



FIELD REPORT #016

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Date:	August 19, 2020	Project #:	2018-046	Page 1 of 3
To:	Michael Cahalane Town of Effingham 68 School St. Effingham, NH 03882	Project:	Elm Street Bridge Preservation	
Email:	effingham@roadrunner.com	Location:	Effingham, NH	
Prepared By:	Jonathan K. MacDougall, PE	Owner:	Town of Effingham	
Reviewed & Approved By:	Christopher R. Fournier, PE	Contractor:	Hansen Construction	
		Weather Conditions:	70°F, sunny	

SITE VISIT

Arrived at site: 10:50 AM

Left site at: 11:40 AM

Personnel & Equipment on site:

- HEB Engineers, Inc. (HEB): Jonathan MacDougall
- Michael Hansen Construction Ltd. (Contractor): Carl, Dan
- Michael Hansen Construction Ltd. Equipment:
 - Volvo Excavator
 - Diesel Air Compressor
 - Dump Truck
 - Snooper Truck
 - Water Tank Trailer

Visitors to site:

- None.

Purpose of Site Visit:

- To observe construction progress.
- To observe steel girder and bridge shoe surface preparation.

Work Performed by Contractor since last site visit:

- Contractor began removed concrete forms at deck end (see Photo 1).
- Contractor began cleaning surface of steel beams and shoes.

Work Performed by Contractor during HEB site visit:

- Contractor was preparing to continue working on cleaning steel girders and bridge shoes.

Items discussed and observed:

- Contractor said they would use a grinder to clean of rough corners of the concrete placement and temporary welds (see Photo 2). Engineer noted that there are some locations at the curb and at the deck end step where the concrete was not consolidated well. Bridge membrane installer should install additional mastic in these locations.
- Contractor began to remove loose rust and debris from the girders and bridge shoes. They said they used a pneumatic needle scaler. In general, the needle scaler appeared to be working on the girders with the exception of along the interior corner of the bottom flanges where additional loose rust was still present. Contractor to remove additional loose rust where found, particularly along the upstream girder. Engineer noted the downstream girder did not appear to have significant loose rust and does not need to be scaled. The

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second girder from downstream on the upstream side of the flange had further loose rust than anticipated. Contractor to scale and additional 6 feet in this location. The bridge shoes still had significant loose rust and must be further scaled.

- Contractor will cut off deck drainage pipes flush with deck and leave about 6 inches long passed the top of the bearing seat to direct water away from abutment.
- Containment for the rust removal did not appear effective. Contractor must use containment to prevent loose rust from entering the water and river bank. Contractor must remove all debris from the river bank and in the water.
- Contractor said they would install the vertical membrane tomorrow (August 18, 2020). Engineer said the membrane must lap over the existing membrane 6 inches.
- Contractor said they did not know what the plans are for repairing the abutment, but were focusing on getting the bridge open as soon as possible.
- Engineer noted the sawcut pavement edge was no longer square and undermined. Contractor to sawcut 6 inches, or as needed to get a clean edge, further back from bridge after backfilling.

Work Scheduled:

- Barrier membrane installation on Friday, August 21, 2020.
- Bridge paving on Monday, August 24, 2020.

Outstanding Construction Issues:

- Install containment to prevent demolition debris from falling in the river (FR #008, July 27, 2020).

Next Observation:

- Wednesday, August 19, 2020.

Photos:

- Taken by JKM August 17, 2020.



Photo 1: Backwall with forms removed.



Photo 2: Rough concrete and welds to be grinded clean.

Copy: Michael Hansen Construction Ltd.
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