# 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

| | | | | | |
|---|---|---|---|---|---|
| Connecticut [09] | Middlesex County [007] | Middletown [47360] | 0.25 MI WEST OF ROUTE 9 | 41-34-36 = 41.576667 | 072-39-12 = -72.653333 |

524 | Highway agency district: 1 | Owner: State Highway Agency [01] | Maintenance responsibility: State Highway Agency [01]

Route: 66 | | ROUTE 66 | Toll: On free road [3] | Features intersected: P&W RR RT9 CONN RIVER

| | | | | | |
|---|---|---|---|---|---|
| Design - main | Steel [3] | Design - approach | Steel [3] | Kilometerpoint | 1147.2 km = 711.3 mi |
| 2 | Arch - Thru [12] | 28 | Girder and floorbeam system [03] | Year built: 1938 | Year reconstructed: 1994 |
| | | | | Skew angle: 99 | Structure Flared: |
| | | | | Historical significance | Bridge is not eligible for the NRHP. [5] |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Total length | 1044.9 m = 3428.3 ft | Length of maximum span | 182.9 m = 600.1 ft | Deck width, out-to-out | 17.7 m = 58.1 ft | Bridge roadway width, curb-to-curb | 13.7 m = 44.9 ft |
| Inventory Route, Total Horizontal Clearance | 13.7 m = 44.9 ft | Curb or sidewalk width - left | 1.5 m = 4.9 ft | Curb or sidewalk width - right | 1.5 m = 4.9 ft | | |

| | |
|---|---|
| Deck structure type | Concrete Cast-in-Place [1] |
| Type of wearing surface | Bituminous [6] |
| Deck protection | |
| Type of membrane/wearing surface | Preformed Fabric [2] |

## Weight Limits

| | | | | | |
|---|---|---|---|---|---|
| Bypass, detour length | Method to determine inventory rating | Load Factor(LF) [1] | Inventory rating | 28.2 metric ton = 31.0 tons | |
| 3.9 km = 2.4 mi | Method to determine operating rating | Load Factor(LF) [1] | Operating rating | 47.1 metric ton = 51.8 tons | |
| | Bridge posting | Equal to or above legal loads [5] | Design Load | M 18 / H 20 [4] | |

## Functional Details

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Average Daily Traffic | 33500 | Average daily truck traffi | 6 % | Year | 2008 | Future average daily traffic | 16750 |
| Year | 2029 | | | | | | |
| Road classification | Other Principal Arterial (Urban) [14] | Lanes on structure | 4 | Approach roadway width | 13.7 m = 44.9 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 | Highway-waterway-railroad [8 | Lanes under structure | 15 | Navigation control | Navigation control on waterway (bridge permit required). [1] | | |
| Navigation vertical clearanc | 28 m = 91.9 ft | Navigation horizontal clearance | 146.3 m = 480.0 ft | | | | |
| Minimum navigation vertical clearance, vertical lift bridge | 0 m = 0.0 ft | Minimum vertical clearance over bridge roadway | 4.27 m = 14.0 ft | | | | |
| Minimum lateral underclearance reference feature | Highway beneath structure [H] | | | | | | |
| Minimum lateral underclearance on right | 0.3 m = 1.0 ft | Minimum lateral underclearance on left | 0.5 m = 1.6 ft | | | | |
| Minimum Vertical Underclearance | 6.25 m = 20.5 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

Other structural work, including hydraulic replacements. [38]

| | | | |
|---|---|---|---|
| Work done by | Work to be done by owner's forces [2] | | |
| Bridge improvement cost | 1000 | Roadway improvement cost | 1000 |
| Length of structure improvement | 0.1 m = 0.3 ft | Total project cost | 2000 |
| Year of improvement cost estimate | | | |
| 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 - superstructure | Poor [4] | Appraisal ratings - roadway alignment | Somewhat better than minimum adequacy to tolerate being left in place as is [5] |
| Condition ratings - substructure | Poor [4] | Appraisal ratings - deck geometry | Basically intolerable requiring high priority of replacement [2] |
| Condition ratings - deck | Serious [3] | | |
| 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 | Superior to present desirable criteria [9] | Status evaluation | Structurally deficient [1] |
| Pier or abutment protection | In place but re-evaluation of design suggested [4] | Sufficiency rating | 29.2 |
| 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 | |
| Traffic safety features - approach guardrail | |
| Traffic safety features - approach guardrail ends | |

| | | | | |
|---|---|---|---|---|
| Inspection date | June 2010 [0610] | Designated inspection frequency | 24 | Months |
| Underwater inspection | Every two years [Y24] | Underwater inspection date | April 2009 [0409] | |
| Fracture critical inspection | Every two years [Y24] | Fracture critical inspection date | June 2010 [0610] | |
| Other special inspection | Not needed [N] | Other special inspection date | | |