure 5 Fair Substructure 6 Satisfactory	L=73.0 W=27.5 1-span	2,008	11/9/2021	E-2	IB-C	1954
77	80	Antrim	133/132	NHDOT	42579	NH 31	STEEL POND BROOK	2017	3	709-20	2030	Culvert 4 Poor	L=13.0 W=32.0 1-span	416	11/9/2021	NPR	MP	1977
78	84	Dover, NH-South Berwick, ME	182/123	NHDOT	41433	GULF ROAD	SALMON FALLS RIVER	2008	4	5,289-20		Deck 4 Poor Superstructure 6 Satisfactory Substructure 4 Poor	L=489.0 W=32.1 27-span	15,697	11/5/2021	NPR	IB-C	1982/1950
79		North Hampton	202/061	NHDOT	BOBM	NH111	LITTLE RIVER	2021	3	1,611-20	Bridge Maintenance 2023	Deck 4 Poor Superstructure 4 Poor Substructure 5 Fair	L=13.0 W=36.3 1-span	472	11/19/2021	E-2	CS	1983/1923
80	88	Boscawen	068/145	NHDOT	BOBM	LONG STREET	BEAVER DAM BROOK	2015	4	2,196-20	Bridge Maintenance 2023	Deck 4 Poor Superstructure 4 Poor Substructure 5 Fair	L=18.0 W=30.0 1-span	540	11/18/2021	E-2	CRF	1931
81	91	Tamworth	061/091	NHDOT	41434	NH113A	SWIFT RIVER	2015	4	406-20	2023	Deck 3 Serious Superstructure 6 Satisfactory Substructure 6 Satisfactory	L=156.0 W=27.4 3-span	4,277	11/2/2021	NPR	IB-C	1956
82	90	Springfield	091/048	NHDOT	20509	GEORGES MILLS ROAD	STAR LAKE OUTLET	2008	4	1,098-20	Prior Plan (2020)	Culvert 4 Poor	L=12.3 W=22.0 2-span	270	11/5/2021	NPR	MP	1951
83		Campton	108/058	NHDOT	BOBM	US 3	BOG BROOK	2021	2	1,178-20	Bridge Maintenance 2023	Deck 4 Poor Superstructure 6 Satisfactory Substructure 5 Fair	L=40.0 W=28.0 1-span	1,120	11/1/2021	NPR	IB-C	1929
84	92	Canaan	177/123	NHDOT	BOBM	NH118	INDIAN RIVER	2016	3	1,157-20	Bridge Maintenance 2023	Deck 4 Poor Superstructure 4 Poor Substructure 6 Satisfactory	L=35.0 W=27.9 1-span	977	11/5/2021	E-1	CRF	1948
85	94	Wilton	094/162	NHDOT	BOBM	NH 31	STONY BROOK	2016	3	3,051-20	Bridge Maintenance 2024	Deck 4 Poor Superstructure 4 Poor Substructure 7 Good	L=23.0 W=36.0 1-span	828	11/16/2021	NPR	CRF	1983/1929
86	93	Concord (Bow-Concord)	142/116	NHDOT	13742	DELTA DRIVE	I-93,US 4	1997	4	411-20 48,000-14	2026	Deck 3 Serious Superstructure 6 Satisfactory Substructure 7 Good	L=192.0 W=37.0 4-span	7,104	12/13/2021	NPR	IB-C	1958
87	95	Pelham	110/090	NHDOT	16145	MAIN STREET	BEAVER BROOK	1988	4	5,278-20	SB367 2023	Deck 4 Poor Superstructure 5 Fair Substructure 4 Poor	L=46.0 W=35.0 2-span	1,610	11/18/2021	E-2	MA	1929/1900
88	96	Walpole, NH-Rockingham, VT (Bellows Falls) (Vilas Bridge)	062/052	NHDOT	41720	BRIDGE STREET	CONNECTICUT RIVER	1986	4	6,100-17	2028	Deck 1 Closed - Failing Superstructure 1 Closed - Failing Substructure 1 Closed - Failing	L=230.0 W=32.5 2-span	7,475	11/8/2021	BRC	CA	1974/1930
89	97	Warner	202/136	NHDOT	40622	NH103	I-89 NB	2014	3	1,057-20 9,500-13	SB367 2023	Deck 4 Poor Superstructure 7 Good Substructure 7 Good	L=81.0 W=38.0 1-span	3,078	11/24/2021	NPR	IB-C	1993/1966
90	98	Laconia	126/163	NHDOT	24181	CENTENARY AVENUE	NHRR	1991	4	81-20	2025	Deck 3 Serious Superstructure 3 Serious Substructure 4 Poor	L=121.0 W=22.6 7-span	2,734	11/1/2021	7 Tons	TB	1940
91	99	Bennington	093/094	NHDOT	41430	NHRR(ABD)	ANTRIM ROAD	2002	6	2,700-14	Not Included	Deck 4 Poor Superstructure 4 Poor Substructure 3 Serious	L=19.0 W=9.8 1-span	187	11/9/2021	NPR	TB	1930
92	100	Pittsburg	099/034	NHDES	NHDES	MURPHY DAM ROAD	DAM SPILLWAY	1991	4	81-20	Not Included	Deck 4 Poor Superstructure 5 Fair Substructure 6 Satisfactory	L=38.0 W=20.5 1-span	779	11/4/2021	15 Tons	BGB	1938
93	Under Construction	Cornish (Covered Bridge)	064/108	NHDOT		CORNISH TOLL BR RD	CONNECTICUT RIVER	1991	4	2,312-20	Not Included	Deck 5 Fair Superstructure 6 Satisfactory Substructure 4 Poor	L=449.0 W=20.7 2-span	9,279	11/16/2021	10 Tons	TB-C	1989/1866

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94	101	Franklin	162/100	NHDOT		NHRR(ABD)	NH127	1997	6	1,700-13	Not Included	Deck 4 Poor Superstructure 5 Fair Substructure 4 Poor	L=72.0 W=12.0 1-span	864	11/12/2021	NPR	TPG	1928
95	102	Raymond	083/154	NHDOT	41437	DUDLEY ROAD	LAMPREY RIVER	1990	4	473-20	Not Included	Deck 5 Fair Superstructure 5 Fair Substructure 2 Critical	L=52.0 W=21.0 2-span	1,092	11/16/2021	3 Tons	CS	1972/1914
96	103	New Hampton	240/104	NHDOT	25365	SMITHS CROSSING	NHRR	1990	6	0-08	2025	Deck 1 Closed - Failing Superstructure 4 Poor Substructure 5 Fair	L=82.0 W=16.0 3-span	1,312	5/25/2021	BRC	TB	1940
97	104	Pinkhams Grant	076/081	NHDOT		OLD NH 16	BROOK	2012	6	10-07	Not Included	Culvert 4 Poor	L=10.0 W=8.0 1-span	80	11/10/2021	NPR	CB	1931
98	105	Lyndeborough	108/070	NHDOT	41435	NHRR	GLASS FACTORY ROAD	2014	6	- 20-00	2028	Deck 4 Poor Superstructure 6 Satisfactory Substructure 6 Satisfactory	L=23.0 W=12.0 5-span	276	11/16/2021	NPR	IB-W	1920
99	106	Newton	064/107	NHDOT	41436	POND ROAD	PAR	2001	4	416-20	2028	Deck 3 Serious Superstructure 6 Satisfactory Substructure 7 Good	L=41.0 W=25.0 1-span	1,025	11/17/2021	8 Tons	TB	2003/1920
Under Construction	46	Allenstown	107/098	NHDOT	40362	NH 28	SUNCOOK RIVER	2013	2	8,350-20	Prior Plan (SB367 2021)	Deck 4 Poor Superstructure 5 Fair Substructure 6 Satisfactory	L=214.0 W=43.6 3-span	9,330	11/3/2021	NPR	IB-C	1995/1958
Under Construction	35	Bedford	090/065	NHDOT	13692C	NH101	PULPIT BROOK	2008	2	15,487-20	Prior Plan (BRRP 2021)	Culvert 4 Poor	L=12.5 W=40.0 2-span	500	11/29/2021	NPR	CP	1936
Under Construction	81	Bennington	099/080	NHDOT	29486	S BENNINGTON ROAD	RUSSELL BROOK	2012	4	383-20	Prior Plan (2021)	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=12.0 W=30.0 1-span	360	11/9/2021	NPR	CB	1925
Under Construction	75	Center Harbor-New Hampton	080/040	NHDOT	24579	WAUKEWAN ROAD	LAKE WAUKEWAN INLET	2010	4	424-20	Prior Plan (2021)	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=13.0 W=21.2 1-span	275	11/4/2021	NPR	CS	1928
Under Construction	49	Danbury	156/104	NHDOT	16303	US 4	NHRR(ABD)	2016	2	2,268-20	Prior Plan (BRRP 2021)	Deck 4 Poor Superstructure 6 Satisfactory Substructure 5 Fair	L=117.0 W=28.5 3-span	3,335	11/3/2021	NPR	IB-C	1964/1929
Under Construction	58	Jefferson	109/061	NHDOT	BOBM	NH115	RED BROOK	2020	2	3,212-20	Bridge Maintenance 2021	Culvert 4 Poor	L=11.0 W=44.0 1-span	484	11/12/2021	NPR	MP	1984
Under Construction	Under Construction	Lebanon	093/109	NHDOT	41191	I-89 NB	US 4,NH 10	2009	1	20,502-20 14,000-13	Prior Plan (HB 1817 2019)	Deck 4 Poor Superstructure 6 Satisfactory Substructure 6 Satisfactory	L=115.0 W=61.3 1-span	7,053	11/9/2021	NPR	IB-C	1966
Under Construction	Under Construction	Lebanon, NH - Hartford, VT	044/103	NHDOT	16148	I-89 SB	CONNECTICUT RIVER,NECRR	2011	1	19,185-20	Prior Plan (BRRP 2020)	Deck 5 Fair Superstructure 4 Poor Substructure 6 Satisfactory	L=846.0 W=35.8 6-span	30,288	11/19/2021	NPR	IB-C	1966
Under Construction	Under Construction	Lebanon, NH - Hartford, VT	044/104	NHDOT	16148	I-89 NB	CONNECTICUT RIVER,NECRR	2012	1	20,105-20	Prior Plan (BRRP 2020)	Deck 4 Poor Superstructure 5 Fair Substructure 5 Fair	L=847.0 W=35.8 6-span	30,323	11/19/2021	NPR	IB-C	1966
Under Construction		Lempster	122/167	NHDOT	BOBM	NH 10	GILES BROOK	2021	3	1,528-20	Bridge Maintenance 2022	Deck 7 Good Superstructure 7 Good Substructure 2 Critical	L=20.0 W=35.7 1-span	714	11/24/2021	NPR	CS	1948
Under Construction	76	Manchester	176/106	NHDOT	41414	HUSE ROAD	I-293,NH101	2015	4	6,234-20 83,000-15	Prior Plan (2021)	Deck 4 Poor Superstructure 7 Good Substructure 6 Satisfactory	L=300.0 W=41.5 5-span	12,450	11/8/2021	NPR	IB-C	1979/1960
Under Construction	63	Meredith	189/150	NHDOT	BOBM	NH 25	SWAMP OUTLET	2015	2	16,631-20	Bridge Maintenance 2021	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=16.0 W=200.0 1-span	3,200	11/4/2021	NPR	CB	1955/1946

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Under Construction	52	Peterborough	087/077	NHDOT	15879	US202,NH101	CONTOOCOOK RIVER	2006	2	16,350-20	Prior Plan (BRRP 2021)	Deck 4 Poor Superstructure 5 Fair Substructure 6 Satisfactory	L=195.0 W=44.0 3-span	8,580	11/3/2021	NPR	IB-C	1958
Under Construction	89	Salem	095/052	NHDOT	BOBM	I-93 REST EXIT	POLICY BROOK	2015	6	1,800-00	Bridge Maintenance 2021	Culvert 4 Poor	L=26.4 W=21.0 2-span	555	11/18/2021	NPR	MP	1967
Under Construction	82	Sandwich	226/162	NHDOT	BOBM	NH113A	MILL BROOK	2018	4	213-20	Bridge Maintenance 2021	Culvert 4 Poor	L=14.0 W=22.0 1-span	308	11/2/2021	NPR	MP	1957

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Under Construction	46	Allenstown	107/098	NHDOT	40362	NH 28	SUNCOOK RIVER	2013	2	8,350-20	Prior Plan (SB367 2021)	Deck 4 Poor Superstructure 5 Fair Substructure 6 Satisfactory	L=214.0 W=43.6 3-span	9,330	11/3/2021	NPR	IB-C	1995/1958
57	60	Alton	163/184	NHDOT	40624	NH 11	MERRYMEETING RIVER	2014	2	7,231-20	2023	Deck 4 Poor Superstructure 4 Poor Substructure 6 Satisfactory	L=35.0 W=37.6 1-span	1,316	11/1/2021	NPR	CRF	1934
72	85	Amherst	135/109	NHDOT	41413	NH122,MAIN ST	NH101	2011	3	6,130-20 13,000-14	Prior Plan (2021)	Deck 3 Serious Superstructure 6 Satisfactory Substructure 6 Satisfactory	L=91.0 W=47.0 1-span	4,277	11/29/2021	NPR	IB-C	1969
10	12	Andover	143/077	NHDOT	40392	US 4	BLACKWATER RIVER	2014	2	2,211-20	Prior Plan (HIP 2021)	Deck 4 Poor Superstructure 4 Poor Substructure 5 Fair	L=75.0 W=26.7 1-span	2,000	11/12/2021	NPR	TPG	1933
22	56	Andover	208/137	NHDOT	20650	NH 11	SUCKER BROOK	2014	2	2,511-20	2023	Culvert 3 Serious	L=28.0 W=24.0 1-span	672	11/12/2021	NPR	CACUL	1929
77	80	Antrim	133/132	NHDOT	42579	NH 31	STEEL POND BROOK	2017	3	709-20	2030	Culvert 4 Poor	L=13.0 W=32.0 1-span	416	11/9/2021	NPR	MP	1977
67	70	Barrington	075/122	NHDOT	BOBM	US202	ISINGLASS RIVER	2014	2	5,506-20	Bridge Maintenance 2022	Deck 7 Good Superstructure 4 Poor Substructure 7 Good	L=53.0 W=35.7 1-span	1,892	11/12/2021	C-1	CTB	1984/1934
52	57	Barrington	181/047	NHDOT	41415	US 4	OYSTER RIVER	2016	2	10,848-20	2023	Culvert 4 Poor	L=10.0 W=44.0 1-span	440	11/12/2021	NPR	MP	1980
60	64	Bartlett	244/138	NHDOT	BOBM	NH 16A	E BR SACO RIVER	2020	3	920-20	Bridge Maintenance 2022	Deck 6 Satisfactory Superstructure 4 Poor Substructure 7 Good	L=80.0 W=26.5 1-span	2,120	11/3/2021	NPR	TPG	1990/1928
Under Construction	35	Bedford	090/065	NHDOT	13692C	NH101	PULPIT BROOK	2008	2	15,487-20	Prior Plan (BRRP 2021)	Culvert 4 Poor	L=12.5 W=40.0 2-span	500	11/29/2021	NPR	CP	1936
91	99	Bennington	093/094	NHDOT	41430	NHRR(ABD)	ANTRIM ROAD	2002	6	- 2,700-14	Not Included	Deck 4 Poor Superstructure 4 Poor Substructure 3 Serious	L=19.0 W=9.8 1-span	187	11/9/2021	NPR	TB	1930
Under Construction	81	Bennington	099/080	NHDOT	29486	S BENNINGTON ROAD	RUSSELL BROOK	2012	4	383-20	Prior Plan (2021)	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=12.0 W=30.0 1-span	360	11/9/2021	NPR	CB	1925
61		Benton	058/052	NHDOT	BOBM	NH 25	OLIVERIAN BROOK	2021	2	1,177-20	Bridge Maintenance 2023	Deck 4 Poor Superstructure 6 Satisfactory Substructure 7 Good	L=54.0 W=44.1 1-span	2,380	11/1/2021	NPR	IB-C	1960
46	50	Bethlehem	099/152	NHDOT	41575	NH142	AMMONOOSUC RIVER	2017	3	1,098-20	2026	Deck 6 Satisfactory Superstructure 4 Poor Substructure 6 Satisfactory	L=124.0 W=24.0 1-span	2,976	11/29/2021	E-2	HT	1998/1927
80	88	Boscawen	068/145	NHDOT	BOBM	LONG STREET	BEAVER DAM BROOK	2015	4	2,196-20	Bridge Maintenance 2023	Deck 4 Poor Superstructure 4 Poor Substructure 5 Fair	L=18.0 W=30.0 1-span	540	11/18/2021	E-2	CRF	1931
27	26	Bow	132/160	NHDOT	13742	I-89	SOUTH STREET	2016	1	41,631-20 7,000-13	2026	Deck 4 Poor Superstructure 4 Poor Substructure 7 Good	L=55.0 W=101.0 1-span	5,555	11/30/2021	NPR	CRF	1959
41	43	Bristol	100/082	NHDOT	43429	NH 3A	NEWFOUND RIVER	2013	3	6,237-20	2029	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=60.0 W=33.0 1-span	1,980	11/4/2021	C-2	CTB	1965/1924
71	74	Bristol	109/061	NHDOT	43429	NH 3A	NEWFOUND RIVER	2015	3	3,095-20	2029	Deck 4 Poor Superstructure 5 Fair Substructure 7 Good	L=72.0 W=51.2 2-span	3,685	11/4/2021	NPR	IB-C	1949
83		Campton	108/058	NHDOT	BOBM	US 3	BOG BROOK	2021	2	1,178-20	Bridge Maintenance 2023	Deck 4 Poor Superstructure 6 Satisfactory Substructure 5 Fair	L=40.0 W=28.0 1-span	1,120	11/1/2021	NPR	IB-C	1929

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45	48	Campton	124/129	NHDOT	41472	NH 49	PEMIGEWASSET RIVER	2018	3	1,749-20	2027	Deck 5 Fair Superstructure 4 Poor Substructure 6 Satisfactory	L=217.0 W=25.7 2-span	5,570	11/17/2021	NPR	TPG	1928
84	92	Canaan	177/123	NHDOT	BOBM	NH118	INDIAN RIVER	2016	3	1,157-20	Bridge Maintenance 2023	Deck 4 Poor Superstructure 4 Poor Substructure 6 Satisfactory	L=35.0 W=27.9 1-span	977	11/5/2021	E-1	CRF	1948
Under Construction	75	Center Harbor-New Hampton	080/040	NHDOT	24579	WAUKEWAN ROAD	LAKE WAUKEWAN INLET	2010	4	424-20	Prior Plan (2021)	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=13.0 W=21.2 1-span	275	11/4/2021	NPR	CS	1928
63	66	Chatham	303/103	NHDOT	BOBM	SOUTH CHATHAM ROAD	WEEKS BROOK	2020	4	636-20	Bridge Maintenance 2024	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=21.0 W=23.5 1-span	494	11/3/2021	NPR	CS	1952
73	86	Claremont	072/127	NHDOT	27691	NH 12A	SUGAR RIVER	2011	3	930-20	SB367 2023	Deck 3 Serious Superstructure 6 Satisfactory Substructure 6 Satisfactory	L=281.0 W=32.7 3-span	9,189	11/16/2021	NPR	IB-C	1991/1967
74	77	Colebrook	102/083	NHDOT	BOBM	CARLETON HILL ROAD	MOHAWK RIVER	2012	4	375-20	Bridge Maintenance 2024	Deck 4 Poor Superstructure 4 Poor Substructure 5 Fair	L=56.0 W=23.5 1-span	1,316	11/2/2021	NPR	CTB	1935
24	23	Concord	147/028	NHDOT	42574	US202,NH 9	ASH BROOK	2018	2	2,484-20	2029	Culvert 3 Serious	L=30.0 W=25.0 3-span	750	11/19/2021	NPR	MP	1970
54	44	Concord	165/029	NHDOT	43428	I-89 SB	TURKEY POND	2020	1	16,159-20	2029	Deck 7 Good Superstructure 7 Good Substructure 4 Poor	L=240.0 W=57.0 3-span	13,680	12/3/2021	NPR	IB-C	1992/1959
55	45	Concord	166/029	NHDOT	43428	I-89 NB	TURKEY POND	2020	1	15,954-20	2029	Deck 7 Good Superstructure 7 Good Substructure 4 Poor	L=240.0 W=57.0 3-span	13,680	12/3/2021	NPR	IB-C	1992/1959
86	93	Concord (Bow-Concord)	142/116	NHDOT	13742	DELTA DRIVE	I-93,US 4	1997	4	411-20 48,000-14	2026	Deck 3 Serious Superstructure 6 Satisfactory Substructure 7 Good	L=192.0 W=37.0 4-span	7,104	12/13/2021	NPR	IB-C	1958
21	19	Concord (Bow-Concord)	154/121	NHDOT	13742	I-393,US 4,US202	FORT EDDY RD	2015	1	35,458-20 16,000-15	2026	Deck 4 Poor Superstructure 6 Satisfactory Substructure 5 Fair	L=70.0 W=104.0 1-span	7,280	12/7/2021	NPR	IB-C	1980
23	20	Concord (Bow-Concord)	150/107	NHDOT	13742	US202	NHRR,CONSTITUTION AV.	2011	2	39,406-20 2,100-14	2026	Deck 3 Serious Superstructure 7 Good Substructure 5 Fair	L=156.0 W=83.0 2-span	12,948	12/13/2021	NPR	IB-C	1981/1958
5	4	Concord (Bow-Concord)	152/108	NHDOT	13742	I-393,US 4,US202	I-93	2011	1	39,406-20 62,000-14	2026	Deck 4 Poor Superstructure 6 Satisfactory Substructure 4 Poor	L=167.0 W=92.0 2-span	15,364	12/7/2021	NPR	IB-C	1981/1958
93	Under Construction	Cornish (Covered Bridge)	064/108	NHDOT		CORNISH TOLL BR RD	CONNECTICUT RIVER	1991	4	2,312-20	Not Included	Deck 5 Fair Superstructure 6 Satisfactory Substructure 4 Poor	L=449.0 W=20.7 2-span	9,279	11/16/2021	10 Tons	TB-C	1989/1866
64	67	Danbury	138/094	NHDOT	40395	US 4	SMITH RIVER	2014	2	1,571-20	BRRP 2023	Deck 6 Satisfactory Superstructure 4 Poor Substructure 5 Fair	L=70.0 W=26.5 1-span	1,855	11/3/2021	NPR	TPG	1991/1929
Under Construction	49	Danbury	156/104	NHDOT	16303	US 4	NHRR(ABD)	2016	2	2,268-20	Prior Plan (BRRP 2021)	Deck 4 Poor Superstructure 6 Satisfactory Substructure 5 Fair	L=117.0 W=28.5 3-span	3,335	11/3/2021	NPR	IB-C	1964/1929
25	24	Deerfield	137/116	NHDOT	24477	NH107	FREESE'S POND	2010	3	2,419-20	Prior Plan (SB367 2022)	Culvert 2 Critical	L=13.0 W=22.0 1-span	286	11/3/2021	NPR	MP	1973
7	7	Dover	105/133	Tpk Bureau, NHDOT	41824	NH 16,SP TPK SB	COCHECO RIVER	2019	1	20,420-20	2024	Deck 4 Poor Superstructure 6 Satisfactory Substructure 6 Satisfactory	L=267.0 W=43.8 4-span	11,703	11/8/2021	NPR	IB-C	1991/1957
3	2	Dover	106/133	Tpk Bureau, NHDOT	41824	NH 16,SP TPK NB	COCHECO RIVER	2019	1	19,515-20	2024	Deck 4 Poor Superstructure 4 Poor Substructure 6 Satisfactory	L=267.0 W=43.8 4-span	11,703	11/8/2021	NPR	IB-C	1991/1957

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12	8	Dover	132/101	Tpk Bureau, NHDOT	42872	NH 16,SP TPK SB	NH108,PAR(ABD)	2019	1	18,289-20	2025	Deck 4 Poor Superstructure 6 Satisfactory Substructure 6 Satisfactory	L=300.0 W=47.8 6-span	14,350	11/8/2021	NPR	IB-C	1999/1957
32	21	Dover	132/102	Tpk Bureau, NHDOT	42872	NH 16,SP TPK NB	NH108,PAR(ABD)	2019	1	19,171-20	2025	Deck 4 Poor Superstructure 6 Satisfactory Substructure 6 Satisfactory	L=206.0 W=47.8 4-span	9,854	11/8/2021	NPR	IB-C	1999/1957
4	3	Dover (Newington-Dover) General Sullivan Bridge	200/023	Tpk Bureau, NHDOT	11238S	ROAD	LITTLE BAY	1979	6	0-03	2024	Deck 1 Closed - Failing Superstructure 1 Closed - Failing Substructure 1 Closed - Failing	L=1585.0 W=30.6 9-span	48,501	11/5/2021	BRC	HT	1950/1934
78	84	Dover, NH-South Berwick, ME	182/123	NHDOT	41433	GULF ROAD	SALMON FALLS RIVER	2008	4	5,289-20	.	Deck 4 Poor Superstructure 6 Satisfactory Substructure 4 Poor	L=489.0 W=32.1 27-span	15,697	11/5/2021	NPR	IB-C	1982/1950
70	73	Dublin	176/072	NHDOT	BOBM	NH137	STANLEY BROOK	2016	3	884-20	Bridge Maintenance 2023	Deck 4 Poor Superstructure 4 Poor Substructure 6 Satisfactory	L=21.0 W=27.7 1-span	581	11/1/2021	NPR	CS	1936
42	47	Epping	108/030	NHDOT	43430	NH125	PISCASSIC RIVER	2020	2	11,523-20	2029	Culvert 4 Poor	L=18.0 W=44.0 1-span	792	11/16/2021	NPR	CB	2010/1928
19	17	Errol	071/030	NHDOT	BOBM	NH 16	OUTLET MOOSE POND	2013	2	1,237-20	Bridge Maintenance 2023	Deck 3 Serious Superstructure 3 Serious Substructure 5 Fair	L=12.0 W=28.5 1-span	342	11/12/2021	C-2	IB-C	1931
94	101	Franklin	162/100	NHDOT		NHRR(ABD)	NH127	1997	6	- 1,700-13	Not Included	Deck 4 Poor Superstructure 5 Fair Substructure 4 Poor	L=72.0 W=12.0 1-span	864	11/12/2021	NPR	TPG	1928
62	65	Gilford	115/147	NHDOT	42577	NH 11	POOR FARM BROOK	2017	2	4,846-20	2030	Deck 4 Poor Superstructure 4 Poor Substructure 7 Good	L=30.0 W=55.9 1-span	1,677	11/1/2021	NPR	PVS	2000/1966
11	13	Hampton	163/184	NHDOT	42573	US 1	PAR(ABD)	2017	2	14,258-20	2028	Deck 6 Satisfactory Superstructure 4 Poor Substructure 4 Poor	L=120.0 W=40.0 1-span	4,800	11/19/2021	E-2	TPG	1977/1936
1	1	Hampton (Seabrook-Hampton)	235/025	NHDOT	15904	NH 1A	HAMPTON RIVER	1999	2	9,300-20	2023	Deck 8 Very Good Superstructure 4 Poor Substructure 6 Satisfactory	L=1199.0 W=33.5 13-span	40,167	11/18/2021	E-2	BAS	1984/1949
47	51	Harrisville	056/058	NHDOT	42575	CHESHAM ROAD	MINNEWAWA BROOK	2002	4	1,381-20	2026	Deck 4 Poor Superstructure 4 Poor Substructure 6 Satisfactory	L=90.0 W=27.0 3-span	2,430	11/1/2021	E-2	CS	1984/1939
29	28	Hinsdale	042/044	NHDOT	12210D	NH119	CONNECTICUT RIVER	2018	3	7,103-20	2024	Deck 7 Good Superstructure 4 Poor Substructure 5 Fair	L=297.0 W=21.0 3-span	6,237	11/17/2021	E-2	HT	1988/1920
35	37	Hinsdale, NH-Brattleboro, VT	041/040	NHDOT	12210D	NH119	CONNECTICUT RIVER	2018	3	7,103-20	2024	Deck 7 Good Superstructure 4 Poor Substructure 6 Satisfactory	L=339.0 W=23.1 1-span	7,830	11/17/2021	E-2	HT	1988/1920
Under Construction	58	Jefferson	109/061	NHDOT	BOBM	NH115	RED BROOK	2020	2	3,212-20	Bridge Maintenance 2021	Culvert 4 Poor	L=11.0 W=44.0 1-span	484	11/12/2021	NPR	MP	1984
31	32	Jefferson	140/097	NHDOT	42558	US 2	PRISCILLA BROOK	2014	2	1,971-20	2023	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=13.0 W=47.5 1-span	618	11/29/2021	E-2	Jack	1979/1900
59		Keene	166/050	NHDOT	41590	NH101	OTTER BROOK	2021	2	10,455-20	2027	Deck 4 Poor Superstructure 4 Poor Substructure 6 Satisfactory	L=82.0 W=34.4 1-span	2,821	11/4/2021	NPR	CRF	1933
75	78	Kensington	071/109	NHDOT	BOBM	NH150	GREAT BROOK	2020	3	2,394-20	Bridge Maintenance 2024	Culvert 4 Poor	L=14.0 W=22.0 2-span	308	11/17/2021	E-2	MP	1988
90	98	Laconia	126/163	NHDOT	24181	CENTENARY AVENUE	NHRR	1991	4	81-20	2025	Deck 3 Serious Superstructure 3 Serious Substructure 4 Poor	L=121.0 W=22.6 7-span	2,734	11/1/2021	7 Tons	TB	1940

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Under Construction	Under Construction	Lebanon	093/109	NHDOT	41191	I-89 NB	US 4,NH 10	2009	1	20,502-20 14,000-13	Prior Plan (HB 1817 2019)	Deck 4 Poor Superstructure 6 Satisfactory Substructure 6 Satisfactory	L=115.0 W=61.3 1-span	7,053	11/9/2021	NPR	IB-C	1966
Under Construction	Under Construction	Lebanon, NH - Hartford, VT	044/103	NHDOT	16148	I-89 SB	CONNECTICUT RIVER,NECRR	2011	1	19,185-20	Prior Plan (BRRP 2020)	Deck 5 Fair Superstructure 4 Poor Substructure 6 Satisfactory	L=846.0 W=35.8 6-span	30,288	11/19/2021	NPR	IB-C	1966
Under Construction	Under Construction	Lebanon, NH - Hartford, VT	044/104	NHDOT	16148	I-89 NB	CONNECTICUT RIVER,NECRR	2012	1	20,105-20	Prior Plan (BRRP 2020)	Deck 4 Poor Superstructure 5 Fair Substructure 5 Fair	L=847.0 W=35.8 6-span	30,323	11/19/2021	NPR	IB-C	1966
14	11	Lee	073/084	NHDOT	41322	NH125	LITTLE RIVER	2014	2	17,315-20	Prior Plan (HIP 2023)	Culvert 3 Serious	L=18.0 W=39.0 1-span	702	11/16/2021	NPR	MP	1972
Under Construction		Lempster	122/167	NHDOT	BOBM	NH 10	GILES BROOK	2021	3	1,528-20	Bridge Maintenance 2022	Deck 7 Good Superstructure 7 Good Substructure 2 Critical	L=20.0 W=35.7 1-span	714	11/24/2021	NPR	CS	1948
8	9	Littleton, NH-Waterford, VT	109/134	NHDOT	27711	NH 18	CONNECTICUT RIVER	2014	3	1,115-20	2025	Deck 6 Satisfactory Superstructure 4 Poor Substructure 4 Poor	L=533.0 W=30.6 5-span	16,310	11/22/2021	NPR	DPG	1980/1934
2	6	Lyme, NH-Thetford, VT	053/112	NHDOT	14460	EAST THETFORD ROAD	CONNECTICUT RIVER	2013	4	1,949-20	Prior Plan (2021)	Deck 5 Fair Superstructure 3 Serious Substructure 4 Poor	L=471.0 W=23.7 2-span	11,147	10/22/2021	15 Tons	HT	1937
98	105	Lyndeborough	108/070	NHDOT	41435	NHRR	GLASS FACTORY ROAD	2014	6	- 20-00	2028	Deck 4 Poor Superstructure 6 Satisfactory Substructure 6 Satisfactory	L=23.0 W=12.0 5-span	276	11/16/2021	NPR	IB-W	1920
34	34	Madison	163/048	NHDOT	BOBM	NH153	PURITY POND BROOK	2013	3	2,690-20	Bridge Maintenance 2024	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=27.0 W=35.0 1-span	945	11/15/2021	E-2	Jack	1967/1900
16	10	Manchester	099/066	Tpk Bureau, NHDOT	16099A	I-293,NH 3A,TPK S	BLACK BROOK	2012	1	19,034-20	2029	Deck 5 Fair Superstructure 5 Fair Substructure 4 Poor	L=74.0 W=41.0 1-span	3,034	11/8/2021	NPR	IB-C	1956
20	18	Manchester	099/067	Tpk Bureau, NHDOT	16099A	I-293,NH 3A,TPK N	BLACK BROOK	2012	1	20,848-20	2029	Deck 5 Fair Superstructure 6 Satisfactory Substructure 4 Poor	L=74.0 W=41.0 1-span	3,034	11/8/2021	NPR	IB-C	1956
Under Construction	76	Manchester	176/106	NHDOT	41414	HUSE ROAD	I-293,NH101	2015	4	6,234-20 83,000-15	Prior Plan (2021)	Deck 4 Poor Superstructure 7 Good Substructure 6 Satisfactory	L=300.0 W=41.5 5-span	12,450	11/8/2021	NPR	IB-C	1979/1960
Under Construction	63	Meredith	189/150	NHDOT	BOBM	NH 25	SWAMP OUTLET	2015	2	16,631-20	Bridge Maintenance 2021	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=16.0 W=200.0 1-span	3,200	11/4/2021	NPR	CB	1955/1946
58	61	Merrimack	107/131	Tpk Bureau, NHDOT	13761B	BABOOSIC LAKE ROAD	FEE TPK	2011	4	6,846-20 68,000-15	2024	Deck 4 Poor Superstructure 6 Satisfactory Substructure 4 Poor	L=167.0 W=35.5 4-span	5,929	12/2/2021	NPR	IB-C	1954
6	5	New Castle-Rye	066/071	NHDOT	16127	NH 1B	LITTLE HARBOR	1994	3	2,673-20	2023	Deck 6 Satisfactory Superstructure 3 Serious Substructure 5 Fair	L=253.5 W=30.8 6-span	7,807	11/23/2021	15 Tons	BAS	1975/1942
96	103	New Hampton	240/104	NHDOT	25365	SMITHS CROSSING	NHRR	1990	6	0-08	2025	Deck 1 Closed - Failing Superstructure 4 Poor Substructure 5 Fair	L=82.0 W=16.0 3-span	1,312	5/25/2021	BRC	TB	1940
99	106	Newton	064/107	NHDOT	41436	POND ROAD	PAR	2001	4	416-20	2028	Deck 3 Serious Superstructure 6 Satisfactory Substructure 7 Good	L=41.0 W=25.0 1-span	1,025	11/17/2021	8 Tons	TB	2003/1920
28	27	North Hampton	148/132	NHDOT	24457	US 1	PAR	2009	2	13,985-20	Prior Plan (2021)	Deck 3 Serious Superstructure 4 Poor Substructure 5 Fair	L=42.0 W=42.3 1-span	1,777	11/23/2021	E-2	CTB	1935

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2021 Priority From Ranking Sheet	2020 Priority From Ranking Sheet	Town / City	Bridge Number	Owner	State Project No.	Facility Carried	Feature Crossed	Year Added to Red List	Roadway Tier	ADT-Year	DRAFT 2023-2032 10-Year Plan	Condition of Deck, Superstructure, Substructure, or Culvert	Total Length (ft); Total Width (ft); No. of Spans	Gross Deck Area (sf)	Date of Most Recent Inspection	Bridge Posting	Structure Type	Year Modified / Year Built
79		North Hampton	202/061	NHDOT	BOBM	NH111	LITTLE RIVER	2021	3	1,611-20	Bridge Maintenance 2023	Deck 4 Poor Superstructure 4 Poor Substructure 5 Fair	L=13.0 W=36.3 1-span	472	11/19/2021	E-2	CS	1983/1923
66	69	Northwood	045/099	NHDOT	BOBM	NH107	NARROWS BROOK	2016	3	1,027-20	Bridge Maintenance 2023	Deck 4 Poor Superstructure 4 Poor Substructure 5 Fair	L=19.0 W=35.6 1-span	676	11/9/2021	NPR	CS	2000/1922
65	68	Nottingham	141/127	NHDOT	40612	NH152	NORTH RIVER	2012	3	3,022-20	SB367 2024	Deck 5 Fair Superstructure 5 Fair Substructure 3 Serious	L=23.0 W=32.7 1-span	752	11/9/2021	C-1	IB-C	1970/1925
49	54	Orford	217/112	NHDOT	40366	NH 25A	BRACKETT BROOK	2013	3	740-20	HIP 2025	Deck 4 Poor Superstructure 4 Poor Substructure 5 Fair	L=40.0 W=35.7 2-span	1,427	11/18/2021	E-2	CS	1979/1929
37	39	Orford	219/112	NHDOT	41390	NH 25A	BAKER POND BROOK	2016	3	740-20	SB367 2025	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=24.0 W=35.7 1-span	856	11/18/2021	E-2	CS	1980/1929
87	95	Pelham	110/090	NHDOT	16145	MAIN STREET	BEAVER BROOK	1988	4	5,278-20	SB367 2023	Deck 4 Poor Superstructure 5 Fair Substructure 4 Poor	L=46.0 W=35.0 2-span	1,610	11/18/2021	E-2	MA	1929/1900
50	55	Pelham	111/090	NHDOT	16145	MAIN STREET	BEAVER BROOK	2010	4	5,278-20	SB367 2023	Culvert 3 Serious	L=11.0 W=24.0 1-span	264	11/18/2021	NPR	MP	1988
Under Construction	52	Peterborough	087/077	NHDOT	15879	US202,NH101	CONTOOCOOK RIVER	2006	2	16,350-20	Prior Plan (BRRP 2021)	Deck 4 Poor Superstructure 5 Fair Substructure 6 Satisfactory	L=195.0 W=44.0 3-span	8,580	11/3/2021	NPR	IB-C	1958
15	14	Peterborough	108/116	NHDOT	27712	US202,NH123	CONTOOCOOK RIVER	2012	2	6,130-20	2025	Deck 4 Poor Superstructure 5 Fair Substructure 4 Poor	L=176.0 W=52.0 2-span	9,152	11/5/2021	NPR	IB-C	1974/1942
97	104	Pinkhams Grant	076/081	NHDOT		OLD NH 16	BROOK	2012	6	10-07	Not Included	Culvert 4 Poor	L=10.0 W=8.0 1-span	80	11/10/2021	NPR	CB	1931
92	100	Pittsburg	099/034	NHDES	NHDES	MURPHY DAM ROAD	DAM SPILLWAY	1991	4	81-20	Not Included	Deck 4 Poor Superstructure 5 Fair Substructure 6 Satisfactory	L=38.0 W=20.5 1-span	779	11/4/2021	15 Tons	BGB	1938
76	79	Plainfield	096/079	NHDOT	BOBM	STAGE ROAD	BLOW-ME-DOWN BROOK	2012	4	656-20	Bridge Maintenance 2022	Deck 4 Poor Superstructure 5 Fair Substructure 6 Satisfactory	L=73.0 W=27.5 1-span	2,008	11/9/2021	E-2	IB-C	1954
95	102	Raymond	083/154	NHDOT	41437	DUDLEY ROAD	LAMPREY RIVER	1990	4	473-20	Not Included	Deck 5 Fair Superstructure 5 Fair Substructure 2 Critical	L=52.0 W=21.0 2-span	1,092	11/16/2021	3 Tons	CS	1972/1914
68	71	Raymond	116/052	NHDOT	BOBM	NH102	FORDWAY BROOK	2018	3	5,585-20	Bridge Maintenance 2022	Deck 4 Poor Superstructure 4 Poor Substructure 7 Good	L=19.0 W=36.0 1-span	684	11/16/2021	E-2	IB-C	1972/1900
39		Rochester	206/110	NHDOT		NH125	ISINGLASS RIVER	2021	2	12,442-20	Not Included	Deck 4 Poor Superstructure 6 Satisfactory Substructure 5 Fair	L=119.0 W=45.0 2-span	5,355	11/16/2021	C-2	IB-C	1979/1951
9	31	Rollinsford-Dover	069/046	NHDOT	42578	OAK STREET	PAR	2017	4	8,702-20	2027	Deck 4 Poor Superstructure 3 Serious Substructure 5 Fair	L=65.0 W=26.5 1-span	1,723	11/5/2021	6 Tons	LT	1928/1890
Under Construction	89	Salem	095/052	NHDOT	BOBM	I-93 REST EXIT	POLICY BROOK	2015	6	1,800-00	Bridge Maintenance 2021	Culvert 4 Poor	L=26.4 W=21.0 2-span	555	11/18/2021	NPR	MP	1967
17	15	Sanbornton	127/099	NHDOT	BOBM	I-93 NB	SALMON BROOK	2001	1	12,484-20	Bridge Maintenance 2022	Culvert 4 Poor	L=28.0 W=38.0 1-span	1,064	11/10/2021	NPR	CB	1962

March 14, 2022

2021 State Red List Summary by Town or City

(based on bridge inspection data through 12/31/2021)

2021 Priority From Ranking Sheet	2020 Priority From Ranking Sheet	Town / City	Bridge Number	Owner	State Project No.	Facility Carried	Feature Crossed	Year Added to Red List	Roadway Tier	ADT-Year	DRAFT 2023-2032 10-Year Plan	Condition of Deck, Superstructure, Substructure, or Culvert	Total Length (ft); Total Width (ft); No. of Spans	Gross Deck Area (sf)	Date of Most Recent Inspection	Bridge Posting	Structure Type	Year Modified / Year Built
26	25	Sandwich	203/029	NHDOT	BOBM	NH 25	WEED BROOK	2016	2	4,280-20	Bridge Maintenance 2023	Culvert 3 Serious	L=13.0 W=36.0 1-span	468	11/2/2021	NPR	CB	1946
Under Construction	82	Sandwich	226/162	NHDOT	BOBM	NH113A	MILL BROOK	2018	4	213-20	Bridge Maintenance 2021	Culvert 4 Poor	L=14.0 W=22.0 1-span	308	11/2/2021	NPR	MP	1957
43	36	Shelburne	049/089	NHDOT	40363	US 2	PEA BROOK	2013	2	4,567-20	Prior Plan (SB367 2022)	Deck 4 Poor Superstructure 4 Poor Substructure 6 Satisfactory	L=28.0 W=43.8 1-span	1,227	11/16/2021	NPR	CTB	1932
40	42	Shelburne	075/113	NHDOT	40551	NORTH ROAD	ANDROSCOGGIN RIVER	2013	4	357-20	2026	Deck 4 Poor Superstructure 4 Poor Substructure 5 Fair	L=182.0 W=24.0 5-span	4,368	11/16/2021	NPR	IB-C	1959/1900
82	90	Springfield	091/048	NHDOT	20509	GEORGES MILLS ROAD	STAR LAKE OUTLET	2008	4	1,098-20	Prior Plan (2020)	Culvert 4 Poor	L=12.3 W=22.0 2-span	270	11/5/2021	NPR	MP	1951
44	83	Surry	101/142	NHDOT		GILSUM ROAD	THOMPSON BROOK	2014	4	270-20	Not Included	Culvert 3 Serious	L=12.0 W=21.0 1-span	252	11/8/2021	NPR	MP	1972
33	33	Swanzey	149/072	NHDOT	27692	NH 32	MARTIN BROOK	2000	3	2,686-20	Prior Plan (SB367 2022)	Deck 4 Poor Superstructure 4 Poor Substructure 3 Serious	L=27.0 W=23.7 1-span	639	11/4/2021	E-1	CS	1929
81	91	Tamworth	061/091	NHDOT	41434	NH113A	SWIFT RIVER	2015	4	406-20	2023	Deck 3 Serious Superstructure 6 Satisfactory Substructure 6 Satisfactory	L=156.0 W=27.4 3-span	4,277	11/2/2021	NPR	IB-C	1956
51	62	Thornton	239/152	NHDOT	40613	NH 49	MAD RIVER	2014	3	1,517-20	SB367 2024	Deck 4 Poor Superstructure 6 Satisfactory Substructure 7 Good	L=540.0 W=39.5 5-span	21,330	11/17/2021	NPR	IB-C	1979
30	30	Troy	089/114	NHDOT	40370	NH 12	S BRANCH ASHUELOT RIVER	2013	2	7,931-20	SB367 2023	Deck 3 Serious Superstructure 3 Serious Substructure 5 Fair	L=36.0 W=32.3 1-span	1,163	11/2/2021	NPR	CRF	1941
36	38	Troy	096/091	NHDOT	40371	NH 12	NHRR(ABD)	2013	2	7,222-20	2023	Deck 4 Poor Superstructure 5 Fair Substructure 5 Fair	L=71.0 W=41.3 2-span	2,934	11/2/2021	NPR	IB-C	1957
88	96	Walpole, NH-Rockingham, VT (Bellows Falls) (Vilas Bridge)	062/052	NHDOT	41720	BRIDGE STREET	CONNECTICUT RIVER	1986	4	6,100-17	2028	Deck 1 Closed - Failing Superstructure 1 Closed - Failing Substructure 1 Closed - Failing	L=230.0 W=32.5 2-span	7,475	11/8/2021	BRC	CA	1974/1930
89	97	Warner	202/136	NHDOT	40622	NH103	I-89 NB	2014	3	1,057-20 9,500-13	SB367 2023	Deck 4 Poor Superstructure 7 Good Substructure 7 Good	L=81.0 W=38.0 1-span	3,078	11/24/2021	NPR	IB-C	1993/1966
53	87	Warner	254/180	NHDOT	15907	NH127	WARNER RIVER	2005	3	1,424-20	Prior Plan (SB367 2021)	Deck 3 Serious Superstructure 5 Fair Substructure 5 Fair	L=123.0 W=28.2 3-span	3,465	11/24/2021	C-2	IB-C	1937
48	53	Weare	137/043	NHDOT	BOBM	NH114	OTTER BROOK	2018	2	6,662-20	Bridge Maintenance 2024	Culvert 4 Poor	L=12.0 W=27.0 2-span	324	11/3/2021	NPR	MP	1950
69	72	Webster	099/123	NHDOT	41429	NH127	BLACKWATER RIVER	2013	3	1,260-20	Prior Plan (2022)	Deck 4 Poor Superstructure 4 Poor Substructure 6 Satisfactory	L=166.0 W=34.0 3-span	5,644	11/18/2021	E-2	CRF	1941
18	16	Westmoreland	113/163	NHDOT	BOBM	NH 12	ALDRICH BROOK	2012	2	6,934-20	Bridge Maintenance 2023	Culvert 3 Serious	L=10.0 W=41.0 1-span	410	11/24/2021	NPR	CB	1960
38	41	Westmoreland	159/125	NHDOT	BOBM	NH 12	MILL BROOK	2016	2	6,291-20	Bridge Maintenance 2024	Culvert 4 Poor	L=21.0 W=30.0 1-span	630	11/23/2021	NPR	CACUL	1941

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2021 State Red List Summary by Town or City

(based on bridge inspection data through 12/31/2021)

2021 Priority From Ranking Sheet	2020 Priority From Ranking Sheet	Town / City	Bridge Number	Owner	State Project No.	Facility Carried	Feature Crossed	Year Added to Red List	Roadway Tier	ADT-Year	DRAFT 2023-2032 10-Year Plan	Condition of Deck, Superstructure, Substructure, or Culvert	Total Length (ft); Total Width (ft); No. of Spans	Gross Deck Area (sf)	Date of Most Recent Inspection	Bridge Posting	Structure Type	Year Modified / Year Built
85	94	Wilton	094/162	NHDOT	BOBM	NH 31	STONY BROOK	2016	3	3,051-20	Bridge Maintenance 2024	Deck 4 Poor Superstructure 4 Poor Substructure 7 Good	L=23.0 W=36.0 1-span	828	11/16/2021	NPR	CRF	1983/1929
13	22	Woodstock	177/148	NHDOT	27713	NH175	PEMIGEWASSET RIVER	2014	3	513-20	SB367 2024	Deck 4 Poor Superstructure 4 Poor Substructure 5 Fair	L=183.0 W=30.9 1-span	5,655	11/29/2021	20 Tons	SA	1939
56	59	Woodstock	195/093	NHDOT	42534	NH175	PEMIGEWASSET RIVER	2018	3	721-20	Prior Plan (2021)	Deck 7 Good Superstructure 7 Good Substructure 4 Poor	L=320.0 W=34.5 3-span	11,040	11/17/2021	NPR	IB-C	1976

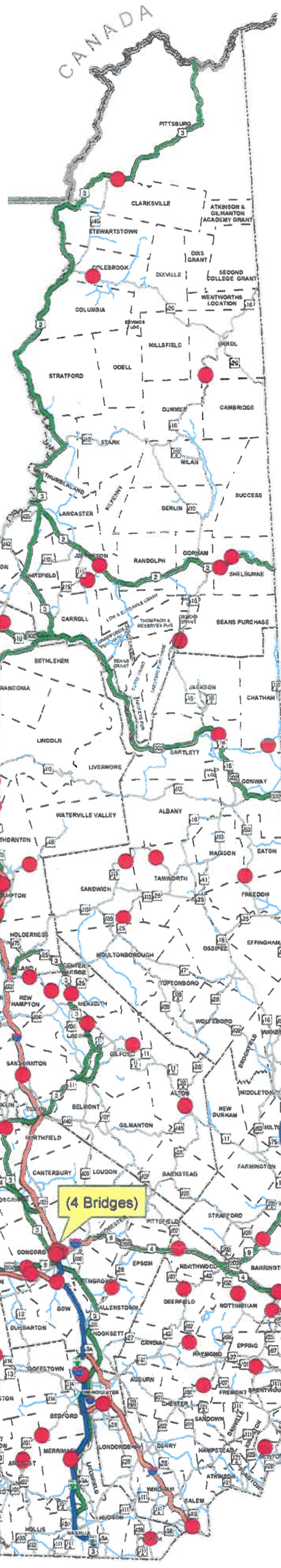
State Bridge Conditions

2021 Red List

New Hampshire DOT
Department of Transportation

- State Red List Bridges (114)
- Turnpikes
- Interstates
- US Routes
- State Routes
- State Routes-Non Numbered

*All Tiers, State
Data Source: ASSET_2021_BRIDGE_POINTS



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Rev Date: 5/25/2022

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Appendix "B"

2021 Municipal Red List

(Based on bridge inspection data through December 31, 2021)

and

Location Map of all 2021 Municipal Red List Bridges

(Based on bridge inspection data through December 31, 2021)

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March 1, 2022
Inspection data through 12/31/2021

2021 MUNICIPAL BRIDGE RED LIST

Town / City	Bridge Number	Facility Carried	Feature Crossed	Est. ADT (Year)	Condition of Deck, Superstructure, Substructure, or Culvert	Total Length (ft); Total Width (ft); No. of Spans	Gross Deck Area (sf)	Date of Most Recent Inspection	Bridge Posting	Structure Type	Year Modified / Year Built
Acworth	105/035	FOREST ROAD	GREAT BROOK	81-20	Culvert 1 Closed - Failing	L=18.0 W=20.0 1-span	360	9/1/2021	BRC	MP	1977
Albany	213/094	DRAKE HILL ROAD	MEADOW BROOK	107-20	Deck 5 Fair Superstructure 5 Fair Substructure 4 Poor	L=24.0 W=26.3 1-span	632	11/10/2021	E-2	CS	1930
Alexandria	096/112	SHEM VALLEY ROAD	BROCK BROOK	81-20	Deck 6 Satisfactory Superstructure 4 Poor Substructure 5 Fair	L=20.0 W=17.0 1-span	340	8/19/2021	E-2	IB-W	1930
Alexandria	109/135	FOWLER RIVER ROAD	FOWLER RIVER	215-20	Deck 4 Poor Superstructure 5 Fair Substructure 4 Poor	L=41.0 W=20.0 1-span	820	8/31/2021	NPR	IB-W	2004/1930
Alexandria	136/131	COLE HILL ROAD	FOWLER RIVER	81-20	Deck 6 Satisfactory Superstructure 5 Fair Substructure 4 Poor	L=43.0 W=11.9 1-span	512	8/20/2021	E-2	IB-W	1930
Alexandria	160/109	WASHBURN ROAD	PATTEN BROOK	289-20	Deck 9 Excellent Superstructure 9 Excellent Substructure 4 Poor	L=30.0 W=18.5 1-span	555	8/12/2021	NPR	CS	2014/1950
Alstead	058/132	DREWSVILLE ROAD	DARBY BROOK	271-20	Culvert 4 Poor	L=16.0 W=20.0 1-span	320	11/30/2021	E-2	MP	1979
Alstead	058/136	HILL ROAD	DARBY BROOK	81-20	Culvert 2 Critical	L=19.3 W=21.0 1-span	405	11/30/2021	E-2	MP	1974
Alstead	059/134	HILL ROAD	DARBY BROOK	81-20	Deck 5 Fair Superstructure 5 Fair Substructure 4 Poor	L=30.0 W=24.1 1-span	723	11/30/2021	E-2	IB-BP	1970
Alton	141/222	LOON COVE ROAD	WATSON BROOK	81-20	Culvert 4 Poor	L=11.0 W=18.0 1-span	198	9/7/2021	NPR	MP	1968
Amherst	112/071	MONT VERNON ROAD	CEASARS BROOK	168-20	Culvert 3 Serious	L=14.0 W=22.0 2-span	308	6/21/2021	NPR	MP	1956
Amherst	145/106	THORNTONS FERRY RD	BEAVER BROOK	344-20	Culvert 3 Serious	L=20.0 W=20.0 2-span	400	6/24/2021	E-2	MP	1970
Andover	083/098	BRIDGE ROAD	BLACKWATER RIVER	81-20	Deck 6 Satisfactory Superstructure 4 Poor Substructure 7 Good	L=65.0 W=19.0 1-span	1,235	11/29/2021	E-2	TB-C	1882
Andover	104/078	HALL ROAD	BRADLEY BROOK	26-20	Deck 3 Serious Superstructure 5 Fair Substructure 5 Fair	L=16.0 W=18.9 1-span	302	11/29/2021	10 Tons	IB-C	1970/1932
Andover	125/129	ELBOW POND ROAD	MOUNTAIN BROOK	81-20	Deck 4 Poor Superstructure 5 Fair Substructure 3 Serious	L=20.0 W=18.7 1-span	374	10/29/2021	6 Tons	IB-C	1964
Andover	216/139	LAST STREET	SUCKER BROOK	81-20	Deck 9 Excellent Superstructure 9 Excellent Substructure 4 Poor	L=26.5 W=19.5 1-span	517	10/29/2021	E-2	TB	2019/1936
Antrim	113/143	LIBERTY FARM ROAD	NORTH BRANCH RIVER	81-20	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=32.0 W=16.0 2-span	512	6/9/2021	E-2	PVS	1991

March 1, 2022
Inspection data through 12/31/2021

2021 MUNICIPAL BRIDGE RED LIST

Town / City	Bridge Number	Facility Carried	Feature Crossed	Est. ADT (Year)	Condition of Deck, Superstructure, Substructure, or Culvert	Total Length (ft); Total Width (ft); No. of Spans	Gross Deck Area (sf)	Date of Most Recent Inspection	Bridge Posting	Structure Type	Year Modified / Year Built
Antrim	174/070	HIGH STREET	GREAT BROOK	249-20	Culvert 4 Poor	L=18.0 W=26.0 1-span	468	6/10/2021	NPR	MP-A	1960
Auburn	095/127	GRIFFIN MILL ROAD	MAPLE FALLS BROOK	168-20	Deck 1 Closed - Failing Superstructure 1 Closed - Failing Substructure 1 Closed - Failing	L=29.0 W=14.3 1-span	415	10/20/2021	BRC	IB-W	1991/1850
Barnstead	128/056	GRAY ROAD	CROOKED RUN BROOK	205-20	Culvert 4 Poor	L=12.0 W=18.0 1-span	216	12/3/2021	NPR	MP	1970
Bartlett	112/098	FOSTER STREET	BROOK	56-20	Culvert 4 Poor	L=12.0 W=19.0 1-span	228	10/12/2021	6 Tons	MP	1974
Bath	130/162	TOWN ROAD	PETTYBORO BROOK	5-08	Deck 7 Good Superstructure 5 Fair Substructure 4 Poor	L=24.0 W=16.3 1-span	390	10/15/2021	4 Tons	IB-W	1930
Bath	131/145	DODGE ROAD	PETTYBORO BROOK	216-20	Deck 4 Poor Superstructure 5 Fair Substructure 7 Good	L=23.0 W=23.9 1-span	550	9/17/2021	E-2	Jack	1972
Bedford	105/055	BEALS ROAD	BABOOSIC BROOK	431-20	Deck 7 Good Superstructure 7 Good Substructure 4 Poor	L=23.0 W=23.0 1-span	529	9/27/2021	E-2	CS	1984/1928
Belmont	078/132	UNION ROAD	DURGIN BROOK	1,889-20	Deck 4 Poor Superstructure 4 Poor Substructure 6 Satisfactory	L=19.0 W=33.3 1-span	633	12/7/2021	E-2	CTB	1960
Bennington	095/093	ANTRIM ROAD	MONADNOCK MILL CANAL	2,041-20	Deck 4 Poor Superstructure 4 Poor Substructure 6 Satisfactory	L=28.0 W=32.0 1-span	896	7/9/2021	E-2	CTB	1922
Berlin	238/055	MASON STREET	CANAL	4,656-20	Deck 6 Satisfactory Superstructure 7 Good Substructure 4 Poor	L=121.0 W=37.1 2-span	4,494	10/28/2021	E-2	IB-C	1977/1967
Bow	065/140	PAGE ROAD	BELA BROOK	1,016-20	Culvert 3 Serious	L=12.0 W=23.0 1-span	276	10/12/2021	E-2	MP	1950
Bradford	104/141	JOHNSON HILL ROAD	WEST BRANCH BROOK	81-20	Deck 2 Critical Superstructure 5 Fair Substructure 5 Fair	L=27.0 W=12.1 1-span	327	9/21/2021	12 Tons	IB-BP	1950
Bradford	168/162	BLAISDELL LAKE RD	STREAM	81-20	Deck 5 Fair Superstructure 6 Satisfactory Substructure 3 Serious	L=20.0 W=12.2 1-span	244	9/27/2021	15 Tons	IB-BP	1950
Bradford	168/165	BLAISDELL LAKE RD	STREAM	81-20	Deck 6 Satisfactory Superstructure 6 Satisfactory Substructure 4 Poor	L=17.0 W=12.2 1-span	207	9/27/2021	15 Tons	IB-BP	1950
Brentwood	060/054	MILL ROAD	EXETER RIVER	388-20	Culvert 3 Serious	L=30.7 W=18.0 1-span	553	11/24/2021	E-2	MP-A	1967
Bridgewater	156/172	RIVER ROAD	CLAY BROOK	81-20	Culvert 4 Poor	L=21.0 W=21.0 2-span	441	8/5/2021	E-2	CACUL	1960/1900

March 1, 2022
Inspection data through 12/31/2021

2021 MUNICIPAL BRIDGE RED LIST

Town / City	Bridge Number	Facility Carried	Feature Crossed	Est. ADT (Year)	Condition of Deck, Superstructure, Substructure, or Culvert	Total Length (ft); Total Width (ft); No. of Spans	Gross Deck Area (sf)	Date of Most Recent Inspection	Bridge Posting	Structure Type	Year Modified / Year Built
Bridgewater	166/093	HAMMOND HILL ROAD	WOODMAN BROOK	81-20	Deck 7 Good Superstructure 7 Good Substructure 4 Poor	L=17.0 W=25.0 1-span	425	8/6/2021	E-2	CS	1975
Bristol	123/079	DANFORTH BROOK RD	DANFORTH BROOK	129-20	Culvert 4 Poor	L=17.0 W=21.0 1-span	357	8/18/2021	E-2	MP	1960
Brookfield	096/070	MOUNTAIN ROAD	HANSON BROOK	247-20	Deck 5 Fair Superstructure 5 Fair Substructure 3 Serious	L=22.0 W=23.0 1-span	506	11/29/2021	E-2	CS	1920
Brookline	065/085	DUPAW GOULD ROAD	LANCY BROOK	392-20	Culvert 4 Poor	L=22.0 W=24.0 1-span	528	10/26/2021	NPR	MP-B	1987
Campton	170/075	PERCH POND ROAD	RYAN BROOK	81-20	Deck 5 Fair Superstructure 5 Fair Substructure 4 Poor	L=26.0 W=25.0 1-span	650	11/1/2021	E-2	CS	1940
Canaan	147/055	POTATO ROAD	INDIAN RIVER	574-20	Deck 5 Fair Superstructure 4 Poor Substructure 7 Good	L=54.0 W=22.1 1-span	1,193	12/3/2021	15 Tons	IB-W	1994/1930
Canaan	172/070	GRIST MILL HILL RD	INDIAN RIVER	372-20	Deck 3 Serious Superstructure 5 Fair Substructure 5 Fair	L=51.0 W=21.0 1-span	1,071	12/3/2021	E-2	IB-C	1956
Candia	151/123	OLD DEERFIELD ROAD	BROOK	168-20	Deck 4 Poor Superstructure 4 Poor Substructure 5 Fair	L=24.0 W=21.3 2-span	511	7/6/2021	5 Tons	MS	1920
Candia	188/105	BEANE ISLAND ROAD	BEAN BROOK	11-20	Deck 5 Fair Superstructure 5 Fair Substructure 4 Poor	L=13.0 W=22.5 1-span	293	7/6/2021	E-2	IB-C	1930
Canterbury	111/101	CLOUGH TAVERN ROAD	FOREST POND BROOK	81-20	Deck 5 Fair Superstructure 5 Fair Substructure 4 Poor	L=19.0 W=20.0 1-span	380	12/7/2021	NPR	IB-G	1990/1940
Charlestown	152/053	BRIDGE STREET	NECRR	676-20	Deck 5 Fair Superstructure 4 Poor Substructure 4 Poor	L=72.0 W=19.8 3-span	1,428	7/22/2021	10 Tons	IB-W	1992
Charlestown	248/060	OLD CHESHIRE TPK	HACKETT BROOK	81-20	Culvert 4 Poor	L=10.0 W=15.0 1-span	150	7/22/2021	NPR	MP	1940
Chester	169/122	SHEPARD HOME ROAD	EXETER RIVER	399-20	Culvert 4 Poor	L=28.0 W=22.0 2-span	616	10/15/2021	NPR	MP	2007/1986
Chester	170/135	HANSON ROAD	EXETER RIVER	1,495-20	Deck 4 Poor Superstructure 5 Fair Substructure 5 Fair	L=31.0 W=28.0 1-span	868	10/15/2021	E-2	IB-C	1932
Claremont	091/118	PLAINS ROAD	SUGAR RIVER	1,263-20	Deck 4 Poor Superstructure 6 Satisfactory Substructure 7 Good	L=194.0 W=36.4 2-span	7,065	9/16/2021	E-2	IB-C	1974
Colebrook	167/120	BEAR ROCK ROAD	W BR MOHAWK RIVER	148-20	Culvert 3 Serious	L=13.0 W=18.0 2-span	234	10/5/2021	6 Tons	MP	1950
Colebrook	190/109	HARVEY SWELL ROAD	E BRANCH MOHAWK RIVER	81-20	Culvert 4 Poor	L=14.0 W=24.0 1-span	336	10/5/2021	E-2	MP	1969

March 1, 2022
Inspection data through 12/31/2021

2021 MUNICIPAL BRIDGE RED LIST

Town / City	Bridge Number	Facility Carried	Feature Crossed	Est. ADT (Year)	Condition of Deck, Superstructure, Substructure, or Culvert	Total Length (ft); Total Width (ft); No. of Spans	Gross Deck Area (sf)	Date of Most Recent Inspection	Bridge Posting	Structure Type	Year Modified / Year Built
Columbia	228/109	BUNGY ROAD	EAST BRANCH SIMMS STREAM	81-20	Deck 5 Fair Superstructure 5 Fair Substructure 3 Serious	L=17.0 W=24.0 1-span	408	11/2/2021	E-2	CS	1932
Concord	163/111	NH 9(LOUDON ROAD)	MERRIMACK RIVER	21,649-20	Deck 4 Poor Superstructure 6 Satisfactory Substructure 5 Fair	L=525.0 W=77.0 4-span	40,425	12/8/2021	NPR	IB-C	1996/1966
Concord	190/067	IRON WORKS ROAD	TURKEY RIVER	1,177-20	Deck 3 Serious Superstructure 3 Serious Substructure 3 Serious	L=15.0 W=29.0 1-span	435	10/12/2021	E-2	CS	1925
Conway	065/057	CONWAY SCENIC RR	RIVER ROAD	0-80 2,200-15	Deck 5 Fair Superstructure 5 Fair Substructure 4 Poor	L=75.0 W=9.8 8-span	738	11/23/2021	NPR	TB	1931
Cornish	175/143	LEAVITT HILL ROAD	BLOW-ME-DOWN-BROOK	90-20	Deck 4 Poor Superstructure 7 Good Substructure 7 Good	L=23.0 W=25.1 1-span	577	9/24/2021	E-2	IB-BP	1991/1950
Croydon	104/069	BRIGHTON ROAD	BEAVER BROOK	81-20	Culvert 4 Poor	L=16.0 W=18.0 1-span	288	7/8/2021	E-2	MP	1985
Danbury	112/108	BOHONNON ROAD	WILD MEADOW BROOK	81-20	Culvert 3 Serious	L=16.0 W=20.0 1-span	320	10/15/2021	E-2	MP	1960
Danbury	178/057	WALKER BROOK ROAD	FRAZIER BROOK	71-20	Deck 7 Good Superstructure 4 Poor Substructure 6 Satisfactory	L=28.0 W=16.2 1-span	454	10/15/2021	6 Tons	IB-W	1950
Danbury	224/074	JACK WELLS ROAD	FRAZIER BROOK	41-20	Deck 7 Good Superstructure 7 Good Substructure 4 Poor	L=25.0 W=12.5 1-span	313	10/19/2021	NPR	IB-W	2016/1950
Deerfield	139/127	BLAKES HILL ROAD	LAMPREY RIVER	81-20	Deck 5 Fair Superstructure 4 Poor Substructure 5 Fair	L=19.0 W=20.9 1-span	397	9/23/2021	12 Tons	Jack	1930
Dover	057/173	SIXTH STREET	BLACKWATER BROOK	2,674-20	Culvert 4 Poor	L=16.0 W=18.0 1-span	288	11/23/2021	E-2	CRF	1937
Durham	097/109	MILL ROAD	OYSTER RIVER	1,854-20	Culvert 4 Poor	L=17.2 W=26.0 1-span	446	9/22/2021	E-2	MP	1971
Durham	150/065	DURHAM POINT ROAD	CROMMET CREEK	214-20	Deck 5 Fair Superstructure 5 Fair Substructure 4 Poor	L=23.0 W=23.0 1-span	529	9/17/2021	15 Tons	IB-C	1970/1930
Eaton	058/130	POTTER ROAD	SNOW BROOK	81-20	Deck 5 Fair Superstructure 4 Poor Substructure 4 Poor	L=19.0 W=18.2 1-span	346	9/27/2021	E-2	IB-S	1965
Effingham	166/082	GRANITE ROAD	SOUTH RIVER	81-20	Deck 5 Fair Superstructure 2 Critical Substructure 5 Fair	L=36.0 W=18.5 2-span	666	8/13/2021	BRC	IB-C	1950/1920
Enfield	198/103	OAK HILL ROAD	GRAFTON POND OUTLET	81-20	Culvert 3 Serious	L=11.0 W=21.0 1-span	231	10/20/2021	NPR	MP	1994
Exeter	068/083	GARRISON LANE	LITTLE RIVER	12-20	Deck 4 Poor Superstructure 6 Satisfactory Substructure 4 Poor	L=27.0 W=18.0 1-span	486	11/24/2021	NPR	IB-W	1976/1930

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Farmington	071/089	HORNETOWN ROAD	MAD RIVER	81-20	Deck 5 Fair Superstructure 3 Serious Substructure 5 Fair	L=24.0 W=24.0 1-span	576	10/14/2021	NPR	IB-BP	1984
Farmington	076/135	SPRING STREET	COCHECO RIVER	734-20	Deck 4 Poor Superstructure 5 Fair Substructure 5 Fair	L=39.0 W=30.0 1-span	1,170	10/11/2021	E-2	CTB	1926
Farmington	080/108	RIVER ROAD	MAD RIVER	96-20	Deck 4 Poor Superstructure 3 Serious Substructure 5 Fair	L=35.0 W=24.3 1-span	852	10/4/2021	BRC	IB-BP	1986
Farmington	142/050	SHEEPBORO ROAD	BERRYS RIVER	20-87	Deck 6 Satisfactory Superstructure 6 Satisfactory Substructure 4 Poor	L=21.5 W=20.0 1-span	430	10/14/2021	E-2	IB-W	2007/1983
Fitzwilliam	147/054	TEMPLETON TURNPIKE	PRIEST BROOK	56-20	Culvert 2 Critical	L=10.0 W=22.0 1-span	220	8/13/2021	NPR	MP	1987
Fitzwilliam	147/080	TEMPLETON TURNPIKE	PRIEST BROOK	56-20	Culvert 2 Critical	L=21.0 W=18.0 3-span	378	8/13/2021	3 Tons	MP	1984
Francestown	091/142	OLD COUNTY RD N	COLLINS BROOK	81-20	Culvert 3 Serious	L=30.0 W=15.0 2-span	450	11/17/2021	E-2	MP	1981
Francestown	119/059	CRESSY HILL ROAD	RAND BROOK	81-20	Deck 7 Good Superstructure 4 Poor Substructure 5 Fair	L=31.0 W=16.0 1-span	496	11/17/2021	10 Tons	IB-W	1940
Franconia	057/083	LAFAYETTE ROAD	HAM BRANCH	510-20	Deck 6 Satisfactory Superstructure 4 Poor Substructure 6 Satisfactory	L=52.0 W=22.2 1-span	1,154	10/29/2021	E-2	IB-G	1979/1920
Fremont	106/076	SCRIBNER ROAD	EXETER RIVER	211-20	Deck 3 Serious Superstructure 5 Fair Substructure 5 Fair	L=47.0 W=24.3 1-span	1,142	11/24/2021	E-2	IB-C	1941
Fremont	155/133	MARTIN ROAD	PISCASSIC RIVER	520-20	Deck 4 Poor Superstructure 6 Satisfactory Substructure 3 Serious	L=18.0 W=20.5 1-span	369	11/24/2021	15 Tons	IB-C	1930
Gilford	139/093	RECREATION TRAIL	GUNSTOCK RIVER	0-00	Deck 7 Good Superstructure 7 Good Substructure 4 Poor	L=42.0 W=10.5 1-span	441	8/23/2021	NPR	TB-C	1995
Gilsum	097/139	BANKS ROAD	HAYWARD BROOK	81-20	Culvert 3 Serious	L=12.0 W=21.0 1-span	252	8/16/2021	NPR	MP	1994
Goshen	082/083	BALL PARK ROAD	TROW BROOK	81-20	Deck 6 Satisfactory Superstructure 3 Serious Substructure 2 Critical	L=15.0 W=18.0 1-span	270	8/17/2021	BRC	IB-BP	1994/1930
Goshen	084/077	LEMPSTER COACH RD	TROW BROOK	81-20	Deck 8 Very Good Superstructure 6 Satisfactory Substructure 3 Serious	L=25.0 W=18.0 1-span	450	8/17/2021	NPR	IB-BP	1999/1940
Grantham	083/108	OLDE FARMS ROAD	SAWYER BROOK	81-20	Culvert 3 Serious	L=13.0 W=20.0 1-span	260	9/22/2021	NPR	MP	1965
Grantham	108/147	FRYE LANE	STONY BROOK	50-00	Culvert 3 Serious	L=12.0 W=12.0 1-span	144	9/22/2021	NPR	MP	1972

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Greenfield	151/089	SCHOOL HOUSE RD	BROOK	81-20	Culvert 1 Closed - Failing	L=14.0 W=14.0 1-span	196	10/25/2021	BRC	MP	1988
Greenville	075/114	WILTON ROAD	SOUHEGAN RIVER	1,511-20	Deck 6 Satisfactory Superstructure 5 Fair Substructure 4 Poor	L=173.0 W=32.0 1-span	5,536	10/29/2021	E-2	HT	1986/1938
Hancock	100/046	WINDY ROW ROAD	MCDOWELL RESERVOIR	205-20	Deck 5 Fair Superstructure 4 Poor Substructure 5 Fair	L=224.0 W=21.0 4-span	4,704	11/5/2021	E-2	IB-C	1950
Hancock	107/074	MIDDLE HANCOCK RD	SMALL BROOK	81-20	Culvert 4 Poor	L=13.0 W=22.0 1-span	286	11/5/2021	NPR	MP	1982
Hanover	116/097	HANOVER CENTER RD	MONAHAN BROOK	1,098-20	Deck 4 Poor Superstructure 4 Poor Substructure 6 Satisfactory	L=12.0 W=23.7 1-span	284	8/30/2021	E-2	CRF	1929
Hanover	118/080	RUDDSBORO ROAD	MINK BROOK	81-20	Culvert 4 Poor	L=37.0 W=22.0 2-span	814	8/18/2021	E-2	MP-A	1940
Harrisville	061/060	SOUTH ROAD	MINNEWAWA BROOK	81-20	Deck 6 Satisfactory Superstructure 6 Satisfactory Substructure 4 Poor	L=31.0 W=20.0 1-span	620	11/1/2021	NPR	PTB	1950
Haverhill	095/046	FLAT IRON ROAD	NORTH BRANCH	81-20	Culvert 4 Poor	L=12.0 W=12.0 1-span	144	10/15/2021	E-2	MP	1985
Hill	131/080	BUNKER HILL ROAD	NEEDLE SHOP BROOK	81-20	Culvert 4 Poor	L=17.0 W=17.0 1-span	289	10/12/2021	E-2	MP	1978
Hill	171/105	SHOP ROAD	NEEDLE SHOP BROOK	46-20	Deck 6 Satisfactory Superstructure 1 Closed - Failing Substructure 5 Fair	L=35.0 W=12.2 1-span	427	10/12/2021	BRC	IB-W	1930
Hillsborough	061/139	COOLEDGE ROAD	BEARDS BROOK	81-20	Deck 5 Fair Superstructure 3 Serious Substructure 5 Fair	L=26.0 W=24.0 1-span	624	10/4/2021	15 Tons	IB-C	1970
Hillsborough	088/093	GLEASON FALLS ROAD	BEARDS BROOK	81-20	Culvert 4 Poor	L=34.0 W=12.0 1-span	408	11/15/2021	6 Tons	MA	1900
Hillsborough	100/070	JONES ROAD	BEARDS BROOK	81-20	Culvert 4 Poor	L=45.0 W=12.0 2-span	540	11/15/2021	6 Tons	MA	1900
Hillsborough	154/113	BOG ROAD	SAND BROOK	81-20	Culvert 3 Serious	L=11.0 W=16.0 1-span	176	11/15/2021	E-2	MP	1985
Hillsborough	171/064	CONTOOCOOK FALLS R	CONTOOCOOK RIVER	403-20	Deck 6 Satisfactory Superstructure 4 Poor Substructure 7 Good	L=224.0 W=29.0 2-span	6,496	10/4/2021	C-2	TPG	1991/1933
Hopkinton	057/111	NH127	PENSTOCK (UNIT 1)	2,932-20	Culvert 2 Critical	L=10.0 W=23.0 1-span	230	6/16/2014	NPR	MP	1980
Hopkinton	154/136	BROAD COVE ROAD	DOLF BROOK	81-20	Culvert 4 Poor	L=12.0 W=23.0 1-span	276	6/11/2021	NPR	MP	1990

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Hudson	116/080	NH 3A	FIRST BROOK	17,131-20	Culvert 4 Poor	L=10.0 W=44.0 1-span	440	11/19/2021	NPR	MP	1987
Jackson	198/046	DUNDEE ROAD	MILL BROOK	180-20	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=20.0 W=20.5 1-span	410	12/13/2021	E-2	CS	1953
Jaffrey	159/094	NUTTING ROAD	CONTOOCOOK RIVER	1,629-20	Deck 4 Poor Superstructure 4 Poor Substructure 6 Satisfactory	L=43.0 W=27.0 1-span	1,161	6/17/2021	E-2	MA	1905
Jefferson	104/078	LARCOMB ROAD	ISRAEL RIVER OVERFLOW	81-20	Culvert 4 Poor	L=10.0 W=12.0 1-span	120	10/26/2021	NPR	MP	1979
Keene	079/080	WHITCOMB MILLS RD	WHITE BROOK	681-20	Deck 5 Fair Superstructure 5 Fair Substructure 4 Poor	L=23.0 W=16.3 1-span	376	7/6/2021	6 Tons	IB-C	1940
Keene	090/101	MAPLE AVE	BLACK BROOK	2,798-20	Culvert 3 Serious	L=23.0 W=22.0 3-span	506	8/17/2021	E-2	MP	1961
Keene	091/099	SUMMIT ROAD	BLACK BROOK	2,096-20	Culvert 4 Poor	L=12.0 W=24.0 1-span	288	7/19/2021	E-2	CB	1979/1948
Keene	118/051	NH 10	ASH SWAMP BROOK	15,170-20	Deck 4 Poor Superstructure 4 Poor Substructure 6 Satisfactory	L=21.0 W=25.0 1-span	525	7/20/2021	E-2	CB	1941
Keene	140/075	CHURCH STREET	BEAVER BROOK	680-20	Deck 5 Fair Superstructure 5 Fair Substructure 3 Serious	L=20.0 W=37.0 1-span	740	7/26/2021	E-2	IB-C	1940
Keene	140/078	SPRING STREET	BEAVER BROOK	529-20	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=22.0 W=34.2 1-span	752	7/27/2021	E-2	CTB	1923
Keene	140/079	BEAVER STREET	BEAVER BROOK	2,506-20	Deck 4 Poor Superstructure 4 Poor Substructure 3 Serious	L=15.0 W=40.5 1-span	608	7/27/2021	E-2	CS	1923
Keene	142/092	GEORGE STREET	BEAVER BROOK	426-20	Deck 4 Poor Superstructure 4 Poor Substructure 3 Serious	L=17.0 W=40.0 1-span	680	7/27/2021	E-2	CS	1923
Keene	173/135	FERRY BROOK ROAD	FERRY BROOK	52-20	Deck 5 Fair Superstructure 5 Fair Substructure 4 Poor	L=14.5 W=17.1 1-span	248	7/28/2021	E-2	CS	1940
Laconia	121/037	ACADEMY STREET	DURKEE BROOK	1,200-20	Deck 4 Poor Superstructure 3 Serious Substructure 5 Fair	L=22.0 W=67.0 1-span	1,474	12/1/2021	E-2	IB-C	1930
Laconia	123/049	RECREATION TRAIL	WINNIPESAUKEE RIVER	0-08	Deck 4 Poor Superstructure 5 Fair Substructure 6 Satisfactory	L=131.0 W=8.0 2-span	1,048	12/1/2021	NPR	IB-C	1960
Laconia	135/128	US 3,WEIRS BLVD	LANGLEY BROOK	8,805-20	Deck 4 Poor Superstructure 4 Poor Substructure 5 Fair	L=12.0 W=60.0 1-span	720	12/1/2021	NPR	IB-C	1933
Lancaster	218/076	MCGARY HILL ROAD	BONE BROOK	88-20	Culvert 4 Poor	L=14.0 W=19.0 2-span	266	10/26/2021	E-2	MP	1953

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Landaff	074/159	SYM NOYES ROAD	MILL BROOK	81-20	Culvert 3 Serious	L=13.7 W=12.0 1-span	164	10/27/2021	E-2	MP	2001
Landaff	119/118	GALE CHANDLER ROAD	MILL BROOK	81-20	Culvert 4 Poor	L=10.3 W=16.0 1-span	165	10/27/2021	NPR	MP	1980
Landaff	138/134	MERRILL MT ROAD	MILL BROOK	81-20	Deck 7 Good Superstructure 7 Good Substructure 3 Serious	L=14.0 W=15.9 1-span	223	10/27/2021	E-2	CRF	1922
Lebanon	062/117	NH 12A	NHRR	7,672-20	Deck 4 Poor Superstructure 5 Fair Substructure 6 Satisfactory	L=145.0 W=27.7 3-span	4,017	10/22/2021	E-2	IB-C	1949
Lebanon	066/059	TRUE'S BROOK ROAD	BLOODS BROOK	1,056-20	Deck 3 Serious Superstructure 5 Fair Substructure 6 Satisfactory	L=65.0 W=22.0 2-span	1,430	10/21/2021	E-2	IB-C	1986/1952
Lebanon	100/110	US 4,MECHANIC ST	MASCOMA RIVER	11,374-20	Deck 4 Poor Superstructure 7 Good Substructure 6 Satisfactory	L=89.0 W=72.5 1-span	6,453	10/22/2021	E-2	IB-C	1977
Lebanon	121/117	NH120,PARK LOT,PED	NHRR(ABD)	7,093-20	Deck 4 Poor Superstructure 4 Poor Substructure 5 Fair	L=28.0 W=61.3 1-span	1,716	10/27/2021	E-2	PVS	1969
Lempster	042/161	CRESCENT LAKE ROAD	COLD RIVER	134-20	Deck 3 Serious Superstructure 6 Satisfactory Substructure 6 Satisfactory	L=18.0 W=20.2 1-span	364	9/9/2021	NPR	IB-W	1986/1930
Lempster	057/134	WHEELER LANE	COLD RIVER	81-20	Deck 2 Critical Superstructure 7 Good Substructure 7 Good	L=21.0 W=14.3 1-span	301	9/9/2021	NPR	IB-W	1985
Lempster	096/081	OLDS ROAD	DODGE BROOK	81-20	Deck 3 Serious Superstructure 5 Fair Substructure 4 Poor	L=28.0 W=17.4 1-span	487	9/7/2021	E-2	IB-BP	1998/1976
Lisbon	063/078	SCHOOL STREET	AMMONOOSUC RIVER	1,566-20	Deck 4 Poor Superstructure 7 Good Substructure 6 Satisfactory	L=222.0 W=36.2 3-span	8,037	10/29/2021	E-2	IB-C	1986/1960
Lisbon	088/125	PLAINS ROAD	MILL BROOK	81-20	Deck 6 Satisfactory Superstructure 4 Poor Substructure 6 Satisfactory	L=27.0 W=22.0 1-span	594	10/29/2021	E-2	IB-C	1975
Londonderry	070/135	HALL ROAD	LITTLE COHAS BROOK	1,701-20	Deck 6 Satisfactory Superstructure 6 Satisfactory Substructure 4 Poor	L=24.0 W=32.0 1-span	768	11/22/2021	E-2	CS	1974
Londonderry	077/151	STOKES ROAD	LITTLE COHAS BROOK	30-20	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=28.0 W=18.0 1-span	504	11/22/2021	15 Tons	CS	1930
Loudon	054/065	WALES BRIDGE ROAD	SOUCOOK RIVER	313-20	Deck 4 Poor Superstructure 4 Poor Substructure 6 Satisfactory	L=146.0 W=29.0 3-span	4,234	9/20/2021	E-2	CRF	1934
Lyme	113/147	PINNACLE ROAD	TROUT BROOK	224-20	Culvert 3 Serious	L=19.0 W=16.0 2-span	304	10/21/2021	E-2	MP	1980
Lyme	141/094	FLINT HILL ROAD	GRANT BROOK	81-20	Culvert 3 Serious	L=19.0 W=14.0 2-span	266	10/21/2021	E-2	MP	1979

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Madbury	056/072	NUTE ROAD	BELLAMY RIVER	146-20	Culvert 4 Poor	L=15.0 W=15.0 1-span	225	11/30/2021	E-2	MP	1960
Madbury	160/086	FRESHET ROAD	JOHNSON CREEK	369-20	Culvert 3 Serious	L=14.2 W=18.0 1-span	256	11/30/2021	E-2	MP	1974
Manchester	107/072	SALMON STREET EB	MERRIMACK R,PAR,RD,RAMP	10,097-20 7,800-13 7,500-03	Deck 4 Poor Superstructure 5 Fair Substructure 5 Fair	L=1023.0 W=33.7 8-span	34,441	12/1/2021	NPR	IB-C	1999/1970
Manchester	151/065	US 3,NH 3A	I-293,NH 3A,PAR,MERR R	20,952-20 61,000-15 36,500-12	Deck 4 Poor Superstructure 5 Fair Substructure 5 Fair	L=1186.0 W=59.0 14-span	69,974	11/29/2021	NPR	DT	1995/1923
Marlborough	128/077	OLD DUBLIN ROAD	MOUNTAIN BROOK	81-20	Deck 5 Fair Superstructure 5 Fair Substructure 4 Poor	L=22.0 W=20.2 1-span	444	12/1/2021	E-2	IB-C	1965
Meredith	106/128	BLAKE ROAD	BROOK	51-20	Deck 4 Poor Superstructure 4 Poor Substructure 7 Good	L=13.0 W=23.0 1-span	299	12/7/2021	E-2	CS	1929
Meredith	180/144	PARKING LOT ACCESS	WAUKEWAN LK OUTLET	200-01	Deck 4 Poor Superstructure 7 Good Substructure 7 Good	L=27.5 W=15.8 1-span	433	12/1/2021	15 Tons	TB	2000
Merrimack	112/115	RECREATION TRAIL	SOUHEGAN RIVER	0-11	Deck 7 Good Superstructure 3 Serious Substructure 8 Very Good	L=136.0 W=6.0 1-span	816	11/10/2021	NPR	HT	2011
Merrimack	116/120	US 3	SOUHEGAN RIVER	11,475-20	Deck 5 Fair Superstructure 4 Poor Substructure 5 Fair	L=113.0 W=42.0 2-span	4,746	11/10/2021	E-2	MA	1934/1921
Merrimack	118/135	US 3	BABOOSIC BROOK	13,016-20	Culvert 4 Poor	L=30.0 W=32.0 1-span	960	11/10/2021	E-2	CACUL	1933
Milan	219/126	CHICKWOLNEPY ROAD	CHICKWOLNEPY STREAM	81-20	Deck 5 Fair Superstructure 3 Serious Substructure 5 Fair	L=38.8 W=16.0 1-span	621	10/1/2021	6 Tons	IB-W	1950
Milan	254/038	STEARNS BROOK ROAD	STEARNS BROOK	81-20	Deck 4 Poor Superstructure 5 Fair Substructure 5 Fair	L=39.0 W=16.0 1-span	624	10/1/2021	NPR	BAIB	1950
Milford	089/106	MASON ROAD	GREAT BROOK	2,968-20	Culvert 4 Poor	L=11.0 W=22.0 1-span	242	9/28/2021	E-2	MP	1982
Milford	103/163	HARTSHORN ROAD	HARTSHORN BROOK	45-20	Culvert 3 Serious	L=18.0 W=17.0 2-span	306	9/28/2021	6 Tons	MS	1910
Milford	123/133	NH 13	SOUHEGAN RIVER	12,480-20	Deck 4 Poor Superstructure 4 Poor Substructure 7 Good	L=112.0 W=44.0 2-span	4,928	9/29/2021	E-2	MA-CA	1931

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Milton - Lebanon	168/152	TOWNHOUSE ROAD	NORTHEAST POND	452-20	Deck 0 Failed - Closed Superstructure 0 Failed - Closed Substructure 0 Failed - Closed	L=94.0 W=26.2 4-span	2,463	8/25/2021	BRC	TB	1948
Milton	190/101	WINDING ROAD	LYMAN BROOK	81-20	Deck 5 Fair Superstructure 3 Serious Substructure 4 Poor	L=21.0 W=33.5 1-span	704	8/25/2021	10 Tons	IB-BP	1995
Monroe	170/083	SMUTTY HOLLOW ROAD	SMUTTY HOLLOW BROOK	113-20	Culvert 4 Poor	L=15.2 W=24.0 1-span	365	9/22/2021	NPR	MP	1989
Mont Vernon	142/089	BEAVER BROOK ROAD	BEAVER BROOK	608-20	Deck 4 Poor Superstructure 4 Poor Substructure 7 Good	L=30.0 W=22.0 1-span	660	11/17/2021	E-2	CS	1932
Nashua	139/115	CANAL STREET	NASHUA RIVER	14,357-20	Deck 6 Satisfactory Superstructure 6 Satisfactory Substructure 4 Poor	L=160.0 W=54.0 2-span	8,640	12/2/2021	E-2	CA	1928
Nelson	142/126	OLD STODDARD ROAD	BAILEY BROOK	81-20	Culvert 2 Critical	L=13.5 W=16.0 1-span	216	7/13/2021	NPR	MP	1988
New Boston	091/155	DOUGHERTY LANE	MID BR PISCATAQUOG RIVER	81-20	Deck 8 Very Good Superstructure 8 Very Good Substructure 1 Closed - Failing	L=22.0 W=20.0 1-span	440	7/14/2021	BRC	CRF-P	2004
New Hampton	061/069	BROOK ROAD	BLAKE BROOK	81-20	Deck 6 Satisfactory Superstructure 6 Satisfactory Substructure 4 Poor	L=22.0 W=15.3 1-span	337	10/1/2021	12 Tons	TB	1960/1920
New Ipswich	108/070	TAYLOR ROAD	WEST BR SOUHEGAN RIVER	81-20	Culvert 3 Serious	L=10.0 W=18.0 1-span	180	8/31/2021	BRC	MP	1981
Newport	086/095	CHANDLER MILL ROAD	CUTTS BROOK	422-20	Deck 5 Fair Superstructure 4 Poor Substructure 5 Fair	L=20.0 W=20.0 1-span	400	10/13/2021	E-2	IB-BP	1973
Newport	097/139	GREENWOOD ROAD	DODGE BROOK	81-20	Deck 1 Closed - Failing Superstructure 1 Closed - Failing Substructure 1 Closed - Failing	L=18.0 W=23.6 1-span	424	10/13/2021	BRC	IB-BP	1989
Newport	154/129	SAND HILL ROAD	BROOK	139-20	Deck 3 Serious Superstructure 2 Critical Substructure 5 Fair	L=27.0 W=24.3 1-span	656	10/27/2021	NPR	IB-BP	1984
Newport	177/117	PARADISE ROAD	SUGAR RIVER	81-20	Deck 1 Closed - Failing Superstructure 1 Closed - Failing Substructure 1 Closed - Failing	L=39.0 W=18.0 1-span	702	10/20/2021	BRC	IB-BP	1976
Newton	053/105	WILDERS GROVE RD	COUNTRY POND	399-20	Culvert 2 Critical	L=12.0 W=12.0 2-span	144	9/1/2021	NPR	MP	1989
Orange	107/046	BROCK HILL ROAD	BROWN BROOK	81-20	Culvert 4 Poor	L=17.2 W=24.0 1-span	413	10/6/2021	E-2	MP	1980

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2021 MUNICIPAL BRIDGE RED LIST

Town / City	Bridge Number	Facility Carried	Feature Crossed	Est. ADT (Year)	Condition of Deck, Superstructure, Substructure, or Culvert	Total Length (ft); Total Width (ft); No. of Spans	Gross Deck Area (sf)	Date of Most Recent Inspection	Bridge Posting	Structure Type	Year Modified / Year Built
Orford	080/120	ARCHERTOWN ROAD	JACOBS BROOK	286-20	Deck 4 Poor Superstructure 5 Fair Substructure 5 Fair	L=52.0 W=18.3 1-span	952	10/6/2021	E-2	IB-C	1930
Orford	087/108	HIGH BRIDGE ROAD	ARCHERTOWN BROOK	81-20	Deck 1 Closed - Failing Superstructure 1 Closed - Failing Substructure 1 Closed - Failing	L=24.0 W=14.0 1-span	336	10/6/2021	BRC	IB-W	1940
Peterborough	092/089	MAIN STREET	CONTOOCOOK RIVER	6,000-20	Deck 3 Serious Superstructure 3 Serious Substructure 5 Fair	L=86.0 W=41.5 1-span	3,569	11/3/2021	3 Tons	CRF	1940
Peterborough	132/134	SLAB ROAD	OTTER BROOK	81-20	Deck 5 Fair Superstructure 5 Fair Substructure 3 Serious	L=26.0 W=20.0 1-span	520	11/3/2021	E-2	Jack	1940
Pittsburg	134/057	HILL ROAD	PERRY STREAM	194-20	Deck 7 Good Superstructure 5 Fair Substructure 4 Poor	L=78.0 W=18.3 2-span	1,427	11/9/2021	E-2	TB-C	1991/1860
Portsmouth	198/107	CATE STREET	HODGSON BROOK	1,186-20	Deck 2 Critical Superstructure 5 Fair Substructure 6 Satisfactory	L=37.0 W=28.0 1-span	1,036	10/18/2021	15 Tons	IB-C	1940
Portsmouth	231/103	MAPLEWOOD AVENUE	NORTH MILL POND	5,727-20	Culvert 3 Serious	L=25.0 W=32.0 1-span	800	10/29/2021	E-2	MA-CA	1976/1940
Randolph	080/047	DURAND ROAD	MOOSE RIVER	81-20	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=14.0 W=28.0 1-span	392	10/20/2021	E-2	CB	1920
Richmond	065/083	WHIPPLE HILL ROAD	ROARING BROOK	295-20	Deck 6 Satisfactory Superstructure 4 Poor Substructure 6 Satisfactory	L=43.0 W=20.5 3-span	882	8/3/2021	NPR	IB-BP	1983/1950
Richmond	155/066	TULLY BROOK ROAD	TULLY BROOK	81-20	Culvert 3 Serious	L=14.0 W=18.0 1-span	252	8/3/2021	6 Tons	MP	1990
Rochester	148/121	LOWELL STREET	WILLOW (WARDLEY) BROOK	477-20	Culvert 4 Poor	L=10.5 W=36.0 1-span	378	8/12/2021	NPR	MP	1985
Rollinsford	090/052	OLD MILL LANE	ROLLINS BROOK	168-20	Deck 4 Poor Superstructure 2 Critical Substructure 3 Serious	L=21.0 W=18.5 1-span	389	11/23/2021	NPR	TB	1900
Rumney	093/082	BUFFALO ROAD	BROOK	245-20	Culvert 2 Critical	L=13.0 W=21.0 1-span	273	10/7/2021	E-2	MP	1972
Salem	115/097	BRIDGE STREET	SPICKET RIVER	4,834-20	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=29.0 W=35.0 1-span	1,015	11/18/2021	E-2	Jack	1959/1900
Sanbornton	118/089	BROOK ROAD	SALMON BROOK	81-20	Deck 8 Very Good Superstructure 8 Very Good Substructure 4 Poor	L=35.0 W=16.0 1-span	560	10/5/2021	NPR	CS	2012/1900
Sharon	071/056	SWAMP ROAD	GRIDLEY RIVER	81-20	Deck 7 Good Superstructure 6 Satisfactory Substructure 4 Poor	L=20.0 W=16.0 1-span	320	8/31/2021	NPR	IB-G	1991/1938

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Town / City	Bridge Number	Facility Carried	Feature Crossed	Est. ADT (Year)	Condition of Deck, Superstructure, Substructure, or Culvert	Total Length (ft); Total Width (ft); No. of Spans	Gross Deck Area (sf)	Date of Most Recent Inspection	Bridge Posting	Structure Type	Year Modified / Year Built
Shelburne	114/104	VILLAGE ROAD	CLEMENT BROOK	41-20	Deck 5 Fair Superstructure 5 Fair Substructure 4 Poor	L=45.0 W=30.1 2-span	1,354	10/28/2021	E-2	CS	1971/1929
South Hampton	069/066	HILLDALE AVE	POWWOW RIVER	168-20	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=31.0 W=18.6 1-span	577	7/29/2021	15 Tons	IB-C	1920
South Hampton	099/062	WHITEHALL ROAD	POWWOW RIVER	517-20	Deck 6 Satisfactory Superstructure 4 Poor Substructure 7 Good	L=33.0 W=22.0 1-span	726	7/29/2021	E-2	IB-C	1976
Springfield	071/138	GEORGE HILL ROAD	GOVE BROOK	81-20	Culvert 4 Poor	L=12.0 W=21.0 1-span	252	10/14/2021	E-2	MP	1970
Stark	068/173	LEIGHTON MEADOW RD	PHILLIPS BROOK	81-20	Deck 5 Fair Superstructure 5 Fair Substructure 3 Serious	L=40.0 W=13.6 1-span	544	10/20/2021	6 Tons	CTB	1970/1940
Stewartstown	105/111	OWEN ROAD	BISHOP BROOK	81-20	Deck 5 Fair Superstructure 3 Serious Substructure 6 Satisfactory	L=35.4 W=16.3 1-span	576	8/19/2021	E-2	IB-W	1995/1915
Stewartstown	109/100	BISHOP BROOK ROAD	CEDAR BROOK	81-20	Culvert 4 Poor	L=12.0 W=19.0 1-span	228	11/4/2021	E-2	MP	1960
Strafford	057/135	BARN DOOR GAP ROAD	BIG RIVER	81-20	Culvert 3 Serious	L=14.0 W=16.0 1-span	224	11/30/2021	E-2	MP	1984
Sugar Hill	202/128	CRANE HILL ROAD	GALE RIVER	81-20	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=108.0 W=18.9 1-span	2,041	11/22/2021	8 Tons	HT	1960/1928
Sugar Hill	208/125	STREETER POND ROAD	INDIAN CREEK	443-20	Culvert 3 Serious	L=11.5 W=16.0 1-span	184	10/27/2021	NPR	CRF-P	2010
Sunapee	069/069	TRASK BROOK ROAD	WENDELL BROOK	81-20	Culvert 1 Closed - Failing	L=11.0 W=16.0 2-span	176	10/14/2021	BRC	MP	1983
Swanzey	098/122	CHRISTIAN HILL RD	NHRR(ABD)	1,712-20	Deck 1 Closed - Failing Superstructure 1 Closed - Failing Substructure 1 Closed - Failing	L=74.0 W=20.8 3-span	1,539	10/18/2021	BRC	TB	1960/1930
Tamworth	037/157	SCOTT ROAD	CHOCORUA RIVER	81-20	Culvert 2 Critical	L=11.0 W=14.0 1-span	154	10/20/2021	3 Tons	MP	1995
Tamworth	168/070	MOUNTAIN ROAD	COLD BROOK	35-20	Deck 6 Satisfactory Superstructure 4 Poor Substructure 5 Fair	L=38.0 W=16.0 1-span	608	10/13/2021	E-2	IB-W	1983/1900
Temple	107/117	POWERS ROAD	BLOOD BROOK	81-20	Deck 4 Poor Superstructure 5 Fair Substructure 3 Serious	L=24.0 W=16.0 1-span	384	11/2/2021	3 Tons	IB-C	1920
Temple	116/139	PUTNAM ROAD	BROOK	81-20	Deck 6 Satisfactory Superstructure 5 Fair Substructure 3 Serious	L=25.0 W=17.0 1-span	425	11/2/2021	6 Tons	IB-C	1930

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2021 MUNICIPAL BRIDGE RED LIST

Town / City	Bridge Number	Facility Carried	Feature Crossed	Est. ADT (Year)	Condition of Deck, Superstructure, Substructure, or Culvert	Total Length (ft); Total Width (ft); No. of Spans	Gross Deck Area (sf)	Date of Most Recent Inspection	Bridge Posting	Structure Type	Year Modified / Year Built
Temple	117/138	PUTNAM ROAD	BROOK OVERFLOW	81-20	Deck 5 Fair Superstructure 6 Satisfactory Substructure 4 Poor	L=15.0 W=19.0 1-span	285	11/2/2021	6 Tons	IB-C	1930
Troy	093/084	PROSPECT STREET	BROOK	228-20	Deck 6 Satisfactory Superstructure 6 Satisfactory Substructure 4 Poor	L=19.0 W=23.7 1-span	450	10/1/2021	15 Tons	IB-C	1940
Wakefield	290/064	MAPLE STREET	BRANCH RIVER	81-20	Deck 1 Closed - Failing Superstructure 1 Closed - Failing Substructure 1 Closed - Failing	L=35.0 W=22.3 1-span	781	11/29/2021	BRC	CTB	1972/1940
Walpole	122/067	MAIN STREET	OLD MILL POND BROOK	2,584-20	Culvert 4 Poor	L=10.0 W=40.0 1-span	400	7/22/2021	E-2	MP	1979
Walpole	176/092	WATKINS HILL ROAD	GREAT BROOK	668-20	Culvert 4 Poor	L=19.0 W=26.0 1-span	494	8/2/2021	NPR	MP-A	1990/1955
Walpole	213/076	WENTWORTH ROAD	HOUGHTON BROOK	85-20	Culvert 3 Serious	L=18.0 W=18.0 1-span	324	8/2/2021	NPR	MP-A	1955
Warner	189/099	NORTH VILLAGE ROAD	SILVER BROOK	81-20	Culvert 4 Poor	L=13.0 W=18.0 1-span	234	12/3/2021	E-2	MP	1979
Warren	106/086	LUND LANE	ORE HILL BROOK	81-20	Culvert 3 Serious	L=17.0 W=18.0 1-span	306	10/6/2021	E-2	MP	1970
Warren	120/058	FISH HATCHERY ROAD	PATCH BROOK	41-20	Deck 3 Serious Superstructure 3 Serious Substructure 4 Poor	L=33.0 W=23.3 1-span	769	10/7/2021	E-2	Jack	1930
Waterville Valley	133/111	SNOWS BROOK ROAD	SNOWS BROOK	487-20	Culvert 4 Poor	L=21.0 W=20.5 1-span	431	8/24/2021	NPR	MP	1970
Weare	082/045	LULL ROAD	PEACOCK BROOK	80-20	Culvert 3 Serious	L=10.0 W=22.0 1-span	220	7/27/2021	E-2	MP	1973
Weare	084/040	OLD FRANCESTOWN RD	PEACOCK BROOK	189-20	Culvert 3 Serious	L=11.0 W=21.0 1-span	231	7/27/2021	E-2	MP	1973
Weare	110/150	RIVER ROAD	PISCATAQUOG RIVER	1,521-20	Deck 4 Poor Superstructure 3 Serious Substructure 5 Fair	L=117.0 W=29.5 1-span	3,452	10/13/2021	6 Tons	LT	1997/1940
Webster	066/113	WHITE PLAINS ROAD	MEADOW BROOK	406-20	Culvert 2 Critical	L=13.0 W=18.0 3-span	234	10/28/2021	3 Tons	MP	1989/1930
Webster	121/103	CLOTHESPIN BR ROAD	BLACKWATER RIVER	636-20	Deck 2 Critical Superstructure 5 Fair Substructure 4 Poor	L=73.0 W=20.6 1-span	1,504	10/28/2021	E-2	IB-C	1954
Wentworth	111/068	ROWENTOWN ROAD	ROCKY BRANCH	81-20	Culvert 4 Poor	L=19.0 W=17.0 2-span	323	9/8/2021	NPR	MP	1996

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2021 MUNICIPAL BRIDGE RED LIST

Town / City	Bridge Number	Facility Carried	Feature Crossed	Est. ADT (Year)	Condition of Deck, Superstructure, Substructure, or Culvert	Total Length (ft); Total Width (ft); No. of Spans	Gross Deck Area (sf)	Date of Most Recent Inspection	Bridge Posting	Structure Type	Year Modified / Year Built
Wentworth	160/148	EASTSIDE ROAD	MARTINS BROOK	206-20	Deck 6 Satisfactory Superstructure 5 Fair Substructure 4 Poor	L=28.0 W=16.0 1-span	448	9/21/2021	NPR	IB-W	1994/1940
Westmoreland	089/100	RIVER ROAD SOUTH	PARTRIDGE BROOK	1,098-20	Deck 4 Poor Superstructure 4 Poor Substructure 4 Poor	L=147.3 W=25.3 6-span	3,727	7/15/2021	E-2	CTC	1937
Westmoreland	124/061	HATT ROAD	PARTRIDGE BROOK	57-20	Deck 5 Fair Superstructure 5 Fair Substructure 4 Poor	L=24.0 W=20.1 1-span	482	7/7/2021	NPR	IB-C	1932
Wilton	060/118	OLD COUNTY FARM RD	BLOOD BROOK	81-20	Deck 8 Very Good Superstructure 8 Very Good Substructure 3 Serious	L=26.0 W=18.0 1-span	468	11/4/2021	NPR	CS	2013/1950
Wilton	063/105	TEMPLE ROAD	BLOOD BROOK	1,098-20	Deck 3 Serious Superstructure 3 Serious Substructure 4 Poor	L=49.0 W=23.0 2-span	1,127	11/4/2021	10 Tons	MA	1901
Wilton	074/060	KING BROOK ROAD	KING BROOK	81-20	Culvert 3 Serious	L=12.0 W=20.0 1-span	240	10/26/2021	E-2	MA	1901
Wilton	080/145	FRYE MILL ROAD	BURTON POND OUTLET	28-20	Deck 7 Good Superstructure 7 Good Substructure 4 Poor	L=28.0 W=16.0 1-span	448	11/4/2021	NPR	CS	2014/1920
Winchester	063/101	RECYCLE WAY	ASHUELOT RIVER	39-20	Deck 6 Satisfactory Superstructure 7 Good Substructure 4 Poor	L=132.0 W=17.5 2-span	2,310	10/18/2021	E-2	IB-C	1985/1947
Windham	099/044	MOECKEL ROAD	ROCK POND	113-20	Deck 4 Poor Superstructure 5 Fair Substructure 6 Satisfactory	L=18.0 W=18.0 1-span	324	6/3/2021	E-2	Jack	1940

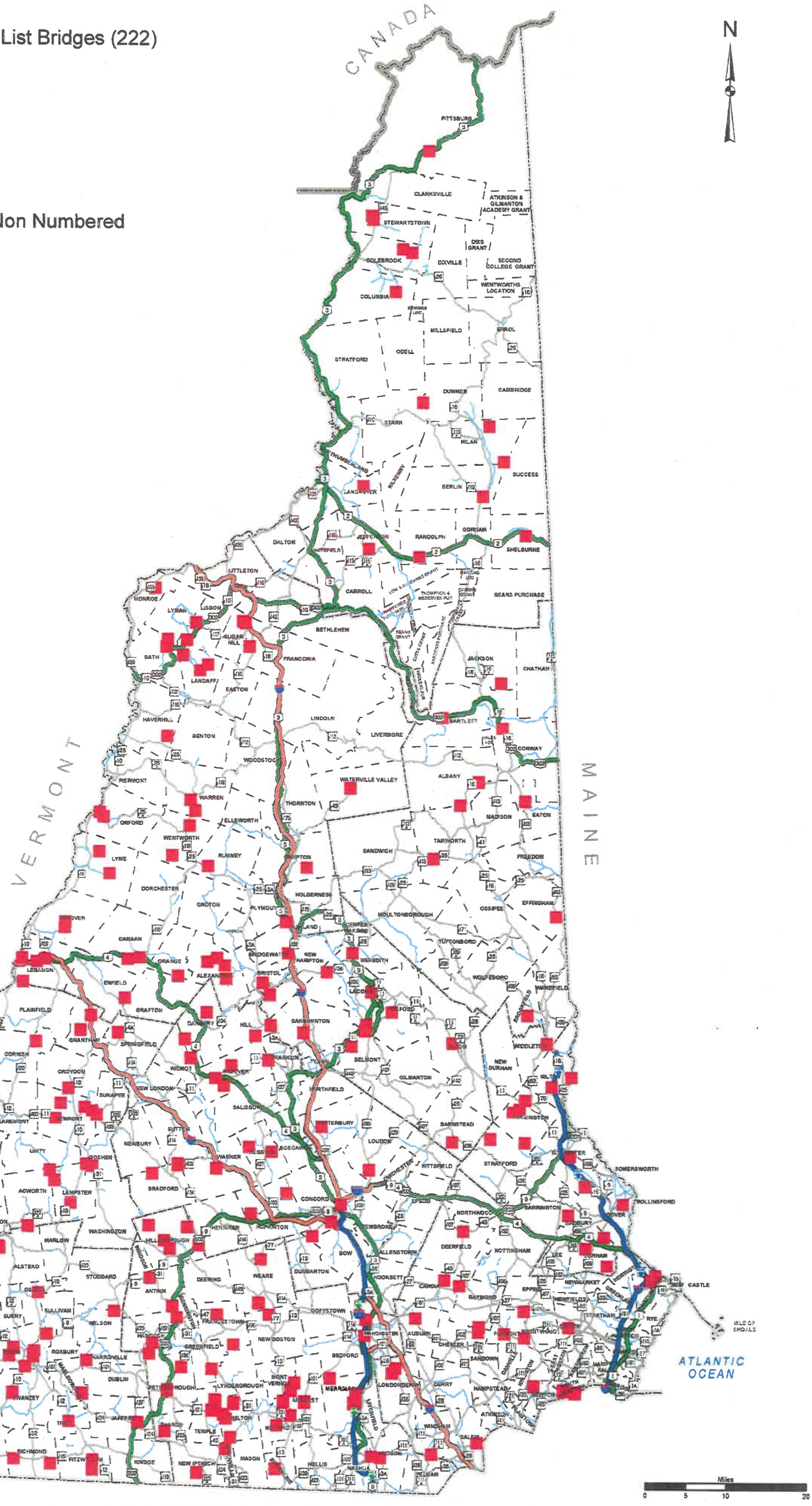
Municipal Bridge Conditions

2021 Red List

New Hampshire DOT
Department of Transportation

- Municipal Red List Bridges (222)
- Turnpikes
- Interstates
- US Routes
- State Routes
- State Routes-Non Numbered

*All Tiers, State
Data Source: ASSET_2021_BRIDGE_POINTS



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Rev Date: 5/25/2022

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Appendix "C"

Bridge Postings and Weight Restrictions

Definitions, Signs, and Examples

http://www.gencourt.state.nh.us/rsa/html/XXI/266/266-18.htm

https://www.nh.gov/dot/org/projectdevelopment/bridgedesign/documents/definitionsofweightrestrictions.pdf

https://www.nh.gov/dot/org/projectdevelopment/bridgedesign/documents/signs_postingsforcertifiedloads.pdf

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TITLE XXI - MOTOR VEHICLES
CHAPTER 266 - EQUIPMENT OF VEHICLES
Weight - Section 266:18

266:18 Weight on Interstate and Defense Highway System. – The driving on the interstate and defense highway system of this state of any vehicle or combination of vehicles exceeding the limitations of this section is hereby prohibited.

I. Maximum tire and axle gross weights allowable:

(a) The manufacturer's load rating for the tires.

(b) When being driven with a gross weight in excess of 73,280 pounds:

(1) 20,000 pounds per axle on axles more than 8 feet apart;

(2) 17,000 pounds per axle on axles not more than 8 feet apart;

(c) When being driven with a gross weight not in excess of 73,280 pounds:

(1) 22,400 pounds per axle on 3-axle single unit vehicles and on all other vehicles with axles 10 feet or more apart, including combination vehicles;

(2) 18,000 pounds per axle on axles of vehicles less than 10 feet apart, except 3-axle single unit vehicles.

(d) Two axles less than 40 inches apart shall be considered as a single axle unit.

II. Maximum allowable vehicle gross weights:

(a) For 2-axle vehicles, 33,400 pounds.

(b) For single unit 3-axle vehicles, 47,500 pounds, or a gross weight not in excess of that produced by application of the weight formula as defined in subparagraph (h), whichever is greater, as shown in table III.

(c) For single unit 4-axle vehicles, provided that such vehicles shall have drive on 2 rear axles, and the tridem may contain not more than one retractable axle and, if not factory installed and load equalizing, must provide a system of load equalization by hydraulic, pneumatic, or mechanical means, and be equipped with brakes:

(1) 47,500 pounds, or a gross weight not in excess of that produced by application of the weight formula as defined in subparagraph (h), whichever is the greater; or

(2) If a heavy duty recovery vehicle, 75,000 pounds, or a gross weight not in excess of that produced by application of the weight formula as defined in subparagraph (h), whichever is the greater.

(d) For a single unit 5-axle heavy duty recovery vehicle, 80,000 pounds, or a gross weight not in excess of that produced by application of the weight formula as defined in subparagraph (h), whichever is the greater. Such vehicles shall have drive on 2 rear axles, and the tridem may contain not more than one retractable axle and, if not factory installed and load equalizing, must provide a system of load equalization by hydraulic, pneumatic, or mechanical means, and be equipped with brakes.

(e) For a combination of truck-tractor and semi-trailer equipped with 3 axles, the gross weight shall not exceed that set forth in table I as follows:

Table I.

Distance Between Extreme Axles in Feet	Maximum Gross Weight in Pounds
25	54,500
26	55,500
27	56,000
28	57,000
29	57,500
30	58,000
31	59,000
32	60,000

Further provided that the maximum tire and axle gross weights as provided in paragraph I shall apply and the maximum load in pounds carried on any group of 2 or more consecutive axles shall not exceed that produced by application of the weight formula as defined in subparagraph (h).

(f) For a combination of truck-tractor and semi-trailer equipped with 4 axles, the gross weight shall not exceed that set forth in table II as follows:

Table II.	
Distance Between Extreme Axles in Feet	**Maximum Gross Weight in Pounds**
28	60,500
29	61,500
30	62,000
31	62,500
32	63,500
33	64,000
34	64,500
35	65,500
36	66,000
37	66,500
38	67,500
39	68,000

Further provided that the maximum tire and axle gross weights as provided in paragraph I shall apply, and the maximum load in pounds carried on any group of 2 or more consecutive axles shall not exceed that produced by application of the weight formula as defined in subparagraph (h).

(g) For a combination of truck-tractor and single semi-trailer with 5 or more axles with gross weight not in excess of 73,280 pounds, the weight on any single axle shall not exceed 22,400 pounds and the weight on any tandem axle shall not exceed 36,000 pounds.

(h) For a combination of truck-tractor and single semi-trailer equipped with 5 or more axles with a gross weight in excess of 73,280 pounds or a combination of truck-tractor and more than one trailing unit, the total gross weight shall not exceed 80,000 pounds including all law enforcement tolerances, and the overall gross weight on a group of 2 or more consecutive axles shall not exceed that produced by application of the following formula, known as the weight formula:

$$W = 500 \left\{ \frac{LN}{N-1} + 12N + 36 \right\}$$

(In which W equals overall gross weight on any group of 2 or more consecutive axles to the nearest 500 pounds; L equals the distance measured to the nearest foot between the extreme of any group of 2 or more consecutive axles; and N equals the number of axles in the group under consideration.) Except that 2 consecutive sets of tandem axles may carry a gross load of 34,000 pounds each, provided the overall distance between the first and last axles of such consecutive sets of tandem axles is 36 feet or more and provided that such gross weight shall not exceed 80,000 pounds, including all law enforcement tolerances.

The formula

$$W = 500 \left\{ \frac{LN}{N-1} + 12N + 36 \right\}$$

when expressed in tabular form results in maximum allowable load in pounds carried on any group of 2 or more consecutive axles as follows in table III.

Table III.						
Distance*	**2 axles**	**3 axles**	**4 axles**	**5 axles**	**6 axles**	**7 axles**
4	34,000					
5	34,000					
6	34,000					
7	34,000					
8 and less	34,000	34,000				
more than 8	38,000	42,000				
9	39,000	42,500				
10	40,000	43,500				
11		44,000				
12		45,000	50,000			
13		45,500	50,500			
14		46,500	51,500			
15		47,000	52,000			
16		48,000	52,500	58,000		
17		48,500	53,500	58,500		
18		49,500	54,000	59,000		
19		50,000	54,500	60,000		
20		51,000	55,500	60,500	66,000	
21		51,500	56,000	61,000	66,500	
22		52,500	56,500	61,500	67,000	
23		53,000	57,500	62,500	68,000	
24		54,000	58,000	63,000	68,500	74,000
25		54,500	58,500	63,500	69,000	74,500
26		55,500	59,500	64,000	69,500	75,000
27		56,000	60,000	65,000	70,000	75,500
28		57,000	60,500	65,500	71,000	76,500
29		57,500	61,500	66,000	71,500	77,000
30		58,500	62,000	66,500	72,000	77,500
31		59,000	62,500	67,500	72,500	78,000
32		60,000	63,500	68,000	73,000	78,500
33			64,000	68,500	74,000	79,000
34			64,500	69,000	74,500	80,000
35			65,500	70,000	75,000	
**36			66,000	70,500	75,500	
**37			66,500	71,000	76,000	
**38			67,500	71,500	77,000	
39			68,000	72,500	77,500	
40			68,500	73,000	78,000	
41			69,500	73,500	78,500	
42			70,000	74,000	79,000	
43			70,500	75,000	80,000	
44			71,500	75,500		
45			72,000	76,000		
46			72,500	76,500		
47			73,500	77,500		
48			74,000	78,000		
49			74,500	78,500		
50			75,500	79,000		
51			76,000	80,000		
52			76,500			
53			77,500			
54			78,000			
55			78,500			
56			79,500			
57			80,000			

* Distance in feet between the extremes of any group of 2 or more consecutive axles.
**Distance in feet between the extremes of 4 axles. (2 sets of 2 axles) 68,000 gross weight exception.
The permissible loads are computed to the nearest 500 pounds.

(i) The following loaded vehicles shall not be driven over H15-44 bridges:
  (1) A combination vehicle equipped with 5 axles in the configuration of 3-axle truck-tractor and 2-axle semi-trailer with wheel base less than 38 feet or 2-axle truck-tractor with 1-axle semi-trailer and 2-axle full trailer with wheel base less than 45 feet.
  (2) A loaded single unit vehicle with full trailer equipped with axles with wheel base less than 45 feet.
  (3) Vehicles with 7, 8, or 9 axles.

(j) Coupled vehicles consisting of a truck together with a trailer attached to the truck by a pintle hook or similar coupling device with adequate breakaway protection as provided in RSA 266:63 may be driven, provided the total combined gross weight of the vehicles does not exceed 80,000 pounds and provided that each unit of the coupled vehicles shall be limited to the maximum permissible axle weights and gross weights of the individual units, and further provided that the weight of 2 or more consecutive axles of the coupled vehicle shall not be in excess of that produced by application of the weight formula as defined in subparagraph (h) and shall be limited to a total combined gross weight not in excess of 80,000 pounds, a single axle limit of 20,000 pounds and a tandem axle limit of 34,000 pounds:

III. Notwithstanding paragraphs I and II, for as long as exemptions exist in 23 U.S.C. section 127 that allow maximum gross weights of up to 99,000 pounds on interstate routes 89, 93, and 95 of the interstate and defense highway system, the provisions of RSA 266:18-a regarding weight on the non-interstate and general highway system shall also apply to vehicles or combination vehicles while being operated on any sections of interstate routes 89, 93, or 95 not posted by the commissioner of transportation for lower weights. Such vehicles shall not exceed the weight limits in paragraphs I and II unless they have been certified pursuant to RSA 266:18-d for the higher weights and paid the required fee the same as vehicles operating on the non-interstate highways as provided in RSA 266:18-d.

Source. 1921, 119:25. PL 103:22. 1927, 77:1. 1929, 33:1. 1933, 157:1. 1935, 133:1. 1937, 82:1. 1939, 131:1. 1941, 169:1. RL 119:37. 1947, 11:1. 1949, 104:1. 1950, 11:1, 2. 1951, 20:11. RSA 263:61. 1955, 230:1; 310:2. 1963, 189:1, 3; 202:1. 1973, 468:2. 1977, 487:1, 2. 1979, 219:1; 220:2; 239:1; 358:12. 1981, 55:1; 146:1. 1983, 434:15. 1986, 121:2. 1987, 404:20. 2005, 203:9, eff. July 1, 2005. 2018, 74:2, eff. July 24, 2018.

The following information provides a summary pertaining to load limitations imposed on Certified Vehicles crossing posted bridges. For more detailed information, refer to the referenced State Regulations, or you may contact New Hampshire Department of Safety, Division of Motor Vehicles, or the New Hampshire Department of Transportation, Bureau of Bridge Design.

DEFINITIONS – VEHICLE WEIGHT LIMITS

Certified Vehicle: A vehicle that has certification under:
RSA 266:18-d Additional Certification and Registration; and
is registered for the weight limits in:
RSA 266:18-b Weight on Non-interstate and General Highway System for Vehicles With Additional Registration; and
is traveling at a weight limit in excess of the weight limit in:
RSA 266:18-a Weight on Non-interstate and General Highway System: or
RSA 266:18 Weight on Interstate and Defense Highway System. (if applicable)

Single Unit Vehicle: A vehicle traveling without a trailer.

Combination Vehicle: A combination of a truck and one or more trailers.

Excluded Bridge: A bridge with a sign 'E-1' or 'E-2'. These signs Exclude Certified Vehicles from crossing the bridge, and are authorized in:
RSA 266:18-c General Weight Provisions:

Caution Crossing: A bridge with a sign 'C-1', 'C-2' or 'C-3'. These signs indicate that Caution Crossing Procedures are to be used by Certified Vehicles, and are authorized in:
RSA 266:18-b-III-h Weight on Non-interstate and General Highway System for Vehicles With Additional Registration and **RSA 266:18-c General Weight Provisions:**

RSA 266:18-b-III-(h) The commissioner of Transportation may restrict at his discretion the crossing of certain bridges or other structures, which he determines to have insufficient strength to safely carry multiple legal loads, by limiting vehicles to a caution crossing, whereby the bridge is restricted to one vehicle certified under RSA 266:18-d exceeding 37,400 pounds on the bridge at any one time. When multiple vehicles of more than 2 axles are located on the designated bridge, all loaded certified vehicles shall be required to stop and wait until other traffic passes before crossing the bridge. A bridge so restricted shall be posted according to RSA 266:18-c.

E-2 Sign: This sign indicates an Excluded Bridge. Certified Vehicles, both Single Unit and Combination Vehicles, are excluded from crossing the bridge.

E-1 Sign: This indicates an Excluded Bridge for Single Unit Vehicles only. A Certified Vehicle that is a Single Unit Vehicle is excluded from crossing the bridge.

C-2 Sign: This indicates Caution Crossing Bridge. Certified Vehicles, both Single Unit and Combination Vehicles, are required to wait until they can cross the bridge with no other trucks on the bridge.

C-1 Sign: This indicates Caution Crossing Bridge, for Single Unit Vehicles only. A Certified Vehicle that is a Single Unit Vehicle is required to wait until they can cross the bridge with no other trucks on the bridge.

C-3 Sign: This indicates an Excluded Bridge for Single Unit Vehicles only; and a Caution Crossing Bridge for Combination Vehicles only. A Certified Vehicle that is a Single Unit Vehicle is excluded from crossing the bridge. A Certified Vehicle that is a Combination Vehicle is required to wait until they can cross the bridge with no other trucks on the bridge.

SIGNS AND POSTINGS FOR CERTIFIED LOADS

Drivers will see one of the following signs as they approach a bridge that is posted to restrict Certified Vehicles:

E-1 Sign: This indicates an Excluded Bridge for Single Unit Vehicles only. A Certified Vehicle that is a Single Unit Vehicle is excluded from crossing the bridge.

E-2 Sign: This sign indicates an Excluded Bridge. Certified Vehicles, both Single Unit and Combination Vehicles, are excluded from crossing the bridge.

C-1 Sign: This indicates a Caution Crossing Bridge, for Single Unit Vehicles only. A Certified Vehicle that is a Single Unit Vehicle is required to wait until they can cross the bridge with no other trucks on the bridge.

C-2 Sign: This indicates a Caution Crossing Bridge. All Certified Vehicles, both Single Unit and Combination Vehicles, are required to wait until they can cross the bridge with no other trucks on the bridge.

C-3 Sign: This indicates an Excluded Bridge for Single Unit Vehicles only; and a Caution Crossing Bridge for Combination Vehicles only. A Certified Vehicle that is a Single Unit Vehicle is excluded from crossing the bridge. A Certified Vehicle that is a Combination Vehicle is required to wait until they can cross the bridge with no other trucks on the bridge.

Appendix "D"

List and Location Map of all State Bridges Receiving Preservation Work in 2021

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State Bridges receiving Preservation work in FFY 2021

(For additional information on these 2021 Bridge Preservation projects, please see Section 5.1.1.1.)

BRIDGE DESIGN BUREAU	
BARTLETT – JACKSON 41989	**ASHLAND – PLYMOUTH 43331 (Bridge Painting)**
• BARTLETT 153/108 – US Route 302 over Stony Brook	• ASHLAND 088/058 – I-93 SB over NHRR
• JACKSON 092/130 – NH Route 16 over Ellis River	• ASHLAND 089/057 – I-93 NB over NHRR
	• PLYMOUTH 146/140 – I-93 SB over Pemigewasset River
CANAAN 42938	• PLYMOUTH 147/141 - I-93 NB over Pemigewasset River
• CANAAN 090/034 – US Route 4 over Mascoma River	
• CANAAN 096/039 – US Route 4 over Crystal Lake Brook	**BETHLEHEM 43330 (Bridge Painting)**
• CANAAN 169/073 – US Route 4 over Indian River	• BETHLEHEM 111/064 – US Route 302, NH Routes 18 & 116 over I-93
	• BETHLEHEM 119/065 – West Farm Road over I-93
CANDIA – RAYMOND 43221	• BETHLEHEM 147/060 – I-93 SB over NH Routes 18 & 116
• CANDIA 184/102 – NH Route 27 over North Branch River	• BETHLEHEM 148/060 – I-93 NB over NH Routes 18 & 116
• CANDIA 189/103 – NH Route 27 over Bean Brook	
• RAYMOND 083/151 – NH Route 27 over Lamprey River	**FRANCONIA 43105 (Bridge Painting)**
	• FRANCONIA 077/115 – I-93 SB over Coal Hill Road and Gale River
COLUMBIA – COLEBROOK 42313	• FRANCONIA 078/116 - I-93 NB over Coal Hill Road and Gale River
• COLEBROOK 051/098 – NH Route 26 over Mohawk River	• FRANCONIA 116/109 – I-93 SB over NH Route 141
• COLUMBIA 108/167 – US Route 3 over Simms Stream	• FRANCONIA 116/110 - I-93 NB over NH Route 141
	• FRANCONIA 128/104 – I-93 SB On-Ramp over I-93
MEREDITH – GILFORD 41483	
• GILFORD 102/099 - NH Route 11 over Gunstock River	**STATEWIDE 41915 (Scour Protection)**
• GILFORD 138/137 – NH Route 11A over Poor Farm Brook	• WOODSTOCK 203/079 – I-93 SB over Eastman Brook
• MEREDITH 184/138 – US Route 3 over Maple Street and NHRR	
	TURNPIKE
SUTTON – NEW LONDON 40511	(None)
• NEW LONDON 124/058 – I-89 SB over King Hill Road	
• NEW LONDON 124/059 - I-89 NB over King Hill Road	
• SUTTON 084/160 – I-89 SB over North Hominy Pot Road	
• SUTTON 085/161 - I-89 NB over North Hominy Pot Road	

BRIDGE MAINTENANCE BUREAU	
• GORHAM 092/058 – NH Route 16 over Peabody River	**TURNPIKE**
• GRANTHAM 138/066 – NH Route 114 over Stocker Pond Overflow	(None)
• HANCOCK 158/068 – Forest Road over Contoocook River	
• LITTLETON 213/054 – US Route 302, NH Routes 10 & 18 over Ammonoosuc River	
• MADBURY 120/096 – NH Route 155 over Bellamy River	
• RANDOLPH 155/057 – Pinkham B Road over Bumpus Brook	
• SEABROOK 136/051 – NH Route 286 over PanAm Railroad (Abandoned)	
• WINCHESTER 113/077 – NH Route 119 over Ashuelot River	

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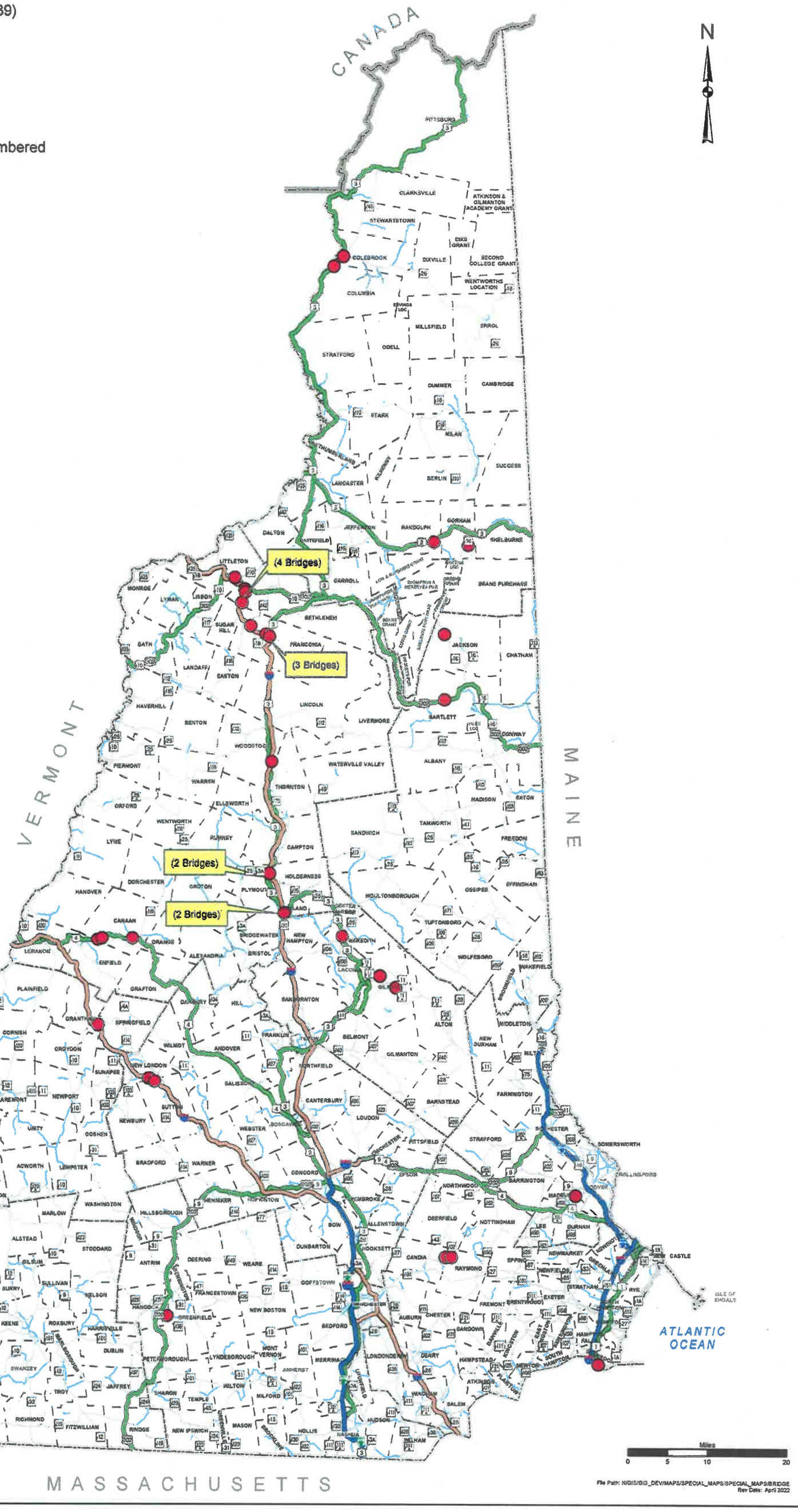
State Bridge Conditions

FFY 2021 State Bridge Preservation Work

New Hampshire DOT
Department of Transportation

- Bridge Preservation (39)
- Turnpikes
- Interstates
- US Routes
- State Routes
- State Routes-Non Numbered

* All Tiers, State
Data Source: ASSET_2021_BRIDGE_POINTS



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Appendix "E"

List and Location Map of all State Bridges Receiving Rehabilitation Work in 2021

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State Bridges receiving Rehabilitation work in FFY 2021

(For additional information on these 2021 Bridge Rehabilitation projects, please see Section 5.1.1.2.)

BRIDGE DESIGN BUREAU	BRIDGE MAINTENANCE BUREAU
AMHERST 41413	• CARROLL 147/058 – US Route 302 over Ammonoosuc River
• AMHERST 135/109 - NH Route 122 & Main Street over NH Route 101 (Red List)	• EATON 084/114 – Brownfield Road over Snow Brook (Red List)
	• LITTLETON 133/094 – I-93 over Mullikin Brook (Red List)
LYME, NH – THETFORD, VT 14460	• NORTH HAMPTON 130/064 – Cedar Road over PanAm Railroad
• LYME 053/112 – East Thetford Road over Connecticut River (Red List)	• SALEM 098/049 – I-93 Rest Area Entrance over Policy Brook (Red List)
MANCHESTER 41414	
• MANCHESTER 176/106 – Huse Road over I-293 and NH Route 101 (Red List)	**TURNPIKE**
	(None)
SUTTON – NEW LONDON 40511	
• SUTTON 109/144 – I-89 SB over NH Route 114	
• SUTTON 109/145 - I-89 NB over NH Route 114	
TURNPIKE	
(None)	

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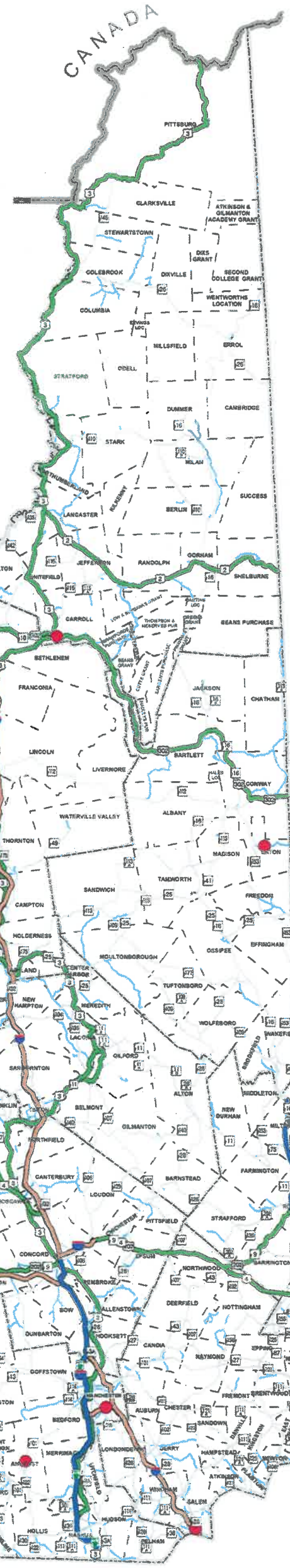
State Bridge Conditions

FFY 2021 State Bridge Rehabilitation Work

New Hampshire DOT
Department of Transportation

- Bridge Rehabilitation (10)
- Turnpikes
- Interstates
- US Routes
- State Routes
- State Routes-Non Numbered

*All Tiers, State
Data Source: ASSET_2021_BRIDGE_POINTS



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Appendix "F"

List and Location Map of all State Bridges

Replaced in 2021

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State Bridges Replaced in FFY 2021

(For additional information on these 2021 Bridge Replacement projects, please see Section 5.1.1.3.)

BRIDGE DESIGN BUREAU	BRIDGE MAINTENANCE BUREAU
ALLENSTOWN – PEMBROKE 40362	• MOULTONBOROUGH 140/251 – NH Route 109 over Berry Pond Brook (Red List)
• ALLENSTOWN 107/098 – NH Route 28 over Suncook River (Red List)	
BEDFORD 13692C	**TURNPIKE**
• BEDFORD 090/065 – NH Route 101 over Pulpit Brook (Red List)	(None)
BENNINGTON 29486	
• BENNINGTON 099/080 – South Bennington Road over Russell Brook (Red List)	
CENTER HARBOR – NEW HAMPTON 24579	
• CENTER HARBOR 080/040 – Waukewan Road over Lake Waukewan Inlet (Red List)	
DANBURY 16303	
• DANBURY 156/104 – US Route 4 over NHRR (Abandoned) (Red List)	
HINSDALE, NH - BRATTLEBORO, VT 12210C	
• HINSDALE 043/044 – Relocated NH Route 119 over Connecticut River (This is a new structure that effectively replaces/bypasses Hinsdale bridges 041/040 and 042/044; both Red List)	
PETERBOROUGH 15879	
• PETERBOROUGH 087/077 – US Route 202 and NH Route 101 over Contoocook River (Red List)	
TURNPIKE	
(None)	

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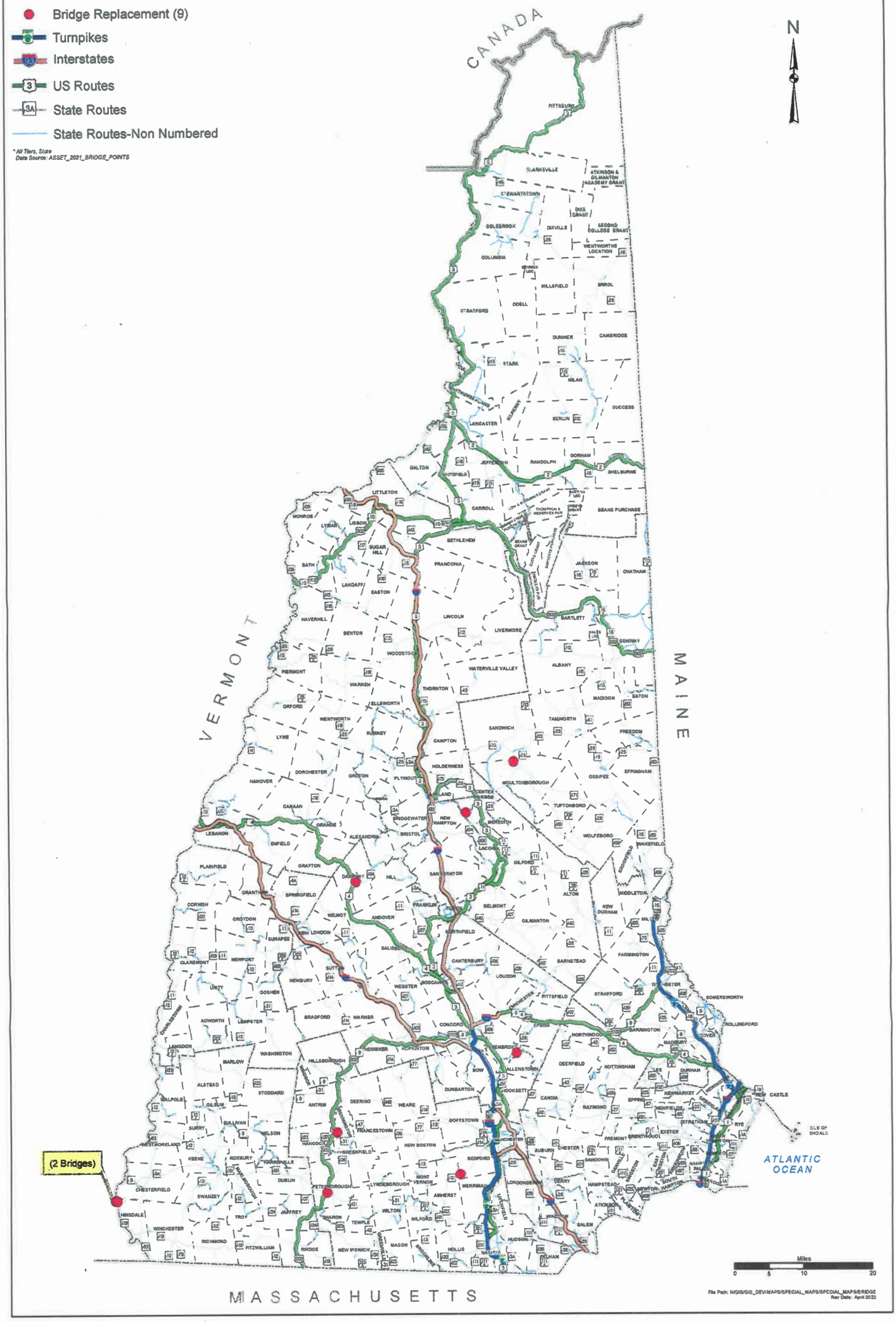
State Bridge Conditions

FFY 2021 State Bridge Replacement Work

New Hampshire DOT
Department of Transportation

- Bridge Replacement (9)
- Turnpikes
- Interstates
- US Routes
- State Routes
- State Routes-Non Numbered

* All Tiers, State
Data Source: ASSET_2021_BRIDGE_POINTS



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NHDOT Bridge Condition and Bridge Program