ORIG

MASSACHUSETTS HISTORIC BRIDGE INVENTORY

Municipality: Groveland/Haverhill District: 5

Street name/Rt. #: St. Rts. 97, 113
Over
Street name/Rt. #: Merrimack River

Bridge key #: 418510000101 Photo ##s: Dist. 5 photos

Bridge plan #: G-15-1/H-12-12

Common/historic name: Groveland Bridge; Bates Bridge

Current owner: MDPW

UTM coordinates:

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National Register status (insert date)

Entered: Potential: 7-7-80 reversed again 5-22-01

Eligible: Non-eligible: reversed 7-16-85

Field rating: 3 (2) 1

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Date built (source): 1913-3 southerly spans; 1950-3 northerly spans (plans, rating report)

Date(s) rebuilt (source):

Builder (source): Boston Bridge Works-1913; American Bridge Co; Fabricator, 1950 (plaque)*

Designer (source): G.F. Swain, cons. eng. + R.R. Evans, County Eng. 1913 (plans MDPW 1950 (plans)

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Structural type/materials:

3 southerly spans (1913) rivetted Pratt through trusses
2 northerly spans (1950) rivetted Pratt through trusses
bascule span (1950) single-leaf, simple-trunnion bascule with half-through steel plate girder carrying members and underdeck counterweight.

*T. Stuart & Sons Co., contractor, 1950 (Maint. files)

Overall length: 790' Deck width/layout: 41' out-out; 2 traffic lanes, 1 projected sidewalk.

Skew: -

Main unit, # spans: 1 lengths: ca. 93'

Approaches, # spans: 5 lengths:

Plaque: 4 location: SE end post southernmost truss; E girder of bascul NE end post of**

Alterations, unusual features, comments:

Present sidewalk probably dates to 1950 as it looks original on 3 northern spans but is clearly added to 3 southern ones. Latticed railing on westerly side 3 southern spans (1913) quite possibly original.

**northernmost truss; NW parapet end, Haverhill approach.

Visual quality (bridge and setting): High____ Average X Low____

Site integrity: Retained X Violated____

Describe: Banks of Merrimack are heavily wooded, screening the mostly residential neighborhoods behind. Groveland's center village, a 19th-century rural trading center with some 20th-century commercial intrusions, is situated at the southerly end of the bridge.

History of bridge and site: A chain ferry on this site at least as early as 1827 was replaced in 1870 by an iron bowstring truss drawbridge which collapsed within 10 years. It was replaced in 1882 by a 6-span iron truss bridge (one span a rim-bearing swing) designed & built by the Boston Bridge Works. The 3 southerly spans of the 1882 bridge burned in 1913 and were replaced by the present 3 southerly spans. The remaining (northerly) spans of the 1882 bridge were replaced by the present northerly through trusses and bascule span in 1950.

Sources: R.R. Evans,"Groveland Bridge and Approaches"(District 5)
B.H. ✓
Maint ✓
R.R. F.S.&T 1975
Plans 1882, 1913, 1949

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Summary statement of significance: The 1950 bascule span is the 11th-oldest of 20 trunnion-type bascule spans identified in the MDPW statwide computer print-out. It is one of 29 bascule spans of all types identified in the MDPW print-out, and one of 14 single-leaf bascule spans included amoung the 29. (These totals do not include an unknown number of railroad bascules which are not covered in the MDPW listing).

The 5 through truss spans, 2 dating from 1950 and 3 from 1913, are all of the standard Pratt configuration (Pratts being one of the two most common types among surviving truss bridges) and both sets of truss spans utilize the more modern rivetted connections rather than the earlier pinned construction.

Statement prepared by: S. J. Roper Date: 11 Sept. 1984

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Field survey by: Wayne Peabody, District 5 Date: 2-8-1980
S.J.Roper,MDPW Hist. Bridges Specialist 31 July 1984