HistoricBridges.org - National Bridge Inventory Data Sheet

2011 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]	Gill [25730]	AT GILL-MONTAGUE T.L.	42-36-39 = 42.610833	072-33-12 = -72.553333

G04010133DOTNBI	Highway agency district: 2	Owner: State Highway Agency [01]	Maintenance responsibility: State Highway Agency [01]		
Route: 0		HWY AVENUE A	Toll: On free road [3]	Features intersected: WATER CONN RIV AND CANAL	

Design - main: Steel [3]	Design - approach: Steel [3]	Kilometerpoint: 0 km = 0.0 mi			
5	Truss - Deck [09]	3	Stringer/Multi-beam or girder [02]	Year built: 1937	Year reconstructed: N/A [0000]
				Skew angle: 23	Structure Flared:
				Historical significance: Bridge is eligible for the NRHP. [2]	

Total length: 528.2 m = 1733.0 ft	Length of maximum span: 137.2 m = 450.2 ft	Deck width, out-to-out: 11.9 m = 39.0 ft	Bridge roadway width, curb-to-curb: 8.4 m = 27.6 ft				
Inventory Route, Total Horizontal Clearance: 9.1 m = 29.9 ft	Curb or sidewalk width - left: 0.2 m = 0.7 ft	Curb or sidewalk width - right: 1.6 m = 5.2 ft					
Deck structure type: Concrete Cast-in-Place [1]							
Type of wearing surface: Bituminous [6]							
Deck protection: Unknown [8]							
Type of membrane/wearing surface: Unknown [8]							

Weight Limits

Bypass, detour length: 0.6 km = 0.4 mi	Method to determine inventory rating: Allowable Stress(AS) [2]	Inventory rating: 22.7 metric ton = 25.0 tons	
	Method to determine operating rating: Allowable Stress(AS) [2]	Operating rating: 38.6 metric ton = 42.5 tons	
	Bridge posting: Equal to or above legal loads [5]	Design Load: M 18 / H 20 [4]	

Functional Details

Average Daily Traffic	8000	Average daily truck traffi	12 %	Year	2007	Future average daily traffic	12634	Year	2030

Road classification	Minor Arterial (Urban) [16]	Lanes on structure	2	Approach roadway width	9.1 m = 29.9 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	Waterway [5]	Lanes under structure	0	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	Feature not a highway or railroad [N]				
Minimum lateral underclearance on right	0 = N/A	Minimum lateral underclearance on left	0 = N/A		
Minimum Vertical Underclearance	0 = N/A	Minimum vertical underclearance reference feature	Feature not a highway or railroad [N]		
Appraisal ratings - underclearances	N/A [N]				

Repair and Replacement Plans

Type of work to be performed

Replacement of bridge or other structure because of substandard load carrying capacity or substantial bridge roadway geometry. [31]

Work done by	Work to be done by contract [1]		
Bridge improvement cost	29494000	Roadway improvement cost	2950000
Length of structure improvement	529 m = 1735.6 ft	Total project cost	44242000
Year of improvement cost estimate	2011		
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	Poor [4]	Appraisal ratings - deck geometry	Basically intolerable requiring high priority of corrrective action [3]
Condition ratings - deck	Poor [4]		

Scour	Bridge foundations determined to be stable for the assessed or calculated scour condition. [8]
Channel and channel protection	Bank protection is being eroded. River control devices and/or embankment have major damage. Trees and rush restrict the channel. [5]

Appraisal ratings - water adequacy	Equal to present desirable criteria [8]	Status evaluation	Structurally deficient [1]
Pier or abutment protection		Sufficiency rating	33.9

Culverts	Not applicable. Used if structure is not a culvert. [N]
Traffic safety features - railings	
Traffic safety features - transitions	
Traffic safety features - approach guardrail	
Traffic safety features - approach guardrail ends	

Inspection date	May 2009 [0509]	Designated inspection frequency	12 Months
Underwater inspection	Not needed [N]	Underwater inspection date	
Fracture critical inspection	Every two years [Y24]	Fracture critical inspection date	May 2009 [0509]
Other special inspection	Every year [Y12]	Other special inspection date	May 2010 [0510]