HistoricBridges.org - National Bridge Inventory Data Sheet

2012 Inventory

The National Bridge Inventory contains data submitted by state transportion departments to the Federal Highway Administration in coded format.
Form Interface Design: www.historicbridges.org. Data Conversion Assistance By www.bridgehunter.com. None of the involved parties make any guarantee of accuracy.

Basic Information

Massachusetts [25]	Franklin County [011]	Erving [21780]	JCT ST 2 & CONN RIVER	42-35-49 = 42.596944	072-29-45 = -72.495833

E100140UCDOTNBI	Highway agency district: 2	Owner: State Highway Agency [01]	Maintenance responsibility: State Highway Agency [01]		

Route: 2		ST 2 MOHAWK TRAIL	Toll: On free road [3]	Features intersected: COMB RIVER RD&CONN RIV	

Design - main: Steel continuous [4]	Design - approach: Concrete continuous [2]	Kilometerpoint: 9039.4 km = 5604.4 mi			
3 Arch - Deck [11]	3 Tee beam [04]	Year built: 1931	Year reconstructed: 1992		
		Skew angle: 0	Structure Flared:		
		Historical significance: Bridge is eligible for the NRHP. [2]			

Total length: 239.6 m = 786.1 ft	Length of maximum span: 140.2 m = 460.0 ft	Deck width, out-to-out: 14.6 m = 47.9 ft	Bridge roadway width, curb-to-curb: 12.2 m = 40.0 ft		
Inventory Route, Total Horizontal Clearance: 12.2 m = 40.0 ft	Curb or sidewalk width - left: 1.5 m = 4.9 ft	Curb or sidewalk width - right: 0 m = 0.0 ft			

Deck structure type	Concrete Cast-in-Place [1]
Type of wearing surface	Latex Concrete or similar additive [3]
Deck protection	Epoxy Coated Reinforcing [1]
Type of membrane/wearing surface	

Weight Limits

Bypass, detour length: 2.4 km = 1.5 mi	Method to determine inventory rating: Load Factor(LF) [1]		Inventory rating: 19.5 metric ton = 21.5 tons		
	Method to determine operating rating: Load Factor(LF) [1]		Operating rating: 32.5 metric ton = 35.8 tons		
	Bridge posting: Equal to or above legal loads [5]		Design Load: M 18 / H 20 [4]		

Functional Details

Average Daily Traffic	9000	Average daily truck traffi	10 %	Year	2007	Future average daily traffic	14214	Year	2032

Road classification	Other Principal Arterial (Urban) [14]	Lanes on structure	2	Approach roadway width	12.2 m = 40.0 ft
Type of service on bridge	Highway-pedestrian [5]	Direction of traffic	2 - way traffic [2]	Bridge median	
Parallel structure designation	No parallel structure exists. [N]				
Type of service under bridge	Highway-waterway [6]	Lanes under structure	2	Navigation control	
Navigation vertical clearanc	0 = N/A	Navigation horizontal clearance	0 = N/A		
Minimum navigation vertical clearance, vertical lift bridge	0 m = 0.0 ft	Minimum vertical clearance over bridge roadway	99.99 m = 328.1 ft		
Minimum lateral underclearance reference feature	Highway beneath structure [H]				
Minimum lateral underclearance on right	1.1 m = 3.6 ft	Minimum lateral underclearance on left	0 = N/A		
Minimum Vertical Underclearance	7.8 m = 25.6 ft	Minimum vertical underclearance reference feature	Highway beneath structure [H]		
Appraisal ratings - underclearances	Basically intolerable requiring high priority of corrrective action [3]				

Repair and Replacement Plans

Type of work to be performed

Bridge rehabilitation because of general structure deterioration or inadequate strength. [35]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	8084000	Roadway improvement cost	809000
Length of structure improvement	240 m = 787.4 ft	Total project cost	12127000
Year of improvement cost estimate	2012		
Border bridge - state		Border bridge - percent responsibility of other state	
Border bridge - structure number			

Inspection and Sufficiency

Structure status	Open, no restriction [A]	Appraisal ratings - structural	Meets minimum tolerable limits to be left in place as is [4]
Condition ratings - superstructur	Fair [5]	Appraisal ratings - roadway alignment	Equal to present desirable criteria [8]
Condition ratings - substructure	Fair [5]	Appraisal ratings - deck geometry	Somewhat better than minimum adequacy to tolerate being left in place as is [5]
Condition ratings - deck	Satisfactory [6]		

Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]
Channel and channel protection	Bank protection is in need of minor repairs. River control devices and embankment protection have a little minor damage. Banks and/or channel have minor amounts of drift. [7]

Appraisal ratings - water adequacy	Equal to present desirable criteria [8]	Status evaluation	Functionally obsolete [2]
Pier or abutment protection		Sufficiency rating	52.9

Culverts	Not applicable. Used if structure is not a culvert. [N]

Traffic safety features - railings	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - transitions	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail	Inpected feature meets currently acceptable standards. [1]
Traffic safety features - approach guardrail ends	

Inspection date	June 2011 [0611]	Designated inspection frequency	24	Months

Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	June 2011 [0611]
Other special inspection	Not needed [N]	Other special inspection date	